



SANTA FE SAFETY FIRST



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

ASST. SUPERINTENDENT

D. G. McINNIS Carlsbad, N.M.

TRAINMASTERS

W. M. ORR El Paso, Tex.
R. H. De HAVEN Clovis, N.M.
W. F. KILPATRICK Belen, N.M.
M. B. CHAVEZ, JR. Hurley, N.M.

ASST. TRAINMASTERS

C. R. JOHNSON Albuquerque, N.M.
J. L. FIELDS, JR. Belen, N.M.
B. D. BYRD Clovis, N.M.
W. F. HENRY Clovis, N.M.

RULES EXAMINER

W. N. PIERCE Clovis, N.M.

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

E. E. REYNOLDS Amarillo, Texas

ROAD FOREMEN OF ENGINES

B. R. TUCKER Belen, N.M.
W. L. WOOTTON Clovis, N.M.

SAFETY SUPERVISOR

E. R. MOODY Clovis, N.M.

CHIEF DISPATCHER

J. N. ISCH Clovis, N.M.

ASST. CHIEF DISPATCHERS

I. F. PHILLIPS Clovis, N.M.
W. H. RHODES Clovis, N.M.
J. D. COLE Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

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

3

IN EFFECT

Sunday, October 31, 1976

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.**

**D. F. DUNCAN,
Superintendent,
Clovis, New Mexico.**

2 FIRST DISTRICT

NEW MEXICO DIVISION

WEST- WARD ↓	Capacity of Siding in Feet	Rating Grade Ascending	TIME TABLE No. 3 October 31, 1976		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑	
			STATIONS	Feet Per Mile					
		28.0	CLOVIS		12.7	656.7	T O R		
		26.4	5.9 GALLAHER	} Two Tracks		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	0	4.3 TAIBAN		31.7	702.8			
	10228	26.4	7.3 LA LANDE		31.7	710.1			
	7729	26.4	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	5.7 YESO		0	743.9	B		
	11162	31.7	6.5 LARGO		0	749.6			
	11185	31.7	5.3 BUCHANAN		0	756.1			
	11166	31.7	7.6 CARDENAS		31.7	761.4			
	12219	31.7	6.7 DUORO		10.2	769.0			
		31.7	11.8 JOFFRE		10.6	775.7			
		31.7	VAUGHN	} Two Tracks		787.5	C R		
	10704	31.7	5.2 TEJON			0	792.7		
	9122	10.5	6.0 CARNERO		31.7	798.7			
	5775	31.7	5.1 ENCINO		31.7	803.8	B		
	11853	31.7	5.0 NEGRA		31.7	808.8			
	11453	31.7	6.7 PEDERNAL		31.7	815.5			
	5722	31.7	4.0 DUNMOOR		31.7	819.5			
	9823	12.1	4.5 CULEBRA		31.7	824.0			
	10626	30.5	4.8 LUCY		31.7	828.8			
	8007	30.3	7.3 SILIO		31.7	836.1			
	6447	31.7	6.0 WILLARD		0	842.1	B		
	12457	31.7	6.4 BRONCHO		0	848.5			
	N 6419 S 17077	31.7	7.2 MOUNTAINAIR		66.0	855.7	B		
	13672	3.2	7.5 ABO		66.0	863.2			
	15256	0	5.7 SCHOLLE		66.0	868.9			
	8495	0	7.0 SAIS		66.0	875.9			
	9518	0	5.7 BECKER		66.0	881.6			
	9500	0	5.0 BODEGA		31.7	886.6			
	9498	0	4.7 MADRONE		31.7	891.3			
		12.1	6.1 BELEN	} 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	
	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 75 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

(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 at Clovis, on Track 103 between M.P. 656.0 and M.P. 657.4, 20 MPH. Speed applies only until head end of train has cleared restricted area;

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

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

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. 3 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
		0	CLOVIS					
			0.7 CLOVIS JCT. YL	19.5				
			7.6 CAMEO	52.8	7.6	B		
5822		52.8	10.0 PORTALES YL	52.8	17.6	CR		
6803		52.8	12.2 DELPHOS	52.8	29.8	B		
5813		52.8	7.4 KERMIT	37.0	37.2	B		
5842		52.8	5.0 ELIDA	52.8	42.2	B		
2692		52.8	5.4 TORNERO	52.8	47.6	B		
5792		48.1	4.9 KENNA	52.8	52.5	B		
		42.2	13.0 BOAZ	47.5	65.5	B		
10266		52.8	15.6 CAMPBELL	52.8	82.1	B		
5777		45.9	12.8 MELENA	52.8	94.9	B		
5671		52.8	8.2 POE	52.8	103.1	B		
5816		52.8	4.7 ROSWELL YL	52.8	107.8	CRY		
4525		47.0	4.8 SOUTH SPRING	52.8	112.6	B		
		30.1	6.2 CHISUM	35.2	118.8	B		
5693		0	5.4 DEXTER	41.7	124.2			
2730		46.2	6.3 HAGERMAN	42.2	130.5	B		
		38.5	13.3 ESPUELA	52.8	143.8	B		
10258		28.5	6.1 ARTESIA YL	31.7	149.9	CR		
3370		45.8	5.2 ATOKA	41.7	155.1	B		
5813		29.0	2.8 DAYTON	41.7	157.9	B		
		18.6	7.3 LAKWOOD	52.8	165.2	B		
5455		50.2	12.3 AVALON	48.8	177.5	B		
2922		52.8	5.5 CARLSBAD YL	52.8	183.0	Y CR		
			(183.0)					

(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
			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
Acme	90.0	730
Roswell Industrial Air Center	113.0	40951
Pecos Valley Feed Co.	117.1	1112
Callens Flying Service	121.9	463
Agri. Products Co.	142.4	581
CARLSBAD INDUSTRIAL SPUR		
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

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

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

PECOS DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile				
			CARLSBAD YL	183.0		183.0	YCR	
			6.1	18.5		189.1		
			OTIS	39.6		194.4	YB	
			5.3	39.6		195.3		
			LOVING JCT. YL	39.6		199.8		
			0.9	39.6		214.9	YB	
			LOVING YL	39.6		230.7		
			4.5	39.6		251.3		
			MALAGA	39.6		271.5	Y	
			15.1	39.6				
			PECOS JCT. YL	39.6				
			15.8	39.6				
			ORLA	39.1				
			20.6	39.1				
			ARNO	31.7				
			20.2	31.7				
			PECOS YL					
			(88.5)					

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 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 Carlsbad, trains must get clearance card before leaving.

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

*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	35
7 Curves, M.P. 209.9 to 212.1	35
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. 3 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
			PECOS JCT. YL	78.0		52.8	YB	
			25.5	78.0				
			RUSTLER SPRINGS YL			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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*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 ↓	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		Feet Per Mile	STATIONS					Feet Per Mile
	26.4	RINCON YL	26.4	1079.6	Y C		
	5.2	HATCH		1084.8	C		
2997	63.9	HOCKETT	16.8	1093.9	B		
	11.0	NUTT		1104.9	Y B		
2268	63.4	MIRAGE	26.4	1125.8			
	20.9	DEMING YL	26.4	1132.9	C		
3115	26.4	PERUHILL	62.3	3.1			
	4.0	SPALDING	62.3	16.7	B		
2119	57.0	WHITEWATER YL	29.0	30.3	Y B		
	13.6	Burro Mountain Jct. YL	79.2	34.0	Y		
2757	57.0	SILVER CITY YL	9.5	46.6			
	73.9	(100.8)					
	105.6						
	105.6						

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. Deraill 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. Deraill 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	10
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.

"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
Asarco Mill	1.1	3523
TYRONE INDUSTRIAL SPUR (11 Mi.)	34.0	
Phelps-Dodge	11.0	2489

SANTA RITA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	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		BAYARD YL 1.5		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, 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 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.

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. V. Industries	6.5	2208
Star Shaft & Precipitate Spur	15.5	4383

8 EL PASO DISTRICT

NEW MEXICO DIVISION

WEST-WARD	Capacity of Siding in Feet	Rolling Grade Ascending	TIME TABLE		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 3	First Class				
3			October 31, 1976					4
Leave Daily PM		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily PM
5.05		21.1	T.C.S. ABS. { Albuquerque YL } DT	12.6	26.4	902.4	T Y C R	1.10
			ISLETA				B	
5.20 PM	3664	10.6	7.4		26.4	915.0		12.45 PM
	4213	21.1	LOS LUNAS		25.3	922.4		
	4200	19.0	CHLOE		21.1	927.4		
		21.1	BELEN YL } DT		26.4	932.6	T Y C R	
	4220	15.8	SABINAL		26.4	942.5	B	
	4209	16.3	LA JOYA		25.3	953.5	B	
	4212	19.5	SAN ACACIA		41.0	963.5	B	
	4204	26.4	SOCORRO YL		26.4	977.8	Y C	
	4217	31.7	SAN ANTONIO		31.7	988.2	B	
	4184	0	ELMENDORF		31.7	999.0	B	
	6016	26.4	SAN MARCIAL		12.8	1005.1	B	
	2749	26.4	POPE		26.4	1012.3	B	
	2814	26.4	LAVA		26.4	1021.4	B	
	4082	26.4	CROCKER		26.4	1031.5	B	
	6361	26.4	ENGEL		26.4	1043.2	B	
	4153	26.4	CUTTER		26.4	1051.4	B	
	4125	26.4	ALIVIO		26.4	1067.1	B	
	2502	5.4	GRAMA		26.4	1073.7	B	
		26.4	RINCON YL		63.4	1079.6	Y C	
	4219	26.4	TONUCO		26.4	1087.3	B	
	2717	26.4	MEDLER		26.4	1095.7	B	
	3179	21.5	LEASBURG		26.4	1101.1	B	
	3194	16.5	DONA ANA		26.4	1106.9	B	
	4206	24.6	LAS CRUCES YL		29.5	1112.5	C R	
	1374	0	MESQUITE		12.1	1123.9	B	
	2636	9.5	BERINO		6.8	1131.4	B	
	1783	26.4	ANTHONY		26.4	1136.4	C R	
	3247	26.4	CANUTILLO		26.4	1142.4	B	
		26.4	MONTOYA YL		26.4	1145.3	B	
		26.4	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.

At Hahn, Colorado Division, Block Signal 8984 governing eastward movements on North Track is located on field side of track.

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

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

*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.	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
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

4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine.

Location of such hand-operated switches are as follows:

FIRST DISTRICT

- M.P. 655.2 (South Track) Safeway Milk Plant
- M.P. 668.0 (North Track) Grier.
- M.P. 698.4 (Siding) East House Track Tolar.
- M.P. 698.6 (Siding) West House Track Tolar.
- M.P. 709.9 (Siding) East House Track LaLande.
- M.P. 710.1 (Siding) West House Track LaLande.
- M.P. 722.8 (Siding) East Spur Agudo.
- M.P. 787.6 (South Track) East Water Track 1 Vaughn.
- M.P. 788.1 (South Track) West Water Track 1 Vaughn.
- M.P. 829.1 (Siding) East House Track Lucy.
- M.P. 829.3 (Siding) West House Track Lucy.

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 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	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.

*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	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	5	13.3
56	64.2	1 36	37.5	6	12.0
57	63.2	1 38	36.8	12	5.0

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 | El Paso—Mon-toya inclusive | Socorro |
| Artesia | Las Cruces | Whitewater— |
| Belen (M.P. 931.3 to M.P. 932.3 and M.P. 934.4 to M.P. 935.7, El Paso District only) | Loving | Santa Rita inclusive |
| Carlsbad | Loving Jct. | Whitewater— |
| Clovis Jct. | Pecos | Silver City inclusive |
| Deming | Pecos Jct. | |
| | Portales | |
| | Rincon | |
| | Roswell | |
| | Rustler Springs | |

9. BULLETIN BOOKS

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

10. STANDARD CLOCKS

- | | |
|-------------|---------|
| Albuquerque | Deming |
| Belen | El Paso |
| Carlsbad | Hurley |
| Clovis | Roswell |

TIME SERVICE

R. W. WELLS, General Watch Inspector Topeka

11. 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—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 *
M.P. 866.8	Rock Slide	Eastward—Controlled signals east end siding Scholle; rotating red light M.P. 867.0. Westward—Signal 8651; rotating red light M.P. 866.7.
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
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 Eastward—M.P. 982.1 (Semaphore Type)
Track	M.P. 980.1	High Water Westward—M.P. 978.9 (Semaphore Type)
Bridge	M.P. 981.3	High Water
Track	M.P. 982.9	High Water Eastward—M.P. 984.5 (Semaphore Type)
Bridge	M.P. 983.2	High Water Westward—M.P. 982.1 (Semaphore Type)
Bridge	M.P. 983.5	High Water
Bridge	M.P. 984.6	High Water Eastward—M.P. 987.6 (Semaphore Type)
Track	M.P. 985.0	High Water Westward—M.P. 984.5 (Semaphore Type)
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
Bridges	M.P. 1050.1	High Water Eastward—M.P. 1052.4
	M.P. 1050.9	High Water Westward—M.P. 1048.9 (Rotating Red Lights)
	M.P. 1051.3	High Water
Bridges	M.P. 1052.6	High Water Eastward—M.P. 1056.9
	M.P. 1053.3	High Water Westward—M.P. 1051.4 (Rotating Red Lights)
	M.P. 1053.7	High Water
	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 (Semaphore Type)
Bridge	M.P. 1082.5	High Water Westward—M.P. 1080.9 (Semaphore Type)
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
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 (Semaphore Type)
Track	M.P. 1088.7	High Water Westward—M.P. 1087.5 (Semaphore Type)
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
Track	M.P. 1093.0	High Water Eastward—M.P. 1095.0 (Semaphore Type)
Bridge	M.P. 1093.2	High Water Westward—M.P. 1091.7 (Semaphore Type)
Bridge	M.P. 1093.8	High Water
Bridge	M.P. 1094.4	High Water

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 (Semaphore Type)
Bridge	M.P. 176.9	High Water 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 with head end at locator, if possible, 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. EMPLOYEES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE Doctor in Charge

LOCAL SURGEONS

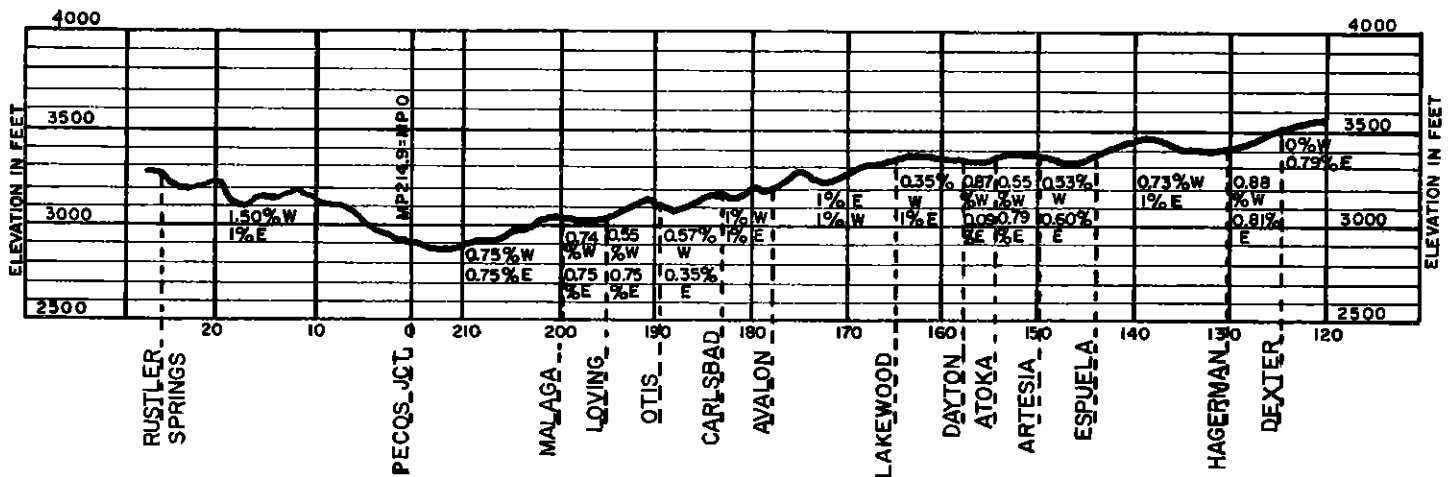
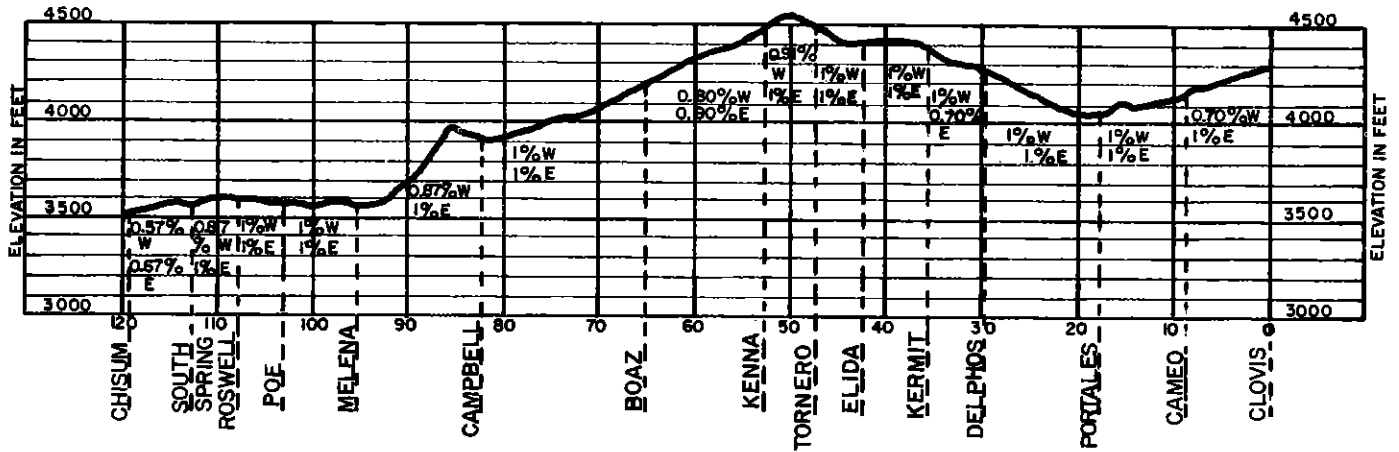
DR. J. W. MESSER	.....	Clovis
DR. A. L. HAYNES	.....	Clovis
DR. LYNN W. ABSSHERE	.....	Clovis
DR. V. SCOTT JOHNSON	.....	Clovis
DR. JOEL ZEIGLER	.....	Clovis
DR. LEWIS THOMAS	.....	Clovis
DR. J. B. MOSS, JR.	.....	Clovis
DR. ROBERT R. BOESE	.....	Clovis
DR. AWIL KAPOOR	.....	Clovis
DR. SAM E. NEFF	.....	Clovis
DR. ANIL KAPOOR	.....	Clovis
DR. LANE E. MOORE, D.O.	.....	Clovis
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. L. H. MASON	.....	Belen
DR. MORTON DUNKIN	.....	Belen
DR. HERMAN O. LEHMAN	.....	Portales
DR. ROBERT C. COLEMAN	.....	Portales
DR. IRA B. GOLDBERG	.....	Portales
DR. J. P. WILLIAMS	.....	Roswell
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. DONALD E. EIBER	.....	Carlsbad
DR. BRUCE HAY	.....	Pecos
DR. SIDNEY AUERBACH	.....	Scorro
DR. E. E. HUBBLE	.....	Truth or
		Consequences
DR. J. L. LAPP, D.O.	.....	Truth or
		Consequences

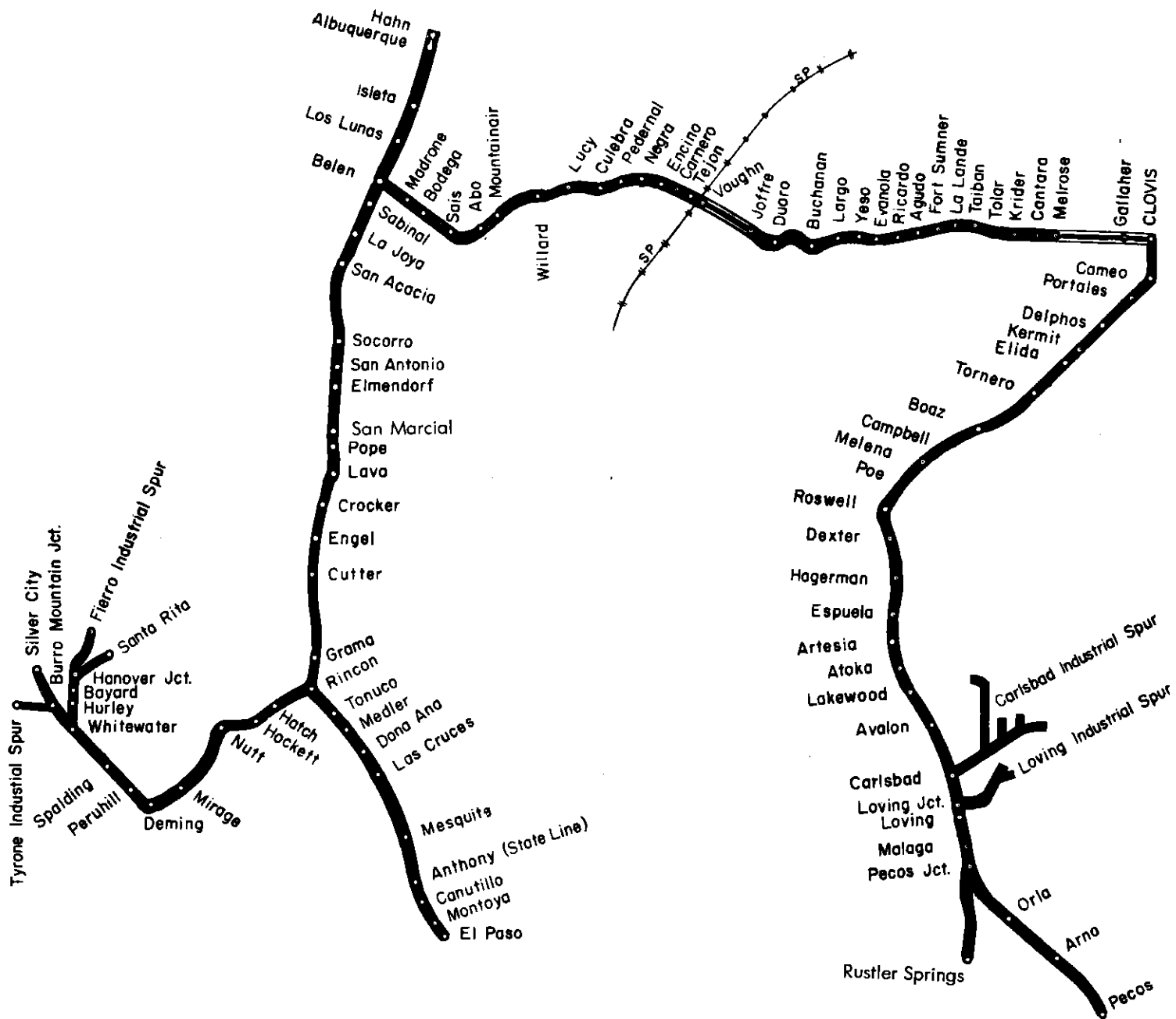
DR. D. E. STOOBS, D.O.	.....	Truth or
		Consequences
DR. R. L. MARQUEZ	.....	Las Cruces
DR. W. T. MEYER	.....	Las Cruces
DR. GEORGE SMITH	.....	Las Cruces
DR. ROBERT G. BRADEN	.....	Hatch
DR. J. V. WINKLER	.....	Hatch
DR. S. GOODMAN	.....	Hatch
DR. J. S. WILSON	.....	Bayard
DR. W. R. FOWLER	.....	Bayard
DR. J. E. ROBINSON	.....	Bayard
DR. L. E. LINSLEY	.....	Bayard
DR. M. D. NORTON	.....	Bayard
DR. R. M. STEINZIG	.....	Bayard
DR. S. H. KING	.....	Silver City
DR. R. C. WILLE, JR.	.....	Silver City
DR. C. C. COBB, JR.	.....	Silver City
DR. H. J. H. MARSHALL	.....	El Paso
DR. W. R. GADDIS	.....	El Paso
DR. JOHN H. JOHNSTONE	.....	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

EYE, EAR, NOSE AND THROAT SPECIALISTS

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. J. M. LANTZ (Eyes Only)	.....	Clovis
DR. N. J. ROWLEY (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. NADWORNY (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. BLUMENFELD	.....	(Ears, Nose & Throat) ..
		El Paso
DR. JAMES E. SPIER (Ears, Nose & Throat)	.....	El Paso

CLOVIS TO RUSTLER SPRINGS
CARLSBAD, PECOS AND RUSTLER SPRINGS DISTRICTS





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

NEW MEXICO DIVISION



SANTA FE SAFETY FIRST



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

ASST. SUPERINTENDENT

D. G. McINNES Carlsbad, N.M.

TRAINMASTERS

M. B. CHAVEZ, JR. Hurley, N.M.
W. F. KILPATRICK Belen, N.M.
G. A. HARVILLE El Paso, Tex.
W. F. HENRY Clovis, N.M.

ASST. TRAINMASTERS

C. R. JOHNSON Albuquerque, N.M.
J. L. FIELDS, JR. Belen, N.M.
B. D. BYRD Clovis, N.M.
L. R. MITCHELL, JR. Clovis, N.M.

RULES EXAMINER

W. N. PIERCE Clovis, N.M.

SUPERVISOR OF AIR BRAKES GENERAL ROAD FOREMAN OF ENGINES

E. E. REYNOLDS Amarillo, Texas

ROAD FOREMEN OF ENGINES

B. R. TUCKER Belen, N.M.
W. L. WOOTTON Clovis, N.M.

SAFETY SUPERVISOR

E. R. MOODY Clovis, N.M.

CHIEF DISPATCHER

J. N. ISCH Clovis, N.M.

ASST. CHIEF DISPATCHERS

C. M. BONARDEN Clovis, N.M.
O. N. HALE Clovis, N.M.
J. D. COLE Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

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R. E. COOPER	T. H. SPRADLEY
D. H. WILLIAMS	T. G. CURRY
W. H. RHODES	J. L. REYNOLDS
D. L. ALDERMAN	S. T. HAMBRIGHT
I. F. PHILLIPS	D. E. SWEET
K. L. MILLER	D. G. McCONNELL
J. A. MAIZE	C. 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

SUPPLEMENT "A"

TIME TABLE No.

3

IN EFFECT

Tuesday, February 15, 1977

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.

D. F. DUNCAN,
Superintendent,
Clovis, New Mexico.

8 EL PASO DISTRICT

NEW MEXICO DIVISION

WEST-WARD	Capacity of Siding in Feet	Rolling Grade Ascending	Supplement "A" TIME TABLE No. 3 February 15, 1977	Rolling 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 12.5	26.4	902.4	TY CR	1.40
5.30 PM	3664	10.6	ISLETA 7.4	26.4	915.0	B	1.15 PM
	4213	21.1	LOS LUNAS 5.0	25.3	922.4		
	4200	19.0	CHLOE 5.2	21.1	927.4		
		21.1	BELEN YL DT 9.9	26.4	932.8	TY CR	
	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	YC	
	4217	31.7	SAN ANTONIO 10.8	31.7	988.2	B	
	4184	0	ELMENDORF 6.1	31.7	999.0	B	
	6018	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	
	4125	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	YC	
	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	CR	
	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	CR	
	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	TY CR	
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.

At Hahn, Colorado Division, Block Signal 8984 governing eastward movements on North Track is located on field side of track.

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



SANTA FE
SAFETY FIRST



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

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W. F. KILPATRICK Belen, N.M.
G. A. HARVILLE El Paso, Tex.
W. F. HENRY Clovis, N.M.

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B. D. BYRD Clovis, N.M.
L. R. MITCHELL, JR. Clovis, N.M.

RULES EXAMINER

W. N. PIERCE Clovis, N.M.

**SUPERVISOR OF AIR BRAKES
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	H. D. BEEVERS

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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.

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The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES

NEW MEXICO DIVISION

SUPPLEMENT "B"

TIME TABLE No.

3

IN EFFECT

Sunday, April 24, 1977

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.

D. F. DUNCAN,
Superintendent,
Clovis, New Mexico.

8 EL PASO DISTRICT

NEW MEXICO DIVISION

WEST- WARD	Capacity of Siding in Feet	Ruling Grade Ascending	Supplement "B" TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			No. 3 April 24, 1977						First Class
3								4
Leave Daily PM		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily PM
5.20		21.1	T.C.S. A.B.S. } Albuquerque YL DT 12.6		26.4	902.4	TY CR	\$ 1.05
				ISLETA				
5.34 PM	3664	10.6	7.4		26.4	915.0	B	12.45 PM
	4213	21.1	5.0		25.3	922.4		
	4200	19.0	5.2		21.1	927.4		
			BELEN YL DT				TY CR	
	4220	21.1	9.9		26.4	932.6		
		15.8	SABINAL		26.4	942.5	B	
	4209		LA JOYA			953.5	B	
	4212	16.3	10.0		25.3	963.5	B	
	4204	19.5	14.3		41.0	977.8	YC	
	4217	26.4	10.4		26.4	988.2	B	
	4184	31.7	SAN ANTONIO		31.7	999.0	B	
	6016	0	10.8					
		26.4	6.1		31.7	1005.1	B	
	2749		SAN MARCIAL		12.8			
	2814	26.4	7.2			1012.3	B	
	4082	26.4	9.1		26.4	1021.4	B	
	6361	26.4	10.1		26.4	1031.5	B	
	4153	26.4	CROCKER		26.4	1043.2	B	
	4126	26.4	11.7		26.4	1051.4	B	
	2502	26.4	8.2		26.4	1067.1	B	
		5.4	ENGEL		26.4	1073.7	B	
	4219	26.4	5.9		26.4	1079.6	YC	
	2717	26.4	RINCON YL		63.4	1087.3	B	
	3179	26.4	7.7		26.4	1095.7	B	
	3194	21.5	8.4		26.4	1101.1	B	
		16.5	MEDLER		26.4	1106.9	B	
	4206	24.6	5.4		26.4	1112.5	CR	
	1374	0	5.8		26.4	1123.9	B	
	2636	9.5	BERINO		6.8	1131.4	B	
	1783	26.4	5.0		26.4	1136.4	CR	
	3247	26.4	6.0		26.4	1142.4	B	
		26.4	2.9		26.4	1145.3	B	
		26.4	MONTROYA YL		26.4	1156.0	T CR	
Arrive Daily			(253.6)					Arrive Daily
54.0			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.

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.

At Hahn, Colorado Division, Block Signal 8984 governing eastward movements on North Track is located on field side of track.

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