

J. K. HASTINGS, Trainmaster.....Las Vegas, N. M.  
 H. G. CRAWFORD, Trainmaster.....El Paso, Texas  
 J. W. FELLABAUM, Ass't Trainmaster.....Hurley, N. M.  
 G. O. LOTSPEICH, Road Foreman of Engines.....Albuquerque, N. M.  
 S. JOHNSON, Road Foreman of Engines.....Raton, N. M.  
 E. J. BARNES, Chief Dispatcher.....Las Vegas, N. M.  
 O. R. KING, Ass't Chief Dispatcher.....Las Vegas, N. M.  
 J. C. HOPE, Ass't Chief Dispatcher.....Las Vegas, N. M.

**TRAIN DISPATCHERS—LAS VEGAS, N. M.**

A. F. MATHIS      J. W. WOOSTER      D. A. POINTER  
 L. B. MAY        A. WHITE            D. L. ALDERMAN  
 J. Z. CLOUD      R. E. COOPER        J. J. GARZA  
 W. L. KELLEY     W. H. RHODES

A. J. STROBEL, General Watch Inspector.....Topeka

**LOCAL TIME INSPECTORS—NEW MEXICO DIVISION.**

G. SCHACKTERLE.....La Junta.  
 JOHN W. LLOYD.....La Junta.  
 A. T. KAPELKE.....Trinidad.  
 JAS. A. WHITED.....Raton.  
 SOL AZOUZ.....Las Vegas.  
 MRS. FRANK MINDLIN.....Albuquerque.  
 JAMES PECH.....Albuquerque.  
 VIRGIL H. HALL.....Santa Fe.  
 RICHARD EALY.....Belen.  
 M. E. TREMBLY.....Belen.  
 RAY CROOKS.....Truth or Consequence.  
 P. R. GANTZ.....Silver City.  
 H. F. RUTISHAUSER.....Silver City.  
 H. E. MILLER.....El Paso.  
 IRVING A. ROTH.....El Paso.

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

4 miles per hour <input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour <input type="checkbox"/> —	Damage Begins
6 miles per hour <input type="checkbox"/> —	24 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/> —	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/> —	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/> —	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/> —	6 times as damaging as 4 MPH

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.**

**SPEED TABLE.**

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

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

# The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES  
Northern District**

**NEW MEXICO DIVISION**

## TIME TABLE No.

# 1

**IN EFFECT**

**Sunday September 25, 1960**

**At 12:01 A. M.  
Mountain Standard Time**

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

**G. R. BUCHANAN,**  
General Manager,  
Amarillo, Texas.

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

**C. B. KURTZ,**  
Superintendent,  
Las Vegas, N. M.



**SURGEONS OF  
THE A.T.& S.F. HOSPITAL ASSOCIATION.**

DR. G. S. HOPKINS, Chief Surgeon.....Topeka.

**ALBUQUERQUE HOSPITAL.**

DR. T. A. KOONS.....Doctor in Charge  
DR. EUGENE A. CASTIGLIA.....Internist

**LOCAL SURGEONS**

DR. GUY D. CALONGE.....La Junta  
DR. W. M. LEWALLEN, JR.....La Junta  
DR. W. R. SISSON.....La Junta  
DR. J. ALAN SHAND.....La Junta  
DR. GORDON H. VANDIVER.....La Junta  
DR. RICHARD L. DAVIS.....La Junta  
DR. ROBERT D. CARLSON.....Trinidad  
DR. LOUIS M. PAVLETICH.....Raton  
DR. RAY F. GODING.....Raton  
DR. JOHN J. SMOKER.....Raton  
DR. J. C. HALLFORD.....Springer  
DR. C. H. GELLENTHIEN.....Valmora  
DR. W. A. STARK.....Las Vegas  
DR. E. H. DELLINGER.....Las Vegas  
DR. C. L. BLANCHARD.....Las Vegas

**LOCAL SURGEONS—(Cont'd)**

DR. ISAAC TERR.....Las Vegas  
DR. WILLIS W. PICKEL.....Santa Fe  
DR. S. M. GONZALEZ.....Santa Fe  
DR. JOHN R. TOKE.....Belen  
DR. W. D. RADCLIFFE.....Belen  
DR. V. E. FRANKLIN.....Socorro  
DR. SIDNEY AUERBACH.....Socorro  
DR. E. E. HUBBLE.....Truth or Consequences  
DR. W. P. SEDGWICK.....Las Cruces  
DR. J. A. STEEL.....Hatch  
DR. PAUL A. FEIL.....Deming  
DR. WENDELL S. DOVE.....Silver City  
DR. BRADFORD O. ROGERS.....Hurley  
DR. L. R. GADDIS.....El Paso  
DR. H. J. H. MARSHALL.....El Paso  
DR. JOHN H. JOHNSTONE.....Ysleta

**EYE, EAR, NOSE and THROAT SPECIALISTS**

DR. R. P. BEAUDETTE, Ophthalmologist.....Raton  
DR. J. D. MARTIN.....El Paso  
DR. R. N. CAYLOR.....El Paso  
DR. H. D. HATFIELD.....El Paso  
DR. R. C. LANE.....Silver City

**CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS**  
The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
	Thatcher	Trinidad and beyond	La Junta and beyond				
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	20	Trinidad	North of La Junta	North of La Junta
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond		Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond	27-(C&S)	Palmer Lake	Beyond Pueblo	From Denver
	Thatcher	La Junta and beyond	Trinidad and beyond				
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond				

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation



FIRST DISTRICT

NEW MEXICO DIVISION

Track Capacity 50 ft. Per Car		WESTWARD First Class				Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 1 September 25, 1960				Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD First Class			
		7	17	123	19				8	20	124	18							
		Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief				Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan							
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	PM 4.50	AM 9.00	AM 8.25	AM 12.15	AM 6.20	PM 12.50	PM 5.50	PM 8.20		
Yard		PM 4.50	AM 9.00	AM 8.25	AM 12.15	554.9	59.7		<b>LA JUNTA YL</b> - 3.1	0	T Y C			AM 6.20	PM 12.50	PM 5.50	PM 8.20		
93	82	4.54	9.06	8.31	12.21	558.0	58.1		ORMEGA - 5.5	0	B			5.57	12.31	5.37	8.07		
5	76	4.59	9.11	8.36	12.26	563.5	58.9		BENTON - 8.9	0	B			5.51	12.27	5.33	8.02		
18	93	5.06	9.18	8.45	12.33	572.8	59.7		TIMPAS - 10.7	0	B	f		5.41	12.21	5.25	7.56		
18	120	5.14 <sup>124</sup>	9.26	8.55	12.41	583.0	59.7		MINDEMAN - 8.5	0	B			5.29	12.13	5.14 <sup>7</sup>	7.48		
18	125	5.22	9.33	9.05	12.49	591.5	59.7		DELHI - 8.3	0	B			5.19	12.07	5.04	7.42		
25	107	5.30	9.41	9.15	12.57	599.8	59.7		THATCHER - 4.5	0	C	f		5.09	12.01 PM	4.55	7.36		
	70	5.35	9.46	9.20	1.02	604.7	0		SIMPSON - 4.5	31.7	B			4.59		4.51			
8	81	5.39	9.50	9.25	1.06	609.2	59.2		TYRONE - 5.8	31.7	B			4.53	11.54	4.47	7.29		
9	100	5.43	9.54	9.29	1.10	615.0	59.7		MODEL - 3.4	31.1	B			4.45	11.49	4.42	7.24		
5	60	5.46	9.57	9.33	1.13	618.4	59.4		EARL - 3.9	31.7	B			4.39	11.46	4.38	7.21		
5	62	5.50	10.01	9.38	1.18	622.8	57.6		KADREW - 3.9	30.8	B			4.35	11.42	4.33	7.17		
58	83	5.55	10.07	9.44	1.23	626.8	59.4		HOHNES - 6.0	31.7	C			4.30	11.38	4.28	7.13		
	82	6.00	10.12	9.49	1.28	632.8	59.7		EL MORO - 3.5	0	B			4.23	11.33	4.23	7.08		
		6.04	10.16	9.53	1.32	635.8	28.1		C.&S. CROSSING - 0.9	0	B			4.18	11.29	4.18	7.04		
Yard		s 6.20	10.20	s 10.01	1.36	638.7	59.4		TRINIDAD - 1.9	0	C	s		4.15	11.26	s 4.15	7.01		
80		6.24	10.23	10.04	1.39	638.6	105.6		JANSEN - 3.4	0	B			4.00	11.22	4.08	6.55		
41		6.30	10.29	10.10	1.45	642.0	105.6		STARKVILLE - 5.4	0	B			3.54	11.13	4.01	6.46		
		6.40	10.38	10.19	1.54	647.3	184.8		GALLINAS - 0.8	0	B			3.45	11.03	3.49	6.36		
82			10.42	10.22		648.1	184.8		MORLEY - 3.6	0	B			3.43	11.01	3.47	6.34		
41		6.53	10.53	10.32	2.07	651.8	184.8		WOOTTON - 1.0	175.8	B			3.33	10.52	3.38	6.25		
6		6.58	10.57	10.36	2.11	652.8	0		LYNN - 1.4	175.8	B			3.28	10.48	3.34	6.21		
	186	7.02	11.00	10.40 <sup>20</sup>	2.15	654.2	0		KEOTA - 5.3	174.2	B			3.22	10.40 <sup>123</sup>	3.28	6.15		
Yard	91	s 7.21 PM	s 11.15 AM	s 10.55 AM	s 2.30 AM	659.5	0		<b>RATON</b>		T Y C			3.05 AM	10.31 AM	3.15 PM	6.04 PM		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(104.2)					Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		41.4	46.3	41.7	46.3				Average speed per hour					32.1	45.0	40.3	46.0		

SIGNAL SYSTEM TWO IN EFFECT:

TWO TRACKS: Between C&S Crossing and Wootton.

RULE 261 IN EFFECT: On main track Raton to and including signs indicating "Begin T.C.S." and "End T.C.S." at C&S Crossing and on sidings at Keota and Raton.

Time of trains at C&S Crossing applies at end of Two Tracks.

Eastward trains must get numbered clearance card at Trinidad;

trains originating must get numbered clearance card before leaving La Junta or Raton.

Between MP 554.3 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Trinidad, between crossover opposite freight station and crossover west of passenger station, trains and engines must proceed at restricted speed.



### 3 NEW MEXICO DIVISION

### SECOND DISTRICT

Track Capacity 60 ft. Per Car		WESTWARD				Mile Post	Ruling Grade Ascending	TIME TABLE No. 1 September 25, 1960	Ruling Grade Ascending	EASTWARD					
		First Class								First Class					
		7	17	123	19					8	20	124	18		
Other Tracks	Sidings	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief	Feet Per Mile	STATIONS	Feet Per Mile	Turn Tables and Wyes	Com- munications	Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	91	PM 7.24	AM 11.18	AM 11.00	AM 2.33	659.5	<b>RATON</b> 11.5	70.7	T	Y	C	AM 2.57	AM 10.28	PM 3.10	PM 6.01
283	113	7.36	11.29	11.13	2.45	671.3	<b>HEBRON</b> 7.4	70.2	Y	B		2.45	10.13	2.51	5.45
5	82	7.42	11.35	11.19	2.51	678.8	<b>SCHOMBERG</b> 7.3	68.4		B		2.35	10.06	2.43	5.38
59	61	7.48	11.41	11.25	2.58	686.0	<b>MAXWELL</b> 5.0	66.5		B		2.28	10.00	2.34	5.32
66	68	7.53	11.46	11.30	3.04	691.0	<b>FRENCH</b> 2.4	69.7		B		2.23	9.55	2.29	5.28
8	67	7.56	11.49	11.33	3.08	693.4	<b>GATO</b> 6.0	70.2		B		2.20	9.52	2.25	5.25
148	128	8.03	11.55 <sup>s</sup> PM	11.40	3.14	699.4	<b>SPRINGER</b> 6.1	72.2		C	s	2.14	9.47	2.18	5.20
7	52	8.08	12.01	11.46	3.19	705.3	<b>ROBINSON</b> 4.7	70.0		B		2.05	9.42	2.12	5.15
9	81	8.12	12.06	11.51	3.23	710.0	<b>COLMOR</b> 4.3	71.2		B		2.01	9.38	2.06	5.11
4	51	8.16	12.10	11.55 <sup>s</sup> PM	3.27	714.8	<b>NOLAN</b> 5.3	70.9		B		1.56	9.34	2.01	5.07
11	125	8.21	12.15	12.01	3.32	719.7	<b>LEVY</b> 5.7	44.0		B		1.49	9.29	1.56	5.02
80	81	8.26	12.20	12.07	3.37	725.3	<b>WAGON MOUND</b> 4.9	70.2		C	f	1.42	9.24	1.51	4.57
9	80	8.30	12.24	12.12	3.41	730.2	<b>BOND</b> 5.1	69.7		B		1.33	9.20	1.46	4.53
8	80	8.35	12.29	12.17	3.46	735.3	<b>OPTIMO</b> 7.0	70.0		B		1.27	9.15	1.41	4.48
8	100	8.45	12.38	12.26	3.55	742.8	<b>SHOEMAKER</b> 2.5	52.8		B		1.15	9.05	1.30	4.38
		8.48	12.41	12.29	3.58	744.8	<b>VALMORA</b> 4.8	52.8		B		1.08	9.02	1.25	
69	79	8.55	12.46	12.35	4.05	750.2	<b>WATROUS</b> 5.2	70.0		B		12.59	8.55	1.18	4.28
	83	9.00	12.51	12.40	4.10	755.4	<b>KROENIG'S</b> 4.1	70.7		B		12.53	8.51	1.10	4.24
17	122	9.05	12.56	12.45	4.14	759.5	<b>ONAVA</b> 4.5	69.7		B		12.48	8.47	1.05	4.20
17	104	9.09	1.00 <sup>124</sup>	12.50	4.18	764.0	<b>AZUL</b> 3.6	69.7		B		12.43	8.43	1.00 <sup>17</sup>	4.16
8	82	9.13	1.04 <sup>124</sup>	12.56	4.22	767.7	<b>ARRIBA</b> 2.4	69.7		B		12.39	8.39	12.56 <sup>123</sup>	4.12
Yard		s 9.20 <sup>s</sup> PM	s 1.12 <sup>s</sup> PM	s 1.04 <sup>s</sup> PM	s 4.30 <sup>s</sup> AM	770.1	<b>LAS VEGAS YL</b>		Y	C		12.35 AM	8.35 AM	12.52 PM	4.08 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(109.8)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
		56.8	57.8	53.1	56.3		Average speed per hour					46.4	55.3	47.7	58.3

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT: On main track Raton to and including signs indicating "Begin T.C.S." and "End T.C.S." at Hebron and on sidings at Raton and Hebron.

Train register at Raton will be taken to indicate that trains shown thereon have arrived or left Hebron.

Trains must get numbered clearance card before leaving Raton and Las Vegas.

At Hebron, time of Westward trains applies at West Siding switch.



**THIRD DISTRICT**

**NEW MEXICO DIVISION**

Track Capacity 50 ft. Per Car		WESTWARD				Mile Post	Ruling Grade Ascending	TIME TABLE				Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD			
		First Class						No. 1							First Class			
		7	17	123	19			September 25, 1960							20	124	18	8
Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily					
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	<b>STATIONS</b>	Feet Per Mile	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
Yard		PM 9.23	PM 1.15	PM 1.10	AM 4.33	51.7	<b>LAS VEGAS YL</b> 4.5	74.9	AM 8.32	PM 12.47	PM 4.05	AM 12.30						
9	78	9.29	1.20	1.17	4.39	774.6	ROMERO 3.9	75.0	8.22	12.39	3.55	12.19						
6	62	9.34	1.25	1.23	4.44	778.5	OJITA 4.6	75.0	8.17	12.34	3.50	12.12						
13	61	9.39	1.31	1.29	4.49	783.2	MYERS 5.5	75.0	8.10	12.28	3.44	12.05 AM						
8	116	9.47	<sup>123</sup> 1.37	<sup>17</sup> 1.37	4.55	788.8	CHAPELLE 4.8	0	8.04	12.21	3.37	11.58						
3	90	9.56	1.44	1.47	5.02	793.6	BLANCHARD 5.8	75.0	7.58	12.13	3.29	11.51						
15	60	10.06	1.52	1.59	5.10	799.4	RIBERA 4.0	0	7.49	12.04 PM	3.20	11.42						
18	64	10.12	1.57	2.06	5.15	803.3	SANDS 3.4	0	7.45	11.59	3.15	11.37						
19	67	10.18	2.02	2.13	5.20	807.0	ILFELD 4.0	0	7.41	11.54	3.10	11.32						
16	66	10.24	2.07	2.20	5.25	811.0	GISE 4.8	61.2	7.37	11.50	3.06	11.28						
57	81	10.31	2.12	2.27	5.30	816.0	ROWE 4.4	0	7.32	11.44	3.01	11.22						
	170	10.37	2.20	2.35	5.34	820.4	FOX 4.8	0	7.27	11.38	2.56	11.16						
78	116	10.48	2.28	<sup>18</sup> 2.51	5.42	825.2	GLORIETA 4.6	158.4	7.22	11.32	<sup>123</sup> 2.51	11.10						
18	97	<sup>8</sup> 10.58	<sup>18</sup> 2.40	3.02	5.53	830.0	CANYONCITO 5.1	158.4	7.10	11.20	<sup>17</sup> 2.40	<sup>7</sup> 10.58						
356	146	<sup>s</sup> 11.15	<sup>s</sup> 2.50	<sup>s</sup> 3.14	<sup>s</sup> 6.05	835.2	LAMY YL 8.5	75.0	<sup>s</sup> 7.01	<sup>s</sup> 11.10	<sup>s</sup> 2.30	<sup>s</sup> 10.48						
6	105	11.21	2.57	3.20	6.11	843.8	KENNEDY 4.8	70.7	6.51	10.54	2.19	10.28						
	82	11.26	3.02	3.24	6.14	848.7	GALISTEO 3.5	75.0	6.46	10.49	2.14	10.23						
87	68	11.30	3.07	<sup>f</sup> 3.28	6.17	852.3	LOS CERRILLOS 1.7	75.0	6.43	<sup>f</sup> 10.46	2.11	10.20						
121	97	11.33	3.10	3.31	6.19	853.9	WALDO 11.9	73.1	6.41	10.44	2.09	10.18						
84	88	11.45	3.22	3.42	<sup>20</sup> 6.30	865.3	DOMINGO 11.1	26.4	<sup>10</sup> 6.30	10.32	1.57	10.07						
	135	11.54 AM	3.31	3.50	6.39	876.6	NUEVE 9.4	52.8	6.21	10.24	1.49	9.59						
60	125	12.02	3.41	4.00	6.50	886.0	BERNALILLO 8.6	26.4	6.12	10.17	1.42	<sup>f</sup> 9.52						
7	62	12.10	3.49	4.08	6.59	894.7	ALAMEDA 4.1	26.4	6.06	10.11	1.36	9.46						
155		12.15	3.56	4.17	7.08	898.8	HAHN 3.6	26.4	6.01	10.06	1.31	9.41						
Yard		<sup>s</sup> 12.40 AM	<sup>s</sup> 4.15 PM	<sup>s</sup> 4.45 PM	<sup>s</sup> 7.30 AM	902.4	Albuquerque YL		<sup>5.55</sup> AM	<sup>10.00</sup> AM	<sup>1.25</sup> PM	<sup>9.35</sup> PM						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(131.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily						
		40.0	43.8	36.6	44.5		Average speed per hour		50.2	47.2	49.3	45.5						

**SIGNAL SYSTEM TWO IN EFFECT.**

**TWO TRACKS:** Between Hahn and Albuquerque.

**RULE 261 IN EFFECT:** On main track between signs indicating "Begin T.C.S." and "End T.C.S." at Lamy and Rowe, and on sidings Glorieta and Fox. Trains using sidings at Lamy, Canyoncito and Rowe must comply with Rule 105.

**RULE 251 IN EFFECT:** Between Hahn and Albuquerque.

Time of trains at Hahn applies at the end of Two Tracks and time of Westward trains at Lamy applies at West Siding switch.

Trains must get numbered clearance card before leaving Albuquerque, Lamy and Las Vegas.

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Hahn.

**RULE 83:** An inferior train meeting or being passed by a superior train in territory where Rule 261 is in effect, between Lamy and Rowe, may assume such superior train has arrived or left Rowe. When identification of such superior train cannot be made, the inferior train must not enter single track, where Rule 261 is not in effect, at Rowe, until it has been ascertained that such superior train has arrived or left.

At Lamy, between MP 835 and signals 8351-8352, trains and engines must proceed at restricted speed.

At Albuquerque, between Automatic Block Signal 9013 and Trumbull Avenue, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Santa Fe District Junction switch, Lamy, normally lined for Third District.



5 NEW MEXICO DIVISION

EL PASO DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD FIRST CLASS					Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 1 September 25, 1960		Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD FIRST CLASS				
		13	123	17	19	7									20	124	14	18	8
		El Pasoan	The Grand Canyon	Super Chief-El Capitan	The Chief	Fast Mail Express									The Chief	The Grand Canyon	El Pasoan	Super Chief-El Capitan	Fast Mail Express
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard		PM 6.00	PM 5.00	PM 4.25	AM 7.40	AM 12.55	902.4	0	Albuquerque YL	14.9	T	C	AM 5.45	AM 9.50	PM 12.45	PM 1.15	PM 9.20		
Yard		6.05	5.05	4.30	7.45	1.00	903.9	21.1	ABAJO YL	26.4	Y	B	5.39	9.44	12.37	1.03	9.14		
84	70	f 6.15	5.15	4.40	7.55	1.10	915.0	10.6	ISLETA	26.4		B	5.30	9.35	12.21	12.54	9.05		
70	83	s 6.22					922.4	21.1	LOS LUNAS	25.3		C			12.12				
8	88	6.27					927.4	19.0	CHLOE	21.1		B			12.06				
Yard		s 6.40					932.6	21.1	BELÉN YL	26.4	T	Y	C		11.59				
29	88	f 6.50					942.6	15.8	SABINAL	26.4		B			11.36				
13	88	7.01					958.6	16.3	LA JOYA	25.3		B			11.25				
7	80	f 7.11					963.6	19.5	SAN ACACIA	41.0		B			11.12				
12	88	7.19					970.9	19.2	LIMITAR	26.4		B			11.03				
101	88	s 7.35					977.8	26.4	SOCORRO YL	26.4	Y	C			10.55				
42	88	f 7.46					988.2	31.7	SAN ANTONIO	81.7		B			10.38				
	82	7.57					999.0	0	ELMENDORF	81.7		B			10.26				
	119	8.07					1005.1	26.4	SAN MARCIAL	12.8		B			10.18				
	63	8.17					1012.3	26.4	POPE	26.4		B			10.08				
1	66	f 8.28					1021.4	26.4	LAVA	26.4		B			9.56				
	82	8.38					1031.6	26.4	CROCKER	26.4		B			9.44				
35	68	f 8.52					1043.2	0	ENGEL	26.4		C			9.31				
41	41	8.56					1046.9	26.4	JORNADA	26.4					9.22				
	82	f 9.01					1051.4	26.4	CUTTER	26.4		B			9.17				
	47	9.06					1056.4	26.4	ALEMAN	26.4		B			9.12				
8	88	9.13					1063.3	9.8	UPHAM	26.4		B			9.05				
	82	9.17					1067.1	5.4	ALIVIO	26.4		B			9.01				
44	49	f 9.24					1073.7	26.4	GRAMA	63.4		B			8.54				
Yard		s 9.35					1079.6		RINCON YL		Y	C			8.45				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(177.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		49.5	50.4	50.4	50.4	50.4			Average speed per hour				50.4	50.4	44.3	36.0	50.4		

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5.

RULE 261 IN EFFECT: On main track only, between end of Two Tracks Abajo and west end Albuquerque Division siding or east end El Paso District siding at Isleta; and at Belen between junction with Pecos Division, MP 934.4, and end of Two Tracks MP 933.5. Trains using either siding at Isleta must comply with Rule 105.

RULE 251 IN EFFECT: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5.

Trains entering territory where Rule 251 is in effect at Belen and Abajo, will continue the display of signals previously authorized.

At Belen, trains will be governed by Pecos Division time table rules.

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

Time of westward trains at Isleta applies at "End T.C.S."

Trains must get numbered clearance card before leaving Albuquerque, Belen and Rincon; and eastward Albuquerque Division trains entering New Mexico Division at Isleta must get numbered clearance card from New Mexico Division at Dalies.

Albuquerque Division trains must get numbered clearance card from both Albuquerque and New Mexico Division before leaving Albuquerque.

Deming District junction switch at Rincon normally lined for El Paso District.

Magdalena District junction switch at Socorro normally lined for El Paso District.

Between Automatic Block Signal 9013 and Trumbull Avenue at Albuquerque; and between Albuquerque Division Junction, MP 932.3 and Automatic Block Signal 9324, at Belen, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.



Track Capacity 50 ft. Per Car		WEST- WARD First Class <b>13</b> El Pasoan	Mile Post	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 1 September 25, 1960	Ruling Grade Ascending Feet Per Mile	Turn Tables and Wyes	Communications	EAST- WARD First Class <b>14</b> El Pasoan
Other Tracks	Sidings	Leave Daily			STATIONS				Arrive Daily
Yard		PM 9.40	1079.6	26.4	RINCON YL 7.7	26.4	Y	C s	AM 8.45
	83	9.52	1087.3	26.4	TONUCO 8.4	26.4		B	8.32
	53	10.08	1095.7	26.4	MEDLER 0.4	0		B	8.16
		f10.09	1096.1	26.4	RADIUM SPRINGS 5.0	26.4		f	8.15
	62	10.15	1101.1	21.5	LEASBURG 5.8	26.4		B	8.10
33	62	10.23	1106.9	16.5	DONA ANA 5.6	26.4		B	8.03
Yard		s10.35	1112.5	1.6	LAS CRUCES YL 2.5	26.4		C s	7.57
53		f10.38	1115.0	24.6	MESILLA PARK 8.9	29.5		f	7.47
33	83	f10.48	1128.9	0	MESQUITE 3.9	12.1		C f	7.37
18		10.53	1127.8	0	VADO 3.6	10.6		B	7.33
26	26	10.57	1131.4	9.5	BERINO 5.0	6.8		B	7.29
42	51	s11.03	1136.4	26.4	ANTHONY 3.4	26.4		C s	7.24
18		11.08	1139.8	26.4	VINTON 2.6	26.4			7.20
18	35	f11.12	1142.4	26.4	CANUTILLO 2.9	26.4		C s	7.17
	63	11.16	1145.3	3.7	MONTOYA 2.6	21.1		B	7.13
4		11.20	1147.9	26.4	WHITE 7.3	26.4			7.10
		s11.40 PM	1155.2	0	EL PASO Union Station YL 0.8	0			7.00 AM
Yard			1156.0	0	EL PASO Freight Station YL 0.5	0	T	C	
			1156.5		International Bridge End of Track YL				
		Arrive Daily			(76.9)				Leave Daily
		37.8			Average speed per hour				43.2

SIGNAL SYSTEM TWO IN EFFECT.

Trains must get numbered clearance card before leaving Rincon; trains originating must get numbered clearance card before leaving El Paso Freight Station and El Paso Union Station.

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



## DEMING DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 1 September 25, 1960	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
			1079.6	26.4	RINCON YL 5.2	26.4	Y	C	
23	41		1084.8	63.9	HATCH 9.1	16.8		C	
	59		1093.9	63.4	HOCKETT 11.0	26.4		B	
75	44		1104.9	26.4	NUTT 13.3	26.4	Y	B	
	36		1118.2	26.4	FLORIDA 7.6	26.4		B	
	61		1125.8	26.4	MIRAGE 7.1	26.4			
Yard			1132.9	57.0	DEMING YL 4.0	62.3		C	
46	41		3.1	57.0	PERUHILL 13.6	62.3			
	53		16.7	73.9	SPALDING 6.8	29.0		B	
	12		23.5	69.2	FAYWOOD 6.8	0		B	
Yard			30.3	117.2	WHITEWATER YL 16.1	7	Y	B	
Yard			46.6		SILVER CITY YL		Y	C	
					(100.7)				
					Average speed per hour				

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

Santa Rita District junction switch at Whitewater normally lined for Santa Rita District.

El Paso District junction switch at Rincon normally lined for El Paso District.

Derail in main track MP 46.5 will be left in non-derailing position except when equipment is left on main track west thereof.

No switch lights Whitewater to Silver City.

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

## SANTA RITA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 1 September 25, 1960	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			0.0	105.6	WHITEWATER YL 8.3	0	Y	B	
Yard			3.3	101.4	HURLEY YL 4.6	42.2	Y	C	
23	29		12.9	132.0	BAYARD YL 1.5	0		C	
			14.4	0	HANOVER JCT. YL 0.3	0		B	
45			14.7	168.4	COBRE YL 2.0	0			
Yard			16.7		SANTA RITA YL			C	
					(16.7)				
					Average speed per hour				

Trains must get numbered clearance card at Santa Rita and Hurley.

Derail in main track 408 feet east of east switch No. 5 track and 82 feet west of west switch No. 4 track Santa Rita.

Deming District junction switch at Whitewater normally lined for Santa Rita District.

West wye switch Hurley normally lined for wye.

No switch lights on Santa Rita District east of Hurley.



**SANTA FE DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD Second Class <b>93</b>		Ruling Grade Ascending	<b>TIME TABLE No. 1 September 25, 1960</b>	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class <b>94</b>
		Mixed						Mixed	
Other Tracks	Siding	Leave Daily Ex. Sun	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily Ex. Sun	
		AM 6.10	0.0	105.6	LAMY YL 18.1	105.6	Y C	AM 11.30	
Yard		7.10 AM	18.1		SANTA FE YL		Y C	10.30 AM	
		Arrive Daily Ex. Sun			(18.1)			Leave Daily Ex. Sun	
		18.1			Average speed per hr.			18.1	

No. 93 is superior to No. 94.

Trains must get numbered clearance card before leaving Lamy and Santa Fe.

No switch lights on Santa Fe District.

Third District junction switch at Lamy normally lined for Third District.

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

**MAGDALENA DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD Second Class <b>43</b>		Ruling Grade Ascending	<b>TIME TABLE No. 1 September 25, 1960</b>	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class <b>44</b>
		Mixed						Mixed	
Other Tracks	Siding	Leave Mon., Wed., Fri.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Tues., Thur., Sat.	
101	83	AM 10.00	0.0	132.0	SOCORRO YL 15.9	0	Y C	AM 9.15	
17		10.45	15.9		132.0		WATER CANYON 10.9		8.30
Yd.		11.15 AM	26.8		MAGDALENA YL		Y C	8.00 AM	
		Arrive Mon., Wed., Fri.			(26.8)			Leave Tues., Thur., and Sat.	
		21.4			Average speed per hr.			21.4	

Trains must get numbered clearance card before leaving Socorro and Magdalena.

No switch lights on Magdalena District.

El Paso District junction switch at Socorro normally lined for El Paso District.

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

**ROCKY MOUNTAIN DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	<b>TIME TABLE No. 1 September 25, 1960</b>	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Siding		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
305			0.0	105.6	HEBRON YL 11.2	0	Y B		
118			11.2		158.4		KOEHLER JCT. YL 3.3	Y	
Yard			3.3		KOEHLER YL				
					(14.5)				

No switch lights on Rocky Mountain District.

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

**FIERRO DISTRICT**

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	<b>TIME TABLE No. 1 September 25, 1960</b>	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Trks	Siding		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
			0.0	158.4	HANOVER JCT. YL 3.3	0		B	
41			3.3		158.4		HANOVER YL 2.5	0	C
12			5.8		FIERRO YL				
					(5.8)				

No switch lights on Fierro District.

Santa Rita District junction switch at Hanover Junction normally lined for Santa Rita District.



1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

Rule 321 (C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

2. YARD LIMITS

Abajo.	Hanover Jct. (Extends to	Las Cruces.
Albuquerque.	and includes Fierro).	Las Vegas.
Bayard.	Hebron (Applies on Rocky	Magdalena.
Belen.	Mountain District only	Rincon.
Cobre.	and extends to end of	Santa Fe.
C & S Crossing.	track at Koehler).	Santa Rita.
Deming.	Hurley.	Silver City.
El Paso.	La Junta.	Socorro.
	Lamy.	Whitewater.

3. SPEED REGULATIONS

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT:</b>		
La Junta and Trinidad	90	60
Trinidad and Raton:		
Main Tracks	79	60
Sidings Keota and Raton	30	30
<b>SECOND DISTRICT: Main Track</b>		
Sidings Raton and Hebron	30	30
<b>THIRD DISTRICT:</b>		
Las Vegas and Lamy:		
Main Track	79	60
Sidings Rowe to Lamy inclusive	30	30
Lamy and Albuquerque	90	60
<b>EL PASO DISTRICT:</b>		
Albuquerque and Isleta	79	60
Isleta and El Paso	59	45
<b>ROCKY MOUNTAIN DISTRICT</b>		
	20	20
<b>SANTA FE DISTRICT</b>		
	20	20
<b>DEMING DISTRICT:</b>		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	20	20
<b>MAGDALENA DISTRICT</b>		
	20	20
<b>SANTA RITA DISTRICT</b>		
	20	20
<b>FIERRO DISTRICT</b>		
	10	10

3. SPEED REGULATIONS—(Cont'd)

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS  
—(Cont'd)

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>LA JUNTA YARD</b>		
Curve, M.P. 555.6 to 555.8	30	30
<b>FIRST DISTRICT</b>		
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	85	55
3 Curves, M.P. 575.5 to 577.2	80	55
Curve, M.P. 581.1 to 581.5	80	55
3 Curves, M.P. 587.0 to 589.3	80	55
Curve, M.P. 591.0 to 591.4	80	55
2 Curves, M.P. 593.2 to 594.1	80	55
2 Curves, M.P. 595.1 to 596.5	80	55
2 Curves, M.P. 604.1 to 605.5	80	55
Curve, M.P. 606.6 to 607.3	80	55
Curve, M.P. 608.7 to 608.8	80	55
Curve, M.P. 615.5 to 615.9	80	55
Curve, M.P. 618.0 to 618.5	80	55
Curve, M.P. 619.5 to 619.7	40	30
3 Curves, M.P. 620.2 to 622.2	45	45
7 Curves, M.P. 622.3 to 624.7	40	30
Curve, M.P. 633.5 to 633.8	80	55
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
<b>WESTBOUND TRACK</b>		
14 Curves, M.P. 649.0 to 651.2		
{Ascending	25	25
{Descending	25	20
Curve, M.P. 655.4 to 655.5	25	20
11 Curves, M.P. 656.3 to 657.7	25	20
<b>EASTBOUND TRACK</b>		
14 Curves, M.P. 649.0 to 651.2		
{Ascending	25	25
{Descending	25	20
16 Curves, M.P. 655.4 to 657.7	25	25
<b>SECOND DISTRICT</b>		
2 Curves, M.P. 660.0 to 660.4	40	40
2 Curves, M.P. 660.8 to 661.7	70	55
1 Curve, M.P. 663.0 to 663.1	75	55
2 Curves, M.P. 664.2 to 665.1	75	55
1 Curve, M.P. 665.9 to 666.4	75	55
1 Curve, M.P. 667.8 to 668.2	75	55
1 Curve, M.P. 669.3 to 669.6	75	55
1 Curve, M.P. 670.5 to 670.8	75	55
1 Curve, M.P. 690.2 to 690.4	50	50
1 Curve, M.P. 690.9 to 691.1	55	50
1 Curve, M.P. 691.6 to 692.0	65	50
1 Curve, M.P. 696.0 to 696.2	65	55
2 Curves, M.P. 698.3 to 700.3	65	50
1 Curve, M.P. 700.6 to 701.1	75	55
2 Curves, M.P. 733.2 to 734.3	75	55
2 Curves, M.P. 736.1 to 736.5	40	40
4 Curves, M.P. 736.9 to 739.3	45	45
4 Curves, M.P. 739.5 to 740.5	40	40
3 Curves, M.P. 740.8 to 742.2	45	45



## SPECIAL RULES

### 3. SPEED REGULATIONS—(Cont'd)

#### (B) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd)

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT—(Cont'd)		
2 Curves, M.P. 742.5 to 743.0	40	40
13 Curves, M.P. 743.3 to 748.4	45	45
4 Curves, M.P. 748.7 to 749.4	40	40
THIRD DISTRICT		
3 Curves, M.P. 770.7 to 772.0	65	55
17 Curves, M.P. 772.6 to 779.5	45	45
4 Curves, M.P. 779.6 to 781.9	50	50
4 Curves, M.P. 782.3 to 784.1	45	45
4 Curves, M.P. 784.7 to 787.0	50	50
Curve, M.P. 788.4 to 788.7	55	50
4 Curves, M.P. 789.0 to 789.9	45	45
4 Curves, M.P. 790.0 to 791.3	50	50
2 Curves, M.P. 791.4 to 791.7	45	45
7 Curves, M.P. 792.1 to 795.1	50	50
5 Curves, M.P. 795.2 to 796.6	30	30
7 Curves, M.P. 796.9 to 799.9	35	35
Curve, M.P. 800.4 to 800.7	65	55
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	50
11 Curves, M.P. 804.0 to 808.8	55	50
Curve, M.P. 809.4 to 809.7	70	55
Curve, M.P. 811.1 to 811.5	70	55
2 Curves, M.P. 812.3 to 812.9	40	40
2 Curves, M.P. 813.0 to 813.4	50	50
3 Curves, M.P. 813.5 to 814.1	35	35
Curve, M.P. 814.3 to 814.4	50	50
2 Curves, M.P. 815.0 to 817.1	65	55
4 Curves, M.P. 818.5 to 819.5	45	45
9 Curves, M.P. 819.6 to 822.6 E&WB	40	40
Curve, M.P. 822.7 to 823.2 E&WB	45	45
2 Curves, M.P. 823.6 to 824.6 E&WB	55	50
Curve, M.P. 824.7 to 824.8 E&WB	30	30
32 Curves, M.P. 825.0 to 829.5	{EB	25
	{WB	25
4 Curves, M.P. 830.3 to 831.8	40	40
5 Curves, M.P. 832.1 to 832.7	{EB	20
	{WB	20
2 Curves, M.P. 833.1 to 835.0	55	50
Curve, M.P. 838.2 to 838.6	80	55
2 Curves, M.P. 839.7 to 840.9	30	55
Curve, M.P. 842.1 to 842.4	80	55
3 Curves, M.P. 845.4 to 847.3	80	55
2 Curves, M.P. 849.8 to 850.4	80	55
2 Curves, M.P. 850.7 to 851.5	65	55
3 Curves, M.P. 852.5 to 853.2	50	50
2 Curves, M.P. 853.3 to 853.7	40	40
2 Curves, M.P. 854.4 to 855.1	65	50
2 Curves, M.P. 855.4 to 856.6	65	55
5 Curves, M.P. 857.1 to 858.3	40	40
3 Curves, M.P. 858.4 to 859.0	35	35
3 Curves, M.P. 860.2 to 862.3	75	55
9 Curves, M.P. 865.8 to 872.1	80	55
3 Curves, M.P. 873.9 to 875.6	80	55
Curve, M.P. 877.5 to 877.7	85	55
3 Curves, M.P. 878.2 to 879.6	80	55
Curve, M.P. 880.8 to 881.1	85	55

## NEW MEXICO DIVISION

10

### 3. SPEED REGULATIONS—(Cont'd)

#### (B) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd)

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
EL PASO DISTRICT		
2 Curves, M.P. 905.2 to 905.4	70	55
Curve, M.P. 912.2 to 912.7	70	55
Bridge, M.P. 913.1	70	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	70	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	40
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
Track, M.P. 993.7 to 994.3	45	45
Track, M.P. 1002.0 to 1007.8	40	30
7 Curves, M.P. 1007.8 to 1011.0	50	40
3 Curves, M.P. 1014.1 to 1015.1	50	40
4 Curves, M.P. 1015.7 to 1017.8	50	40
3 Curves, M.P. 1018.7 to 1019.5	50	40
Curve, M.P. 1020.7 to 1020.8	40	40
Curve, M.P. 1022.1 to 1022.3	50	45
Curve, M.P. 1022.9 to 1023.1	45	30
2 Curves, M.P. 1036.2 to 1037.0	50	40
13 Curves, M.P. 1075.8 to 1079.6	40	30
2 Curves, M.P. 1079.6 to 1079.8	30	20
Curve, M.P. 1080.0 to 1080.2	35	35
3 Curves, M.P. 1082.8 to 1083.2	50	45
5 Curves, M.P. 1083.7 to 1085.1	55	40
Curve, M.P. 1085.2 to 1085.3	45	35
Curve, M.P. 1085.8 to 1086.0	50	45
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
9 Curves, M.P. 1092.4 to 1094.7	35	35
2 Curves, M.P. 1096.0 to 1096.6	55	40
Curve, M.P. 1098.8 to 1099.0	55	40
2 Curves, M.P. 1100.7 to 1101.6	55	40
Curve, M.P. 1150.0 to 1150.1	50	45
10 Curves, M.P. 1151.2 to 1154.7	30	30
DEMING DISTRICT		
4 Curves, M.P. 1103.8 to 1105.2	35	35

Trains and engines must not exceed thirty (30) miles per hour on ascending grades between Raton and Jansen, and between MP 833 and Glorieta; and must not exceed fifteen (15) miles per hour through tunnel between Wootton and Lynn.

On descending grades, between the points shown, the following maximum speeds must not be exceeded:

Passenger trains, between Raton and Gallinas twenty-five (25) miles per hour, between Gallinas and Jansen, and between Glorieta and MP 833 thirty (30) miles per hour;



# 11 NEW MEXICO DIVISION

# SPECIAL RULES

## 3. SPEED REGULATIONS—(Cont'd)

Freight trains, between Raton and Jansen, and between Glorieta and MP 833, 15 miles per hour, except when 20 miles per hour is authorized by Rule 7 (B);

Diesel engines equipped with operative dynamic brake in service, running light or handling caboose cars only, between Raton and Jansen, and between Glorieta and MP 833 twenty-five (25) miles per hour; other engines, running light or handling caboose cars only, between these points, twenty (20) miles per hour.

Eastward freight trains must not exceed speed of thirty (30) miles per hour between Hockett and Hatch.

Between Bayard and Santa Rita on the Santa Rita District, trains and engines running light must not exceed speed of fifteen (15) miles per hour on curves.

(C) WHILE HEAD OF TRAIN IS PASSING THE HIGHWAY CROSSINGS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED:

STATIONS	STREETS	MILES PER HOUR
Trinidad . . . . .	Commercial Street, Linden, Nevada, and University Avenues . . . . .	15
Las Vegas . . . . .	Jackson and University Streets . . . . .	15
Albuquerque . . . . .	All crossings between Trumbull Avenue and Mountain Road . . . . .	30
Silver City . . . . .	All crossings between Garden Crossing and Passenger Depot . . . . .	10

## (D) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

\* Note: 65 MPH applies when backing handling train.

## (E) MOVEMENTS OVER SUBMERGED TRACK

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

## (E) MOVEMENTS OVER SUBMERGED TRACK—(Cont'd)

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
450-451 . . . . .	2	5	5
11-15, 50, 80-87, 600-611, 800-849, 2099-2162 . . . . .	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019 . . . . .	4	5	5
460-468 . . . . .	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 . . . . .	5	5	5
Diesel-Electric and Gas Electric Motor Cars . . . . .	3	5	5
Passenger Cars			
Roller Bearings . . . . .	8	5	0
Friction Bearings . . . . .	12	5	0

## (F) DERRICKS, CRANES, ETC.

Derricks, power shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not be handled in trains except on instructions of the trainmaster. Trains will handle such equipment next to engine and must not exceed the following speeds:

DISTRICT	All Except Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)	Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)
First, Second, Third and El Paso Districts and between Rincon and MP 34 on Deming District . . . . .	30	45
Rocky Mountain and Santa Fe Districts and between MP 34 and Silver City on Deming District . . . . .	20	20
Santa Rita, Magdalena and Fierro Districts . . . . .	15	15

## (G) ENGINES HANDLED DEAD IN TRAINS

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

## (H) SPRING SWITCHES, TURNOUTS, AND CROSSOVERS

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein on First, Second, Third, and El Paso Districts trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts and crossovers trains or engines must not exceed speed of ten (10) miles per hour.

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT.			
La Junta	S	West end crossover between freight yard and NM Division main track	10
Ormeza	S	Both ends siding	30
Benton	S	Both ends siding	30
Timpas	S	Both ends siding	30
Mindeman	S	Both ends siding	30
Delhi	S	Both ends siding	30
Thatcher	S	Both ends siding	30
Simpson	S	East end siding	30



## SPECIAL RULES

### 3. SPEED REGULATIONS—(Cont'd)

#### (H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT—(Cont'd)			
Earl	S	East end siding	15
Kadrew	S	Both ends siding	15
Hoehnes	S	Both ends siding	15
El Moro	S	Both ends siding	15
C&S Crossing	I	End of two tracks	30
	I	East end No. 6 track	15
Trinidad	I	West end No. 6 track	20
Jansen	I	Both ends of two crossovers	30
	I	Connection, Jansen yard	20
Gallinas	I	Both ends of two crossovers	30
Wootton (MP 650-651)	I	Both ends of crossover	30
	I	End of two tracks	30
Keota	I	Both ends siding	30
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	30
SECOND DISTRICT			
Hebron	I	Both ends siding	30
Schomberg	S	East end siding	30
	S	West end siding	15
Maxwell	S	East end siding	15
French	S	East end siding	30
Gato	S	Both ends siding	30
Springer	S	Both ends siding	30
Robinson	S	West end siding	30
Colmor	S	Both ends siding	30
Nolan	S	Both ends siding	30
Levy	S	Both ends siding	30
Wagon Mound	S	Both ends siding	30
Bond	S	Both ends siding	30
Optimo	S	Both ends siding	30
Shoemaker	S	Both ends siding	30
Watrous	S	Both ends siding	30
Kroenigs	S	Both ends siding	30
Onava	S	Both ends siding	30
Azul	S	Both ends siding	15
Arriba	S	Both ends siding	15
THIRD DISTRICT			
Las Vegas	S	East end freight yard	30
	S	West end freight yard	15
	S	Both ends Passenger tracks	30
Romero	S	Both ends siding	15
Ojita	S	Both ends siding	15
Myers	S	Both ends siding	15
Chapelle	S	Both ends siding	15
Blanchard	S	Both ends siding	15
Ribera	S	Both ends siding	30
Sands	S	Both ends siding	30
Ilfeld	S	Both ends siding	30
Gise	S	Both ends siding	30
Rowe	S	Both ends siding	30
Fox	I	East end siding	30
	S	West end siding	30
Glorieta	I	East end siding	30
	S	West end siding	30
Canyoncito	S	Both ends siding	30
Lamy	S	Both ends siding	30

## NEW MEXICO DIVISION 12

### 3. SPEED REGULATIONS—(Cont'd)

#### (H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
THIRD DISTRICT—(Cont'd)			
Kennedy	S	Both ends siding	30
Galisteo	S	Both ends siding	30
Los Cerrillos	S	Both ends siding	30
Waldo	S	West end siding	15
Domingo	S	Both ends siding	30
Nueve	S	Both ends siding	30
Bernalillo	S	Both ends siding	30
Alameda	S	West end siding	30
Hahn	S	End of two tracks	30
EL PASO DISTRICT			
Abajo	I	End of two tracks	40
Isleta	I	Albuquerque Division Jct. Westward trains to El Paso Dist. Eastward trains from El Paso Dist.	40
			20
Belen	I	El Paso Dist. Jct. switch Westend Yard	15
	I	Pecos Div. Jct. switch Eastend Yard	30
	I	Both ends crossover Albuquerque Div. Jct.	15
	I	End Track 23 and 24	30
Rincon	S	East end No. 2 track	15

### 4. DANGEROUS OBSTRUCTIONS (See Rule 761)

Mile Posts	Names
SECOND DISTRICT	
689.6	Vermejo River.
691.2	Overhead Crossing, S.P. Ry.
748.4	Mora River.
THIRD DISTRICT	
785.1	Tecolote River.
831.8	Apache Creek.
865.5	Pumice chute located on Pumice Loading Track, Domingo.
EL PASO DISTRICT	
902.5	Coal Avenue Viaduct.
951.5	Rio Puerco.
961.3	Rio Salado.
1006.2	Rio Grande.
1112.5	Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT	
1082.9	Rio Grande.
39.6	San Vincente.
45.3	San Vincente.
FIERRO DISTRICT	
3.7	Loading chute over Peru Mining Co. track, Hanover.

### 5. RAILROAD CROSSINGS AND JUNCTIONS

#### (A) LOCATION OF INTERLOCKINGS

C&S Crossing, MP 635.8—Interlocking.

**BELÉN**—Junction between Pecos and New Mexico Divisions and between New Mexico and Albuquerque Divisions protected by interlocking.



6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
<b>SECOND DISTRICT</b>			
Dillon .....	662.4	280	East & West
Toril .....	697.5	44	East & West
Union .....	741.5	13	East & West
<b>THIRD DISTRICT</b>			
Spieess .....	837.3	61	East & West
Rosario .....	859.3	76	East & West
Plains Electric .....	878.4	40	East
Public Service and American Gypsum .....	895.7	221	East
<b>ROCKY MOUNTAIN DISTRICT</b>			
Koehler Mine .....	11.2	Yard	East
<b>EL PASO DISTRICT</b>			
A. R. Hebenstreit.....	905.6	50	East
Home Planners, Inc.....	905.9	20	East
Kinney .....	907.1	6	East
American Pipe & Constr. Co. ....	907.8	18	West
Briner Rust Proofing Co...	908.5	12	West
Bates Lumber Company....	910.6	4	East
Polvadero .....	966.7	None	
United M&M Corp.....	983.7	6	East & West
Tex Mex Mining Co.....	989.0	7	East
Tiffany Stock Yards.....	1002.1	19	East & West
Newalpitt .....	1086.0	2	East
Barker .....	1113.9	1	East
Santa Tomas .....	1123.5	15	East & West
Mountain Pass Canning Co.	1137.5	6	West
<b>DEMING DISTRICT</b>			
Asarco .....	2.0	Yard	East
<b>MAGDALENA DISTRICT</b>			
Socorro Planing & Lumber Co. ....	1.9	6	East
Great Lakes Carbon Corp...	4.8	30	East & West
Quarry Tracks .....	11.0	36	East & West
Kelly .....	28.5	29	East & West
<b>FIERRO DISTRICT</b>			
Bullfrog Mine .....	0.2	10	East & West
Black Hawk .....	2.3	12	East & West
Kearney .....	2.6	19	East & West
Peru Mining Co. ....	3.8	20	East & West
Union Hill .....	4.7	37	East & West
<b>SANTA RITA DISTRICT</b>			
Star Shaft .....	15.5	21	West
Precipitate Spur .....	15.6	22	West

7. SPECIAL RULES AND FACILITIES

(A) Maximum tonnage of freight trains descending grades between Raton and MP 646, and Glorieta to MP 833, must not exceed 75 tons per operative brake, except the tonnage on cars equipped with empty-load brake, cut in load brake position and in service, may be increased to 110 tons per operative brake.

(B) The use of retainers on trains descending grades will be left to the judgement of conductors and enginemen, with a minimum on freight trains between Raton and MP 646, and from Glorieta to MP 833, as follows:

When no dynamic brake in service, use retainers on all cars, with 50 per cent in high pressure position on loaded cars.

When dynamic brake is operative, and in service, use one retainer for each 70 tons in excess of tonnage shown in table below:

7. SPECIAL RULES AND FACILITIES—(Cont'd)

Units with operative dynamic brakes	Non-Pressure Maintaining	Pressure Maintaining			
		Classes of Power			
		105-199 325-344 407-430	200-268 2697-2893	269-289 700-751 1100-1124 2110-2162	600-609 800-848 900-979
	Tons	Tons	Tons	Tons	Tons
1	500	700	900	1500	1800
2	1000	1300	1800	2500	3000
3	1500	1800	2500	3000	3700
4	2000	2400	3400	3600	3750

When a multiple unit engine is composed of units of different classes of power, the tonnage shown for the lowest rated class will govern.

When retainers are not required, and engine is equipped for Pressure Maintaining, maximum speed must not exceed:  
55 tons or less per operative brake, 20 miles per hour.  
56 tons or more per operative brake, 15 miles per hour.

When retainers are used on a freight train, not less than 10 must be used, and maximum speed must not exceed 15 miles per hour.

Retainers may be placed in retaining position at any point, Trinidad and West, and West, or Raton and East, before reaching the summit of grade.

Should dynamic brake become inoperative, or its efficiency become impaired, on one or more units, and tonnage being handled is in excess of that authorized for remaining units with operative dynamic brakes, train must be stopped immediately, and retainers set as prescribed above.

(C) The dynamic brake on helper engines, trained at or near the rear of either passenger or freight trains, may be used on descending grades between Raton and Trinidad, and Glorieta to Lamy. For each helper unit, 400 tons per operative dynamic brake in service, but not to exceed a total of 1600 tons, may be added to the limitations shown in the table in Rule 7(B) without requiring the use of retainers. When so used the following will govern:

Helper engineman must gradually reduce throttle approaching the summit of grade, having it completely shut off approximately 800 feet before reaching the summit. When throttle is closed, begin dynamic braking in accordance with outstanding instructions, having dynamic brake fully applied before passing summit of grade.

Helper engineman must use maximum permissible dynamic braking during the entire descent of grade, keeping fully applied until stop is made to cut off helper engine.

As speed reduces near stop, dynamic braking effort on helper engine will reduce gradually, allowing slack in rear of train to bunch gently.

Lead engineman will govern train speed by use of dynamic brake and air brakes as necessary.

(D) On passenger trains and light engines, service test of air brakes must be made, as prescribed by Rule 945(E) at Glorieta and Lynn eastward, and at Wootton and Glorieta westward.

On freight trains with retainers placed in retaining position before reaching the summit of grade, or when retainers are not required, train may proceed without stopping if it is known by the conductor and enginemen that the prescribed brake pipe pressure is indicated on gauge; otherwise, air brake test as prescribed by Rule 947 must be made at above points.



## 7. SPECIAL RULES AND FACILITIES—(Cont'd)

(E) High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with the train dispatcher and every precaution for safety should be taken.

## High water detectors located at:

MP 566 plus 2980 feet — Near Benton  
 MP 585 plus 1729 feet — Near Mindeman  
 MP 600 plus 64 feet — At Thatcher  
 MP 600 plus 2730 feet — At Thatcher  
 MP 633 plus 3806 feet — Near El Moro  
 MP 638 plus 1840 feet — At Jansen  
 MP 727 plus 510 feet — Near Wagon Mound  
 MP 753 plus 3736 feet — Near Kroenigs  
 MP 874 plus 766 feet — Near Nueve  
 MP 893 plus 3862 feet — Near Alameda  
 MP 894 plus 2076 feet — Near Alameda  
 MP 895 plus 3700 feet — Near Alameda  
 MP 898 plus 4382 feet — Near Hahn  
 MP 898 plus 4772 feet — Near Hahn  
 MP 908 plus 3601 feet — Near Abajo

(F) Automatic Flood Indicators on El Paso District protect following areas:

MP 978.9 to MP 987.6  
 MP 1080.9 to MP 1097.7

Semaphore arm at 45 degrees above horizontal position or a lunar white light indicate normal conditions.

Semaphore arm in horizontal position or a red light warn of high water or washout.

Trains receiving warning indication must stop, then proceed prepared to stop short of high water or washout through the protected area.

Full report must be made at first open office of communication.

## 8. BULLETIN BOOKS

LA JUNTA	LAMY	RINCON
RATON	ALBUQUERQUE	EL PASO
LAS VEGAS	BELEN	HURLEY

## 9. STANDARD CLOCKS

LA JUNTA	BELEN
RATON	RINCON
LAS VEGAS	EL PASO
LAMY	HURLEY
ALBUQUERQUE	

## 10. STANDARD THERMOMETERS

La Junta.	Wagon Mound.	Lamy.	El Paso.
Thatcher.	Las Vegas.	Belen.	Santa Fe.
Trinidad.	Glorieta.	Socorro.	Deming.
Raton.	Hurley.	Rincon.	Silver City.
Springer.	Abajo.		

## 11. STATUTORY REGULATIONS

In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

In New Mexico the statute authorizes the Company to expel from its trains at any stopping-place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous or disorderly manner towards other passengers or the employes of such Company in charge of such cars, or who, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars; and Conductors in New Mexico will be guided by a strict compliance with this statute.

In Texas a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.





# SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E and F, Book of Rules.)

