



SANTA FE
SAFETY FIRST



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

ASST. SUPERINTENDENT

D. F. DUNCAN Carlsbad, N.M.

TRAINMASTERS

W. M. ORR El Paso, Tex.
R. H. De HAVEN Clovis, N.M.
E. W. VANCE Belen, N.M.
J. A. BURTON Hurley, N.M.

ASST. TRAINMASTERS

H. P. MUELLER Albuquerque, N.M.
C. R. JOHNSON Albuquerque, N.M.
J. L. RAINEY Belen, N.M.
B. D. BYRD Clovis, N.M.
W. F. HENRY Clovis, N.M.

**SUPERVISORS OF AIR BRAKES—
GENERAL ROAD FOREMEN OF ENGINES**

E. E. REYNOLDS Amarillo, Texas
R. E. KING Amarillo, Texas

ROAD FOREMEN OF ENGINES

G. T. JOHNSON Belen, N.M.
W. L. WOOTTON Clovis, N.M.

CHIEF DISPATCHER

E. V. CHURCH Clovis, N.M.

ASST. CHIEF DISPATCHERS

I. F. PHILLIPS Clovis, N.M.
J. D. COLE Clovis, N.M.
T. G. CURRY Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

J. E. YOUNG O. N. HALE
R. E. COOPER H. E. BOYDSTON
D. H. WILLIAMS T. H. SPRADLEY
W. H. RHODES J. L. REYNOLDS
D. L. ALDERMAN S. T. HAMBRIGHT
C. M. BONARDEN D. E. SWEET
K. L. MILLER D. G. McCONNELL
J. A. MAIZE O. D. JUSTUS
H. D. BEEVERS

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

**WESTERN LINES
NEW MEXICO DIVISION
TIME TABLE No.**

1

IN EFFECT

Sunday, January 5, 1975

At 12:01 A. M.

Mountain Standard Time

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

**J. R. FITZGERALD,
General Manager,
Amarillo, Texas.**

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

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

2 FIRST DISTRICT

NEW MEXICO DIVISION

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				CLOVIS		656.7	T Y C R	
		28.0		5.9	12.7	662.6		
	5586	26.4		GALLAHER 18.2	13.7	680.8	C R	
	10963	26.0		MELROSE 6.8	26.4	687.6		
	0	0		CANTARA 5.8	31.7	693.4		
	11011	0		KRIDER 5.1	31.7	698.5		
	8220	0		TOLAR 4.3	31.7	702.8		
	13091	26.4		TAIBAN 7.3	31.7	710.1		
	10228	26.4		LA LANDE 6.7	31.7	716.8	Y B	
	7729	31.7		FORT SUMNER 6.8	0	723.6		
	11863	31.7		AGUDO 5.7	15.8	729.3		
	10981	31.7		RICARDO 7.3	0	736.6		
	11155	31.7		EVANOLA 7.3	0	743.9	B	
	11845	31.7		YESO 5.7	0	749.6		
	11162	31.7		LARGO 6.5	0	756.1		
	11185	31.7		BUCHANAN 5.3	0	761.4		
	11166	31.7		CARDENAS 7.6	31.7	769.0		
	12219	31.7		DUORO 6.7	10.2	775.7		
		31.7		JOFFRE 11.8	10.6	787.5	C R	
		31.7		VAUGHN 5.2	0	792.7		
	10704	31.7		TEJON 6.0	0	798.7		
	9122	10.6		CARNEIRO 5.1	31.7	803.8	B	
	5775	31.7		ENCINO 5.0	31.7	808.8		
	11853	31.7		NEGRA 6.7	31.7	815.5		
	11453	31.7		FEDERNAL 4.0	31.7	819.5		
	5722	31.7		DUNMOOR 4.5	31.7	824.0		
	9823	12.1		CULEBRA 4.8	31.7	828.8		
	10626	30.5		LUCY 7.3	31.7	836.1		
	8007	30.3		SILIO 6.0	31.7	842.1	B	
	6447	31.7		WILLARD 6.4	0	848.5		
	12457	31.7		BRONCHO 7.2	0	855.7	B	
	6419 S 17077	31.7		MOUNTAINAIR 7.5	66.0	863.2		
	13672	3.2		ABO 5.7	66.0	868.9		
	15256	0		SCHOLLE 7.0	66.0	875.9		
	8495	0		SAIS 5.7	66.0	881.6		
	9518	0		BECKER 5.0	31.7	886.6		
	9500	0		BODEGA 4.7	31.7	891.3		
	9498	12.1		MADRONE 6.1	31.7	932.6	T Y C R	
				BELEN				
				(240.7)				

TWO TRACKS: Between Clovis and Melrose, and between Joffre and Vaughn.

DOUBLE TRACK: At Belen, between M.P. 933.7 and New Mexico—Albuquerque Division Junction.

RULES 251 AND 94 IN EFFECT: At Belen, on Double Track.

TCS IN EFFECT: At Clovis on two main tracks and on the fourth track south of the division office building, designated as Track 0103; on main tracks and sidings between Clovis and end of double track Belen, M.P. 933.7, except on siding Melrose; at Belen, on freight lead between M.P. 893.9 and M.P. 895.4, on Tracks 223 and 224 between sign indicating "End TCS" and New Mexico—Albuquerque Division Junction, and on Albuquerque Division main tracks westward thereof.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit", except trains and engines may use these tracks in westward direction when authorized by control station.

At Clovis, speed limit 20 M.P.H. on main tracks and on Track 0103 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 cleared the restricted area.

At Belen, where TCS in effect, speed limit 40 M.P.H. on freight lead between M.P. 893.9 and M.P. 895.4, and 30 M.P.H. on Tracks 223 and 224.

Trains must get clearance card before leaving Clovis and Belen.

Between Joffre and Vaughn, block signals 7782, 7812 and 7842 governing eastward movements on North Track are located on field side of track. Block signals 7783, 7813 and 7843 governing westward movements on South Track are located on field side of track.

At Belen, on Double Track, the track to the right as viewed from an Eastward El Paso Dist. train, is designated North Track; and the track to the left is designated South Track.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
First District	79	*60

*Maximum authorized speed for freight trains 70 MPH provided:

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

EXCEPTIONS

Maximum authorized speed:

- (a) For freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH
- (b) For westward trains consisting of 6,000 tons or more between Mountainair and Becker 35 MPH
- (c) For Trains 198 and 891 79 MPH

(B) SPEED RESTRICTIONS - 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
NORTH 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
SOUTH TRACK:	
Curve, M.P. 786.6 to 787.2	60
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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; switches at each end of sidings on which TCS is in effect, 40 MPH, other main track switches, except those listed below, 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum speed permitted on Track 0103 at Clovis, 20 MPH; at Belen,

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd.)

where TCS in effect on freight lead between M.P. 893.9 and M.P. 895.4, 40 MPH; on Tracks 223 and 224, 30 MPH.

Switches at each end of sidings between Clovis and Belen are interlocked, except siding Melrose.

"I"—Interlocked Switch

Station or M.P.	Type	Location	MPH
Clovis	I	Turnout from North Track to industry lead	15
	I	Turnouts from South Track to yard	30
	I	Crossovers between North and South Tracks	40
	I	Turnouts from South Track to Track 0103	40
	I	Turnout from South Track, West of Hull Street, to 199 lead	15
MP 669.7	I	Crossovers between North and South Tracks	50
Melrose	I	End Two Tracks, M.P. 681.2	70
	I	Crossover	30
Joffre	I	End Two Tracks, M.P. 773.6	50
	I	Crossover between North and South Tracks	40
Vaughn	I	Crossover between North and South 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 Double Track (M.P. 933.7)	30
	I	Albuquerque Div. Jet.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	Crossover Albq. Div. Jet. (M.P. 932.4)	15
I	West end Tracks 223 and 224	30	
I	Crossover (Albq. Div. M.P. 0.5)	50	

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 932.8 Overhead foot bridge Belen Yard

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Gallaher Air Base Spur	662.8	4041
Grier	668.0	4058

4 CARLSBAD DISTRICT

NEW MEXICO DIVISION

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
		0	CLOVIS				TY CR	
		0.7	CLOVIS JCT. YL	19.5				
	5822	37.0	7.6		52.8	7.6	B	
	6803	52.8	10.0		52.8	17.6	CR	
	5813	52.8	12.2	PORTALES YL	52.8	29.8	B	
	5842	52.8	7.4	DELPHOS	37.0	37.2	B	
	2892	52.8	5.0	KERMIT	52.8	42.2	B	
	5792	52.8	5.4	ELIDA	52.8	47.6	B	
		48.1	4.9	TORNERO	52.8	52.5	B	
		42.2	13.0	KENNA	47.5	65.5	B	
	10266	52.8	16.6	BOAZ	52.8	82.1	B	
	5777	45.9	12.8	CAMPBELL	52.8	94.9	B	
	5671	52.8	8.2	MELENA	52.8	103.1	B	
	5816	52.8	4.7	POE	52.8	107.8	CRY	
	4525	47.0	4.8	ROSWELL YL	52.8	112.6	B	
		30.1	6.2	SOUTH SPRING	35.2	118.8	B	
	5693	0	5.4	CHISUM	41.7	124.2	C	
	2730	46.2	6.3	DEXTER	42.2	130.5	B	
	2736	38.5	13.3	HAGERMAN	52.8	143.8	B	
	10258	8.5	6.1	ESPUELA	31.7	149.9	CR	
	3370	45.8	5.2	ARTESIA YL	41.7	155.1	B	
	5813	29.0	2.8	ATOKA	41.7	157.9	B	
		18.6	7.3	DAYTON	52.8	165.2	B	
	5455	50.2	12.3	LAKEWOOD	48.8	177.5	B	
	2922	52.8	5.5	AVALON	52.8		Y CR	
				CARLSBAD YL		183.0		
				(183.0)				

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

Trains must get clearance card before leaving Clovis and Carlsbad.

At Carlsbad, engines must get clearance card when going on duty.

At Carlsbad, train order waiting time governing eastward trains applies at the clearance point of the east switch of east leg of wye.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Clovis and M.P. 20	49*
M.P. 20 and M.P. 56	40
M.P. 56 and M.P. 113	49*
M.P. 113 and M.P. 141	40
M.P. 141 and Carlsbad	49*
Carlsbad Industrial Spur	30

EXCEPTION

*Maximum authorized speed for freight trains when averaging 85 tons or over per car, or when total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 8.7 to 9.0	45
11 Curves, M.P. 84.1 to 90.9	30
2 Curves & Bridge, M.P. 167.2 to 168.2	35
Main track, M.P. 181.3 to 183.0	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Carlsbad Industrial Spur, 30 MPH.

"S"—Spring Switch

"R"—Remote Controlled Switch

Station	Type	Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	10
	S	West leg wye M.P. 181.7	10
Carlsbad	S	Tail of wye M.P. 0.3	10
Industrial	S	Jct. switch, Getty wye	15
Spur	R	Duval Jct., M.P. 6	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 167.6 Bridge, Pecos River

M.P. 181.7 Bridge, Pecos River

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Yerba	20.9	567
Roswell Industrial Air Center	113.0	40951
Pecos Valley Feed Co.	117.1	1112
Callens Flying Service	121.9	463
Greenfield	126.6	650
Bowman Fertilizer Co.	142.4	581
CARLSBAD INDUSTRIAL SPUR		
Beker Resources Corp.	6.0	3847
Run around track	6.0	1346
Getty	12.8	5326
Gulf Oil Spur	13.5	354
National Potash Co. Getty	13.6	5110
Potash Company of America	19.2	22893
Run around track	18.5	5123
Amex Potash Company	6.1	10802
Run around track	5.4	3100
Duval Refinery	7.1	18158
DuPont Spur	2.6	278
Kerr McGee Corporation	6.1	19649
National Potash Company	8.9	11185
Run around track	8.5	2204

NEW MEXICO DIVISION

PECOS DISTRICT 5

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			CARLSBAD YL		183.0	YCR	
			6.1 OTIS	18.5	189.1		
			5.3 LOVING JCT. YL	39.6	194.4	YB	
			0.9 LOVING YL	39.6	195.3		
			4.5 MALAGA	39.6	199.8		
			15.1 PECOS JCT. YL	39.6	214.9	YB	
			15.8 ORLA	39.6	230.7		
			20.6 ARNO	39.1	251.3		
			20.2 PECOS YL	31.7	271.5	YB	
			(88.5)				

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

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 engines when going on duty must secure a 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.

Train register at Carlsbad will be accepted to indicate that eastward trains shown thereon have arrived and left Loving Jct.

Trains must stop before crossing Screwbean River Bridge, M.P. 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

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Carlsbad and Pecos Jct.	49*
Pecos Jct. and Pecos	20
Loving Industrial Spur	30

EXCEPTION

*Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK AND BRIDGES

Location	MPH
Main track, M.P. 183.0 to 185.6	20
Main track, M.P. 194.4 to 195.8	20
Bridge, M.P. 198.9 to 199.0	30
3 Curves, M.P. 201.5 to 202.4	45
7 Curves, M.P. 209.9 to 212.1	45
Main track, M.P. 264.4 to 264.7	5

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Loving Industrial Spur, 30 MPH.

"S"—Spring Switch

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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	Track Capacity In Feet
PECOS DISTRICT		
Continental Spur	183.4	733
Carlsbad Industrial Block Co.	183.9	349
Southern New Mexico Warehouse	184.7	683
West Storage Track No. 1	184.9	3289
West Storage Track No. 2	184.9	2882
Stock track	184.9	1359
Gulf Oil Corporation	222.4	681
Northwestern Refinery	236.4	605
LOVING INDUSTRIAL SPUR		
Mississippi Potash	4.3	18215
Duval Nash Draw	8.6	10533
International Minerals & Chemicals Corporation	14.4	17129

DEMING DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS			
				RINCON YL	1079.6	Y C	
				5.2 HATCH	1084.8	C	
	2997			9.1 HOCKETT	1093.9	B	
	2268			11.0 NUTT	1104.9	Y B	
	3115			20.9 MIRAGE	1125.8		
				7.1 DEMING YL	1132.9	C	
	2119			4.0 PERUHILL	3.1		
	2757			13.6 SPALDING	16.7	B	
				13.6 WHITEWATER YL	30.3	Y B	
				3.7 Burro Mountain Jct. YL	34.0	Y	
				12.6 SILVER CITY YL	46.6	B	
				(100.8)			

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN WHITEWATER AND SILVER CITY.

Trains must get clearance card before leaving Rincon and Deming.

At Rincon trains will be governed by El Paso District time table rules. El Paso District junction switch normally lined for El Paso District.

At Whitewater, Santa Rita District junction switch normally lined for Santa Rita District. Speed limit 10 MPH on both legs of wye.

At Burro Mountain Junction, junction switch to Tyrone Industrial Spur normally lined for Tyrone Industrial Spur. Deraul on main track M.P. 34 will be left in non-derailing position except when equipment is left on main track west thereof.

At Silver City, speed limit 10 MPH between M.P. 45.5 and depot. Deraul 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

(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 RESTRICTIONS - CURVES AND TRACK

Location	MPH
7 Curves, M.P. 1085.7 to 1088.6	30
8 Curves, M.P. 1102.5 to 1106.6	30
Curves and track, M.P. 1132.3 to M.P. 0.1	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Tyrone Industrial Spur, 30 MPH.

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd.)

"S"—Spring Switch

Station	Type	Location	MPH
Rincon	S	East end No. 2 track	15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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	Track Capacity In Feet
Florida	1118.2	1876
Asarco Mill	1.1	3523
TYRONE INDUSTRIAL SPUR (11 Mi.)	34.0	
Phelps-Dodge	11.0	2489
Hawkins	44.4	1232

RUSTLER SPRINGS DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS			
				78.0 PECOS JCT. YL	52.8	Y B	
				25.5 RUSTLER SPRINGS YL	25.5	Y	
				(25.5)			

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

(A) MAXIMUM AUTHORIZED SPEED

Rustler Springs District	49 MPH
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EXCEPTION

Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES AND TRACK

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

SANTA RITA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
		105.6	WHITEWATER YL 8.3	0		Y B	
			HURLEY YL 4.6	42.2	8.3	Y C R	
	1516	101.4	BAYARD YL 1.5	0	12.9	B	
		132.0	HANOVER JCT. YL 0.3	0	14.4	B	
	1132	0	COBRE YL 2.0	0	14.7		
		168.4	SANTA RITA YL (16.7)	0	16.7	B	

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

At Hurley, trains or engines must get 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. Speed 10 MPH on both legs of wye.

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 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

(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

EXCEPTION

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"S"—Spring Switch

Station	Type	Location	MPH
Santa Rita	S	East end No. 3 track	15

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
FIERRO INDUSTRIAL SPUR (6.5 mi.)	14.4	
Bullfrog Mine	0.2	576
Peru Mining Co.	2.4	1100
Hanover	3.3	2121
Fierro	5.7	511
U.S.S.R. & M.	6.5	2208
Star Shaft & Precipitate Spur	15.5	4383

8 EL PASO DISTRICT

NEW MEXICO DIVISION

WEST- WARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975			Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			First Class					
3							4	
Leave Daily PM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM	
5.15		21.1	ALBUQUERQUE YL 12.6	26.4	902.4	T Y C R	1.10	
5.30 PM	3664	10.6	ISLETA 7.4	26.4	915.0	B	12.50 PM	
	4213	21.1	LOS LUNAS 5.0	25.3	922.4	C		
	4200	19.0	CHLOE 5.2	21.1	927.4			
		21.1	BELEN YL 9.9	26.4	932.6	T Y C R		
	4220	15.8	SABINAL 11.0	26.4	942.5	B		
	4209	16.3	LA JOYA 10.0	25.3	953.5	B		
	4212	19.5	SAN ACACIA 7.4	41.0	963.5	B		
		19.2	LIMITAR 6.9	26.4	970.9	B		
	4204	26.4	SOCORRO YL 10.4	26.4	977.8	Y C		
	4217	31.7	SAN ANTONIO 10.8	31.7	988.2	B		
	4184	0	ELMENDORF 6.1	31.7	999.0	B		
	6016	26.4	SAN MARCIAL 7.2	12.8	1005.1	B		
	2749	26.4	POPE 9.1	26.4	1012.3	B		
	2814	26.4	LAVA 10.1	26.4	1021.4	B		
	4082	26.4	CROCKER 11.7	26.4	1031.5	B		
	6361	26.4	ENGEL 8.2	26.4	1043.2	B		
	4153	26.4	CUTTER 5.0	26.4	1051.4	B		
	2430	26.4	ALEMAN 10.7	26.4	1056.4	B		
	4194	5.4	ALIVIO 5.6	26.4	1067.1	B		
	2502	26.4	GRAMA 5.9	63.4	1073.7	B		
		26.4	RINCON YL 7.7	26.4	1079.6	Y C		
	4219	26.4	TONUCO 8.4	26.4	1087.3	B		
	2717	26.4	MEDLER 5.4	26.4	1095.7	B		
	3179	21.5	LEASBURG 5.8	26.4	1101.1	B		
	3194	16.5	DONA ANA 5.6	26.4	1106.9	B		
		24.6	LAS CRUCES YL 11.4	29.5	1112.5	C R		
	4206	0	MESQUITE 7.5	12.1	1123.9	B		
	1374	9.5	BERINO 5.0	6.8	1131.4	B		
	2636	26.4	ANTHONY 6.0	26.4	1136.4	C R		
	1783	26.4	CANUTILLO 2.9	26.4	1142.4	B		
	3247	26.4	MONTOYA YL 10.7	26.4	1145.3	B		
			EL PASO YL		1156.0	T C R		
Arrive Daily			(253.6)				Arrive Daily	
50.4			Average speed per hour				37.8	

DOUBLE TRACK: At Albuquerque, between M.P. 903.9 and eastward thereof to Hahn, M.P. 898.8, Colorado Division; at Belen, between M.P. 932.4 and M.P. 933.7.

TCS IN EFFECT: On main track between end of Double Track, Albuquerque, M.P. 903.9, and east end of El Paso District siding at Isleta, Control Station at Winslow; at Belen, between end of Double Track, M.P. 933.7, and junction with First District, M.P. 934.4, on freight lead between M.P. 893.9 and M.P. 895.4, on Tracks 223 and 224 between sign indicating "End TCS" and New Mexico-Albuquerque Division junction, and on Albuquerque Division main tracks westward thereof.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit", except trains and engines may use these tracks in westward direction when authorized by control station.

RULE 251 IN EFFECT: At Albuquerque and Belen, on Double Track.

RULE 94 IN EFFECT: At Albuquerque, between M.P. 902.0 and end of Double Track, 903.9; at Belen, on Double Track.

Movements east of Albuquerque will be governed by Colorado Division Time Table.

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

At Belen, on Double Track, the track to the right as viewed from an Eastward El Paso Dist. train, is designated North Track; and the track to the left is designated South Track.

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

Booth telephone located at M.P. 1148 also contains a Bell telephone to be used to contact Anthony.

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

At El Paso, trains or engines must approach levee track crossing, located approximately 195 feet south of the headblock of Santa Fe track to International Bridge and 387 feet north of the center of bridge, prepared to stop. If crossing clear and no conflicting movement evident, movement over crossing may be made without stopping at speed not exceeding 10 MPH.

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frnt.
Between:		
Albuquerque and Isleta	79	60*
Isleta and El Paso		49*

EXCEPTION

*Maximum authorized speed for freight trains when averaging 85 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, & BRIDGES

Location	MPH	
	Psgr.	Frnt.
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
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 RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocked Switch

"S"—Spring Switch

Station	Type	Location	MPH
Albuquerque	I	End of Double Track (M.P. 903.9)	40
Isleta	I	Albuquerque Division Jct.: Westward El Paso Dist. trains Eastward El Paso Dist. trains	40 40 20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (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 Double Track (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	Crossover Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 223 and 224	30
	I	Crossover (Albq. Div. M.P. 0.5)	50
Rincon	S	East end No. 2 track	15

(D) SPEED RESTRICTIONS - 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 759)

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	Track Capacity In Feet
Home Planners, Inc.	905.9	1458
M. Lieberman	906.0	1404
Kinney	907.1	498
American Pipe & Constr. Co.	907.8	1583
Industrial Park	908.2	4018
Briner Rust Proofing Co.	908.5	1847
Industrial Wood Components	908.9	640
Bates Lumber Company	910.6	862
Edmunds Chemical Co.	935.3	373
Tiffany Stock Yards	1002.1	6016
Hanes Knitting Mill	1118.2	580
Brazito Packing Co.	1120.6	566
Santa Thomas	1123.5	770
Vado	1127.8	2687
Anthony Growers, Inc.	1135.6	587
Mountain Pass Canning Co.	1137.5	350
W. Silver Co.	1138.3	3625
Border Steel Co.	1138.9	3647
Metal Processing, Inc.	1138.9	11653
Proler Steel Co.	1138.9	5471
Vinton	1139.8	4041
Darbyshire Steel Co.	1141.1	1671

10 SPECIAL RULES

4. 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.
M.P. 787.6 (South Track) East Water Track 1 Vaughn.
M.P. 788.1 (South Track) West Water Track 1 Vaughn.

PECOS DISTRICT

M.P. 189.1 Otis.

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or Dead In Train MPH	Backing or When not Controlled From Lead Unit MPH
AMTRAK 100-539		
5687-5714		
5930-5939*		
5940-5948	90**	45
1150		
1218		
1260		
1418-1419		
1420-1438		
1439-1441		
1500-1537		
2322		
2394	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when engine handling train is on the head end being controlled from lead unit of G.P. type turned in backing position.

*Units 5930, 5931, 5935 and 5933 RESTRICTED TO 70 MPH until Gear Ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.

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)
All Classes	4	5	5

NEW MEXICO DIVISION

7. 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, El Paso, Carlsbad, Rustler Springs, Pecos, between Carlsbad and Pecos Jct., Deming, between Rincon and M.P. 34	40	45		30
Deming, between M.P. 34 and Silver City, Pecos, between Pecos Jct. and Pecos	20	20		20
Santa Rita	15	15		15

Derricks AT 199720 and 199775, and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

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

8. 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 *
M.P. 779.1 (South Track)	High Water	Eastward—Signal 7814 Westward—Signal 7783
M.P. 788.0 (North and South Tracks)	Hot Box	Rotating white light—Eastward M.P. 786.3 * Westward—M.P. 789.1 *
Note: There are two readout devices in each direction—one for north track and one for south track. The readout must be checked that corresponds with track used when passing scanner at M.P. 788.0		
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 M.P. 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 M.P. 870.4 and Bridge M.P. 871.2	High Water	} Eastward—Signal 8712** Westward—Controlled signals west end siding Scholle
M.P. 870.9 M.P. 871.1	Rock Slide	Eastward—Signal 8712** and rotating red lights at M.P. 870.8 and M.P. 871.1. Westward—Controlled signals west end Scholle and rotating red lights at M.P. 870.8 and M.P. 871.7.
M.P. 871.5	Rock Slide	Eastward—Signal 8722 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8. Westward—Signal 8711 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8.
M.P. 872.1	Rock Slide	Eastward—Signal 8722 and rotating red light at M.P. 872.2. Westward—Signals 8711 and 8721; rotating red light at M.P. 872.2.
M.P. 872.7	Rock Slide	Eastward—Signal 8732 and rotating red lights at M.P. 872.5 and M.P. 872.8. Westward—Signal 8721 and rotating red lights at M.P. 872.5 and M.P. 872.8.
Bridge M.P. 875.0	High Water	Eastward—Controlled signals east end siding Sais Westward—Signal 8731
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

**Note: Signal 8712 connected to both high water detector and slide detector fences.

12 SPECIAL RULES

NEW MEXICO DIVISION

8. TRACK SIDE WARNING DEVICES (Cont'd)

Location	Type	Signals or Indicators Affected
EL PASO DISTRICT		
Bridge	M.P. 908.7	High Water
		Eastward—Signal 9092
		Westward—Controlled signal M.P. 906.4
Bridge	M.P. 979.4	High Water
Track	M.P. 980.1	High Water
Bridge	M.P. 981.3	High Water
		Eastward—M.P. 982.1
		(Semaphore Type)
		Westward—M.P. 978.9
		(Semaphore Type)
Track	M.P. 982.9	High Water
Bridge	M.P. 983.2	High Water
Bridge	M.P. 983.5	High Water
		Eastward—M.P. 984.5
		(Semaphore Type)
		Westward—M.P. 982.1
		(Semaphore Type)
Bridge	M.P. 984.6	High Water
Track	M.P. 985.0	High Water
Bridge	M.P. 985.1	High Water
Bridge	M.P. 986.5	High Water
Bridge	M.P. 986.9	High Water
Track	M.P. 987.1	High Water
Bridge	M.P. 987.4	High Water
		Eastward—M.P. 987.6
		(Semaphore Type)
		Westward—M.P. 984.5
		(Semaphore Type)
Bridges	M.P. 1050.1	High Water
	M.P. 1050.9	High Water
	M.P. 1051.3	High Water
		Eastward—M.P. 1052.4
		Westward—M.P. 1048.9
		(Rotating Red Lights)
Bridges	M.P. 1052.6	High Water
	M.P. 1053.3	High Water
	M.P. 1053.7	High Water
	M.P. 1054.3	High Water
	M.P. 1055.7	High Water
		Eastward—M.P. 1056.9
		Westward—M.P. 1051.4
		(Rotating Red Lights)
Bridges	M.P. 1065.2	High Water
	M.P. 1066.3	High Water
		Eastward—M.P. 1067.5
		Westward—M.P. 1063.7
		(Rotating Red Lights)
Bridges	M.P. 1069.7	High Water
	M.P. 1071.6	High Water
		Eastward—M.P. 1073.1
		Westward—M.P. 1068.3
		(Rotating Red Lights)
Bridge	M.P. 1081.9	High Water
Bridge	M.P. 1082.5	High Water
Track	M.P. 1082.7	High Water
Track	M.P. 1082.7	High Water
Bridge	M.P. 1083.0	High Water
Track	M.P. 1083.7	High Water
		Eastward—M.P. 1084.8
		(Semaphore Type)
		Westward—M.P. 1080.9
		(Semaphore Type)
Bridge	M.P. 1085.5	High Water
		Eastward—M.P. 1086.2
		(Semaphore Type)
		Westward—M.P. 1084.8
		(Semaphore Type)
Bridge	M.P. 1088.4	High Water
Track	M.P. 1088.7	High Water
Bridge	M.P. 1089.2	High Water
Bridge	M.P. 1090.2	High Water
Bridge	M.P. 1090.9	High Water
Bridge	M.P. 1091.5	High Water
		Eastward—M.P. 1091.7
		(Semaphore Type)
		Westward—M.P. 1087.5
		(Semaphore Type)
Track	M.P. 1093.0	High Water
Bridge	M.P. 1093.2	High Water
Bridge	M.P. 1093.8	High Water
Bridge	M.P. 1094.4	High Water
		Eastward—M.P. 1095.0
		(Semaphore Type)
		Westward—M.P. 1091.7
		(Semaphore Type)

On El Paso District, eastward trains must approach the indicator located at M.P. 987.6 at speed that will permit stopping short of bridge at M.P. 987.4 in case the detector has been actuated. Westward trains must approach indicator located at M.P. 978.9 at speed that will permit stopping short of bridge at M.P. 979.4 if detector has been actuated.

CARLSBAD DISTRICT

Bridge	M.P. 176.2	High Water	Eastward—M.P. 178.1
Bridge	M.P. 176.9	High Water	(Semaphore Type)
			Westward—M.P. 175.2
			(Semaphore Type)

8. TRACK SIDE WARNING DEVICES (Cont'd)

RULE 105(A)—HOT BOX DETECTORS

When hot box detector is actuated, train must stop immediately. If stopped short of locator, inspect all units of engine and if no overheated axle, traction motor or suspension bearings found on engine, engine may be cut off and proceed to locator to obtain reading.

If overheated journal is not found on unit, car or cars indicated by locator, make close inspection of the ten cars on each side of designated car or cars. If unable to locate overheated journals within this location of train, make close inspection of entire train. Train may then proceed at normal speed, but must make two stops within next 60 miles at approximately 30 mile intervals for thorough inspection of train unless passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. If crews are changed without mechanical inspection, inbound crew must notify outbound crew where next stop for inspection must be made.

When suspected abnormal journal on freight equipment, indicated by locator, is a roller bearing journal, the car must be set out unless cause is found to be sticking brakes and condition corrected.

If hot box indicator (rotating white light) at scanner is illuminated before train reaches the scanner, or if notified of a detector malfunction by the dispatcher, stop for detector is not required and train must be watched closely to detect overheated journals or dragging equipment.

Trains must not exceed 30 MPH while passing over hot box detectors (the scanner) when it is snowing or sleeting or when there is snow on ground which can be agitated by moving train.

HIGH WATER DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train.

DRAGGING EQUIPMENT DETECTORS

When actuated, letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

ROCK SLIDE DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; movement through area protected must be made at restricted speed.

9. YARD LIMITS

Albuquerque	El Paso—Montoya inclusive	Rustler Springs
Artesia	Las Cruces	Socorro
Belen (M.P. 931.3 to M.P. 933.7 and M.P. 934.4 to M.P. 935.7 only)	Loving	Whitewater—Santa Rita inclusive
Carlsbad	Loving Jct.	Whitewater—Silver City inclusive
Clovis Jct.	Pecos	
Deming	Pecos Jct.	
	Portales	
	Rincon	
	Roswell	

10. BULLETIN BOOKS

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

11. STANDARD CLOCKS

Albuquerque	Deming
Belen	El Paso
Carlsbad	Hurley
Clovis	Roswell

TIME SERVICE

R. W. WELLS, General Watch Inspector Topeka

SURGEONS OF

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

DR. R. M. BROOKER, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE Doctor in Charge

LOCAL SURGEONS

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
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DR. LANE E. MOORE, D.O.	Ft. Sumner
DR. EDWARD D. FIKANY	Ft. Sumner
DR. ROBERT J. SAUL	Mountainair
DR. R. P. BROWER, D.O.	Belen
DR. R. E. BRUBAKER, D.O.	Belen
DR. A. W. LLEWELYN, D.O.	Belen
DR. KENNETH E. PRESCOTT	Belen
DR. L. H. MASON	Belen
DR. HERMAN C. LEHMAN	Portales
DR. ROBERT C. COLEMAN	Portales
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DR. EARL A. LATIMER, JR.	Roswell
DR. U. S. MARSHALL	Roswell
DR. C. P. BUNCH	Artesia
DR. JOSEPH R. MANSFIELD	Carlsbad
DR. R. H. PATE	Carlsbad
DR. A. RON HOFFMAN	Carlsbad
DR. JOHN ANTHONY MOST	Carlsbad
DR. BRUCE HAY	Pecos
DR. SIDNEY AUERBACH	Socorro
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. GEORGE SMITH	Las Cruces
DR. ROBERT G. BRADEN	Hatch
DR. J. V. WINKLER	Hatch
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DR. W. R. FOWLER	Bayard
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DR. R. C. WILLE, JR.	Silver City
DR. C. C. COBB, JR.	Silver City
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DR. W. R. GADDIS	El Paso
DR. JOHN H. JOHNSTONE	El Paso
DR. H. D. GARRETT	El Paso
DR. BILLY M. DICKEY	El Paso
DR. ABEL GARDUNO	El Paso
DR. H. M. GIBSON, JR.	El Paso
DR. J. T. MOYER	El Paso
DR. A. R. NERING	El Paso
DR. BILLY B. KERN	El Paso
DR. A. ROBERT SMITH	El Paso

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. R. L. CURRY	Clovis
DR. JOHN H. CAMERON	Clovis
DR. E. E. CRUME (Eyes Only)	Clovis
DR. I. D. WORRELL (Eyes Only)	Clovis
DR. H. W. McDONALD (Eyes Only)	Clovis
DR. A. R. PLOUDRE (Eyes Only)	Clovis
DR. BARRY KISSACK (Eyes Only)	Clovis
DR. DONALD HOPE-GILL (Ears, Nose & Throat)	Clovis
DR. GEORGE S. MORRISON	Roswell
DR. G. S. RICHARDSON (Ears, Nose & Throat)	Roswell
DR. I. BRIAN TAYLOR (Eyes Only)	Carlsbad
DR. A. J. NADWORN (Ears, Nose & Throat)	Carlsbad
DR. G. BISHOP (Eyes Only)	Carlsbad
DR. B. G. HEWETT (Eyes Only)	El Paso
DR. J. D. MARTIN (Eyes Only)	El Paso
DR. R. A. D. NORTON, JR. (Ears, Nose & Throat)	El Paso
DR. RONALD J. BLUMENFIELD (Ears, Nose & Throat)	El Paso
DR. JAMES E. SPIER (Ears, Nose & Throat)	El Paso

SPEED TABLE

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

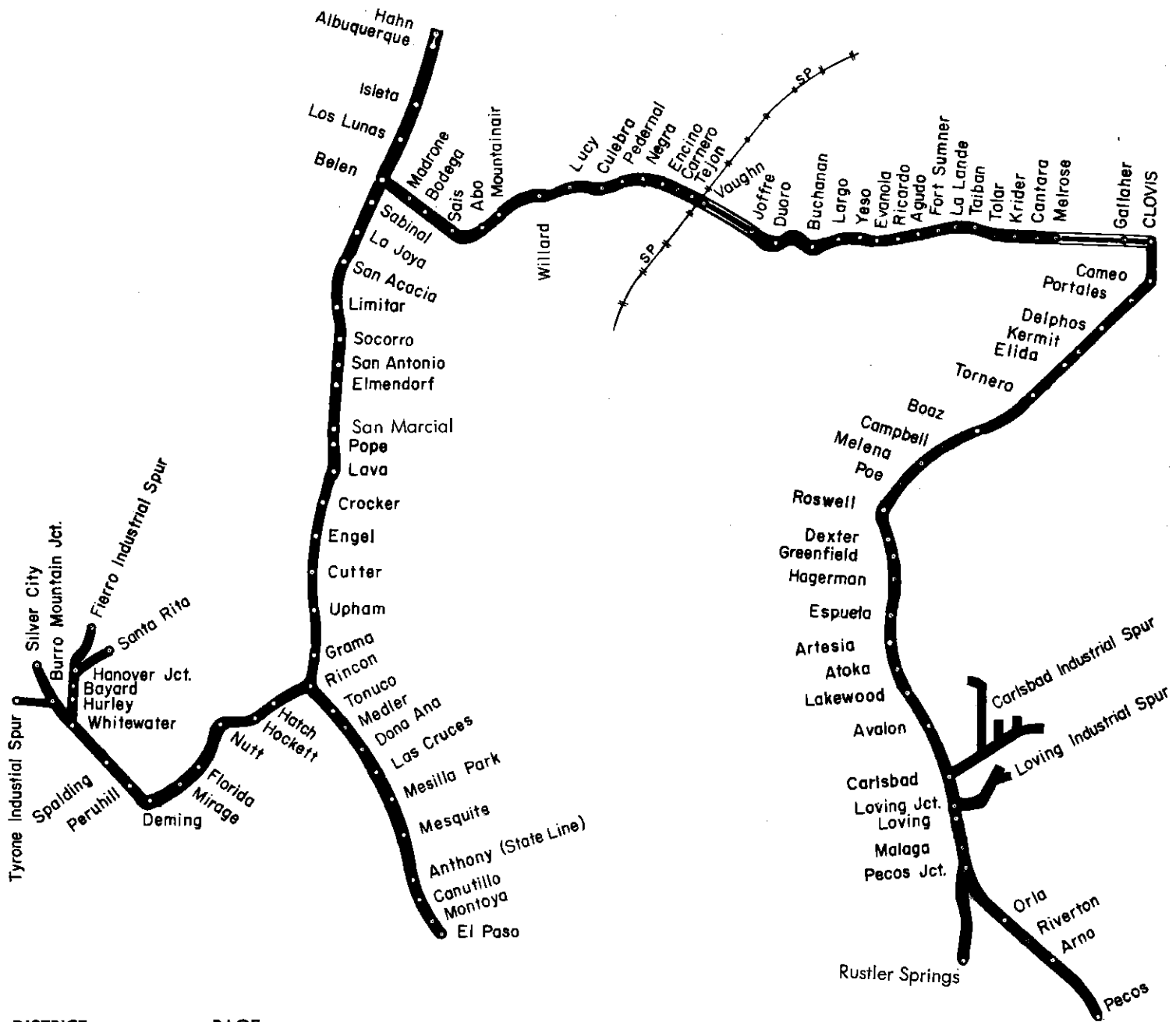
Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7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



DISTRICT	PAGE
First	2
Carlsbad	4
Pecos	5
Deming	6
Rustler Springs	6
Santa Rita	7
El Paso	8

NEW MEXICO DIVISION