



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman or other proper company officer.

(See General Rules E, F, M and N, Rules Operating Department)

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.

J. D. COLE 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

H. E. BOYDSTON

T. H. SPRADLEY

T. G. CURRY

J. L. REYNOLDS

S. T. HAMBRIGHT

D. E. SWEET

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

WESTERN LINES

NEW MEXICO DIVISION

TIME TABLE

No. 9

IN EFFECT

SUNDAY, JUNE 11, 1972

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.**

**T. W. GOOLSBY,
Asst. General Manager,
Amarillo, Texas.**

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

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Atchison	Ruling Grade Ascending	TIME TABLE NO. 9 June 11, 1972		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	F Y C R	656.7		TRAFFIC CONTROL SYSTEM	CLOVIS			Yard	
		662.6	28.0		5.9	12.7			
		680.8	26.4		GALLAHER	13.7		175	
	C R	687.6	26.0		18.2		109	84	
		693.4	0		MELROSE	26.4	216	8	
		698.5	0		6.8	31.7	220	57	
		702.8	0		CANTARA	31.7	161	9	
		710.1	26.4		5.8	31.7	260	37	
		716.8	26.4		KRIDER	31.7	201	10	
	Y B	723.6	31.7		5.1	31.7	156	63	
		729.3	31.7		TOLAR	0	231	8	
		736.6	31.7		4.3	15.8	216	19	
		743.9	31.7		TAIBAN	0	216	5	
	B	749.6	31.7		7.3	0	220	39	
		756.1	31.7		LA LANDE	0	216	2	
		761.4	31.7		6.7	0	216	26	
		769.0	31.7		BUCHANAN	0	216	4	
		775.7	31.7		7.6	31.7	217	4	
					CARDENAS	10.2	237	15	
					6.7	10.6	125	15	
	C R Y	787.5		DUORO			Yard		
				11.8					
				JOFFRE					
				11.8					
				VAUGHN YL					
				(130.8)					

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: At Clovis, on the fourth track south of the Division Office building, designated as Track P-3; on main tracks and sidings between Clovis and crossover Joffre, M.P. 776.2, except on the siding at Melrose.

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.

At Clovis, speed limit 20 MPH on main tracks and on Track P-3 between M.P. 656.0, 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

	MPH	
	Psg.	Fr.
First District	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

Trains 198 and 891 are authorized to operate at passenger train speed.

(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 at each end of 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:

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

"I"—Interlocked Switch

Station or M.P.	Type	Location	MPH
Clovis		EAST END YARD	
	I	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
	I	Turnout from South Track to Track P-3	40
Clovis		WEST END YARD	
	I	Crossovers between North Track and South Track	40
	I	Turnout from South Track to Track P-3	40
	I	Turnout from South Track to long tail	15
	I	Turnout from South Track to No. 5 yard lead	40
MP 669.7	I	Crossovers between North and South Tracks	50
Melrose	I	End Two Tracks, M.P. 681.2	70
Yeso	I	Crossover	30
Joffre	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 siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Gallaher Air Base Spur	662.8	79
Grier	668.0	61

WEST- WARD ↓	Communications, Turn Tables and Wyes	Distance From Alchison	Ruling Grade Ascending	TIME TABLE No. 9 June 11, 1972		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	Y CR	787.5	31.7						
		792.7	31.7	VAUGHN } 5.2 } 2 Tracks Y.L.	0		Yard		
		798.7	31.7	TEJON } 6.0 }	0	214	5		
		803.8	10.6	CARNERO } 5.1 }	31.7	181	3		
	B	808.8	31.7	ENCINO } 5.0 }	31.7	120	46		
		808.8	31.7	NEGRA } 6.7 }	31.7	239	17		
		815.5	31.7	PEDERNAL } 4.0 }	31.7	229	3		
		819.5	31.7	DUNMOOR } 4.5 }	31.7	116	3		
		824.0	31.7	CULEBRA } 4.8 }	31.7	191	5		
		828.8	30.6	LUCY } 7.3 }	31.7	213	13		
		836.1	30.3	SILIO } 6.0 }	31.7	159	3		
	B	842.1	31.7	WILLARD } 6.4 }	0	128	102		
		848.5	31.7	BRONCHO } 7.2 }	0	246	3		
	YC	855.7	31.7	MOUNTAINAIR } 7.5 }	66.0	336	399		
		863.2	3.2	ABO } 5.7 }	66.0	270	6		
		868.9	0	SCHOLLE } 7.0 }	66.0	301	20		
		875.9	0	SAIS } 5.7 }	66.0	166	3		
		881.6	0	BECKER } 5.0 }	31.7	186	67		
		886.6	0	BODEGA } 4.7 }	31.7	186	3		
		891.3	12.1	MADRONE } 6.1 }	31.7	187	7		
	TY CR	932.6		BELEN } 2 Tracks Y.L.			Yard		
				(109.9)					

TWO TRACKS: At Vaughn, between M.P. 787.2 and M.P. 788.5; 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 ice dock.

At Belen, Tracks 23 and 24 are signalled for and must be used for eastward movements only between sign indicating "End TCS" at west end of ice dock and sign reading "End of Circuit" near east end of ice dock, except trains and engines may use these tracks in westward direction when authorized by control station.

RULE 93(A) IN EFFECT: At Belen, between New Mexico-Albuquerque Division Junction, M.P. 932.4, and end of two tracks, M.P. 933.7.

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 Belen.

NEW MEXICO DIVISION

SECOND and ESTANCIA DISTRICTS 5

1. SPEED REGULATIONS — SECOND DISTRICT

(A) MAXIMUM AUTHORIZED SPEED

Second District	MPH	
	Psgr.	Frnt.
	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
- Trains 198 and 891 are authorized to operate at passenger train speed.

(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 at each end of 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 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

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 932.8 Overhead foot bridge Belen Yard

ESTANCIA DISTRICT

WESTWARD Communications Turn Tables and Wyes	Distance from Willard	Ruling Grade Ascending	TIME TABLE No. 9 June 11, 1972		Ruling Grade Ascending	Track Capacity 50 ft. Per Car	
			STATIONS	Feet Per Mile		Sidings	Other Tracks
B			WILLARD YL			128	102
B	11.8	42.2	ESTANCIA YL	42.2		26	37
C	27.8	66.0	CALVERT YL	44.9		31	8
(27.8)							

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON ESTANCIA DISTRICT.

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

No switch lights on Estancia District.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Estancia District 20 MPH

(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 siding must not exceed maximum turnout speed for siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 28.0 Cement conveyor belt at Calvert

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Atlas Spur	8.0	4

WESTWARD ↓	Communications Tables and Wyes	Distance From Clovis	Ruling Grade Ascending	TIME TABLE No. 9 June 11, 1972		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EASTWARD ↑	
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile		Sidings
	TY CR		0			CLOVIS				
						0.7 CLOVIS JCT. YL	19.5			Yard
	B	7.6	37.0			7.6 CAMBO	52.8	110	2	
	CR	17.6	52.8			10.0 PORTALES YL	52.8	134	96	
	B	29.8	52.8			12.2 DELPHOS	52.8	110	2	
	B	37.2	52.8			7.4 KERMIT	37.0	115	2	
	B	42.2	52.8			5.0 ELIDA	52.8	50	39	
	B	47.6	52.8			5.4 TORNERO	52.8	110	2	
	B	52.5	48.1			4.9 KENNA	52.8		79	
	B	65.5	42.2			13.0 BOAZ	47.5	200		
	B	82.1	52.8			16.6 CAMPBELL	52.8	110		
	B	94.9	45.9			12.8 MELENA	52.8	110		
	B	103.1	52.8			8.2 POE	52.8	110	40	
	CRY	107.8	52.8			4.7 ROSWELL YL	52.8	60		Yard
		112.6	47.0			4.8 SOUTH SPRING	52.8	21	9	
	B	118.8	30.1			6.2 CHISUM	35.2			
	C	124.2	0			5.4 DEXTER	41.7	110		
	B	126.6	0			2.4 GREENFIELD	21.1	51	61	
	B	130.5	46.2			3.9 HAGERMAN	42.2		50	
	B	143.8	38.5			13.3 ESPUELA	52.8	51	40	
	CR	149.9	8.5			6.1 ARTESIA YL	31.7	200	22	
	B	155.1	45.8			5.2 ATOKA	41.7	64	284	
	B	157.9	29.0			2.8 DAYTON	41.7	110	22	
	B	165.2	18.6			7.3 LAKEWOOD	52.8		44	
	B	177.5	50.2			12.3 AVALON	48.8	110		
	Y CR	183.0	52.8			5.5 CARLSBAD YL	52.8	61		Yard
						(183.0)				

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 8.7 to 9.0	45
Curve, M.P. 49.9 to 50.2	45
11 Curves, M.P. 84.1 to 90.9	30
Curve, M.P. 128.9 to 129.2	40
2 Curves & Bridge, M.P. 167.2 to 168.2	35
Main track, M.P. 181.3 to 183.0	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; except as listed below:

"S"—Spring Switch

Station	Type	Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	15
	S	West leg wye M.P. 181.7	15
	S	Carlsbad Industrial Spur	
	S	Tail of wye M.P. 0.3	15
	S	Lead switch west end (PCA End) La Huerta Yard	15
	S	Jct. switch, Getty wye	15
	S	Duval Spur, Getty wye connection	15

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 167.6	Bridge, Pecos River
M.P. 181.7	Bridge, Pecos River

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Yerba	20.9	10
Acme	90.0	10
Roswell Industrial Air Center	113.0	153
Pecos Valley Feed Co.	117.1	22
Callens Flying Service	121.9	5
Bowman Fertilizer Co.	142.4	11
Carlsbad Industrial Spur		
Getty	12.8	107
Gulf Oil Spur	13.5	7
National Potash Co. Getty	13.6	136
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 Corporation		
Shaft 3 and 4	5.6	40
Run around track	4.7	30
Duval Refinery	7.1	238
U. S. Potash & Chemical		
Company Shaft 3	2.9	26
DuPont Spur	2.6	5
Kerr McGee Corporation	6.1	248
National Potash Company	8.9	230
Run around track	8.5	44

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, switchers must get numbered clearance card when going on duty.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Carlsbad District	49 MPH
Carlsbad Industrial Spur	30 MPH

EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

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

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance From Clovis	Ruling Grade Ascending	TIME TABLE No. 9 June 11, 1972		Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EAST- WARD ↑
				Mile Post	Feet Per Mile		STATIONS	Feet Per Mile	
	YCR	183.0	29.3	CARLSBAD YL	18.5		Yard		
		189.1	29.3	6.1 OTIS	39.6		19		
	YB	194.4	29.3	5.3 LOVING JCT. YL	39.6				
		195.3	29.3	0.9 LOVING YL	39.6		33		
		199.8	39.1	4.5 MALAGA	39.6		24		
	YB	214.9	39.6	15.1 PECOS JCT. YL	39.6				
		217.2	39.6	2.3 (State Line)	39.6				
		230.7	39.6	13.5 ORLA	39.1		28		
		241.2	39.6	10.5 RIVERTON	34.8		24		
		251.3	26.4	10.1 ARNO	31.7		26		
	YC	271.5	36.4	20.2 PECOS YL			Yard		
				(88.5)					

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Carlsbad and Pecos Jct.	49
Pecos Jct. and 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 AND 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 turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH.

"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 siding.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

PECOS DISTRICT	
M.P. 198.9	Bridge, Black River
LOVING INDUSTRIAL SPUR	
M.P. 14.4	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	217
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 Carlsbad, M.P. 183.2, and Loving Jct., M.P. 194.3.

At Loving Jct., proceed indication on eastward controlled signal authorizes movement of 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 leg of wye, lined for Pecos District.

At Pecos Jct., normal position of switches, east and west leg 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 to indicate that trains shown thereon have arrived and left Loving Jct.

Trains must stop before crossing Screwbean River Bridge, MP 226.3 between Pecos Junction and Orla, and a member of crew will ascertain to the extent possible that bridge is safe before crossing.

1. SPEED REGULATIONS

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. 9 June 11, 1972		Ruling Grade Ascending	EASTWARD ↑	
			Mile Post	STATIONS		Feet Per Mile	Sid-ings
Y C	1079.6			RINCON YL			
			5.2				
C	1084.8	26.4	26.4	HATCH	26.4	41	43
				9.1			
B	1093.9	63.9	16.8	HOCKETT	16.8	59	
				11.0			
Y B	1104.9	63.4	26.4	NUTT	26.4	44	75
				13.3			
B	1118.2	26.4	26.4	FLORIDA	26.4	38	
				7.6			
	1125.8	26.4	26.4	MIRAGE	26.4	61	
				7.1			
C	1132.9	26.4	26.4	DEMING YL	26.4		Yard
				4.0			
	3.1	57.0	62.3	PERUHILL	62.3	41	46
				13.6			
B	16.7	57.0	62.3	SPALDING	62.3	53	
				13.6			
Y B	30.3	73.9	29.0	WHITEWATER YL	29.0		Yard
				3.7			
Y	34.0	105.6	79.2	Burro Mountain Jct. YL	79.2		25
				12.6			
Y C	46.6	105.6	9.5	SILVER CITY YL	9.5		Yard
				(100.8)			

TRAINS AND ENGINES WILL BE GOVERNED BY 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 the main track west thereof.

No switch lights Whitewater to Silver City.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Rincon and Deming	45
Deming and Burro Mountain Jct.	30
Burro Mountain Jct. and 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.

"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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

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

Silver City	Between M.P. 45.5 and depot	10 MPH
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2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P. 1082.9	Bridge, Rio Grande
M.P. 39.6	Bridge, San Vincente
M.P. 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. 9 June 11, 1972		Ruling Grade Ascending	EASTWARD ↑	
			Mile Post	STATIONS		Feet Per Mile	Sid-ings
Y B				PECOS JCT. YL			
			52.8	2.0	0		
			2.0	(State Line)	52.8		
				23.5			
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

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

(A) MAXIMUM AUTHORIZED SPEED

Rustler Springs District	49 MPH
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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.

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

MAGDALENA DISTRICT

WEST- WARD ↓	Communications Turn Tables and Wyes	Distance from Socorro	Ruling Grade Ascending	TIME TABLE No. 9 June 11, 1972				Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS				
	Y C		132.0	SOCORRO YL	31.7	83	101			
	C	26.8		MAGDALENA YL			Yard			
(26.8)										

TRAINS AND ENGINES WILL BE GOVERNED BY 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

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

(A) MAXIMUM AUTHORIZED SPEED

Magdalena District 20 MPH

(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 siding must not exceed maximum turnout speed for 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. 9 June 11, 1972				Ruling Grade Ascending	Track Capacity 50 ft. Per Car	EAST- WARD ↑
				Mile Post	Feet Per Mile	STATIONS				
	Y B		105.6	WHITWATER YL	0		Yard			
	Y C R	8.3		HURLEY YL	42.2		Yard			
	B	12.9	101.4	BAYARD YL	0	29	23			
	B	14.4	132.0	HANOVER JCT. YL	0					
			0	COBRE YL	0		45			
	B	16.7	168.4	SANTA RITA YL	0		Yard			
(16.7)										

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON SANTA RITA DISTRICT.

At Hurley, switchers must get numbered clearance card before leaving.

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.

The use of retainers on movements from Santa Rita to Hurley will be as follows:

When it is known before movement is started on descending grade that locomotive consist does not have operative dynamic brake, sufficient number of retainers must be set in high pressure position to control speed before starting.

When total brake pipe reduction exceeds 18 lbs. to control speed, movement must be stopped immediately. Before air brakes are released, a sufficient number of retainers must be set in high pressure position to control movement. Brake system must be fully charged before proceeding.

After stopping and setting retainers, close observance of cars must be maintained to detect overheated wheels and cooling stops made when necessary. Each cooling stop must be for not less than ten minutes.

On the Fierro Industrial Spur, movements on descending grade must not be made if tonnage exceeds 85 tons per operative brake. Sufficient empty cars must be added to reduce average weight per car to 85 tons or less.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Whitewater and Hurley	30
Hurley and Santa Rita	20
Fierro Industrial Spur—	
M.P. 0.0 and M.P. 2.3	10
M.P. 2.3 and M.P. 5.8	20
M.P. 5.8 and 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 siding must not exceed maximum turnout speed for siding.

3. TRACKS BETWEEN STATIONS

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

WESTWARD		Communications Turn Tables and Wyes	Distance From Alchison	Ruling Grade Ascending	TIME TABLE No. 9 June 11, 1972	Ruling Grade Ascending	Track Capacity 50 ft. Per Car		EASTWARD	
First Class	First Class						First Class	First Class		
19	3							4	20	
Leave Daily AM	Leave Daily PM		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Sidings	Other Tracks	Arrive Daily PM	Arrive Daily AM
8.10	5.15	T Y C R	902.4	21.1	Albuquerque YL 12.6	26.4		Yard	12.55	6.45
8.25 AM	5.30 PM	B C	915.0	10.6	ISLETA 7.4	26.4	70	34	12.35 PM	6.30 AM
			922.4	21.1	LOS LUNAS 5.0	25.3	83	70		
			927.4	19.0	CHLOE 5.2	21.1	83	8		
		T Y C R	932.6	21.1	BELEN YL 9.9	26.4		Yard		
		B	942.5	15.8	SABINAL 11.0	26.4	83	29		
		B	953.5	16.3	LA JOYA 10.0	25.3	83	13		
		B	963.5	19.5	SAN ACACIA 7.4	41.0	80	7		
		B	970.9	19.2	LIMITAR 6.9	26.4		22		
		Y C	977.8	26.4	SOCORRO YL 10.4	26.4	83	101		
		B	988.2	31.7	SAN ANTONIO 10.8	31.7	83	42		
		B	999.0	0	ELMENDORF 6.1	31.7	82			
		B	1005.1	26.4	SAN MARCIAL 7.2	12.8	119			
		B	1012.3	26.4	POPE 9.1	26.4	53			
		B	1021.4	26.4	LAVA 10.1	26.4	55			
		B	1031.5	26.4	CROCKER 11.7	26.4	82			
		B	1043.2	26.4	ENGEL 8.2	26.4	125	35		
		B	1051.4	26.4	CUTTER 5.0	26.4	82			
		B	1056.4	26.4	ALEMAN 6.9	26.4	47			
		B	1063.3	26.4	UPHAM 3.8	26.4	83			
		B	1067.1	9.8	ALIVIO 6.6	26.4	82			
		B	1073.7	5.4	GRAMA 5.9	26.4	49	44		
		Y C	1079.6	26.4	RINCON YL 7.7	63.4		Yard		
		B	1087.8	26.4	TONUCO 8.4	26.4	83			
		B	1095.7	26.4	MEDLER 5.4	26.4	53			
		B	1101.1	21.5	LEASBURG 5.8	26.4	62			
		B	1106.9	16.5	DONA ANA 5.6	26.4	62	33		
		C R	1112.5	24.6	LAS CRUCES YL 11.4	29.5		Yard		
		C	1123.9	0	MESQUITE 7.5	12.1	83	33		
		B	1131.4	9.5	BERINO 4.9	6.8	26	26		
			1136.3	9.5	(State Line) 0.1	6.8				
		C	1136.4	26.4	ANTHONY 6.0	26.4	51	42		
		C	1142.4	26.4	CANUTILLO 2.9	26.4	35	18		
		B	1145.3	26.4	MONTOYA 10.7	26.4	63			
		T C R	1156.0		EL PASO YL			Yard		
Arrive Daily	Arrive Daily				(253.6)				Leave Daily	Leave Daily
60.4	50.4				Average speed per hour				37.8	60.4

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 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 ice dock and sign reading "End of Circuit" near east end 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.

RULE 93(A) IN EFFECT: At Albuquerque, between M.P. 902.0 and end of two tracks, M.P. 903.9.

At Isleta, proceed indication on eastward controlled signal authorizes movement of 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.

Movements east of Albuquerque will be governed by Colorado Division time table.

RULES 83 and 83(A): Train register at Albuquerque will be accepted to indicate that trains shown thereon have arrived and left Isleta.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psgr.	Frts.
Albuquerque and Isleta	79	60
Isleta and El Paso		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
Bridge, M.P. 1006.2, and 25 Curves M.P. 1006.2 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 Eastward El Paso Dist. trains	40 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 siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings in cities or 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. 951.5	Bridge, Rio Puerco
M.P. 961.3	Bridge, Rio Salado
M.P. 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
Mountain Pass Canning Co.	1137.5	6
W. Silver Co.	1138.3	50
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

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-operated switch not electrically locked for any purpose.

Location of such hand-operated, 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. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light is displayed, the name of such signal is "Permissive" and its indication is "Proceed at Restricted Speed".

When so displayed trains may without stopping, pass such signal at restricted speed and proceed at restricted speed to the next governing signal.

7. 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
327LA, 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, 5590-5661	70	45*
5900-5919	70	45
6300-6348, 6600-6615, 7500-7519, 7900-7909	70	45*
8000-8005	70	45
8500-8524, 8700-8714, 9800-9849	70	45*
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

*Forward speed applies when engine handling train is on the head end being controlled from lead unit in backing position.

8. 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, 8700-8714, 9800-9849	3	5	5
652-653	4	5	5

8. 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, 5590-5661, 5900-5939, 5940-5948	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

9. 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 between 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 caboose.

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.

10. 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" is 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 will display their most restrictive indication. When signals so displayed trains must stop and make thorough inspection to ascertain that bridges and track are safe before proceeding and notify train dispatcher at first opportunity.

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

10. TRACK SIDE WARNING DEVICES—(Cont'd)

Hot Box Detectors: Detectors will detect and locate as many as four or eight hot boxes; two or four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" (rotating white light) to be lighted at the detector, at the Hot Box Locator and, at a few locations at indicators located between the detector and locator. "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, the number registered on the "axle counters" will represent the number of axles between the overheated journal and the rear of the train. The type of hot box locators which register four overheated journals, two on either side of train, detecting more than two overheated journals on either side of the train, will illuminate the large RED LIGHT on locator in signal case. When the RED LIGHT is illuminated entire train must be inspected to locate all overheated journals.

When a hot box indicator is illuminated train must stop immediately for inspection and "Hot Box Locator" observed. If the train is stopped short of the locator, engine may be cut off to proceed to locator to obtain reading on the counter and reset the counter. A thorough inspection must be made of each car designated by the locator. If overheated journal is not found on car, or cars, designated, make a close inspection of the ten cars on each side of the designated car, or cars. In the event crew is unable to locate car, or cars, with overheated journals within this location of train, if the counter has failed to register or if the counter is obviously incorrect, crew will make a close inspection of the engine and a roll-by inspection of the entire train. In case the head end is unable to reset the counter, when train is ready to proceed it will be necessary for member of crew on rear of train to operate reset on counter after train clears detector circuit.

After observing Hot Box Locator, door must be closed and locked. Hot Box Detector Report must be filed at first office of communication and Form 1523 must indicate the designated car, or locomotive unit that actuated the Hot Box Detector.

When it is indicated that an overheated journal is on a locomotive, the engineman in charge must inspect all journals on the locomotive in his charge and make decision as to whether or not the unit with overheated journal should be set out. When possible, engineman must contact the Mechanical Foreman at next terminal in advance, advising of condition and report on Form 1226-A Standard that hot box detector had been actuated and indicate overheated journal on locomotive unit, specifying unit number.

When a train approaches a hot box detector and the rotating white light is lighted prior to reaching the scanner, it will indicate there is a malfunction of the detector.

A train observing the rotating white indicator light, at the scanner, illuminated before train reaches the scanner, or notified by the train dispatcher of a malfunction of the detector, will not be required to stop for the detector. Train must be watched closely and not depend upon the detector to locate overheated journals.

ENTIRE CREW MUST OBSERVE SIGNALS AND INDICATORS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

11. YARD LIMITS

Albuquerque	Loving Jct.	Socorro—Magdalena inclusive
Artesia	Pecos	Vaughn
Belen (MP 933.7 to MP 931.3 only)	Pecos Jct.	Whitewater—Silver City inclusive
Carlsbad	Portales	Willard—Calvert inclusive
Clovis Jct.	Rincon	(Estancia District only)
Deming	Roswell	
El Paso	Rustler Springs	
Las Cruces	Santa Rita—Whitewater inclusive	
Loving		

12. BULLETIN BOOKS

Albuquerque	Hurley
Belen	Las Cruces
Carlsbad	Rincon
Clovis	Roswell
El Paso	Vaughn

13. STANDARD CLOCKS

Albuquerque	Hurley
Belen	Las Cruces
Carlsbad	Roswell
Clovis	Vaughn
El Paso	

TIME SERVICE

R. W. WELLS, General Watch Inspector..... Topeka

SURGEONS OF

THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE Doctor in Charge

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- DR. J. W. MESSER Clovis
- DR. A. L. HAYNES Clovis
- DR. LYNN W. ABSHERE Clovis
- DR. V. SCOTT JOHNSON Clovis
- DR. JOEL ZEIGLER Clovis
- DR. LEWIS THOMAS Clovis
- DR. J. B. MOSS, JR. Clovis
- DR. ROBERT R. BOESE Clovis
- DR. SAM E. NEFF Clovis
- DR. LANE E. MOORE, D.O. Ft. Sumner
- DR. EDWARD D. FIKANY Ft. Sumner
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- DR. ANGELO A. MELORO, D.O. Santa Rosa
- DR. ROBERT J. SAUL Mountainair
- DR. R. P. BROWER, D.O. Belen
- DR. R. E. BRUBAKER, D.O. Belen
- DR. A. D. LLEWELYN, D.O. Belen
- DR. KENNETH E. PRESCOTT Belen
- DR. HERMAN O. LEHMAN Portales
- DR. ROBERT C. COLEMAN Portales
- DR. J. P. WILLIAMS Roswell
- DR. EARL A. LATIMER, JR. Roswell
- DR. C. P. BUNCH Artesia
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- DR. S. S. MAXEY Carlsbad
- DR. R. H. PATE Carlsbad
- DR. EARL B. FLANAGAN Carlsbad
- DR. THEODORE E. HAUSER Carlsbad
- DR. BRUCE H. HAY Pecos
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- DR. E. E. HUBBLE Truth or Consequences
- DR. J. L. LAPP, D.O. Truth or Consequences
- DR. D. E. STOOPS, D.O. Truth or Consequences
- DR. W. D. SEDGWICK Las Cruces
- DR. ALEX M. CANTU Las Cruces
- DR. ROBERT G. BRADEN Las Cruces and Hatch
- DR. J. A. STEELE Hatch
- DR. PAUL A. FEIL Deming
- DR. W. J. HOSSLEY Deming
- DR. L. J. WHITAKER Deming
- DR. G. R. LANDRY Deming
- DR. J. F. WILSON Bayard
- DR. W. R. FOWLER Bayard
- DR. J. E. ROBINSON Bayard
- DR. L. E. LINSLEY Bayard
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- DR. JAMES E. SPIER (Ears, Nose & Throat) El Paso

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	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0
				12 ..	5.0

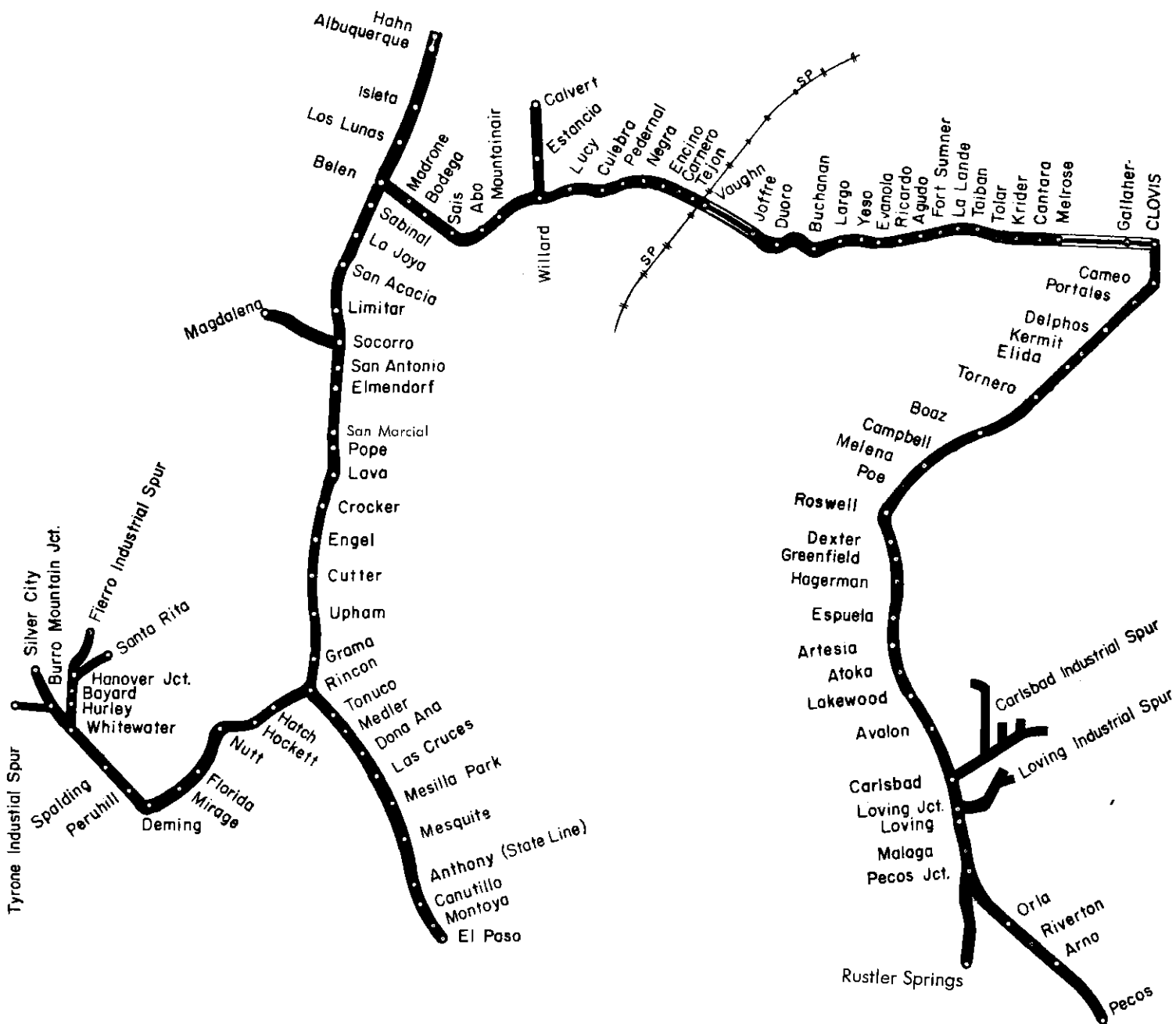
AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

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!



NEW MEXICO DIVISION