



**SANTA FE
SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

ASST. SUPERINTENDENT

J. K. Hastings Carlsbad, N.M.

TRAINMASTERS

L. D. Eidson Clovis, N.M.

R. E. Johnson Belen, N.M.

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. M. Orr El Paso, Tex.

ASST. TRAINMASTER

J. W. Fellabaum Hurley, N.M.

ROAD FOREMEN OF ENGINES

J. L. Posey Clovis, N.M.

CHIEF DISPATCHER

E. V. Church Clovis, N.M.

ASST. CHIEF DISPATCHERS

J. E. Young Clovis, N.M.

M. R. Jones Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

J. C. Collins
D. D. Boler
B. E. Wrather
W. L. Kelley
J. W. Wooster
H. R. Moots
R. E. Cooper
D. H. Williams
W. H. Rhodes

D. L. Alderman
I. F. Phillips
C. M. Bonarden
E. W. Vance
K. L. Miller
J. A. Maize
O. N. Hale
J. D. Cole

**The Atchison, Topeka and Santa Fe
Railway Co.**

WESTERN LINES

NEW MEXICO DIVISION

**TIME TABLE
No. 5**

IN EFFECT

Sunday, April 24, 1966

At 12:01 A. M.

Mountain Standard Time

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

**F. N. STUPPI,
General Manager,
Amarillo, Texas.**

**J. H. BLAKE,
Asst. General Manager,
Amarillo, Texas.**

**W. E. BRACK,
Superintendent,
Clovis, New Mexico.**

SPEED TABLE

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	5 ..	12.0
.. 56	64.2	1 36	37.5	6 ..	10.0
.. 57	63.2	1 38	36.8	12 ..	5.0

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

Speed	Damage	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>		Damage Begins
5 miles per hour <input type="checkbox"/>		2 1/4 times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>		3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>		4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>		5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>		6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>		

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!

SURGEONS OF

THE A.T.&S.F. HOSPITAL ASSOCIATION

DR. O. L. HANSON, Chief Surgeon.....Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE.....Doctor in Charge

LOCAL SURGEONS

- DR. LYNN W. ABSHER Clovis
- DR. V. SCOTT JOHNSON Clovis
- DR. JOEL ZEIGLER Clovis
- DR. LEWIS THOMAS Clovis
- DR. WALTER D. DABBS Clovis
- DR. J. E. MOSS, JR. Clovis
- DR. ROBERT R. BOESE Clovis
- DR. LANE E. MOORE, D.O. Ft. Sumner
- DR. EDWARD D. FIKANY Ft. Sumner
- DR. J. L. LAPP, D.O. Vaughn
- DR. JAMES VEENSTRA Estancia
- DR. ROBERT J. SAUL Mountainair
- DR. W. D. RADELITTE Belen
- DR. R. P. BROWER, D.O. Belen
- DR. HERMAN O. LEBMAN Portales
- DR. ROBERT C. COLEMAN Portales
- DR. J. P. WILLIAMS Roswell
- DR. EARL A. LATIMER, JR. Roswell
- DR. C. P. BUNCH Artesia
- DR. JOSEPH R. MANSFIELD Carlsbad
- DR. EARL B. FLANAGAN Carlsbad
- DR. THEODORE E. HAUSER Carlsbad
- DR. BRUCE H. HAY Pecos
- DR. V. E. FRANKLIN Socorro
- DR. SIDNEY AUERBACH Socorro
- DR. E. E. HUBBLE Truth or Consequences
- DR. W. D. SEDGWICK Las Cruces
- DR. J. A. STEELE Hatch
- DR. PAUL A. FEIL Deming
- DR. WENDELL S. DOVE Silver City
- DR. R. A. WALSH Silver City
- DR. R. C. WILLE, JR. Silver City
- DR. C. C. COBB, JR. Silver City
- DR. L. R. GADDIS El Paso
- DR. H. J. H. MARSHALL El Paso
- DR. W. R. GADDIS El Paso
- DR. JOHN H. JOHNSTONE El Paso

EYE, EAR, NOSE AND THROAT SPECIALISTS

- DR. JOHN H. CAMERON Clovis
- DR. GEORGE S. MORRISON Roswell
- DR. G. S. RICHARDSON Roswell
- DR. CLAY GWINN Carlsbad
- DR. J. D. MARTIN El Paso
- DR. R. N. CAYLOR El Paso
- DR. H. D. HATFIELD El Paso
- DR. R. C. LANE Silver City

**NEW MEXICO DIVISION
FIRST DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	EASTWARD				
		First Class						San Francisco Chief	Passenger			
		3	1									
Other Tracks	Sidings	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily			
Yard		PM 8.40	PM 12.01	656.7	28.0	AUTOMATIC BLOCK SYSTEM	(CLOVIS YL) 5.9 GALLAHER 4.8 GRIER 5.4 ST. VRAIN 8.0 MELROSE					
70	114	8.45	12.06	662.6	23.1			TWO TRACKS				
18	110	8.49	12.10	667.4	26.4							
113		8.54	12.15	672.8	19.0							
84	109	9.01	12.22	680.8	26.0							
6	216	9.07	12.28	687.6	0							
57	220	9.12	12.33	693.4	0							
9	161	9.16	12.37	698.5	0							
37	260	9.20	12.41	702.8	26.4				TRAFFIC CONTROL SYSTEM	CANTARA 5.8 KRIDER 5.1 TOLAR 4.3 TAIBAN 7.3 LA LANDE 6.7 FORT SUMNER 6.8 AGUDO 5.7 RICARDO 7.3 EVANOLA 7.3		
10	201	9.26	12.47	710.1	26.4							
63	156	9.31	12.52	716.8	31.7							
8	231	9.37	12.58	723.6	31.7							
19	216	9.42	1.03	729.3	31.7							
5	216	9.48	1.09	736.6	31.7							
39	220	9.54	1.16	743.9	31.7							
2	216	9.59	1.21	749.6	31.7							
26	216	10.04	1.27	756.1	31.7							
4	217	10.10	1.33	761.4	31.7							
15	237	10.16	1.39	769.0	31.7							
15	125	10.23	1.46	775.7	31.7							
Yard		PM 10.37	PM 2.05	787.5		ABS	JOFFRE 11.8 VAUGHN YL					
		Arrive Daily	Arrive Daily									
		87.1	63.3				(130.8)					
Average speed per hour												

TWO TRACKS: Between Interlocking west end passenger yard Clovis, MP 657.5, and Melrose, MP 681.2; and between Joffre, MP 773.6 and Vaughn, MP 788.4. Between MP 658.5, Clovis and MP 679.5, Melrose, and between MP 776.2, Joffre and Vaughn, two tracks are signalled for movement with the current of traffic only.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Interlocking west end passenger yard Clovis, MP 657.5 and Interlocking extreme west end Clovis, MP 658.5; and 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 Interlocking extreme west end Clovis, MP 658.5, and east crossover Melrose, MP

(First District continued page 5)

**NEW MEXICO DIVISION
FIRST DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	Turn Tables and Wyes	Communications	WESTWARD	
		First Class							San Francisco Chief	Passenger
		2	4							
Other Tracks	Sidings	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily
Yard		PM 2.50	AM 12.35		12.7	AUTOMATIC BLOCK SYSTEM	TWO TRACKS	T Y C R		
70	114	2.40	12.26		11.1					
18	110	2.36	12.22		13.7					
113		2.31	12.17		11.1					
84	109	2.23	12.10		26.4					
6	216	2.16	12.03		31.7					
57	220	2.10	11.57		31.7					
9	161	2.04	11.51		31.7					
37	260	1.59	11.46		31.7					
10	201	1.52	11.40		31.7					
63	156	1.45	11.34		0	TRAFFIC CONTROL SYSTEM	Y C			
8	231	1.37	11.29		15.8					
19	216	1.31	11.24		0					
5	216	1.24	11.18		0					
39	220	1.16	11.12		0					
2	216	1.10	11.07		0					
26	216	1.03	11.02		0					
4	217	12.57	10.57		31.7					
15	237	12.49	10.51		10.2					
15	125	12.42	10.45		10.6					
Yard		PM 12.30	PM 10.33			ABS	TWO TRACKS	Y C R		
		Leave Daily	Leave Daily							
		56.1	64.3				(130.8)			
Average speed per hour										

(Continued from page 4)

679.5; and between west crossover Joffre, MP 776.2, and Vaughn, MP 788.4.

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

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

At Clovis, between Interlocking east end passenger yard, MP 655.8, and Interlocking west end passenger yard, MP 657.5, there is no main track. Within these limits the second, third and fourth tracks south of passenger station are designated as passenger yard tracks 1, 2 and 3 respectively. TCS with Rule 261 in effect on passenger yard tracks 1, 2 and 3.

**NEW MEXICO DIVISION
SECOND DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 5 April 24, 1966	STATIONS
		First Class					
		3	1				
Other Tracks	Sidings	Leave Daily	Leave Daily				
Yard		PM 10.37	PM 2.05	787.5			VAUGHN YL
5	214	10.44	2.11	792.7	31.7		5.2 TEJON
3	181	10.52	2.17	798.7	31.7		6.0 CARNERO
48	120	10.57	2.22	803.8	10.6		5.1 ENCINO
17	239	11.02	2.27	808.8	31.7		5.0 NEGRA
3	229	11.08	2.33	815.5	31.7		6.7 PEDERNAL
3	116	11.12	2.37	819.5	31.7		4.0 DUNMOOR
5	191	11.17	2.41	824.0	31.7		4.5 CULEBRA
13	213	11.22	2.45	828.8	12.1		4.8 LUCY
3	159	11.28	2.51	836.1	30.5		7.3 SILIO
235	128	11.33	2.57	842.1	30.3		6.0 WILLARD
3	246	11.40	3.04	848.5	31.7		6.4 BRONCHO
	54 126 336	11.47	3.13	855.7	31.7		7.2 MOUNTAINAIR
6	270	11.54 AM	3.21	863.2	31.7		7.5 ABO
20	301	12.01	3.29	868.9	3.2		5.7 SCHOLLE
3	166	12.13	3.42	875.9	0		7.0 SAIS
67	186	12.18	3.48	881.6	0		5.7 BECKER
3	186	12.22	3.54	886.6	0		5.0 BODEGA
7	187	12.27	4.00	891.3	0		4.7 MADRONE
Yard		12.38 AM	4.15 PM	897.4	12.1		6.1 BELEN YL
		Arrive Daily	Arrive Daily				(109.9)
		54.5	50.7				Average speed per hour

TWO TRACKS: At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6; signalled for movement with the current of traffic only.

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 895.4 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

(Second District continued page 7)

**NEW MEXICO DIVISION
SECOND DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 5 April 24, 1966	STATIONS
		First Class					
		2	4				
Other Tracks	Sidings	Leave Daily	Leave Daily				
Yard		PM 12.30	PM 10.33				VAUGHN YL
		5.2	6.0		0		5.2 TEJON
		6.0	6.7		0		6.0 CARNERO
		5.1	5.0		31.7		5.1 ENCINO
		5.0	6.7		31.7		5.0 NEGRA
		6.7	4.0		31.7		6.7 PEDERNAL
		4.0	4.5		31.7		4.0 DUNMOOR
		4.5	4.8		31.7		4.5 CULEBRA
		4.8	7.3		31.7		4.8 LUCY
		7.3	6.0		31.7		7.3 SILIO
		6.0	6.4		31.7		6.0 WILLARD
		6.4	7.2		0		6.4 BRONCHO
		7.2	7.5		0		7.2 MOUNTAINAIR
		7.5	5.7		66.0		7.5 ABO
		5.7	7.0		66.0		5.7 SCHOLLE
		7.0	5.7		66.0		7.0 SAIS
		5.7	5.0		66.0		5.7 BECKER
		5.0	4.7		31.7		5.0 BODEGA
		4.7	6.1		31.7		4.7 MADRONE
		6.1	10.30 AM		31.7		6.1 BELEN YL
		Arrive Daily	Leave Daily				(109.9)
		54.9	61.0				Average speed per hour

(Continued from page 6)

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 other trains and engines.

At Mountainair, Westward passenger trains not making station stop, will make service test of air brakes as prescribed by Rule 21, Form 2501-A Standard.

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

**NEW MEXICO DIVISION
CARLSBAD DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD First Class 25 Passenger	Leave Daily	Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	STATIONS
Other Tracks	Sidings	PM 3.30			0			CLOVIS
		3.36	0.0	37.0				CLOVIS JCT. YL
2	110	3.44	7.6	52.8				CAMEO
96	134	3.59	17.6	52.8				PORTALES YL
	27	4.04	20.9	52.8				YERBA YL
2	110	4.14	29.8	52.8				DELPHOS
2	115	4.22	37.2	52.8				KERMIT
39	50	4.28	42.2	52.8				ELIDA
2	110	4.35	47.6	52.8				TORNERO
7	72	4.42	52.5	48.1				KENNA
	110	4.57	65.5	42.2				BOAZ
	34	5.05	71.8	52.8				ELKINS
	110	5.17	82.1	52.8				CAMPBELL
	18	5.26	90.0	45.9				ACME
	110	5.33	94.9	37.0				MELENA
40	110	5.42	103.1	52.8				POE
Yard	83	5.55	107.8	47.0				ROSWELL YL
9	21	6.02	112.6	47.0				SOUTH SPRING
	110	6.09	118.8	30.1				CHISUM
61	51	6.16	124.2	0				DEXTER
50		6.20	126.6	0				GREENFIELD
40	51	6.25	130.5	46.2				HAGERMAN
17	19	6.34	139.1	32.7				LAKE ARTHUR
22	110	6.40	148.8	38.5				ESPUELA
284	64	6.48	149.9	8.5				ARTESIA YL
22	110	6.55	155.1	45.8				ATOKA
44	25	6.59	157.9	29.0				DAYTON
13	110	7.07	165.2	18.6				LAKWOOD
	61	7.20	177.5	50.2				AVALON
Yard		7.30 PM Arrive Daily	188.0	52.8				CARLSBAD YL
				45.75	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.

Clovis Jct. is register station for First Class trains only.

(Carlsbad District continued page 9)

**NEW MEXICO DIVISION
CARLSBAD DISTRICT EASTWARD**

TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD First Class 26 Passenger
STATIONS	Feet Per Mile			Arrive Daily
CLOVIS		TY	CR	AM
CLOVIS JCT. YL	19.5			11.00
CAMEO	52.8		B	10.52
PORTALES YL	52.8		CR	10.43
YERBA YL	52.8			10.32
DELPHOS	16.7		B	10.27
KERMIT	37.0		B	10.17
ELIDA	52.8		C	10.09
TORNERO	52.8		B	10.03
KENNA	52.8		B	9.56
BOAZ	47.5		B	9.49
ELKINS	40.7		B	9.33
CAMPBELL	52.8		C	9.25
ACME	52.8		B	9.13
MELENA	52.8		B	9.03
POE	52.8		B	8.56
ROSWELL YL	52.8	Y	CR	8.47
SOUTH SPRING	52.8			8.41
CHISUM	35.2		B	8.30
DEXTER	41.7		C	8.23
GREENFIELD	21.1		B	8.16
HAGERMAN	42.2		CR	8.12
LAKE ARTHUR	52.8		B	8.07
ESPUELA	31.7		B	7.56
ARTESIA YL	31.7		CR	7.50
ATOKA	41.7		B	7.43
DAYTON	41.7		B	7.36
LAKWOOD	52.8		B	7.32
AVALON	48.8		B	7.24
CARLSBAD YL	52.8	Y	CR	7.10
(183.0)				7.00 AM Leave Daily
Average speed per hour				45.75

(Continued from page 8)

Train register in booth near East Wye Switch Carlsbad. First Class trains and Westward extras enroute old yard at Carlsbad that do not set out in new yard will register at East Wye Switch, 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 other trains and engines.

**NEW MEXICO DIVISION
EL PASO DISTRICT WESTWARD SCHEDULES**

WESTWARD FIRST CLASS					TIME TABLE No. 5 April 24, 1966	STATIONS
17	23	19	7	13		
Super Chief-El Capitan	The Grand Canyon	The Chief	Fast Mail Express	El Pasoan		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
PM 5.10	PM 5.00	AM 8.30	AM 12.55	PM 8.00		
5.15	5.05	8.35	1.00	6.05		
5.25 PM	5.15 PM	8.45 AM	1.10 AM	6.15		
				6.22		
				6.27		
				6.40		
				6.50		
				7.01		
				7.11		
				7.19		
				7.35		
				7.46		
				7.57		
				8.07		
				8.17		
				8.28		
				8.38		
				8.52		
				9.01		
				9.06		
				9.13		
				9.17		
				9.24		
				9.35		
				9.47		
				10.03		
				10.10		
				10.18		
				10.35		
				10.48		
				10.57		
				11.03		
				11.12		
				11.16		
				11.20		
				11.40		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
50.4	50.4	50.4	50.4	44.8		Average speed per hour

For Footnotes and other information see pages 12 and 13.

**NEW MEXICO DIVISION
EL PASO DISTRICT EASTWARD SCHEDULES**

TIME TABLE No. 5 April 24, 1966	EASTWARD FIRST CLASS				
	14	20	24	18	8
	El Pasoan	The Chief	The Grand Canyon	Super Chief-El Capitan	Fast Mail Express
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
AM 11.05	AM 4.15	AM 9.50	PM 1.10	PM 8.35	
11.01	4.09	9.44	1.04	8.25	
10.48	4.00	9.35	12.55	8.15	
10.39					
10.33					
10.25					
10.15					
9.50					
9.36					
9.24					
9.15					
9.05					
8.49					
8.37					
8.30					
8.21					
8.10					
7.58					
7.45					
7.33					
7.27					
7.19					
7.14					
7.06					
6.55					
6.45					
6.36					
6.30					
6.23					
6.15					
5.55					
5.47					
5.41					
5.34					
5.30					
5.27					
5.15					
AM					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
43.3	50.4	50.4	50.4	37.8	

For Footnotes and other information see pages 12 and 13.

**NEW MEXICO DIVISION
EL PASO DISTRICT. (Cont'd)**

Track Capacity 50 ft. Per Car		Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings			Feet Per Mile	STATIONS		
Yard		902.4	0	T.C.S. A.B.S. { Albuquerque YL 1.5	2 Tracks 14.9	T C R	
Yard		903.9	21.1				ABAJO YL 11.1
34	70	915.0	10.6	ISLETA 7.4	26.4	B	
70	83	922.4	21.1	LOS LUNAS 5.0	26.3	C	
8	83	927.4	19.0	CHLOE 5.2	21.1	B	
Yard		932.6	21.1	BELEN YL 9.9	26.4	T Y C R	
29	83	942.5	15.8	SABINAL 11.0	26.4	B	
13	83	953.5	16.3	LA JOYA 10.0	25.3	B	
7	80	963.5	19.5	SAN ACACIA 7.4	41.0	B	
12	83	970.9	19.2	LIMITAR 6.9	26.4	B	
101	83	977.8	26.4	SOCORRO YL 10.4	26.4	Y C	
42	83	988.2	31.7	SAN ANTONIO 10.8	31.7	B	
	82	999.0	0	ELMENDORF 6.1	31.7	B	
	119	1005.1	26.4	SAN MARCIAL 7.2	12.8	B	
	53	1012.3	26.4	POPE 9.1	26.4	B	
	55	1021.4	26.4	LAVA 10.1	26.4	B	
	82	1031.5	26.4	CROCKER 11.7	26.4	B	
35	125	1043.2	26.4	ENGEL 8.2	26.4	C	
	82	1051.4	26.4	CUTTER 5.0	26.4	B	
	47	1056.4	26.4	ALEMAN 6.9	26.4	B	
	83	1063.3	9.8	UPHAM 3.8	26.4	B	
	82	1067.1	5.4	ALIVIO 6.6	26.4	B	
44	49	1073.7	26.4	GRAMA 5.9	63.4	B	
Yard		1079.6	26.4	RINCON YL 7.7	26.4	Y C	
	83	1087.3	26.4	TONUCO 8.4	26.4	B	
	53	1095.7	26.4	MEDLER 5.4	26.4	B	
	62	1101.1	21.5	LEASBURG 5.8	26.4	B	
33	62	1106.9	16.5	DONA ANA 5.6	26.4	B	
Yard		1112.5	24.6	LAS CRUCES YL 11.4	29.6	C	
33	83	1123.9	0	MESQUITE 7.5	12.1	C	
26	26	1131.4	9.5	BERINO 5.0	6.8	B	
42	51	1136.4	26.4	ANTHONY 6.0	26.4	C	
18	35	1142.4	26.4	CANUTILLO 2.9	26.4	C	
	63	1145.3	3.7	MONTOYA 2.6	21.1	B	
4		1147.9	26.4	WHITE 7.3	26.4		
		1155.2	0	EL PASO Union Station YL 0.8	0	T C R	
Yard		1156.0		EL PASO Freight Station YL			

(El Paso District continued from pages 10 and 11)

For Footnotes El Paso District see page 13.

For Schedules El Paso District see pages 10 and 11.

**NEW MEXICO DIVISION
EL PASO DISTRICT (Cont'd.)**

TWO TRACKS: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5; signalled for Movement with the current of traffic only.

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, Rincon, El Paso freight station and El Paso Union station; 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 junction with Albuquerque Division, 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 other trains and engines.

ESTANCIA DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings				STATIONS	Feet Per Mile			
235	128	0.0	42.2	WILLARD YL 11.8	42.2	Y B			
37	26	11.8	66.0	ESTANCIA YL 16.0	44.9	C			
8	31	27.8		CALVERT YL					

(27.8)

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

No switch lights on Estancia District.

**NEW MEXICO DIVISION
SANTA RITA DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD		Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					
Yard		0.0	105.6	WHITWATER YL	0	Y B		
Yard		8.3	101.4	HURLEY YL	42.2	Y C		
23	29	12.9	132.0	BAYARD YL	0	C		
		14.4	0	HANOVER JCT. YL	0	B		
45		14.7	168.4	COBRE YL	0			
Yard		18.7		SANTA RITA YL	0	C		
(16.7)								

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.

PECOS DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					
Yard		183.0	29.3	CARLSBAD YL	18.5	Y C P		
19		189.1		OTIS				
		194.4	29.3	LOVING JCT. YL	39.6	B		
65		195.3	39.1	LOVING YL	39.6	Y C		
24		199.8	39.6	MALAGA	39.6			
36		210.8	39.6	RED BLUFF	36.1			
23		216.5	39.6	CORRAL	39.6			
13		224.6	39.6	ANGELES	39.6			
20		230.7	39.6	ORLA	39.1			
24		241.2	26.4	RIVERTON	34.8			
26		251.3	36.4	ARNO	31.7			
Yard		271.5		PECOS YL		Y C		
(88.5)								

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 other 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.

**NEW MEXICO DIVISION
DEMING DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD		Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					
Yard		1079.6	26.4	RINCON YL	26.4	Y C		
23	41	1084.8	63.9	HATCH	16.8	C		
	59	1093.9	63.4	HOCKETT	26.4	B		
75	44	1104.9	26.4	NUTT	26.4	Y B		
	36	1118.2	26.4	FLORIDA	26.4	B		
	61	1125.8	26.4	MIRAGE	26.4			
Yard		1132.9	57.0	DEMING YL	62.3	C		
46	41	3.1	57.0	PERUHILL	62.3			
	53	16.7	73.9	SPALDING	29.0	B		
Yard		30.3	117.2	WHITWATER YL		Y B		
Yard		46.6		SILVER CITY YL	7	Y C		
(100.7)								

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.

MAGDALENA DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD
Other Tracks	Sid- ings	Mile Post	Feet Per Mile					
101	83	0.0	132.0	SOCORRO YL	0	Y C		
17		15.9	132.0	WATER CANYON	31.7			
Yard		26.8		MAGDALENA YL		Y C		
(26.8)								

Trains must get numbered clearance card before leaving Socorro.

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.

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

2. (A) Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine, must not clear the main track through a hand thrown switch not electrically locked, for any purpose.

3. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	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:		
Main Track	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 M.P. 34	45	45
M.P. 34 and Silver City	20	20
MAGDALENA DISTRICT	20	20
SANTA RITA DISTRICT:		
Whitewater and Hurley	30	30
Hurley and Santa Rita	20	20
Fierro Industrial Spur	10	10

*On First and Second Districts where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

Units Operative Dynamic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50	65
		45 or less	70
3 or more	3249 or less	46 to 50	65
		45 or less	70
or:			
Units Operative Dynamic Brake	Tons	Number of Cars	Maximum Speed MPH
4 or more	3250 or less	50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
3501 to 3750	68 to 89	65	
	90 or more	70	

3. SPEED REGULATIONS—(Cont'd)

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

Units Operative Dynamic Brake	Tons	Number of Cars	Maximum Speed MPH
4 or more	3751 to 4000	73 to 109	65
		110 or more	70
	4001 to 4250	80 or more	65
		4251 to 4500	90 or more
	4501 to 4750	100 or more	65

** When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded: 25 per cent, or less, maximum authorized passenger train speed.

26 to 45 per cent 80 MPH
46 per cent or more 70 MPH

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
Turnout, End of Two Tracks M.P. 681.2	70	65
Curve, M.P. 700.0 to M.P. 700.2	70	65
4 Curves, M.P. 716.5 to M.P. 720.6	70	65
Curve, M.P. 726.8 to M.P. 727.6	70	65
Curve, M.P. 751.0 to M.P. 751.3	70	65
Curve, M.P. 752.9 to M.P. 753.9	70	65
Curve, M.P. 755.5 to M.P. 755.8	70	65
Curve, M.P. 757.3 to M.P. 757.5	70	65
3 Curves, M.P. 763.0 to M.P. 764.5	70	65
Curve, M.P. 769.5 to M.P. 769.7	70	65
Curve, M.P. 771.0 to M.P. 771.3	70	65
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	65
2 Curves, M.P. 786.6 to M.P. 787.1	65	55
EASTWARD TRACK:		
2 Curves, M.P. 785.4 to M.P. 787.1	75	65
SECOND DISTRICT		
5 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. 843.9 to M.P. 844.7	70	65
Curve, M.P. 856.4 to M.P. 856.5	65	55
4 Curves, M.P. 857.3 to M.P. 859.8	65	55
4 Curves, M.P. 860.2 to M.P. 856.6	65	55
Curve, M.P. 865.8 to M.P. 866.0	65	50
3 Curves, M.P. 866.3 to M.P. 867.0	50	40
Curve, M.P. 867.6 to M.P. 868.6	70	50
Curve, M.P. 869.9 to M.P. 870.0	65	45
3 Curves, M.P. 870.5 to M.P. 871.0	40	40
4 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	60
Curve, M.P. 894.6 to M.P. 894.0 (East.)	65	60
2 Curves, M.P. 894.9 to M.P. 895.6	45	40
3 Curves, M.P. 897.1 to M.P. 897.6	15	15

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 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
Curve, M.P. 84.1 to M.P. 84.6	55	30
3 Curves, M.P. 84.6 to M.P. 85.9	35	30
Curve, M.P. 85.9 to M.P. 86.6	55	30
2 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
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

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
11 Curves, M.P. 993.7 to 1001.4	55	45
Curve, M.P. 1006.8 to 1007.0	40	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	45	45
Curve, M.P. 1022.9 to 1023.1	40	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	55	40
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

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
EL PASO DISTRICT—(Cont'd)		
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
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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
Las Cruces	All crossings between McClure Road and Truck Bypass	30

(C) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel Locomotives and Motor Cars				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
350-359	95	95	45	95
325-344. (Except as listed below)	80	80	45	80
325LAB, 326LAB, 328 LAB, 329 LAB, 330 LAB, 331LAB, 332L, 333AB, 334LAB, 335 LAB, 336A, 337LAB	90	90	45	90
200-289	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45

3. SPEED REGULATIONS—(Cont'd)

(C) MAXIMUM SPEED OF ENGINES—(Cont'd)

MILES PER HOUR

	Forward	Light	Backing Or When Con- trolled From Rear Unit	Dead In Train
Diesel Locomotives and Motor Cars—(Cont'd)				
800-849, 900-979, 1100- 1174, 1200-1284, 1300- 1460, 1600-1615, 1700- 1719, 1800-1829	75	75	45	75
RDC 191, 192	85	85	50	85
M160, M190	80	65	25	75

(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	Maxi- mum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines:			
11-15, 80-87, 350-359, 600-611, 800-849, 1600- 1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 200-344, 500- 564, 625-633, 700-751, 900-979, 1100-1174, 1200- 1284, 1300-1460, 1500- 1537, 1700-1719, 1800- 1829, 2200-2299, 2303- 2304, 2322-2399, 2403- 2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wreck- ing Der- ricks	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720	Other Machines Including Derrick AT-199775
	MPH	MPH	MPH
First, Second, El Paso and Carlsbad Districts; and between Rincon and MP 34 on Deming Dis- trict	40	45	30
Pecos, Estancia and be- tween MP 34 and Silver City on Deming District	20	20	20
Santa Rita and Magda- lena Districts	15	15	15

Pile drivers must be handled in train next to engine.

3. SPEED REGULATIONS—(Cont'd)

(F) SPRING SWITCHES, TURNOUTS AND CROSS-
OVERS

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. Where two speeds shown in miles per hour column, higher speed applies to passenger trains only.

STATION	TYPE	LOCATION	MILES PER HOUR
Clovis	I	EAST END YARD	
	I	Turnout from Psgr. Yard Track 1 to industry lead	15
	I	Turnouts from Psgr. Yard Track 2 to long tail	30
	I	Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
Clovis	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
	I	Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
	I	Turnout from Psgr. Yard Track 2 to long tail	15
Melrose	I	Turnout from Eastward Main Track to No. 5 yard lead	40
	I	Crossover between Eastward and Westward Main Tracks	40
	I	Crossover between Two Tracks at east end siding	20
	I	Both ends siding End Two Tracks M.P. 681.2	30 70-65
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
Pederal	I	Both ends siding	40
Dunmoor	I	Both ends siding	30

3. SPEED REGULATIONS—(Cont'd)

(F) SPRING SWITCHES, TURNOUTS AND CROSS-OVERS—(Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
"I"—Interlocked Switch. "S"—Spring Switch.			
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	
Carlsbad	S	Albuquerque Div. Jct.	15
	I	West end tracks 23 and 24	30
	S	East leg wye M.P. 181.3	15
Getty Spur	S	West leg wye M.P. 181.7 (Carlsbad Industrial Spur)	15
	S	Tail of wye M.P. 0.3	15
	S	Lead Switch west end (PCA End) La Huerta Yard	15
	S	Jct. switch	15
Abajo	S	Duval Spur Wye Connection	15
	I	End of two tracks	40
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	Foot overhead bridge Ice House Track 17 Clovis.
786.7	Overhead highway bridge near Vaughn.
SECOND DISTRICT	
787.7	Sand Conveyor Pipe over Eastward Main Track Vaughn Sand House.
800.5	Overhead highway bridge near Encino.
897.1	Overhead foot bridge Belen Yard.
ESTANCIA DISTRICT	
27.2	Cement Conveyor Belt Calvert.
27.7	Beet Loader Conveyor Belt Calvert.
CARLSBAD DISTRICT	
92.9	Loading tipple on Ewell Spur.
167.6	Pecos River.
181.7	Pecos River.
PECOS DISTRICT	
198.9	Black River.
LOVING INDUSTRIAL SPUR	
14.4	Conveyor over KCL loading track International Minerals & Chemical Co.

4. DANGEROUS OBSTRUCTIONS—(Cont'd)

MILE POST	NAME
EL PASO DISTRICT	
902.5	Coal Avenue Viaduct.
951.5	Rio Puerco.
961.3	Rio Salado.
1006.2	Rio Grande.
112.5	Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT	
1082.9	Rio Grande.
3.1	West side tipple track.
39.6	San Vincente.
45.3	San Vincente.

5. RAILROAD CROSSINGS AND JUNCTIONS

(A) LOCATION OF INTERLOCKINGS

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

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
FIRST DISTRICT		
Gallaher Airport Spur	662.8	79
SECOND DISTRICT		
Sais Crusher Tracks	874.2	152
CARLSBAD DISTRICT		
Ewell Spur	92.9	13
Builders Block and Stone Co.	110.6	7
AAA Alfalfa	110.9	7
Industry	111.5	24
Roswell Airport Spur	113.0	153
Callens Flying Service	121.9	9
Wood Chemical Co.	142.4	11
PECOS DISTRICT		
Continental Oil Co.	222.4	12
Northwestern Refinery	236.4	10
CARLSBAD INDUSTRIAL SPUR		
Getty	12.8	107
National Potash Co. Gettys Spur	13.6	136
Wills Spur	16.2	10
Potash Company of America	19.2	340
Run Around Track	18.5	100
Southwest Potash Corporation	6.1	111
Run Around Track	5.4	62
Duval Sulphur & Potash Company		
Shaft 3 and 4	5.6	40
Run Around Track	4.7	30
Duval Sulphur & Potash Company	7.1	218
United States Borax & Chemical		
Company Shaft 3	2.9	26
Du Pont Spur	2.6	5
Kermac	6.1	248
National Potash Company	8.9	280
Run Around Track	8.5	44
LOVING INDUSTRIAL SPUR		
United Borax & Chemical Company	4.3	295
Duval Nash Draw	8.6	172
International Minerals & Chemicals Corporation	14.4	310

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity
EL PASO DISTRICT		
A. R. Hebenstreit	905.6	50
Home Planners, Inc.	905.9	20
M. Lieberman	906.0	21
Kinney	907.1	6
American Pipe & Constr. Co.	907.8	18
Industrial Park	908.2	109
Briner Rust Proofing Co.	908.5	18
Bates Lumber Company	910.6	10
Edmunds Chemical Co.	935.3	6
Polvadero	966.7	None
Tex Mex Mining Co.	989.0	7
Tiffany Stock Yards	1002.1	19
Mesilla Park	1116.0	52
Hanes Knitting Mill	1118.2	10
Brazito Packing Co.	1120.6	10
Santa Tomas	1123.5	15
Vado	1127.8	18
Mountain Pass Canning Co.	1137.5	6
Border Steel Co.	1138.9	179
Vinton	1139.8	18
Walker-Wood Products	1144.2	2
El Paso Feed & Stock Yards	1144.5	14
DEMING DISTRICT		
Asarco	2.0	Yard
MAGDALENA DISTRICT		
Socorro Planing & Lumber Co.	1.9	6
Great Lakes Carbon Corp.	4.8	30
Quarry Tracks	11.0	36
Kelly	28.5	29
SANTA RITA DISTRICT		
Star Shaft	15.5	21
Precipitate Spur	15.6	22
Fierro Industrial Spur 5.8 Miles: ...	14.4	
Bullfrog Mine	0.2	10
Black Hawk	2.3	12
Kearney	2.6	19
Hanover	3.3	41

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 signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with the 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
 Bridge 908.7 — 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 1095.0

Semaphore arm at 45 degrees above horizontal position or a 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.

7. SPECIAL RULES AND FACILITIES—(Cont'd)

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

When the letter "E" is illuminated, immediate stop must be made, both sides of train, as well as track must be inspected and dispatcher notified. Telephones are located at these signals.

LOCATION	DIRECTION	SIGNAL DISPLAYING "E"
MP 711.4	Westward	7131
MP 722.3	Eastward	7202

(D) Hot box detectors are located as follows:

Detector Location	Direction	Location of Indicator	Hot Box Locator
MP 684.3	Westward	MP 684.3	MP 686.5
MP 684.3	Eastward	MP 686.5	MP 682.4
MP 711.4	Westward	MP 684.3	MP 715.8
MP 726.3	Eastward	MP 682.4	MP 722.4
MP 764.9	Eastward	MP 713.6	MP 760.3
MP 806.1	Westward	MP 724.8	MP 769.2
MP 806.1	Eastward	MP 762.5	MP 802.9
MP 806.1	Westward	MP 766.9	MP 809.8
MP 832.5	Westward	MP 804.1	MP 834.7
MP 832.5	Eastward	MP 807.9	MP 830.3
MP 878.1	Westward	MP 832.5	MP 880.1
MP 878.1	Eastward	MP 830.3	MP 876.8
		MP 878.1	
		MP 880.1	
		MP 878.1	
		MP 876.8	

Detectors will detect and locate as many as eight hot boxes; four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" to be lighted at a point beyond detector and "Hot Box Locator" in signal case, suitably marked, will count the axles passing over the detector behind each overheated journal. To locate a hot box, take the number, or numbers, registered on the "axle counters" and add one. This figure will represent the overheated journal in number of axles from rear of train.

When an "indicator" is illuminated, train must be stopped immediately, "Hot Box Locator" observed, and a thorough inspection made of all cars in train to find the hot box, or boxes. Box lids must be raised, and close visual inspection made, of each designated car and the two cars on either side.

After observing Hot Box Locator, door must be closed and locked. HOT BOX DETECTOR REPORT must be filed at first open office of communication and Form 1523, required by Rule 806, must indicate that the designated car actuated the Hot Box Detector.

8. YARD LIMITS

Abajo	El Paso	Rincon
Albuquerque	El Paso Union	Roswell
Artesia	Station	Santa Rita
Bayard	Estancia	Silver City
Belen	Hanover Jct.	Socorro
Calvert	Hurley	Vaughn
Carlsbad	Las Cruces	Whitewater
Clovis (on First District only)	Loving	Willard (Estancia District only, extends to and includes Calvert)
Clovis Jct.	Loving Jct.	
Cobre	Magdalena	
Deming	Pecos	
	Portales	Yerba

9. BULLETIN BOOKS

Albuquerque	Hurley
Belen	Rincon
Carlsbad	Roswell
Clovis	Vaughn
El Paso	

10. STANDARD CLOCKS

Albuquerque	Hurley
Belen	Rincon
Carlsbad	Roswell
Clovis	Vaughn
El Paso	

11. STANDARD THERMOMETERS

Albuquerque	El Paso
Belen	Rincon
Carlsbad	Roswell
Clovis	Socorro
Deming	Vaughn

TIME SERVICE

A. J. STROBEL, General Watch Inspector Topeka
R. W. GOOCH, Assistant General Watch Inspector Topeka

**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
1	Attica	Amarillo and beyond	Kansas City and beyond
	Umbarger Black	Clovis and beyond	Beyond Amarillo
	Melrose Fort Sumner	Belen and beyond	Beyond Clovis
2	Encino Yeso Fort Sumner Taiban Melrose	Clovis and beyond	Belen and beyond
	Black Umbarger	Beyond Amarillo	Clovis and beyond
	Attica	Kansas City and beyond	Amarillo and beyond
17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond	Albuquerque and beyond

CONDITIONAL STOPS—(Cont'd)

**CONDITIONAL STOPS SHOWN BELOW WILL BE
MADE ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
	Syracuse		Topeka, Lawrence, Kansas City and beyond
	Trinidad		Kansas City and east and north of La Junta
20	Trinidad	North of La Junta, Kansas City and east	Arizona and California
	Syracuse	Topeka, Lawrence, Kansas City and beyond	
	Lamar Garden City St. John	Emporia, Kan- sas City and beyond, and South of Newton	Albuquerque and beyond
23	Newton to Las Animas	La Junta and beyond	Newton and beyond
	Thatcher	Trinidad and beyond	La Junta and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond
24	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond
	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
27-(C&S)	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
	Thatcher	La Junta and beyond	Trinidad and beyond
	La Junta to Hutchin- son	Newton and beyond	La Junta and beyond
27-(C&S)	Palmer Lake	Pueblo and beyond	Denver

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