



**SANTA FE**  
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his supervisor.

**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.

**SAFETY SUPERVISOR**

E. R. MOODY ..... 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

**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!**

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

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

**2**

**IN EFFECT**

**Sunday, April 27, 1975**

**At 12:01 A. M.**

**Mountain Standard Time**

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

**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. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
		28.0	<b>CLOVIS</b>			656.7	T Y C R	
		26.4	5.9 GALLAHER	} Tracks	12.7	662.6		
	5586	26.0	18.2 MELROSE		13.7	680.8	C R	
	10963	0	6.8 CANTARA		26.4	687.6		
	11011	0	5.8 KRIDER		31.7	693.4		
	8220	0	5.1 TOLAR		31.7	698.5		
	13091	26.4	4.3 TAIBAN		31.7	702.8		
	10228	26.4	7.3 LA LANDE		31.7	710.1		
	7729	31.7	6.7 FORT SUMNER		31.7	716.8	Y B	
	11863	31.7	6.8 AGUDO		0	723.6		
	10981	31.7	5.7 RICARDO		15.8	729.3		
	11155	31.7	7.3 EVANOLA		0	736.6		
	11845	31.7	7.3 YESO		0	743.9	B	
	11162	31.7	5.7 LARGO		0	749.6		
	11185	31.7	6.5 BUCHANAN		0	756.1		
	11166	31.7	5.3 CARDENAS		0	761.4		
	12219	31.7	7.6 DUORO		31.7	769.0		
		31.7	6.7 JOFFRE		10.2	775.7		
		31.7	11.8 VAUGHN	} Tracks	10.6	787.5	C R	
		31.7	5.2 TEJON		0	792.7		
	10704	31.7	6.0 CARNERO		0	798.7		
	9122	10.6	5.1 ENCINO		31.7	803.8	B	
	5775	31.7	5.0 NEGRA		31.7	808.8		
	11853	31.7	6.7 PEDERNAL		31.7	815.5		
	11453	31.7	4.0 DUNMOOR		31.7	819.5		
	5722	31.7	4.5 CULEBRA		31.7	824.0		
	9823	12.1	4.8 LUCY		31.7	828.8		
	10626	30.5	7.3 SILIO		31.7	836.1		
	8007	30.3	6.0 WILLARD		31.7	842.1	B	
	6447	31.7	6.4 BRONCHO		0	848.5		
	12457	31.7	7.2 MOUNTAINAIR		0	855.7	B	
	6419 S 17077	31.7	7.5 ABO		66.0	863.2		
	13672	3.2	5.7 SCHOLLE		66.0	868.9		
	15256	0	7.0 SAIS		66.0	875.9		
	8495	0	5.7 BECKER		66.0	881.6		
	9518	0	5.0 BODEGA		31.7	886.6		
	9500	0	4.7 MADRONE		31.7	891.3		
	9498	12.1	6.1 <b>BELEN</b>	} DT		932.6	T Y C R	
			(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 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, 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 Belen, maximum authorized speed 20 M.P.H. on South Track over Continental Oil spur switch located at Signal 9321.

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 and block signals 7783, 7813 and 7843 governing westward movements on South Track are located on field side of track. At Vaughn, controlled signals governing westward movements on South Track at end of Two Tracks and eastward movements on North Track at east crossover 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	
	Pagr.	Frt.
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
<b>NORTH TRACK:</b>	
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
<b>SOUTH TRACK:</b>	
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
Yeso	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. 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	

**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. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				<b>CLOVIS</b>				
		0		0.7				TY
				<b>CLOVIS JCT. YL</b>	19.5			CR
	5822	37.0		7.6	52.8	7.6	B	
	6803	52.8		10.0	52.8	17.6	CR	
	5813	52.8		<b>PORTALES YL</b>	52.8	29.8	B	
	5842	52.8		12.2	37.0	37.2	B	
	2892	52.8		<b>DELPHOS</b>	52.8	42.2	B	
	5792	52.8		7.4	52.8	47.6	B	
		48.1		<b>KERMIT</b>	52.8	52.5	B	
				5.0	47.5	65.5	B	
	10266	42.2		<b>ELIDA</b>	52.8	82.1	B	
	5777	52.8		13.0	52.8	94.9	B	
	5671	45.9		<b>BOAZ</b>	52.8	103.1	B	
	5816	52.8		16.6	52.8	107.8	CR Y	
	4525	52.8		<b>CAMPBELL</b>	52.8	112.6	B	
		47.0		12.8	35.2	118.8	B	
				<b>MELENA</b>	41.7	124.2	C	
	5693	30.1		8.2	42.2	130.5	B	
	2730	0		<b>POE</b>	52.8	143.8	B	
		46.2		4.7	31.7	149.9	CR	
				<b>ROSWELL YL</b>	41.7	155.1	B	
		38.5		4.8	41.7	157.9	B	
	10258	28.5		<b>SOUTH SPRING</b>	52.8	165.2	B	
	3370	45.8		6.2	48.8	177.5	B	
	5813	29.0		<b>CHISUM</b>	52.8	183.0	Y	
		18.6		5.4			CR	
	5455	50.2		<b>DEXTER</b>				
	2922	52.8		6.3				
				<b>HAGERMAN</b>				
				13.3				
				<b>ESPUELA</b>				
				6.1				
				<b>ARTESIA YL</b>				
				5.2				
				<b>ATOKA</b>				
				2.8				
				<b>DAYTON</b>				
				7.3				
				<b>LAKWOOD</b>				
				12.3				
				<b>AVALON</b>				
				5.5				
				<b>CARLSBAD YL</b>				
				(183.0)				

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

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. 140	40
M.P. 140 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 Industrial Spur	S	Tail of wye M.P. 0.3	10
	R	Jct. switch, Getty wye Duval Jct., M.P. 6	15

## 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
<b>CARLSBAD INDUSTRIAL SPUR</b>		
N-ReN Southwest Inc.	4.3	2210
Beker Industries 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
Amox 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

**PECOS DISTRICT**

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				<b>CARLSBAD YL</b>		183.0	YCR	
			29.3	6.1	18.5	189.1		
			29.3	OTIS	39.6	194.4	Y B	
			29.3	5.3	39.6	195.3		
			29.3	LOVING JCT. YL	39.6	199.8		
			39.1	0.9	39.6	214.9	Y B	
			39.1	LOVING YL	39.6	230.7		
			39.6	4.5	39.6	251.3		
			39.6	MALAGA	39.6	271.5	Y	
			39.6	15.1	39.6			
			39.6	PECOS JCT. YL	39.6			
			39.6	15.8	39.6			
			39.6	ORLA	39.1			
			39.6	20.6	31.7			
			39.6	ARNO				
			36.4	20.2				
				PECOS YL				
				(88.5)				

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

PECOS DISTRICT	
M.P. 198.9	Bridge, Black River
<b>LOVING INDUSTRIAL SPUR</b>	
M.P. 14.4	Conveyor over KCL loading track International Minerals & Chemical Co.

**3. TRACKS BETWEEN STATIONS**

Location	Mile Post	Track Capacity In Feet
<b>PECOS DISTRICT</b>		
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
<b>LOVING INDUSTRIAL SPUR</b>		
Mississippi Chemical	4.3	18215
Duval Nash Draw	8.6	10533
International Minerals & Chemicals Corporation	14.4	17129

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

At Loving Jct., maximum authorized speed 20 MPH over spring switch east leg of wye.

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.

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, 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
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, 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

**RUSTLER SPRINGS DISTRICT**

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				<b>PECOS JCT. YL</b>		52.8	Y B	
			78.0	25.5	52.8			
				<b>RUSTLER SPRINGS YL</b>		25.5	Y	
				(25.5)				

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.

WESTWARD ↓	Capacity of Siding in Feet	Railing Grade Ascending	TIME TABLE No. 2 April 27, 1975		Railing Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				<b>RINCON YL</b>		1079.6	Y C	
				5.2	26.4			
				<b>HATCH</b>		1084.8	C	
				9.1	16.8			
2997		26.4		<b>HOCKETT</b>		1093.9	B	
				11.0	26.4			
2268		26.4		<b>NUTT</b>		1104.9	Y B	
				20.9	26.4			
3115		26.4		<b>MIRAGE</b>		1125.8		
				7.1	26.4			
				<b>DEMING YL</b>		1132.9	C	
				4.0	62.3			
2119		57.0		<b>PERUHILL</b>		3.1		
				13.6	62.3			
2757		57.0		<b>SPALDING</b>		16.7	B	
				13.6	29.0			
				<b>WHITEWATER YL</b>		30.3	Y B	
				3.7	79.2			
		105.6		Burro Mountain Jct. YL		34.0	Y	
				12.6	9.5			
		105.6		<b>SILVER CITY YL</b>		46.6	B	
				(100.8)				

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

At Rincon, 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.  
Derail 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. Derail on main track M.P. 46.5 will be left in non-  
derailing position except when equipment is left on main track  
west thereof.

## 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 author-  
ized speed on Tyrone Industrial Spur, 30 MPH.

"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

**SANTA RITA DISTRICT**

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			WHITEWATER YL 8.3	0		Y B	
			HURLEY YL 4.6	42.2	8.3	Y C R	
1518			BAYARD YL 1.5	0	12.9	B	
			HANOVER JCT. YL 0.3	0	14.4	B	
1132			COBRE YL 2.0	0	14.7		
			SANTA RITA YL 2.0	0	16.7	B	
			(16.7)				

**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 Hurley, west wye switch normally lined for wye.

At Santa Rita, derail on main track 408 feet east of 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.

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.

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

**(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. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
First Class							First Class
3							4
Leave Daily PM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM
5.15		21.1	Albuquerque YL DT 12.6	26.4	902.4	T Y C R	1.40
5.30	3664	10.6	ISLETA	26.4	915.0	B	1.17
	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 DT 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 14.3	41.0	963.5	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 15.7	26.4	1051.4	B	
	4194	26.4	ALIVIO 6.6	26.4	1067.1	B	
	2502	5.4	GRAMA 5.9	26.4	1073.7	B	
		26.4	RINCON YL 7.7	63.4	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				32.8

**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.

At Belen, maximum authorized speed 20 M.P.H. on South Track over Continental Oil Spur switch located at Signal 9321.

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

Trains must get clearance card before leaving Albuquerque and Rincon.

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 eastward trains shown thereon have arrived and left Isleta.



**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

Between:	MPH	
	Pggr.	Frnt.
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	
	Pggr.	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	40
		Eastward El Paso Dist. trains	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
Limitar	970.9	150
Tiffany Stock Yards	1002.1	1112
Aleman	1056.4	350
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
Montoya Industrial Park	1146.1	2083

# 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	When not controlled from unit leading MPH
AMTRAK 100-539 5687-5714, 593015948*	90**	45
1150, 1218, 1260, 1418-1441, 1500-1537, 2322, 2393	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

\*Units 5930, 5931, 5935 and 5938 restricted to 70 MPH until gear ratio changed to 59:18.

\*\*Engine without cars must not exceed 70 MPH.

## 6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.

	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
All Classes	4	5

### 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 00	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 00	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 00	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 00	15.0
.. 55	65.5	1 34	38.3	5 00	12.0
.. 56	64.2	1 36	37.5	6 00	10.0
.. 57	63.2	1 38	36.8	12 00	5.0

# 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 AT-199459 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 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

Locomotive crane AT 199720 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.

## 8. YARD LIMITS

Albuquerque Artesia Belen (M.P. 931.3 to M.P. 932.3 and M.P. 934.4 to M.P. 935.7, El Paso District only) Carlsbad Clovis Jct. Deming	El Paso—Montoya inclusive Las Cruces Loving Loving Jct. Pecos Pecos Jct. Portales Rincon Roswell Rustler Springs	Socorro Whitewater—Santa Rita inclusive Whitewater—Silver City inclusive
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## 9. BULLETIN BOOKS

Albuquerque Belen Carlsbad Clovis Deming	El Paso Hurley Las Cruces Rincon Roswell
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## 10. STANDARD CLOCKS

Albuquerque Belen Carlsbad Clovis	Deming El Paso Hurley Roswell
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### TIME SERVICE

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

## 11. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
<b>FIRST DISTRICT</b>		
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—North Track (Field Side) M.P. 786.3*—M.P. 788.0 and M.P. 789.1* South Track (Field Side) M.P. 786.3*—M.P. 788.0 and 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 corres- ponds 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

### 11. TRACK SIDE WARNING DEVICES (Cont'd)

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

11. TRACK SIDE WARNING DEVICES (Cont'd)

RULE 105(A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamps or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

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

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a 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, unless otherwise instructed by train dispatcher.

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.

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

LOCAL SURGEONS

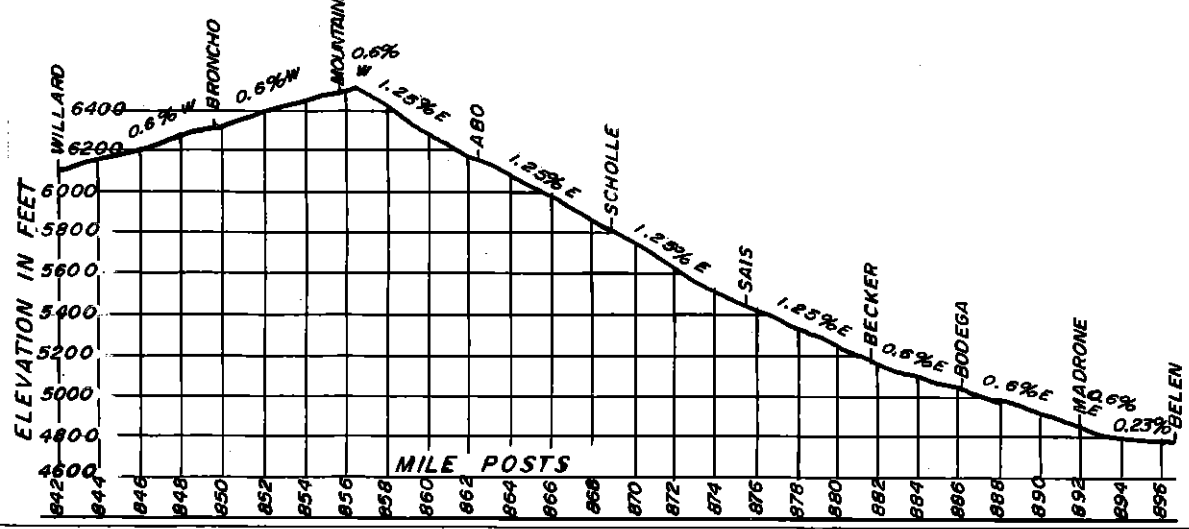
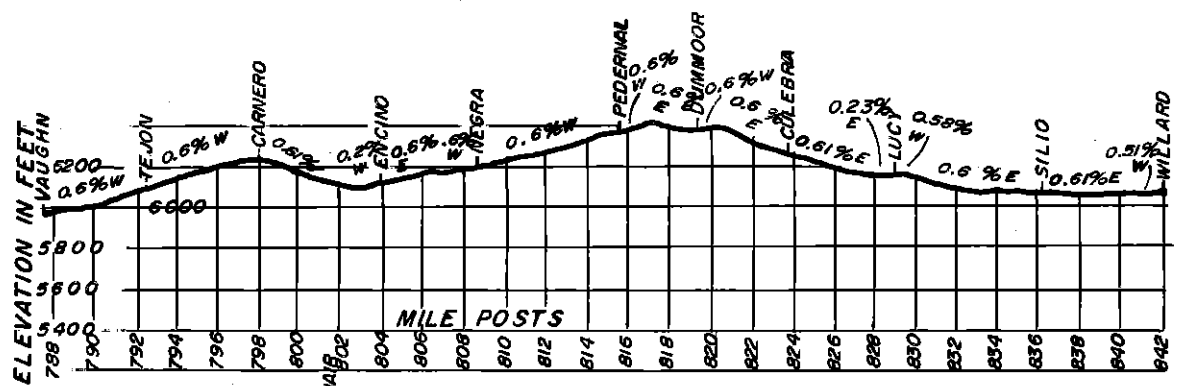
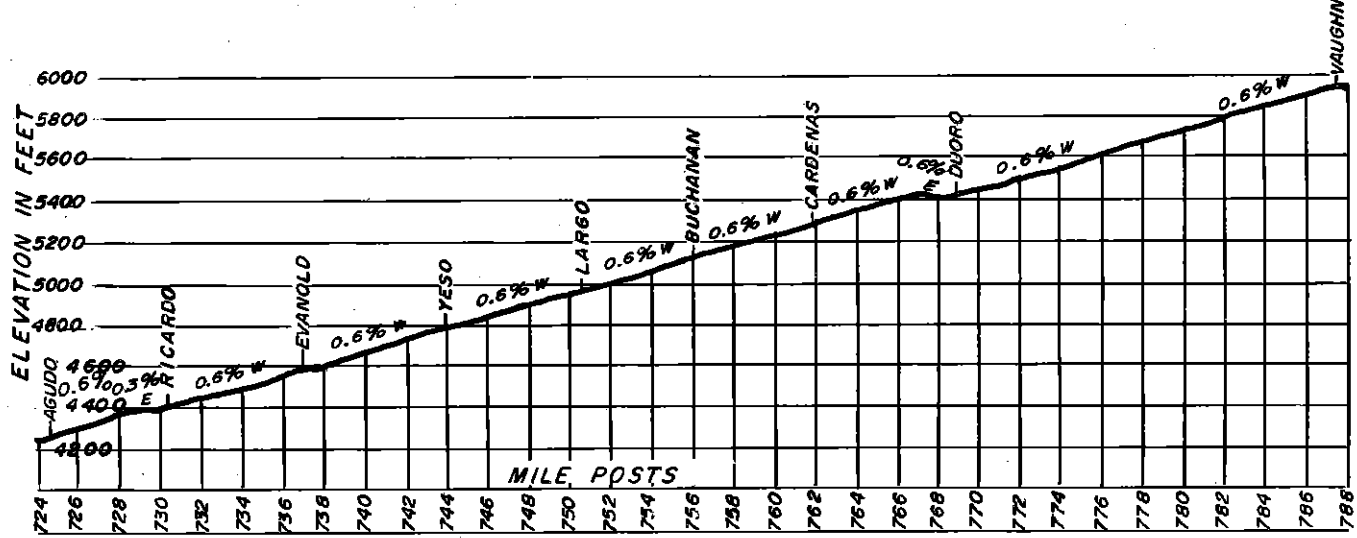
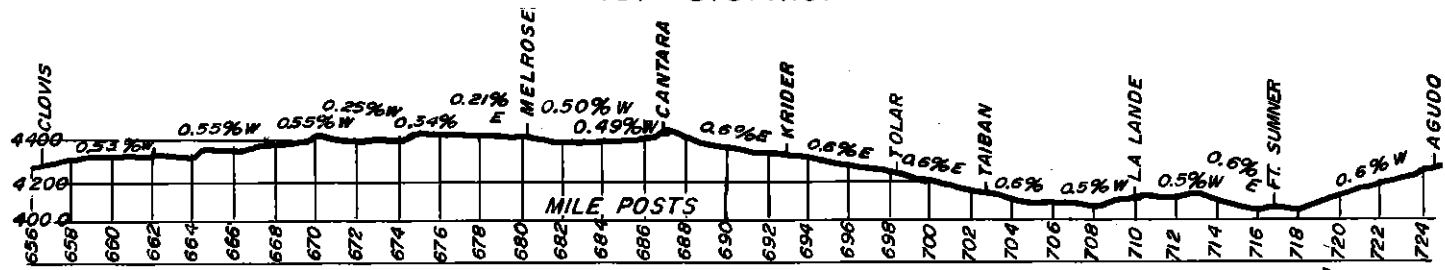
DR. J. W. MESSER ..... Clovis  
 DR. A. L. HAYNES ..... Clovis  
 DR. LYNN W. ABSHERR ..... Clovis  
 DR. V. SCOTT JOHNSON ..... Clovis  
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 DR. A. W. LLBWELEN, D.O. .... Belen  
 DR. KENNETH E. PRESCOTT ..... Belen  
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 DR. E. E. HUBBLE ..... Truth or  
 ..... Consequences  
 DR. J. L. LAPP, D.O. .... Truth or  
 ..... Consequences  
 DR. D. E. STOOFS, D.O. .... Truth or  
 ..... Consequences

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 DR. A. R. NERING ..... El Paso  
 DR. BILLY B. KERN ..... El Paso

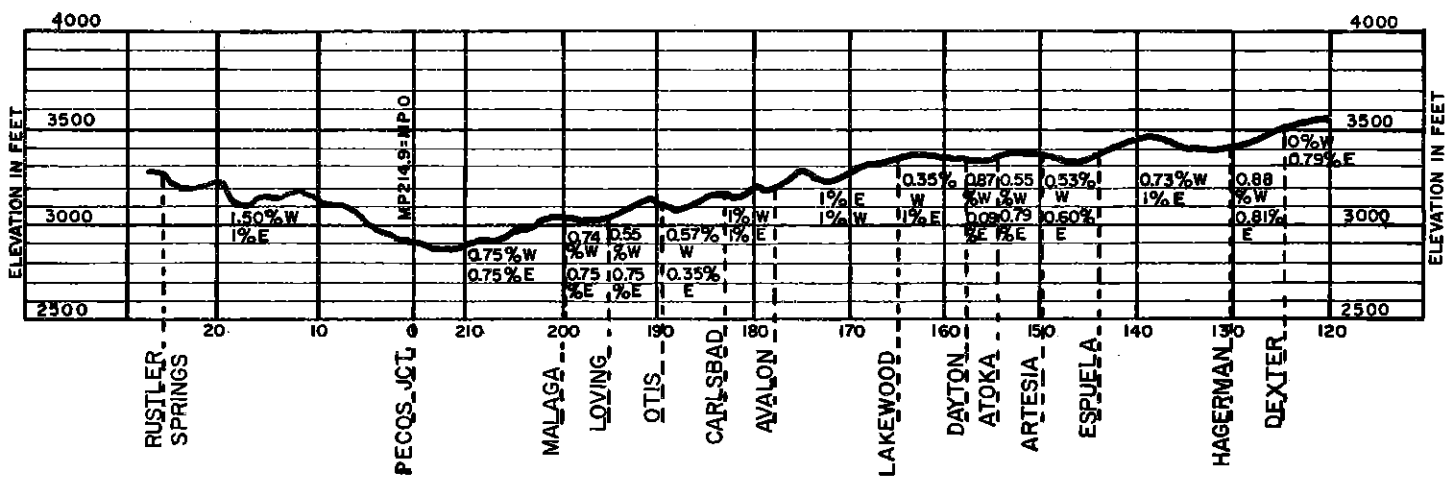
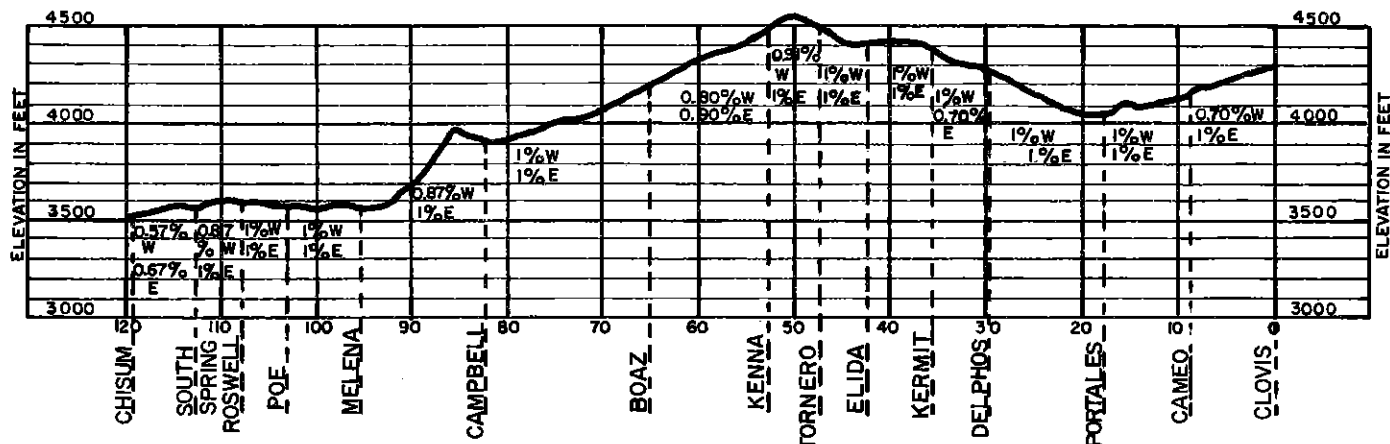
EYE, EAR, NOSE AND THROAT SPECIALISTS

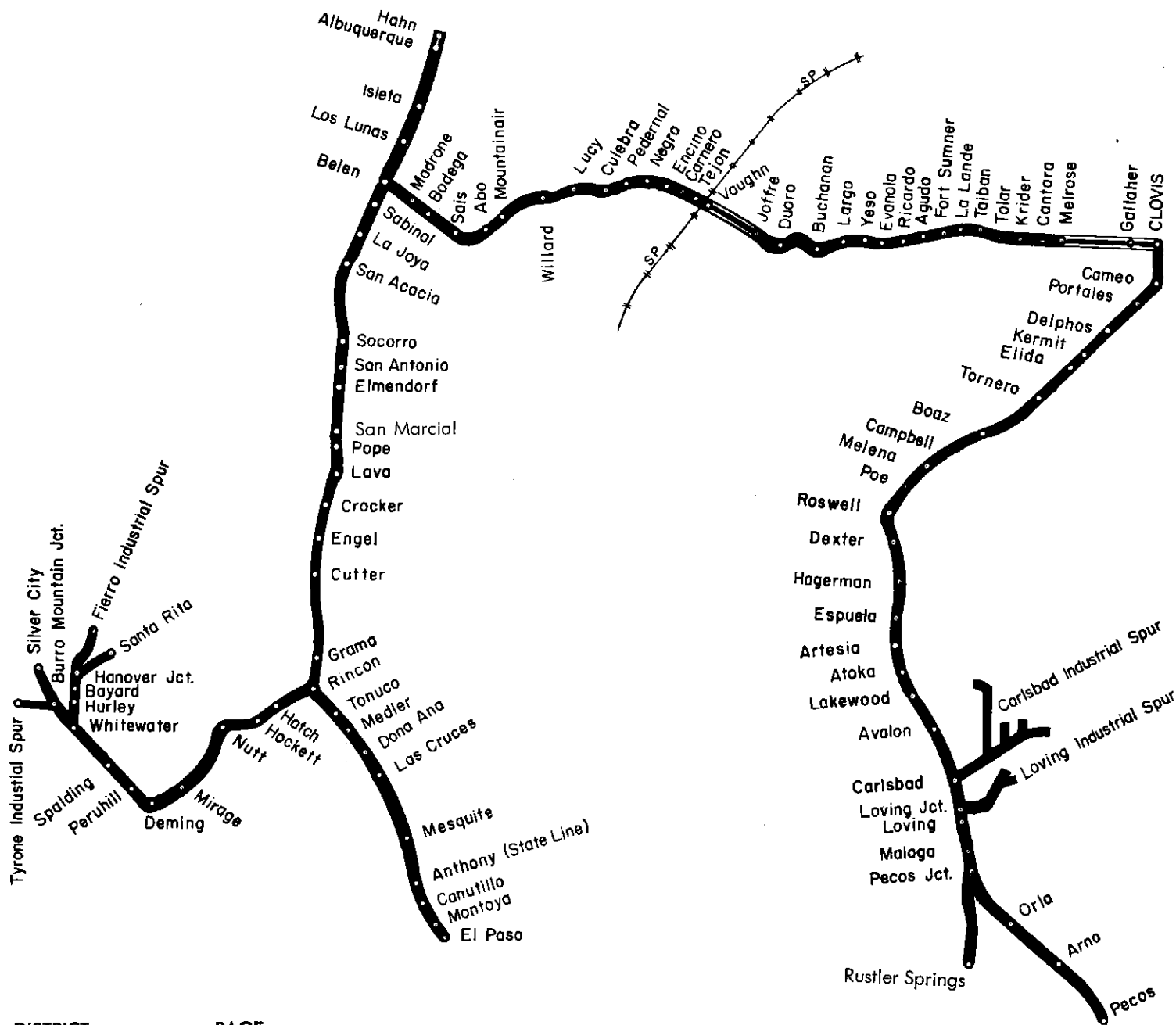
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 DR. E. E. CRUME (Eyes Only) ..... Clovis  
 DR. I. D. WORRELL (Eyes Only) ..... Clovis  
 DR. H. W. McDONALD (Eyes Only) ..... Clovis  
 DR. A. R. PLOUDRE (Eyes Only) ..... Clovis  
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CLOVIS TO BELEN  
FIRST DISTRICT



CLOVIS TO RUSTLER SPRINGS  
CARLSBAD, PECOS AND RUSTLER SPRINGS DISTRICTS





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