



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

L. D. EIDSON Carlsbad, N.M.

TRAINMASTERS

R. H. DeHAVEN Clovis, N.M.

E. W. VANCE Belen, N.M.

J. M. MARTIN Hurley, N.M.

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. M. ORR El Paso, Tex.

W. D. CURTIS Clovis, N.M.

ASST. TRAINMASTERS

H. P. MUELLER Albuquerque, N.M.

J. L. RAINEY Belen, N.M.

B. D. BYRD Clovis, N.M.

ROAD FOREMEN OF ENGINES

G. T. JOHNSON Belen, N.M.

CHIEF DISPATCHER

E. V. CHURCH Clovis, N.M.

ASST. CHIEF DISPATCHERS

C. M. BONARDEN Clovis, N.M.

M. R. JONES Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

D. D. BOLER
J. E. YOUNG
R. E. COOPER
D. H. WILLIAMS
W. H. RHODES
D. L. ALDERMAN
I. F. PHILLIPS
K. L. MILLER

J. A. MAIZE
O. N. HALE
J. D. COLE
H. E. BOYDSTON
R. D. WILLIAMS
T. H. SPRADLEY
T. G. CURRY
J. L. REYNOLDS

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

WESTERN LINES

NEW MEXICO DIVISION

**TIME TABLE
No. 8**

IN EFFECT

Monday, July 12, 1971

At 12:01 A. M.

Mountain Standard Time

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

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

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

**J. K. HASTINGS,
Superintendent,
Clovis, New Mexico.**

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Alchison	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	TY CR	656.7	28.0	CLOVIS	12.7		Yard		
		662.6	26.4			GALLAHER	13.7	114	70
	CR	680.8	26.0	MELROSE	26.4	109	84		
		687.6	0	CANTARA	31.7	216	6		
		693.4	0	KRIDER	31.7	220	57		
		698.5	0	TOLAR	31.7	161	9		
		702.8	26.4	TAIBAN	31.7	260	37		
		710.1	26.4	LA LANDE	31.7	201	10		
	Y B	716.8	31.7	FORT SUMNER	0	156	63		
		723.6	31.7	AGUDO	15.8	231	8		
		729.3	31.7	RICARDO	0	216	19		
		736.6	31.7	EVANOLA	0	216	5		
	B	743.9	31.7	YESO	0	220	39		
		749.6	31.7	LARGO	0	216	2		
		756.1	31.7	BUCHANAN	0	216	26		
		761.4	31.7	CARDENAS	0	217	4		
		769.0	31.7	DUORO	31.7	237	15		
		775.7	31.7	JOFFRE	10.2	125	15		
	CR Y	787.5		VAUGHN YL	10.6		Yard		
				(130.8)					

TRAFFIC CONTROL SYSTEM

ABS

TWO TRACKS: Between Clovis, M.P. 655.0 and Melrose, M.P. 681.2; and between Joffre, M.P. 773.6 and Vaughn, M.P. 788.5.

RULE 261-TCS IN EFFECT: On main tracks and sidings between Clovis and crossover Joffre, M.P. 776.2, except on sidings Gallaher and Melrose; and at Clovis, on the fourth track south of the Division Office building, designated as Track P-3.

RULE 251 IN EFFECT: Between crossover Joffre, M.P. 776.2 and Vaughn, M.P. 788.5.

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

At Clovis, speed limit 20 MPH on main tracks and on Track P-3 between M.P. 656, east end Clovis yard and M.P. 657.4, east of Hull Street overpass. Speed applies only until head end of train has passed permanent resume speed sign at end of the restricted area.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Fr.
Clovis to Vaughn	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

(B) SPEED REGULATIONS - CURVES

Location	MPH
4 Curves, M.P. 716.5 to 720.6	70
Curve, M.P. 726.8 to 727.6	70
4 Curves, M.P. 750.9 to 757.5	70
3 Curves, M.P. 762.9 to 764.6	70
2 Curves, M.P. 769.5 to 771.3	70
WESTWARD TRACK:	
2 Curves, M.P. 778.8 to 779.9	65
Curve, M.P. 780.0 to 780.5	70
Curve, M.P. 786.6 to 787.2	60
EASTWARD TRACK:	
Curve, M.P. 786.6 to 787.2	60

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS is in effect, 40 MPH; all other main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS (Cont'd)

"I"—Interlocked Switch

Station or M.P.	Type	Location	MPH
Clovis	I	EAST END YARD	
		Turnout from North Track to industry lead	15
	I	Turnouts from South Track to long tail	30
	I	Crossovers between North Track and South Track	40
Clovis	I	Turnout from South Track to Track P-3	40
	WEST END YARD		
	I	Crossovers between North Track and South Track	40
	I	Turnout from South Track to long tail	15
MP 669.7	I	Turnout from South Track to No. 5 yard lead	40
	I	Crossovers between North and South Tracks	50
	I	End Two Tracks, M.P. 681.2	70
	I	Crossover	30
Jeffre	I	End Two Tracks, M.P. 773.6	50
	I	Both ends siding	30
	I	Crossover between Two Tracks	40
Vaughn	I	Crossover between Two Tracks east end yard	30
	I	End Two Tracks, M.P. 788.5	30
	I	West switch, freight yard lead	30

Switches at each end of sidings Cantara to Vaughn are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P.	NAME
656.7	Overhead foot bridge Ice House Track 17 Clovis.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Gallaher Airbase Spur	662.8	79
Grier	668.0	61
Iden (Eastward main track)	782.2	9

WEST- WARD ↓	Communications, Turn Tables and Wyes	Distance From Alhambra	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	Y C R	787.5	31.7	VAUGHN	0			Yard	
		792.7	31.7	TEJON	0	214	5		
		798.7		CARNEIRO	31.7	181	3		
	B	803.8	10.5	ENCINO	31.7	120	46		
		808.8	31.7	NEGRA	31.7	239	17		
		815.5	31.7	FEDERNAL	31.7	229	3		
		819.5	31.7	DUNMOOR	31.7	116	3		
		824.0	31.7	CULEBRA	31.7	191	6		
		828.8	12.1	LUCY	31.7	213	13		
		836.1	30.6	SILIO	31.7	159	3		
	B	842.1	30.3	WILLARD	31.7	128	102		
		848.5	31.7	BRONCHO	0	246	3		
					0				
	Y C	855.7	31.7	MOUNTAINAIR	66.0	336	399		
		863.2	7.5	ABO	66.0	270	6		
		868.9	3.2	SCHOLLE	66.0	301	20		
		875.9	0	SAIS	66.0	166	3		
		881.6	0	BECKER	66.0	186	67		
		886.6	0	BODEGA	31.7	186	3		
		891.3	0	MADRONE	31.7	187	7		
			12.1		31.7				
	T Y C R	932.6		BELEN				Yard	
				(109.9)					

TWO TRACKS: At Vaughn, between M.P. 787.2 and M.P. 788.5; and at Belen, between M.P. 933.7 and New Mexico-Albuquerque Division Junction, M.P. 932.4.

RULE 261-TCS IN EFFECT: On main track and sidings between Vaughn, M.P. 788.5 and end of two tracks Belen, M.P. 933.7; at Belen, on freight lead between M.P. 893.9 and M.P. 895.4, and on Tracks 23 and 24 between the interlocking at west end of yard and sign indicating "End TCS" located at west end of new ice dock.

At Belen, Tracks 23 and 24 signalled for and must be used for eastward movement only between sign 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 M.P. 787.2 and M.P. 788.5 and at Belen, between M.P. 932.4 and M.P. 933.7.

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

NEW MEXICO DIVISION

SECOND and ESTANCIA DISTRICTS 5

1. SPEED REGULATIONS — SECOND DISTRICT

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH	
	Psg.	Fr.
Vaughn to Belen	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum authorized speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

(1) Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH
(2) Westward trains consisting of 6,000 tons or more between Mountainair and Becker	35 MPH

(B) SPEED REGULATIONS - CURVES

Location	MPH
8 Curves, M.P. 788.6 to 796.7	70
Curve, M.P. 843.9 to 844.7	75
9 Curves, M.P. 856.3 to 865.6	55
6 Curves, M.P. 865.8 to 870.1	50
7 Curves, M.P. 870.5 to 872.8	40
2 Curves, M.P. 873.6 to 875.0	55
Curve, M.P. 893.1 to 893.6	65
Curve, M.P. 894.0 to 894.6	60
Curve, M.P. 894.9 to 895.6	40
8 Curves, M.P. 932.3 to 932.9	15

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS is in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch

Station	Type	Location	MPH
Vaughn	I	Crossover between Two Tracks east end yard	30
	I	End Two Tracks, M.P. 788.5	30
	I	West switch, freight yard lead	30
Encino	I	Both ends siding	30
Dunmoor	I	Both ends siding	30
Willard	I	Both ends siding	30
Mountainair	I	Both ends No. 2 track	15
Scholle	I	Crossover	30
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen Yard (M.P. 934.4)	15
	I	End Two Tracks (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	East and west end crossover Albuq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 23 and 24	30
	I	Crossover (Albuq. Div. M.P. 0.5)	50

Switches at each end of sidings Vaughn to Belen are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P.	NAME
932.8	Overhead foot bridge Belen Yard

ESTANCIA DISTRICT

WESTWARD Communications Turn Tables and Wyes	Distances from Willard	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car	
			STATIONS	Feet Per Mile		Sidings	Other Tracks
B		42.2	WILLARD YL		128	102	
B	11.8	66.0	ESTANCIA YL	42.2	26	37	
C	27.8		CALVERT YL	44.9	31	8	
(27.8)							

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON ESTANCIA DISTRICT.

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

No switch lights on Estancia District.

At Calvert, derail on main track 720 feet east of east switch.

1. SPEED REGULATIONS — ESTANCIA DISTRICT

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Willard to Calvert	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using sidings must not exceed maximum turnout speed for that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MP	NAME
28.0	Cement conveyor belt at Calvert

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Atlas Spur	8.0	4

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Clovis	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑	
				Mile Post	Feet Per Mile				STATIONS
	YCR	183.0	29.3	T.C.S.	CARLSBAD YL	18.5			
		189.1	29.3		6.1 OTIS			19	
	YB	194.4	29.3		5.3 LOVING JCT. YL				
		195.3	29.3		0.9 LOVING YL			33	
		199.8	39.1		4.5 MALAGA			24	
	YB	214.9	39.6		15.1 PECOS JCT. YL				
		217.2	39.6		2.3 (State Line)				
		230.7	39.6		13.5 ORLA			28	
		241.2	39.6		10.5 RIVERTON			24	
		251.3	26.4		10.1 ARNO			26	
	YC	271.6	36.4	30.2 PECOS YL				Yard	
				(88.5)					

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Carlsbad to Pecos Jct.	49
Pecos Jct. to Pecos	20
Loving Industrial Spur	30

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:
 Over 100 tons per car or
 total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Main track, M.P. 183.0 to 185.6	20
Main track, M.P. 194.4, over spring switch Loving Jct.	20
Bridge, M.P. 198.9 to 199.0	30
3 Curves, M.P. 201.5 to 202.4	45
6 Curves, M.P. 209.9 to 212.1	45
Main track, M.P. 264.4 to 264.7	5

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnout and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

“S”—Spring Switch

Station	Type	Location	MPH
Loving Jct.	S	East wye switch	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P.	NAME
	PECOS DISTRICT
198.9	Bridge, Black River
14.4	Loving Industrial Spur Conveyor over KCL loading track International Minerals & Chemical Co.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
PECOS DISTRICT		
Continental Spur	183.4	13
Carlsbad Industrial Block Co.	183.9	7
Southern New Mexico Warehouse	184.7	13
West Storage Track No. 1	184.9	60
West Storage Track No. 2	184.9	60
Stock track	184.9	27
Continental Oil Co.	222.4	12
Northwestern Refinery	236.4	10
Loving Industrial Spur		
U.S. Potash & Chemical Company	4.3	295
Duval Nash Draw	8.6	172
International Minerals & Chemicals Corporation	14.4	310

RULE 99 (d) IN EFFECT BETWEEN PECOS JCT. AND PECOS.

RULE 261—TCS IN EFFECT: On main track between M.P. 183.2, Carlsbad and M.P. 194.3, Loving Jct.

Proceed indication on eastward control signal at Loving Jct. authorizes movement eastward extras from Loving Jct.

At Carlsbad, before movement into TCS territory is made, it must be ascertained from the control station, Carlsbad, that signal can be cleared before moving west of Orchard Lane or before departing La Huerta yard.

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

At Carlsbad, trains before leaving and switchers when going on duty must secure a numbered clearance card.

At Loving Jct., normal position of switches, east and west legs of wye, lined for Pecos District.

At Pecos Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

No switch lights Carlsbad to Pecos.

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

1. SPEED REGULATIONS

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

DEMING DISTRICT

WESTWARD ↓ Communications Turn Tables and Wyes	Distance from Atchison and Deming	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	EASTWARD ↑	
			STATIONS	Feet Per Mile		Sid- ings	Other Tracks
Y C	1079.6	26.4	RINCON YL	26.4			Yard
C	1084.8	63.9	HATCH	16.8	41	43	
B	1093.9	63.4	HOCKETT	26.4	59		
Y B	1104.9	26.4	NUTT	26.4	44	75	
B	1118.2	26.4	FLORIDA	26.4	36		
	1125.8	26.4	MIRAGE	26.4	61		
C	1132.9	57.0	DEMING YL	62.3			Yard
	3.1	57.0	PERUHILL	62.3	41	46	
B	16.7	73.9	SPALDING	29.0	53		
Y B	30.3	105.6	WHITEWATER YL	79.2			Yard
Y	34.0	105.6	Burro Mountain Jct. YL	9.5		25	
Y C	46.6		SILVER CITY YL				Yard
			(100.8)				

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN WHITEWATER AND SILVER CITY.

RULE 99 (d) IN EFFECT BETWEEN RINCON AND WHITEWATER.

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

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

At Whitewater, Santa Rita District junction switch normally lined for Santa Rita District.

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

At Silver City, derail on main track M.P. 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.

1. 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

Location	MPH
Rincon to Deming	45
Deming to Burro Mountain Jct.	30
Burro Mountain Jct. to Silver City	20
Tyrone Industrial Spur	30

(B) SPEED REGULATIONS - CURVES

Location	MPH
7 Curves, M.P. 1085.7 to 1088.6	30
8 Curves, M.P. 1102.5 to 1106.6	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
Rincon	S	East end No. 2 track	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATIONS	STREETS	MPH
Silver City	All crossings between Garden Crossing, M.P. 45.5 and depot	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

MP	NAME
1082.9	Bridge, Rio Grande
39.6	Bridge, San Vincente
45.3	Bridge, San Vincente

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Tyrone Industrial Spur (11 Miles)	34.0	56
Hawkins	44.4	24

RUSTLER SPRINGS DISTRICT

WESTWARD ↓ Communications Turn Tables and Wyes	Distance From Pecos Junction	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	EASTWARD ↑	
			STATIONS	Feet Per Mile		Sid- ings	Other Tracks
Y B		52.8	PECOS JCT. YL	0			
	2.0	78.0	(State Line)	52.8			
Y	25.5		RUSTLER SPRINGS YL			200	
			(25.5)				

RULE 99 (d) IN EFFECT ON RUSTLER SPRINGS DISTRICT.

No switch lights on Rustler Springs District.

At Pecos Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

1. 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

Location	MPH
Pecos Jct. to Rustler Springs	49

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

Over 100 tons per car or total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Duval track scale, M.P. 20.8 to 20.9	2
All tracks beyond M.P. 25.5	5

(C) SPEED REGULATIONS - SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

MAGDALENA DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance from Socorro	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS			
	Y C					SOCORRO YL			
	0	26.8	132.0	26.8	31.7	MAGDALENA YL	83	101	
				(26.8)					

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON MAGDALENA DISTRICT.

No switch lights on Magdalena District.

At Socorro, El Paso District junction switch normally lined for El Paso District.

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

1. 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

Location	MPH
Magdalena to Socorro	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using sidings must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Socorro Planing & Lumber Co.	1.9	6

SANTA RITA DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance from Whitewater	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971			Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS			
	Y B					WHITWATER YL			
	Y C R	8.3	105.6	8.3	42.2	HURLEY YL	0		Yard
	B	12.9	101.4	4.6		BAYARD YL	0	29	23
	B	14.4	132.0	1.5		HANOVER JCT. YL	0		
		14.7	0	0.3		COBRE YL	0		45
	B	16.7	168.4	2.0		SANTA RITA YL	0		Yard
				(16.7)					

TRAINS AND ENGINES WILL OPERATE PER RULE 93 ON SANTA RITA DISTRICT.

At Santa Rita, derail on main track 408 feet east of east switch No. 5 track and 82 feet west of west switch No. 4 track.

At Whitewater, Deming District junction switch normally lined for Santa Rita District.

At Hurley, west wye switch normally lined for wye.

No switch lights on Santa Rita District east of Hurley.

1. 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

Location	MPH
Whitewater to Hurley	30
Hurley to Santa Rita	20
Fierro Industrial Spur—	
M.P. 0.0 to M.P. 2.3	10
M.P. 2.3 to M.P. 5.8	20
M.P. 5.8 to M.P. 6.5	10

Between Bayard and Santa Rita trains and engines running light must not exceed speed of 15 MPH on curves.

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

Trains or engines using sidings must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Fierro Industrial Spur (6.5 miles) ...	14.4	
Bullfrog Mine	0.2	10
Kearney	2.6	19
Hanover	3.3	41
U.S.S.R. & M.	6.5	44
Star Shaft	15.5	21
Precipitate Spur	15.6	22

WEST- WARD	Communications Turn Tables and Wyes	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Track Capacity 60 ft. Per Car		EAST- WARD
				First Class	17		First Class	18	
Leave Daily PM	T Y C R	Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Sidings	Other Tracks	Arrive Daily PM
5.15		902.4	21.1	T.C.S. ABS. {	Albuquerque YL 12.6	26.4		Yard	12.55
5.30 PM	B	915.0	10.6		ISLETA	26.4	70	84	12.35 PM
	C	922.4	21.1		LOS LUNAS 7.4	26.4	83	70	
		927.4	19.0		CHLOE 5.0	25.3	83	8	
	T Y C R	932.6	21.1		BELEN YL 5.2	21.1		Yard	
	B	942.5	15.8		SABINAL 9.9	26.4	83	29	
	B	953.5	16.3		LA JOYA 11.0	26.4	83	13	
	B	963.5	19.5		SAN ACACIA 10.0	25.3	80	7	
	B	970.9	19.2		LIMITAR 7.4	41.0	83	12	
	Y C	977.8	26.4		SOCORRO YL 6.9	26.4	83	101	
	B	988.2	31.7		SAN ANTONIO 10.4	26.4	83	42	
	B	999.0	0		ELMENDORF 10.8	31.7	82		
	B	1005.1	26.4		SAN MARCIAL 6.1	31.7	119		
	B	1012.3	26.4		POPE 7.2	12.8	53		
	B	1021.4	26.4		LAVA 9.1	26.4	55		
	B	1031.5	26.4		CROCKER 10.1	26.4	82		
	B	1043.2	26.4		ENGEL 11.7	26.4	125	35	
	B	1051.4	26.4		CUTTER 8.2	26.4	82		
	B	1056.4	26.4		ALEMAN 5.0	26.4	47		
	B	1063.3	26.4		UPHAM 6.9	26.4	83		
	B	1067.1	9.8		ALIVIO 3.8	26.4	82		
	B	1073.7	5.4		GRAMA 6.6	26.4	49	44	
	Y C	1079.6	26.4	ABS {	RINCON YL 5.9	63.4		Yard	
	B	1087.3	26.4		TONUCO 7.7	26.4	83		
	B	1095.7	26.4		MEDLER 8.4	26.4	53		
	B	1101.1	26.4		LEASBURG 5.4	26.4	62		
	B	1106.9	21.5		DONA ANA 5.8	26.4	62	33	
	C R	1112.5	16.5		LAS CRUCES YL 5.6	26.4		Yard	
	C	1123.9	24.6		MESQUITE 11.4	29.5	83	33	
	B	1131.4	0		BERINO 7.5	12.1	26	26	
		1136.3	9.5		(State Line) 4.9	6.8			
	C	1136.4	9.5		ANTHONY 0.1	6.8	51	42	
	C	1142.4	26.4		CANUTILLO 6.0	26.4	35	18	
	B	1145.3	26.4		MONTOYA 2.9	26.4	63		
	T C R	1158.0	26.4	ABS {	EL PASO YL 10.7	26.4		Yard	
Arrive Daily					(253.6)				Leave Daily
50.4					Average speed per hour				37.8

TWO TRACKS: At Albuquerque, between M.P. 902.4 and M.P. 903.9 and at Belen, between M.P. 932.4 and M.P. 933.7.

RULE 261-TCS IN EFFECT: On main track between end of two tracks Albuquerque, M.P. 903.9 and east end of El Paso District siding at Isleta, control station at Winslow; at Belen, between end of two tracks, M.P. 933.7 and junction with Second District, M.P. 934.4, on freight lead between M.P. 893.9 and M.P. 895.4 and on tracks 23 and 24 between the interlocking west end of yard and sign indicating "End TCS" located at west end new ice dock.

At Belen, Tracks 23 and 24 signalled for and must be used for eastward movement only between sign 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 Albuquerque, between M.P. 902.4 and M.P. 903.9; and at Belen between M.P. 932.4 and M.P. 933.7.

Proceed indication on eastward control signal Isleta authorizes movement eastward extras from Isleta.

Trains must get numbered clearance card before leaving Albuquerque, Belen, Rincon and El Paso.

At Socorro, Magdalena District junction switch normally lined for El Paso District.

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

At El Paso, junction switch to Union Depot normally lined for freight yard.

Train or engine movements east of Albuquerque will be governed by Colorado Division time table rules.

At Albuquerque, between automatic block signal 9013 and end of two tracks, M.P. 903.9, 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 or engines.

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.

NEW MEXICO DIVISION

EL PASO DISTRICT 11

1. 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

Location	MPH	
	Psgr.	Frts.
Albuquerque to Isleta	79	60
Isleta to El Paso	59	49

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

85 to 100 tons per car 55 MPH
 Over 100 tons per car or
 total consist exceeds 7,000 tons 45 MPH

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH	
	Psgr.	Frts.
2 Curves, M.P. 905.2 to 905.4	70	55
Curve at Jct. Switch Isleta, M.P. 914.9 (For Coast Lines Trains Only)	70	55
Location	MPH	
8 Curves, M.P. 932.3 to 932.9	15	
Main track, M.P. 949.4 to 952.0	30	
18 Curves, M.P. 957.9 to 966.3	30	
2 Curves, M.P. 973.1 to 973.5	45	
2 Curves, M.P. 985.3 to 986.3	40	
Curve, M.P. 987.5 to 987.7	30	
24 Curves, M.P. 1006.8 to 1023.1	40	
2 Curves, M.P. 1036.4 to 1037.0	45	
13 Curves, M.P. 1075.8 to 1079.1	30	
2 Curves, M.P. 1079.4 to 1079.8	20	
2 Curves, M.P. 1079.9 to 1080.4	40	
11 Curves, M.P. 1082.8 to 1086.0	40	
2 Curves, M.P. 1088.4 to 1088.6	45	
15 Curves, M.P. 1090.1 to 1092.9	20	
6 Curves, M.P. 1093.3 to 1094.7	30	
8 Curves, M.P. 1096.0 to 1101.6	45	
15 Curves, M.P. 1147.5 to 1154.7	30	

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

"I"—Interlocked Switch
 "S"—Spring Switch

Station	Type	Location	MPH
Albuquerque	I	End of Two Tracks (M.P. 903.9)	40
Isleta	I	Albuquerque Division Jct. westward El Paso Dist. trains	40
		Eastward El Paso Dist. trains	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MPH
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen yard (M.P. 934.4)	15
	I	End Two Tracks (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	East and west end crossover	
	I	Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 23 and 24	30
	I	Crossover (Albq. Div. M.P. 0.5)	50
Rincon	S	East end No. 2 track	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATIONS	STREETS	MPH
Albuquerque	All crossings between Mountain Road, M.P. 901.8 and Trumbull Avenue, M.P. 903.4.	30
Las Cruces	All crossings between McClure Road, M.P. 1111.5 and Truck Bypass, M.P. 1114.4.	30
El Paso	All crossings between M.P. 1147.5 and M.P. 1156.	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P.	NAME
951.5	Bridge, Rio Puerco
961.3	Bridge, Rio Salado
1006.2	Bridge, Rio Grande

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
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	7
Briner Rust Proofing Co.	908.5	18
Bates Lumber Company	910.6	12
Edmunds Chemical Co.	935.3	6
Tiffany Stock Yards	1002.1	19
Mesilla Park	1115.0	64
Hanes Knitting Mill	1118.2	10
Brazito Packing Co.	1120.6	10
Santo Tomas	1123.5	15
Vado	1127.8	18
Anthony Growers, Inc.	1135.6	10
W. Silver Co.	1137.0	6
Mountain Pass Canning Co.	1137.5	6
Border Steel Co.	1138.9	179
Vinton	1139.8	18
Darbyshire Steel Co.	1141.1	26
Tre-Pol	1144.2	4
El Paso Feed & Stock Yards	1144.5	14
White	1147.9	7
El Paso Moulding & Mfg. Co.	1148.0	6
Harbin Sales, Inc.	1148.0	20
Howery Lumber Co.	1148.0	6
Southwest Frame & Millwork Co.	1150.2	28

12 SPECIAL RULES

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

5. 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.

Location of such hand thrown, main track, switches are as follows:

FIRST DISTRICT

M.P. 655.2 (South Track) Safeway Milk Plant.
M.P. 667.2 (North Track) Grier.

PECOS DISTRICT

M.P. 189.1 Otis.

6. MAXIMUM SPEED OF ENGINES

Engines	Forward or Dead In Train MPH	Backing or When not Controlled From Lead Unit MPH
300LABC thru 314LABC, 315AB thru 321AB	90	45
5920-5948	79	45
16C-47A, 200-289, 325-344	70	45
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624	70	45*
5900-5919	70	45
6300-6348, 6600-6615, 7500-7519, 7900-7909	70	45*
8000-8005	70	45
8500-8524, 9122-9148, 9800-9849	70	45*
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

*Forward speed applies when backing handling train controlled from leading unit.

7. 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:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849	3	5	5
652-653	4	5	5

NEW MEXICO DIVISION

7. MOVEMENTS OVER SUBMERGED TRACK--(Cont'd) (Rule 817)

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

8. Derricks, cranes, pile drivers, spreaders 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	Wrecking derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 derrick AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 and MPH	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 MPH
First, Second, El Paso, Carlsbad, Rustler Springs Districts, between Carlsbad and Pecos Jct. on Pecos District and between Rincon and M.P. 34 on Deming District	40	45		30
Estancia, between M.P. 34 and Silver City on Deming District and Pecos Jct. and Pecos on Pecos District	20	20		20
Santa Rita and Magdalena Districts	15	15		15

Trains handling scale test cars AT 199913, 199914 or 199915 must not exceed 50 MPH and such equipment must be handled next ahead of caboos.

Pile drivers and derricks AT 199720 and AT 199775 must be handled in train next to engine.

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 MPH.

Maximum authorized speed for trains handling outfit cars stenciled "Rear End Movement Only" 40 MPH.

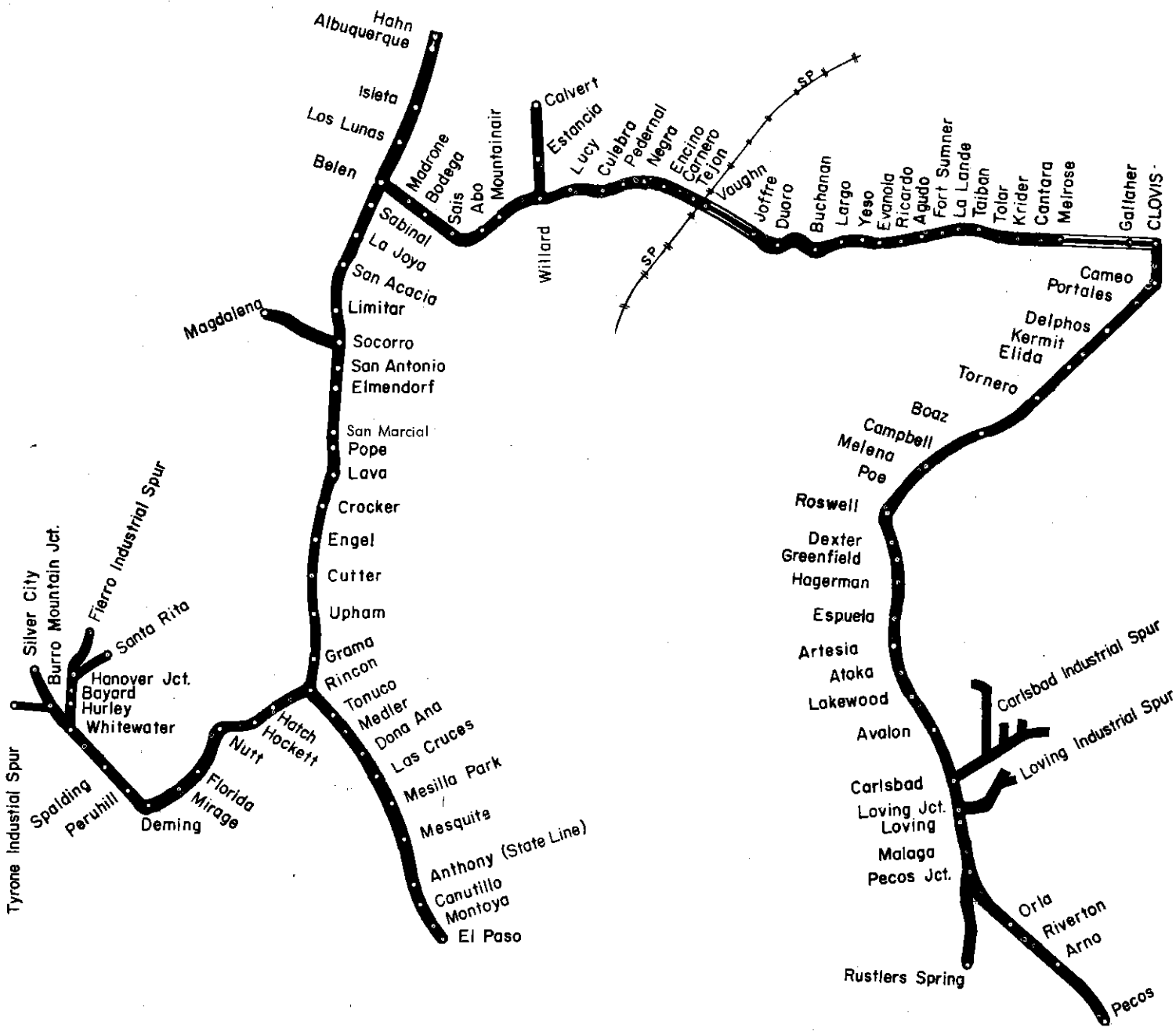
9. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT		
M.P. 684.3	Hot Box	Rotating white light—Eastward M.P. 684.3 and M.P. 682.4 * Westward M.P. 684.3 and M.P. 686.5 *
M.P. 711.4	Dragging Equipment	Westward—Signal 7131 displays letter "E" in bottom unit
M.P. 713.6	Hot Box	Rotating white light—Eastward M.P. 713.6 and M.P. 711.4 * Westward M.P. 713.6 and M.P. 715.8 *
M.P. 722.3	Dragging Equipment	Eastward—Signal 7202 displays letter "E" in bottom unit
M.P. 725.5	Hot Box	Rotating white light—Eastward M.P. 725.5—M.P. 724.8 and M.P. 722.3*
M.P. 746.4	Hot Box	Rotating white light—Eastward M.P. 746.4 and M.P. 744.5 * Westward M.P. 746.4 and M.P. 748.5 *
M.P. 764.9	Hot Box	Rotating white light—Eastward M.P. 764.9 and M.P. 762.5 * Westward M.P. 764.9 and M.P. 766.9 *
Bridge 779.1	High Water	Eastward—Signal 7802
SECOND DISTRICT		
M.P. 806.1	Hot Box	Rotating white light—Eastward M.P. 806.1—M.P. 804.1 and M.P. 802.9 * Westward M.P. 806.1—M.P.808.0 and M.P. 809.8*
Bridge 806.9	High Water	Eastward—Controlled signals east end siding Negra Westward—Signal 8051
M.P. 832.5	Hot Box	Rotating white light—Eastward M.P. 832.5 and M.P. 830.3 * Westward M.P. 832.5 and M.P. 834.7 *
M.P. 852.2	Hot Box	Rotating white light—Eastward M.P. 852.2 and M.P. 849.9 * Westward M.P. 852.2 and M.P. 853.8 *
Bridge 870.4 and Bridge 871.4	High Water	} Eastward—Signal 8712 Westward—Controlled signals west end siding Scholle
Bridge 875.0	High Water	
M.P. 878.1	Hot Box	Rotating white light—Eastward M.P. 878.1 and M.P. 876.8 * Westward M.P. 878.1 and M.P. 880.1 *
*Location of Hot Box Locator		
EL PASO DISTRICT		
Bridge 908.7	High Water	Eastward—Signal 9092 Westward—Controlled signal M.P. 906.4
M.P. 978.9 to M.P. 987.6 M.P. 1054.1 to M.P. 1056.8 M.P. 1080.9 to M.P. 1095.0	High Water	} Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions. Semaphore arm in horizontal position or a red light indicate high water.
CARLSBAD DISTRICT		
M.P. 175.2 to M.P. 178.1	High Water	} Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions. Semaphore arm in horizontal position or a red light indicate high water.

Dragging Equipment Detectors: Equipment dragging across detectors will cause the letter "E" to be lighted at bottom unit of signals indicated. When letter "E" illuminated immediate stop must be made, both sides of train and track inspected and train dispatcher notified. Telephones are located at these signals.

High Water Detectors: When high water detector is actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop and make thorough inspection to ascertain bridges and track are safe before proceeding and notify train dispatcher at first opportunity.

When hot box detector actuated stop must be made immediately, locator checked and train inspected.



NEW MEXICO DIVISION