

# SOUTHERN PACIFIC COMPANY



## RIO GRANDE DIVISION SPECIAL INSTRUCTIONS

# No. 2

EFFECTIVE SUNDAY, JUNE 11, 1950

AT 12:01 A. M.,

MOUNTAIN STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 1

---

THESE INSTRUCTIONS CONSTITUTE A PART  
OF THE TIMETABLE CURRENTLY IN  
EFFECT

---

**R. E. HALLAWELL,**  
General Manager.

**E. D. MOODY,**  
**H. R. HUGHES,**  
Assistant General Managers.

**C. H. GRANT,**  
General Superintendent of  
Transportation.

**M. S. OLSEN,**  
Superintendent of Transportation.

**P. D. ROBINSON,**  
Superintendent.

**RULE A.** All, or portions of, the following rules have been changed. Pastors have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules	10 (H)	295
	15	297
	26	705
	99	707
	104 (D)	708
	210	763
	221	837
	271	

DEFINITION of FIXED SIGNAL is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

**RULE M.** Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

**RULES 1 (A), 2 (A), 3 (A) and 3 (B)** are cancelled, and Rules 1, 2 and 3 are amended as follows:

**"RULE 1.** Standard time, obtained from an authorized observatory, will be transmitted by telegraph daily except Sundays and holidays. Clocks bearing the prescribed sign 'Standard Clock' will be maintained at designated places, as shown in timetable, and employes charged with the duty of receiving time signal must set standard clock to agree with time signal and make record on prescribed form of any variation.

"At enginehouses and other locations of standard clocks where time signal is not received, employe in charge of standard clock must obtain correct time from nearest train-order operator by telephone, during, or after, transmittal of time signal, and set the clock."

**"RULE 2.** Each of the following employes, and such other employes as may be designated, must carry, while on duty, a reliable railroad grade watch, and must carry a watch certificate, Form CS-2821, which must be presented to an authorized watch inspector for renewal during the month of November of each year:

*Train-Order Operators	Outside Hostlers
*Signal Operators	Outside Hostler Helpers
*Except when assigned in offices where a standard clock is located.	General Yardmasters
Conductors	Asst. General Yardmasters
Brakemen	Yardmasters
Engineers	Asst. Yardmasters
Firemen	Yard-Engine Foremen
	Yardmen
	Switch Tenders
	Herders

"Employes must show their watches and certificates to division officers, authorized watch inspectors and traveling watch inspectors upon request."

**"RULE 3.** Conductors, yard-engine foremen, engineers and outside hostlers must compare their watches with a standard clock, and conductors and yard-engine foremen must compare time with their engineers, when commencing each day's work; and conductors must compare time with their brakemen, yard-engine foremen with their yardmen, and engineers with their firemen, as soon thereafter as practicable.

"The time when watch is compared with standard clock, and any variation of such watch, if not set to correct time, must be recorded on prescribed form.

"When an additional engine is added to a train en route, engineer of that engine must compare time with the conductor or an engineer of the train.

"When conductors and engineers tie up at a point where there is no standard clock, time must be compared with train-order operator on duty when commencing each day's work. If this cannot be done, time must be compared with conductor or engineer of first available train.

"At train-order offices and interlockings where there is no standard clock, train-order operators and signal operators must, during each tour of duty, compare time with time signal if possible, otherwise with a train-order operator where standard clock is maintained, or time signal is received.

"Watches must be set to correct time if they reflect a variation of more than twenty seconds from correct time when comparison is made as prescribed in this rule."

**RULE 10 (J).** Is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

"Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figs. 1, 2 and 3)

"The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

"Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

"Certain speed boards have the word 'SIGNAL' above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board; until indication of home signal can plainly be seen. The word 'SIGNAL' on an oval speed board also applies to a round yellow speed board if displayed on the same post."

Speed boards prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

Round yellow speed boards indicate the speed restrictions applying to Streamlined GOLDEN STATE with DEP class engine.

**RULE 17.** Oscillating white light on engines so equipped must be operated during stormy weather day and night, foggy weather during daylight hours only and must be operated approaching road crossings at grade both day and night under all conditions.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen or enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

**RULE 19.** Classification lamps on rear of DEF and DERS class engines will be considered as marker lamps by day or by night only when such lamps are lighted.

**RULE 34.** On multiple-unit Diesel engines in freight service, the fireman must not leave the cab while the train is in motion unless authorized by the engineer and unless a member of the train crew is in the cab in a position to communicate with the engineer the indication of signals affecting the movement of train as provided for in Rule 34. If a member of the train crew is not in the cab, and not engaged in other duties, the engineer may signal him to come to the cab by giving two short sounds of the whistle repeated twice (oo oo oo). If a condition arises which necessitates the fireman leaving the cab at a time that a member of the train crew is absent, which cannot await a regular stop of the train, the train must be stopped during the time that the fireman is absent from the cab.

**RULE 221.** Within block system limits only, third and sixth paragraphs of Rule 221 are modified to the extent that it will no longer be necessary for train to obtain clearance if train-order signal at an open train-order office is first seen in proceed position.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view-point.

Also, within block system limits only, signal may be cleared for a first-class train for which there are no orders, when orders are held for another train from the same direction, provided such orders do not restrict the train addressed at that station, and further provided that permission is first obtained from train dispatcher. Such permission must not be given if the train to which orders are addressed has passed the last open train-order office.

Last paragraph is changed to read as follows:

"When light is not displayed in a train-order signal at night, day indication of the signal arm will govern, and report must be made from next open office, unless special instructions provide that light will not be displayed."

**RULE 281B.** Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. 1 and 2, must be made with caution.

**RULES 281 and 281D.** Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. 5, Rule 281; or by light type dwarf signals displaying "Proceed Prepared to Stop at next Home Signal", Fig. 7, Rule 281D, must be made with caution, and position of switches observed.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

Signals displaying indication in both upper and lower quadrants are in service. Upper quadrant signal arm extending upward parallel to signal mast indicates "proceed"

**ELECTRIC SWITCH LOCKS**

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within interlocking limits signal operator's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within interlocking limits signal operator must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

**RULE 535. SPRING SWITCHES**

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

**RULE 536.** Wheels of tenders must not be considered as engine wheels.

**RULE 539.** Trains and engines moving against the current of traffic must not exceed 25 MPH over a spring switch in facing point direction. Unless the movement is protected by a block signal displaying proceed indication, or by a switch-point indicator displaying green aspect, stop must be made before reaching the spring switch and member of crew must examine same and know that points are in proper position for movement and switch locked, before proceeding.

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

## GENERAL REGULATIONS

**RULE 825.** Fifth paragraph: Applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

**RULE 826.** When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

**RULE 827.** Unless otherwise provided, when conditions are favorable and in the judgment of conductor it is safe, freight trains need not stop for train inspection. Where stops are made for other reasons, inspection of trains must be made as often as practicable. When weather conditions restrict visibility, or other conditions require, conductor will designate stops for inspection which in his judgment are necessary.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Constant observation must be made by trainmen to detect anything dragging on train or possibility of derailment, so train may be brought to stop as quickly as possible. Close observation of train and track behind train must be made while train is moving.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

**RULE 828** is revised to read as follows:

"Speed of freight trains must not exceed eight miles per hour for a distance sufficient to permit running inspection when starting. Trainmen must closely watch to see that brakes are released, and if necessary must signal enginemen to stop if wheels are found sliding. Conductor must promptly mail to the Superintendent a report of flat wheels discovered under cars in his train."

**RULE 831** is revised to read as follows:

"Occupied wooden frame outfit cars must be placed next ahead of passenger cars if handled in mixed trains, or next ahead of caboose if handled in freight trains.

"Women and children must not be permitted to ride in outfit cars when moved by freight train. Other occupants of outfit cars must remain inside and not ride on top, sides or between these and other cars during course of road or yard movements."

The term "wooden frame outfit cars" includes wooden superstructure outfit cars with steel underframe.

**RULE 832.** Wooden underframe cars of any class must be placed next ahead of caboose, except that when handled in the same train with wooden frame outfit cars they must be placed next ahead of the outfit cars.

**RULE 869** is cancelled.

**RULE 873.** Sanders must not be operated within 150 feet of any power operated switch.

Blow-off cocks must not be opened while passing over steel or wooden structures.

## AIR BRAKE RULES

**RULE 3.** Brake pipe pressure on Streamlined GOLDEN STATE is 110 pounds. When necessary to use steam engine to handle this train, such engine must carry 110 pounds brake pipe pressure. High pressure side of air compressor governor of steam engine must be set for 140 pounds and low pressure side for 130 pounds.

**RULE 17.** Speed of trains will be reduced at points where trainmen are required to handle retainers.

Conductor and engineer after consulting may use necessary retainers on train of less than 100 Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack.

**RULE 36.** After making terminal test with automatic air brake on Streamlined GOLDEN STATE at El Paso and Tucumcari, inspector will signal engineer, using communicating signal on rear car, to apply brakes. Engineer will then move shifter lever to "SA" position and make full brake application (75 pounds) on straight air gauge, after which inspector will determine if brakes have applied to each car in train. Release signal will then be given and inspector will observe that brakes are released on all cars. Engineer must observe the action of electro-pneumatic brake gauge.

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

## MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or fuel, including that required to spot second engine of doubleheader, engines of heavy freight trains must be cut off before spotting.

Ash pans must be kept closed on coal burning engines while running. Dump cinders only at water columns or coaling stations, except in emergency. Enginemen must thoroughly wet same and know that fire is extinguished, except where cindermen are on duty. If dumped where ties are exposed, must be shoveled from track, and must not be dumped close to coal chutes constructed of wood. Cinders must not be dumped on switches or frogs.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head-end, except that not more than one AC class engine, nor more than two engines of other classes may be placed on head-end of any freight train, except that two AC class engines may be coupled on head-end between El Paso and Newman only. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head end of freight trains powered by DEF class engines.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engine coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4(a). Pushing trains out of yards:  
No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. While train is on main track oscillating red light on rear of trains so equipped must be operated continuously by night, and by day when range of vision is impaired by fog, rain, or other adverse conditions. Light must be extinguished when train is clear of main track. Red light shall be turned on and turned off by trainmen. Display of red light does not relieve conductors or engineers from providing proper flag protection, or from complying with other rules.

9. When openings have been made at street or highway crossings by trains on main track or siding, traffic must be protected against trains on other tracks.

When coupling to cars near a street or highway crossing not protected, a member of crew must protect the crossing.

In performing work at stations, engines or cars must not stand on crossings.

20. Locomotive cranes with boom disconnected and heavy end forward, steam shovels and ditchers transported on their own wheels, must be trained on rear of trains.

25. Electric lamps may be used for displaying white light only, except that yardmen may use electric lamp with green light in giving signals to trains entering or leaving yard tracks during night hours.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**

**SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
A.....	70	50	30
AC.....	60	40	25
*B.....	50	35	30
C-2, 4, 5, 8, 9, 10, 18, 19, 26, 27, 28, 29.....	40	35	30
DEF-1 (6122 to 6137).....	65	50	30
DEF-1 (6138 and 6139).....	55	50	30
DEF-2, 3, 4, 5, 6.....	55	50	30
DEP-3, 4, 7.....	95	70	30
DEP-5, 6.....	90	70	30
DERS-1, 2, 4 to 7.....	50	40	40
DERS-200, 201.....	40	40	40
DES-1 to 7; 100 to 109.....	40	40	40
DES-200.....	30	30	30
F.....	50	40	30
GS.....	75	50	30
M.....	50	35	25
Mk-2, 4.....	40	30	30
Mk-5, 6, 7, 8, 9.....	50	40	30
Mk-10, 11.....	35	30	30
MM.....	35	30	25
Mt.....	75	50	30
P-1, 3, 4, 5, 6, 11.....	65	50	30
P-7, 8, 10, 12.....	75	50	30
S.....	20	20	20
SE.....	20	20	20
SP.....	50	35	30
T-1, 8, 23, 28, 31.....	50	35	30
T-26, 32, 37, 40.....	60	40	30
TW.....	40	30	30
Any engine not listed.....	35	35	25

\*Maximum speed with freight trains 40 MPH.

Steam or Diesel engines when operated in backward motion must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossings at grade.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers.....	20 MPH
When all weight has been removed from only one wheel of any pair of drivers.....	30 MPH
When engine truck is removed.....	20 MPH
When main rod only is removed.....	30 MPH
When side rod only is removed.....	30 MPH
When both main and side rods are removed.....	20 MPH

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Such engine or equipment must not be handled in train until train-order designating maximum speed is issued.

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 30 MPH; and Diesel engines the speed shown for same engine running forward light.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

When train-order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

**MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**

	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick, except:..... (Relief outfits 7014 and 7025 must not be operated on any branch)	35*	25*
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:..... SPMW-4044.....	35* 25*	25* 25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars.....	35*	25*
Locomotive cranes: With boom disconnected, heavy end forward.....	35*	25*
With boom disconnected, light end forward.....	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

\*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed boards.

**OTHER MAXIMUM SPEEDS**

	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Baggage-express cars SP-5810 to 5874, incl.....	60	50
Foreign steel-wheel cars not equipped with high speed trucks.....	60	50
Trains handling not more than three wooden underframe passenger carrying cars.....	50*	50*
Trains handling more than three wooden underframe passenger carrying cars.....	40*	40*
Trains of deadhead equipment, with caboose.....	50	..
Passenger trains, with caboose.....	50	..
Engine and caboose only, except:..... must not exceed speed for same engine running forward light.	..	50
Engine, flanger and caboose only, except:..... On curves.....	..	40 30
Logs loaded on flat or logging cars, except:..... On curves.....	..	25 20
Through truss bridges, tunnels, and passing stations.....	..	15
Trains handling loaded cars of beets.....	..	40

\*Wooden underframe passenger carrying cars must not be handled in regular passenger trains. When handled in other than regular passenger trains they must be kept together and handled on the rear.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

**SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION**

**RULES 10 (G) and 10 (H).** On No. 1 Track and No. 2 Track between Tucson and Polvo, signals will be placed on left of track in direction of movement.

**RULE 10 (J).** Following speed boards have reflector attached which displays yellow light at night:

- Eastward at MP 1052.3;
- Westward at MP 1054.9.

This light is to call attention to speed board, and is not a yellow signal referred to in Rule 10 (H).

**RULE 14(d).** As specified below, — — — — o sounds will be indication that flagman may return from west as prescribed by Rule 99:

Mescal.....Trains on Mescal Subdivision.

**RULE 14(e).** As specified below, — — — — — sounds will be indication that flagman may return from east as prescribed by Rule 99:

Mescal.....Trains on Mescal Subdivision.

**RULE 21 (C).** Engines on incoming trains may display train indicators until arrival on enginehouse track at Douglas.

**RULES 30 and 31.** Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
981.96	Tucson (No. 2 Track—Tucson Div.).....	989.00
"	(No. 1 Track).....	988.09
"	(Nogales Br.).....	987.42
1022.89	Mescal (No. 2 Track—Tucson Div.).....	1024.13
1021.24	" (No. 1 Track—Rio Grande Div.).....	1023.13
1046.32	Fairbank.....	1048.89
"	(Tombstone Br.).....	1049.42
1050.33	" (Benson-Fairbank Br.).....	1052.32
"	(Patagonia Br.).....	1059.88
1058.30	Lewis Springs.....	1085.78
"	(Ft. Huachuca Br.).....	1091.07
1084.27	Bisbee Junction.....	1093.14
"	(Bisbee-Lowell Cutoff).....	1109.06
"	(Bisbee Br.).....	1071.55
1106.02	Douglas.....	1073.01
1068.00	Garden Canon.....	1082.63
1071.55	Ft. Huachuca.....	1095.71
1081.48	Sonoita.....	1034.01
1094.49	Patagonia.....	1034.00
1031.60	Benson (Tucson Div.).....	1040.28
"	(Benson-Fairbank Br.).....	
1039.29	Curtiss.....	

**RULE 98.** Railroad crossings at grade not interlocked: Lowell.....Phelps Dodge narrow gauge track crossings as follows:

- Fixed crossing on loading tracks 1 and 2 at tipple at Junction shaft;
- Movable crossing on track leading to Denn Mine, 20 feet west of Naco highway crossing;
- Movable crossing on Campbell shaft loading track, 240 feet west of Naco highway crossing;
- Movable crossing on Campbell shaft lumber spur, 190 feet west of No. 1 loading track switch;
- The movable type crossings are narrow gauge turnback rails, normally clear of SP track and locked when not in use. See that turn-back rails are in normal position clear of SP track, and crossing clear of obstructions before operating over crossing location. Stop signs are located each side of locations designated.

**RULE 103 (A).** Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

- Curtiss.....Crossing track leading to Apache Powder plant;
- Bisbee.....Crossing in vicinity of switchback near Phelps Dodge machine shop;
- Calumet.....Crossings at Phelps Dodge smelter on tracks 1 and 2; on track 5 near office; on lead to acid loading plant; and on lead to calcine track;
- Douglas.....Crossing of main track and Nacozari lead at 16th St., when bell is not operating; All crossings on Queen track; Park and 14th St., crossing on Nacozari lead.

**RULE 104.** The normal position of rigid switches at junction points, end of double track, and certain other 'ocations, is as follows:

- T&NRR Jct...T&NRR yard track, for No. 1 Track;
- Benson.....Benson-Fairbank Br., for helper lead;
- Benson Jct...Benson-Fairbank Br., for Mescal line;
- Fairbank.....Patagonia Br., for Mescal line;
- Fairbank.....Tombstone Br., for Mescal line;
- Lewis Springs.Ft. Huachuca Br., for Mescal line;
- Bisbee Jct...Bisbee Br., for Mescal line;
- Bisbee Jct...Bisbee Br., east end of west leg of wye must be left lined for west leg of wye; east leg of wye is main track;
- Douglas.....Nacozari RR, for SP yard track;
- Corta.....Bisbee Br., for Bisbee-Lowell Cutoff;
- Lowell.....Bisbee-Lowell Cutoff, for Bisbee Br.;
- Don Luis.....Bisbee Br., east and west wye switches, for yard tracks.
- Deraills in main track:
- Benson Jct...On Benson-Fairbank Br., 284 feet west of junction switch;
- Fairbank.....On Patagonia Br., 260 feet east of junction switch;
- Fairbank.....On Tombstone Br., 300 feet east of junction switch;
- Tombstone...165 feet west of Standard Oil spur;
- Lewis Springs.On Ft. Huachuca Br., 237 feet east of junction switch;
- Bisbee.....225 feet west of station building.
- Corta.....212 feet east of Corta switch.

METHOD OF DISPATCHING TRAINS BETWEEN TUCSON AND MESCAL

Dispatching on Mescal Subdivision in its entirety will be handled by Tucson Division.

No. 1 Track Mescal Subdivision and No. 2 Track Bowie Subdivision will be operated under double track rules, No. 1 Track westward track and No. 2 Track eastward track.

Limits of double track operation between Tucson and Mescal will be as follows:

Eastward—Via No. 2 Track to west interlocking limit at Mescal.

Westward—Via No. 1 Track from west interlocking limit, Mescal to Tucson.

RULE 82 (A). Regular trains and sections of schedules authorized on Bowie or Mescal Subdivisions are authorized to assume corresponding schedules or sections of schedules on Bowie or Mescal Subdivisions at Mescal without clearance.

Westward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

RULE 83 (B). When a regular train is checked on Bowie or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE D-97 (A). Will apply on No. 1 Track and No. 2 Track between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train dispatcher before using either track.

Trains from Bowie Subdivision moving to Mescal Subdivision, and trains on Mescal Subdivision moving through Mescal, with the same conductor and engineer operating through Mescal, may be issued train orders on one subdivision that affect their movements on either, or both subdivisions.

Train orders and clearances, Mescal Subdivision of Rio Grande Division will be issued over signature of chief train dispatcher of Tucson Division.

RULE 505. AUTOMATIC BLOCK SYSTEM

Westward trains on No. 1 Track between Mescal and Tucson finding a signal indicating "stop" will apply Rule 509 (i). Eastward trains on No. 1 Track will have no block signal protection between Tucson and Signal 10078; and eastward trains on No. 1 Track between Signal 10078 and Mescal finding a signal indicating "stop" will apply Rule 509 (g), 509 (h), or 509 (j).

Westward freight trains must receive proceed signal from yardman, white flag by day, green light by night, at first crossover switch west of Signal 9851.

RULE 605. INTERLOCKING

Tucson, East end PFE yard: Limits extend on No. 1 Track between signals located 750 feet west and 750 feet east of switch to PFE yard at MP 987.54 and on PFE yard leads 1 and 2 to dwarf signals 750 feet from switch.

Signal operator located in Tucson train-order office. Transmitter to announce approach of trains for signal operator located on post at MP 990.4. Whistle signal must be sounded at MP 990.52 as follows:

For main track, — o —,
For PFE yard track, o — o.

Mescal: Interlocking signals of Rio Grande Division may display indication in upper quadrant. Signal arm extending upward parallel to signal mast indicates "proceed".

Limits are between home signals at east switch of east crossover and west switch of west crossover on Rio Grande Division, and home signals at east and west ends of north and south sidings on Tucson Division. Switches are under control of signal operator, except switch leading from north siding to outfit spur, and from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in the event remote control appliance is inoperative.

Westward interlocking dwarf signal on east crossover from Rio Grande Division to No. 2 Track on Tucson Division at Mescal will display yellow aspect when serving as an approach indication for next home signal on No. 2 Track; or as a caution signal for diverging route when switch is lined for south siding. When so displayed, movement must be made with caution until fouling point at east end of south siding has been passed.

WHISTLE SIGNALS

- Eastward trains to Tucson Division, o o — o o,
Eastward trains to Rio Grande Division, — o o o o,
Eastward trains to south siding, o — o,
Eastward trains south siding to Tucson Division, o o — o,
Eastward trains south siding to Rio Grande Division, o o,
Westward trains north siding to No. 1 Track, — — o o,
Westward trains Tucson Division to No. 1 Track, o — —,
Westward trains Tucson Division to north siding, o o — —,
Westward trains Rio Grande Division to No. 1 Track, — o —,
Westward trains from Rio Grande Division through east crossover and Tucson Division to No. 1 Track, o — — o.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with 4 columns: Illuminated On Letter, Signal, Approaching, Authorizes and Requires Movements as Follows. Row: M.....10057....Vail.....Proceed to Tucson to enter yard track.

GENERAL REGULATIONS

RULE 827. Freight trains on descending grade will stop at Campstone 5 minutes for heat radiation.

RULE 836. If it can be avoided engines must not push trains between Bisbee Jct. and Don Luis.

RULE 873. Blow-off cocks must not be opened between switches at Fairbank.

AIR BRAKE RULES

RULE 17. Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty percent of retainers Don Luis to Bisbee Jct. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Jct. and fifty percent of retainers Bisbee Jct. to Forrest.

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

- Sonoita,
Tombstone.....Westward,
Ft. Huachuca.....Westward.

RULE 33. Air brakes must be used on all cars in all operations on Bisbee Branch, Bisbee-Lowell Cutoff, Ft. Huachuca Branch, Tombstone Branch and all tracks at Curtiss Powder plant.

Naco: Air brakes must be used when switching pumping plant track.

Forrest: Air brakes must be used on all cars in switching Paul's spur.

Douglas: Phelps Dodge smelter: Air brakes must be used on all cars placed on unloading trestles at P. D. smelter. Air brakes must be used and rear end test made as per Air Brake Rule 25 on all operations between Douglas yard and the P. D. smelter.

PASSENGER TRAINS

RULE 38. At Douglas incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

MISCELLANEOUS

1. Avoid taking water at following emergency water stations:

Whetstone,

If necessary to take water, take only enough to reach next unrestricted water station.

Engines going to Don Luis must take full tank of water at Bisbee Jct.

9. Naco: Opening of five car lengths must be left each side of crossing west of passenger station.

10. TRACK AND CAR RESTRICTIONS

Engines weighing over 126,000 pounds on drivers may use Patagonia and Tombstone branches from junction switch at Fairbank, to a point opposite sign restricting such movement.

Ft. Huachuca Branch: SP, Mt, and Mk class engs. must not turn on wye Ft. Huachuca or operate beyond MP 1072.

If necessary trains of 100 cars or less, with DEF class engine may use Fort Huachuca Branch for length of the train when meeting trains at Lewis Springs.

Locked chain across track at entrance to Ft. Huachuca. Key may be obtained from Government gatekeeper at Highway entrance to Ft. Huachuca.

Bisbee Branch: Campbell shaft track and Denn spur track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations".

Shop spur in Junction Mine yard at Lowell, engines must not pass sign reading: "Engines Must Not Pass This Point."

Lowell: Engines must not operate over trestle 1091.38 on approach to ore bin, Shattuck Denn mine.

Look out for fallen rocks on curve between MP 1053 and MP 1053.8, west of Charleston.

Engines listed must not operate on tracks shown below:

Table with 2 columns: Class of Engine, Restricted Tracks. Rows: Engines heavier than 161,000 lbs. on drivers...Tombstone...Schuster track, Engines heavier than 178,000 lbs. on drivers...Calumet...Trestle to ore bins at smelter, All engines...Don Luis...White Tail Deer spur, beyond impaired clearance sign.

Load limit (car and contents):

Table with 2 columns: Location, Weight. Rows: Tucson-Douglas...251,000 pounds, Benson-Fairbank...169,000 pounds, Fairbank-Patagonia...169,000 pounds, Fairbank-Tombstone...169,000 pounds, Lewis Springs-Ft. Huachuca...210,000 pounds, Corta-Lowell...169,000 pounds, Bisbee Jct.-Bisbee...210,000 pounds.

Unless authorized by Superintendent, heavier loads must not be handled.

28. Where bus connection is provided at Bisbee Jct. conductors of passenger trains scheduled to stop will ascertain if bus has arrived or ask for instructions.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Table with 4 columns: Mile Post, At or Near, Description, Overhead or Side. Rows: 997.8 Rita...Water column—main and siding...Side, 1028.6 Whetstone...Water column—main and siding...Side, 1048.2 Fairbank...Water column—main and siding...Side, 1058.8 Lewis Springs...Water tank spout—main track...Side, 1069.0 Hereford...Water column—main and siding...Side, 1085.0 Bisbee Jct...Water column—main and siding...Side, 1089.0 Crook Tunnel...Over and side, 1089.8 Don Luis...Ore loading ramp on White Tail Deer spur...Side, 1096.9 Forrest...Water column—main and siding...Side, 1107.0 Douglas...East water column—main and siding...Side, PATAGONIA BRANCH, 1051.9 Fairbank...Bridge over San Pedro River...Over, 1055.3...Bridge over Babacomari Creek...Over, 1067.4...Bridge over Babacomari Creek...Over, 1073.8 Elgin...Platform...Side, FT. HUACHUCA BRANCH, 1059.0 Lewis Springs...Bridge over San Pedro River...Over and side.

**SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, MESCAL TO DOUGLAS: MP MP					
1022.94 to 1023.85 (curve)	70	65	50	50	30
1023.85 to 1028.85	75	70	50	50	30
1028.85 to 1030.25 (curves)	65	65	50	50	30
1030.25 to 1034.25	75	70	50	50	30
1034.25 to 1042.05 (curves)	65	65	50	50	30
1042.05 to 1044.75	75	70	50	50	30
1044.75 to 1045.95 (curves)	60	60	50	50	30
1045.95 to 1049.10	75	70	50	50	30
1049.10 to 1053.10 (curves)	65	60	50	50	30
1053.10 to 1054.15 (curves)	35	35	35	35	30
1054.15 to 1056.20 (curves)	60	60	50	50	30
1056.20 to 1059.15 (curves)	65	60	50	50	30
1059.15 to 1060.40 (curves)	55	50	50	50	30
1060.40 to 1063.90 (curves)	70	60	50	50	30
1063.90 to 1066.10 (curves)	65	60	50	50	30
1066.10 to 1066.35 (curve)	55	50	50	50	30
1066.35 to 1068.35	75	70	50	50	30
1068.35 to 1068.95 (curves)	50	50	45	45	30
1068.95 to 1069.95	55	55	50	50	30
1069.95 to 1071.25	65	60	50	50	30
1071.25 to 1075.35	75	70	50	50	30
1075.35 to 1075.65 (curves)	65	60	50	50	30
1075.65 to 1077.75	75	70	50	50	30
1077.75 to 1080.75 (curves)	55	50	45	45	30
1080.75 to 1081.00 (curve)	45	40	35	35	30
1081.00 to 1082.50	75	70	50	50	30
1082.50 to 1082.75 (curve)	70	70	50	50	30
1082.75 to 1085.05	75	70	50	50	30
1085.05 to 1088.50 (curves)	60	55	45	45	30
1088.50 to 1092.70 (curves)	45	40	35	35	30
1092.70 to 1093.15 (curves)	45	40	35	35	30
1093.15 to 1094.95 (curves)	60	50	45	45	30
1094.95 to 1095.20 (curve)	50	50	45	45	30
1095.20 to 1096.80 (curves)	60	50	45	45	30
1096.80 to 1106.60	75	70	50	50	30
1106.60 to 1107.00 (Douglas)	50	50	40	40	30
1085.05 to 1088.50 (curves)	60	55	45	45	30
1088.50 to 1092.70 (curves)	45	40	35	35	30
1092.70 to 1093.15 (curves)	45	40	35	35	30
1093.15 to 1094.95 (curves)	60	50	45	45	30
1094.95 to 1095.20 (curve)	50	50	45	45	30
1095.20 to 1096.80 (curves)	60	50	45	45	30
1096.80 to 1106.60	75	70	50	50	30
1106.60 to 1107.00 (Douglas)	50	50	40	40	30
WESTWARD, DOUGLAS TO TUCSON: MP MP					
1107.00 to 1106.60	50	50	40	40	30
1106.60 to 1096.80	75	70	50	50	30
1096.80 to 1095.20 (curves)	60	50	45	45	30
1095.20 to 1094.95 (curve)	50	50	45	45	30
1094.95 to 1093.15 (curves)	60	50	45	45	30
1093.15 to 1092.70 (curves)	45	40	35	35	30
1092.70 to 1088.50 (curves)	45	40	35	35	30
1088.50 to 1085.05 (curves)	60	55	45	45	30
1085.05 to 1082.75	75	70	50	50	30
1082.75 to 1082.50 (curve)	70	70	50	50	30
1082.50 to 1081.00	75	70	50	50	30
1081.00 to 1080.75 (curve)	45	40	35	35	30
1080.75 to 1077.75 (curve)	55	50	45	45	30
1077.75 to 1075.65	75	70	50	50	30
1075.65 to 1075.35 (curve)	65	60	50	50	30
1075.35 to 1071.25	75	70	50	50	30
1071.25 to 1069.95	65	60	50	50	30
1069.95 to 1068.95	55	55	50	50	30
1068.95 to 1068.35 (curves)	50	50	45	45	30
1068.35 to 1066.35	75	70	50	50	30
1066.35 to 1066.10 (curve)	55	50	50	50	30
1066.10 to 1063.90 (curves)	65	60	50	50	30
1063.90 to 1060.40 (curves)	70	60	50	50	30
1060.40 to 1059.15 (curves)	55	50	50	50	30
1059.15 to 1056.20 (curves)	65	60	50	50	30
1056.20 to 1054.15 (curves)	60	60	50	50	30
1054.15 to 1053.10 (curves)	35	35	35	35	30
1053.10 to 1049.10 (curves)	65	60	50	50	30
1049.10 to 1045.95	75	70	50	50	30
1045.95 to 1044.75 (curves)	60	60	50	50	30
1044.75 to 1042.05	75	70	50	50	30
1042.05 to 1034.25 (curves)	65	65	50	50	30
1034.25 to 1030.25	75	70	50	50	30
1030.25 to 1028.85 (curves)	65	65	50	50	30
1028.85 to 1023.85	75	70	50	50	30
1023.85 to 1022.94 (curve)	70	65	50	50	30
1022.94 to 1021.29 (Mescal)	50	50	35	35	30
1021.29 to 1008.40 (curves)	70	65	50	50	30
1008.40 to 1007.45 (curves)	65	60	50	50	30
1007.45 to 990.30	75	70	50	50	30
990.30 to 985.31	55	50	35	35	30
985.31 to 982.73	20	20	20	20	20

Streamlined GOLDEN STATE, when powered by DEP class engine with or without electro-pneumatic brake system in operation and when using 110-lb. brake pipe pressure will be governed by speeds shown in Column A, and as indicated on round yellow speed boards.

GOLDEN STATE consisting of streamlined cars, with P-7, 8, 10, 12, Mt or GS class engine equipped with electro-pneumatic brake system and such system functioning on engine and on all cars in train and using 110-lb. brake pipe pressure, may run not to exceed 75 MPH on TANGENT TRACK in territories where 70 MPH is authorized in Column 1. If this train is powered by steam engine of one of the above classes not equipped with electro-pneumatic brake system, or with that system inoperative on engine or on any of the cars, speeds shown in Column 1 and as indicated on oval white speed boards must not be exceeded.

If GOLDEN STATE is powered by steam engine of a class other than those shown above, maximum authorized speed shown for class of engine used will govern.

RESTRICTED CARS are twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks, and trains handling such cars must not exceed maximum speed of 40 MPH.

Trains handling loaded ore cars between Bisbee Jct. and Calumet must not exceed 25 MPH.

**SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4
EASTWARD, BENSON TO BENSON JCT.. MP MP				
1032.60 to 1049.25	20	20	20	15
1049.25 to 1049.85 (curves)	15	15	15	15
1049.85 to 1050.60 (1046.40)	20	20	20	15
EASTWARD, FAIRBANK TO PATAGONIA.				
1048.20 to 1051.94	20	20	20	15
1051.94 to 1051.98 (bridge)	10	10	10	10
1051.98 to 1055.28	20	20	20	15
1055.28 to 1055.30 (bridge)	10	10	10	10
1055.30 to 1067.39	20	20	20	15
1067.39 to 1067.43 (bridge)	10	10	10	10
1067.43 to 1085.14	20	20	20	15
1085.14 to 1085.16 (bridge)	10	10	10	10
1085.16 to 1095.49	20	20	20	15
EASTWARD, FAIRBANK TO TOMBSTONE	20	20	20	15
EASTWARD, LEWIS SPRINGS TO FT. HUACHUCA.				
1058.80 to 1073.00, except with SP, Mt. and Mk class engines	25	25	25	20
	20	20	20	20
EASTWARD, BISBEE JCT. TO BISBEE	25	20	20	15
EASTWARD, CORTA TO LOWELL	25	20	20	15
WESTWARD, BENSON JCT. TO BENSON. MP MP				
1050.60 (1046.40) to 1049.85	20	20	20	15
1049.85 to 1049.25 (curves)	15	15	15	15
1049.25 to 1032.60	20	20	20	15
WESTWARD, PATAGONIA TO FAIRBANK.				
1095.49 to 1085.16	20	20	20	15
1085.16 to 1085.14 (bridge)	10	10	10	10
1085.14 to 1067.43	20	20	20	15
1067.43 to 1067.39 (bridge)	10	10	10	10
1067.39 to 1055.30	20	20	20	15
1055.30 to 1055.28 (bridge)	10	10	10	10
1055.28 to 1051.98	20	20	20	15
1051.98 to 1051.94 (bridge)	10	10	10	10
1051.94 to 1048.20	20	20	20	15
WESTWARD, TOMBSTONE TO FAIRBANK	20	20	20	15
WESTWARD, FT. HUACHUCA TO LEWIS SPRINGS.				
1073.00 to 1058.80, except with SP, Mt and Mk class engines	25	25	25	20
	20	20	20	20
WESTWARD, BISBEE TO BISBEE JCT.	25	20	20	15
WESTWARD, LOWELL TO CORTA	25	20	20	15

Ft. Huachuca Branch: SP, Mt and Mk class engines will head eastward and back westward.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On wye tracks at Fairbank, Lewis Springs, Bisbee Jct., Douglas	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Mescal West turnout west crossover	25
East turnout east crossover	25
Benson Wye track	10
Curtiss Magazine spur	10
Tombstone All tracks	10
Lewis Springs East end west leg of wye	10
Ft. Huachuca Stem of wye	10
Bisbee All tracks	10
Lowell All tracks Junction yard	10
Sacramento spur	10
Denn Lumber spur	10
Douglas Nacozari connection	20
Machine shop and industry tracks	10

**SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION**

**RATING OF ENGINES—In Units of 1000 Lbs. (Ms)**

NOMINAL CLASS	ENGINE NUMBERS	Tucson to Naco	Naco to Bisbee Jct.	Bisbee Jct. to Douglas Bisbee Jct. to Fairbank Mescal to Tucson	Douglas to Bisbee Jct.	Fairbank to Mescal	Lewis Springs to Ft. Huachuca	Ft. Huachuca to Lewis Springs
DEP-3	6017	3500	3500	7500	3500	7500	....	....
DEP-4, 7	6000 to 6004 and 6018	3500	3500	7500	3500	7500	....	....
DEP-5, 6	6005 to 6016	....	....	....	....	....	....	....
DEF-1	6122 to 6137	9550	12900	20000	10700	20000	....	....
DEF-1	6138 and 6139	12800	17050	20000	14050	20000	....	....
DEF-2	6140 to 6179	12800	17050	20000	14050	20000	....	....
DEF-3, 4, 5, 6	6180 to 6339	15800	17150	20000	15800	20000	....	....
DES-1 to 7	1000 to 1022	1290	1440	8000	1320	3300	....	....
DES-100 to 109	1300 to 1441	1950	2200	8000	2050	4950	....	....
M-4	1617 to 1713	1650	2100	5000	1750	3350	950	5000
M-6, 8	1721 to 1803, 1824 and 1825	1950	2500	6000	2100	3950	1050	6000
M-9	1804 to 1822, 1826 to 1830 and 1836	2050	2650	6000	2200	4200	1200	6000
M-11	1832 to 1835	2150	2750	6000	2300	4350	1250	6000
T-1	2248 and 2252	1400	1800	5000	1500	2900	800	5000
T-8	2178	990	1250	5000	1050	2050	550	5000
T-23	2301 to 2310	2000	2600	6000	2200	4150	1200	6000
T-26	2296 and 2299	1750	2250	6000	1900	3650	1000	6000
T-28, 31	2312 to 2362	2250	2900	8000	2450	4600	1300	8000
T-32	2363 to 2370, 2372 to 2384	2300	2950	8000	2450	4650	1300	8000
T-40	2371	2300	2950	8000	2450	4650	1300	8000
T-37	2105 and 2106	2050	2600	6000	2200	4150	1150	6000
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1800	2300	6000	1950	3750	1000	6000
P-1	2403, 2405 to 2407 and 2415	1850	2450	6000	2050	3900	1050	6000
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1950	2550	6000	2150	4100	1100	6000
P-6	2453, 2454 and 2458	2250	2900	8000	2450	4650	1250	8000
P-7	2476 and 2477	2400	3100	8000	2600	4950	1350	8000
P-8, 10	2461 to 2474, 2478 to 2483	2450	3200	8000	2650	5150	1350	8000
P-8, 10	2475, 2484 to 2491	2600	3350	8000	2800	5400	1450	8000
P-11	3104 and 3109	1950	2500	8000	2100	4000	1100	8000
P-12	3120 to 3129	2600	3350	8000	2800	5300	1490	8000
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	2500	3200	8000	2700	5100	1470	8000
C-18	3400 to 3409	2350	3000	8000	2500	4700	1350	8000
C-19	3410 to 3426	2400	3100	8000	2600	4850	1430	8000
TW-1	2900 to 2913	1900	2400	7000	2050	3850	1100	7000
TW-2, 3	2937 to 2952	1500	1950	7000	1650	3100	940	6000
TW-8	2914 to 2923	2100	2650	7000	2250	4250	1200	7000
A-3	3025 and 3057	1450	1900	6000	1550	3100	800	6000
A-6	3000 and 3002	1700	2250	6000	1850	3600	960	6000
Mk-2, 4	3201 to 3240	2750	3550	8000	3000	5650	1700	10000
Mk-5, 6	3241 to 3277	3150	4050	8000	3400	6400	1850	10000
Mk-7, 8, 9	3300 to 3324	3500	4450	8000	3800	7050	2070	10000
Mk-10	3295	2700	3450	8000	2900	5400	1600	8000
Mk-11	3297 and 3298	2600	3300	8000	2800	5200	1550	8000
B-1	3500 to 3509	4650	5050	10000	4650	9550	....	....
F-1	3611 to 3652	3700	4750	10000	4000	7450	2190	10000
F-3	3653 to 3667	4200	5400	10000	4550	8500	2490	10000
F-4, 5	3668 to 3769	4750	6100	10000	5150	9550	2770	10000
MM-3	3930 and 3931	4800	6150	10000	5200	9700	2900	10000
AC-4, 5	4100 to 4125	6550	8400	14000	7100	13000	....	....
AC-6, 7, 8, 10, 11, 12	4126 to 4294	7400	8700	14000	7500	13500	....	....
AC-9	3800 to 3811	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	3800	4850	10000	4100	7700	1970	10000
Mt-2	4385 to 4390	3550	4600	10000	3850	7300	2150	10000
GS-1, 2	4401 to 4415	3500	4550	10000	3800	7350	....	....
GS-3, 4, 5, 6	4416 to 4469	4000	5100	10000	4300	8050	....	....
SP-1, 2, 3	5000 to 5048	5350	6850	10000	5800	10000	2970	10000

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except from Lewis Springs to Ft. Huachuca, add 3 Ms for each such car of 55 Ms or less.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION**

**RATING OF ENGINES—In Units of 1000 Lbs. (Ms)**

NOMINAL CLASS	ENGINE NUMBERS	Bisbee Jct. to Don Luis Bisbee Jct. to Warren	Don Luis to Bisbee Warren to Bisbee Fairbank to Tombstone	Bisbee to Don Luis Bisbee to Warren Tombstone to Fairbank	Don Luis to Bisbee Jct. Warren to Bisbee Jct.	Fairbank to Sonolita Patagonia to Elgin	Elgin to Fairbank Sonolita to Patagonia	Benson and Benson Jct.
M-4	1617 to 1713	950	950	5000	5000	1150	5000	1150
M-6, 8	1721 to 1803, 1824 and 1825	1050	1050	6000	6000	....	....	1360
M-9	1804 to 1822, 1826 to 1830 and 1836	1200	1200	6000	6000	....	....	1450
M-11	1832 to 1835	1250	1250	6000	6000	....	....	1500
T-1	2248 and 2252	800	800	5000	5000	1000	5000	1000
T-8	2178	550	550	5000	5000	690	5000	690
T-23	2301 to 2310	1200	1200	6000	6000	....	....	1450
T-26	2296 and 2299	1000	1000	6000	6000	....	....	1250
T-28, 31	2312 to 2362	1300	1300	8000	8000	....	....	1600
T-32	2363 to 2370, 2372 to 2384	1300	1300	8000	8000	....	....	1650
T-40	2371	1300	....	....	8000	....	....	....
T-37	2105 and 2106	1150	1150	6000	6000	....	....	1450
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1000	1000	6000	6000	....	....	1250
P-1	2403, 2405 to 2407 and 2415	1050	1050	6000	6000	....	....	1300
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1100	1100	6000	6000	....	....	1350
P-6	2453, 2454 and 2458	1250	1250	8000	8000	....	....	1600
P-7	2476 and 2477	1350	1350	8000	8000	....	....	1700
P-8, 10	2461 to 2474, 2478 to 2483	1350	....	....	8000	....	....	....
P-8, 10	2475, 2484 to 2491	1450	....	....	8000	....	....	....
P-11	3104 and 3109	1100	1100	8000	8000	....	....	1350
P-12	3120 to 3129	1490	....	....	8000	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	1470	1470	8000	8000	....	....	1770
C-18	3400 to 3409	1350	1350	8000	8000	....	....	1650
C-19	3410 to 3426	1430	1430	8000	8000	....	....	1700
TW-1	2900 to 2913	1100	1100	7000	7000	....	....	1350
TW-2, 3	2937 to 2952	940	940	6000	6000	1150	6000	1150
TW-8	2914 to 2923	1200	1200	7000	7000	....	....	1500
A-3	3025 and 3057	800	800	6000	6000	....	....	1000
A-6	3000 and 3002	960	960	6000	6000	....	....	1200
Mk-2, 4	3201 to 3240	1700	②1700	②10000	10000	....	....	②1950
Mk-5, 6	3241 to 3277	1850	②1850	②10000	10000	....	....	②2250
Mk-7, 8, 9	3300 to 3324	2070	....	....	10000	....	....	....
Mk-10	3295	1600	1600	8000	8000	....	....	1950
Mk-11	3297 and 3298	1550	1550	8000	8000	....	....	1850
F-1	3611 to 3652	2190	....	....	10000	....	....	....
F-3	3653 to 3667	2490	....	....	10000	....	....	....
F-4, 5	3668 to 3769	2770	....	....	10000	....	....	....
MM-3	3930 and 3931	2900	....	....	10000	....	....	....
AC-4, 5	4100 to 4125	4000	....	....	10000	....	....	....
AC-6, 7, 8, 10, 11, 12	4126 to 4294	4200	....	....	10000	....	....	....
AC-9	3800 to 3811	....	....	....	....	....	....	....
MT-1, 3, 4, 5	4300 to 4376	1970	....	....	10000	....	....	....
Mt-2	4385 to 4390	2150	....	....	10000	....	....	....
GS-1, 2	4401 to 4415	2000	....	....	10000	....	....	....
GS-3, 4, 5, 6	4416 to 4469	2150	....	....	10000	....	....	....
SP-1, 2, 3	5000 to 5048	2970	....	....	10000	....	....	....

②Applies to Engines 3201, 3203 to 3206, 3213, 3214, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, and 3272 only.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except from Bisbee Jct. to Don Luis, Bisbee Jct. to Warren, Don Luis to Bisbee, Warren to Bisbee, Fairbank to Tombstone, Patagonia to Elgin, and between Benson and Benson Jct. add 3 Ms for each such car of 55 Ms or less.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION**

**RULE 14(d).** As specified below, — — — — o sounds will be indication that flagman may return from west as prescribed by Rule 99:

Anapra, trains on Hachita Subdivision.

**RULE 14(e).** As specified below, — — — — — sounds will be indication that flagman may return from east as prescribed by Rule 99:

Anapra, trains on Hachita Subdivision.

**RULE 21 (C).** Engines on incoming trains may display train indicators until arrival on enginehouse track at Douglas.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP	East MP
1106.02 Douglas.....	1109.06
1204.46 Hachita.....	1207.96

**RULE 103 (A).** Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

Douglas... Crossing of main track and Nacozari lead at 16th St., when bell is not operating;  
All crossings on Queen track;  
Park and 14th St., crossings on Nacozari lead.

**RULE 104.** The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

Douglas... Nacozari RR, for SP yard track;  
Anapra... East end of west crossover, and west end of east crossover, for Deming line; these switches will be handled by operator.

**AUTOMATIC BLOCK SYSTEM**

**RULE 510.** The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-13174	Spring Switch, west end west crossover, Anapra.....	{P-13175 {P-13177
	Spring Switch, east end east crossover, Anapra.....	P-13189

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Anapra..... West end west crossover.....	No. 2 Track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Anapra..... East end east crossover.....	No. 2 Track

Spring switch at east end east crossover Anapra is equipped with switch-point indicator.

**RULE 827. TRAIN INSPECTION**

Passenger trains making station stops at Columbus, Hachita and Douglas must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

**AIR BRAKE RULES**

**PASSENGER TRAINS**

**RULE 38.** At Douglas incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

**MISCELLANEOUS**

1. Avoid taking water at following emergency water stations:

Noria Hermanas Mt. Riley

If necessary to take water, take only enough to reach next unrestricted water station.

**10. TRACK AND CAR RESTRICTIONS**

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines heavier than 200,000 pounds on drivers.....	Douglas... Government spur; Brewery and Gypsum plant tracks.
Diesel engines.....	Hermanas Stock track; Long track beyond 100 feet from fouling point.

Load limit (car and contents):

Douglas-Anapra..... 251,000 pounds  
Unless authorized by Superintendent, heavier loads must not be handled.  
Look out for drifted sand between Columbus and Anapra.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

Mile Post	At or Near	Description	Overhead or Side
1107.0	Douglas...	East water column—main and siding.....	Side
1158.7	Rodeo.....	Water tank and spout—main track.....	Over and side
1230.9	Hermanas..	Water tank and spout—main track.....	Over and side
1285.6	Mt. Riley...	Water column—main track.....	Side
1299.0	Noria.....	Water column—main and siding....	Side

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: Through slip switches.....	15
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
On wye tracks at Douglas.....	10
On wye tracks at stations not listed above.....	6
On all turnouts listed below:	
Douglas... Nacozari Connection.....	20
Machine shop and industry tracks..	10

**SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
<b>EASTWARD, DOUGLAS TO ANAPRA:</b>						<b>WESTWARD, ANAPRA TO DOUGLAS:</b>					
MP MP						MP MP					
Douglas, over 16th St. crossing.....	10	10	10	10	10	Anapra, thru west crossover.....	25	25	25	20	30
1107.00 to 1108.10.....	50	50	40	40	30	1317.70 to 1317.40.....	40	40	35	35	30
1108.10 to 1115.00 (curves).....	70	70	50	50	30	1317.40 to 1314.30 (curves).....	45	45	40	40	30
1115.00 to 1116.20 (curves).....	45	45	40	40	30	1314.30 to 1312.40 (curves).....	50	50	45	45	30
1116.20 to 1126.20 (curves).....	40	40	40	40	30	1312.40 to 1292.90.....	75	70	50	50	30
1126.20 to 1128.40.....	75	70	50	50	30	1292.90 to 1291.80 (curves).....	50	45	40	40	30
1128.40 to 1129.75 (curves).....	70	70	50	50	30	1291.80 to 1290.00.....	75	70	50	50	30
1129.75 to 1133.30.....	75	70	50	50	30	1290.00 to 1289.75 (curve).....	70	65	50	50	30
1133.30 to 1134.50 (curves).....	70	70	50	50	30	1289.75 to 1285.15.....	75	70	50	50	30
1134.50 to 1135.25 (curves).....	55	55	40	40	30	1285.15 to 1283.40 (curves).....	50	45	40	40	30
1135.25 to 1139.65.....	70	65	50	50	30	1283.40 to 1272.30.....	75	70	50	50	30
1139.65 to 1140.20 (curves).....	55	55	50	50	30	1272.30 to 1272.05 (curve).....	60	60	50	50	30
1140.20 to 1141.25 (curve).....	70	65	50	50	30	1272.05 to 1269.75.....	75	70	50	50	30
1141.25 to 1164.55.....	75	70	50	50	30	1269.75 to 1269.55 (curve).....	70	65	50	50	30
1164.55 to 1169.10 (curves).....	45	45	40	40	30	1269.55 to 1266.25.....	75	70	50	50	30
1169.10 to 1183.39.....	75	70	50	50	30	1266.25 to 1265.70 (curves).....	55	50	50	50	30
1183.39 to 1184.24 (curve).....	60	60	50	50	30	1265.70 to 1264.10 (curves).....	50	50	50	50	30
1184.24 to 1184.95 (curve).....	55	50	50	50	30	1264.10 to 1245.30.....	75	70	50	50	30
1184.95 to 1185.87 (curve).....	70	70	50	50	30	1245.30 to 1243.35 (curves).....	55	50	40	40	30
1185.87 to 1193.07.....	75	70	50	50	30	1243.35 to 1230.95.....	75	70	50	50	30
1193.07 to 1193.30 (curve).....	70	65	50	50	30	1230.95 to 1226.95 (curves).....	45	45	40	40	30
1193.30 to 1199.63.....	75	70	50	50	30	1226.95 to 1209.80.....	75	70	50	50	30
1199.63 to 1201.45 (curves).....	60	55	50	50	30	1209.80 to 1209.55 (curve).....	70	65	50	50	30
1201.45 to 1209.55.....	75	70	50	50	30	1209.55 to 1201.45.....	75	70	50	50	30
1209.55 to 1209.80 (curve).....	70	65	50	50	30	1201.45 to 1199.63 (curves).....	60	55	50	50	30
1209.80 to 1226.95.....	75	70	50	50	30	1199.63 to 1193.30.....	75	70	50	50	30
1226.95 to 1230.95 (curves).....	45	45	40	40	30	1193.30 to 1193.07 (curve).....	70	65	50	50	30
1230.95 to 1243.35.....	75	70	50	50	30	1193.07 to 1185.87.....	75	70	50	50	30
1243.35 to 1245.30 (curves).....	55	50	40	40	30	1185.87 to 1184.95 (curve).....	70	70	50	50	30
1245.30 to 1264.10.....	75	70	50	50	30	1184.95 to 1184.24 (curve).....	55	50	50	50	30
1264.10 to 1265.70 (curves).....	50	50	50	50	30	1184.24 to 1183.39 (curve).....	60	60	50	50	30
1265.70 to 1266.25 (curves).....	55	50	50	50	30	1183.39 to 1169.10.....	75	70	50	50	30
1266.25 to 1269.55.....	75	70	50	50	30	1169.10 to 1164.55 (curves).....	45	45	40	40	30
1269.55 to 1269.75 (curve).....	70	65	50	50	30	1164.55 to 1141.25.....	75	70	50	50	30
1269.75 to 1272.05.....	75	70	50	50	30	1141.25 to 1140.20 (curve).....	70	65	50	50	30
1272.05 to 1272.30 (curve).....	60	60	50	50	30	1140.20 to 1139.65 (curves).....	55	55	50	50	30
1272.30 to 1283.40.....	75	70	50	50	30	1139.65 to 1135.25.....	70	65	50	50	30
1283.40 to 1285.15 (curves).....	50	45	40	40	30	1135.25 to 1134.50 (curves).....	55	55	40	40	30
1285.15 to 1289.75.....	75	70	50	50	30	1134.50 to 1133.30 (curves).....	70	70	50	50	30
1289.75 to 1290.00 (curve).....	70	65	50	50	30	1133.30 to 1129.75.....	75	70	50	50	30
1290.00 to 1291.80.....	75	70	50	50	30	1129.75 to 1128.40 (curves).....	70	70	50	50	30
1291.80 to 1292.90 (curves).....	50	45	40	40	30	1128.40 to 1126.20.....	75	70	50	50	30
1292.90 to 1312.40.....	75	70	50	50	30	1126.20 to 1116.20 (curves).....	40	40	40	40	30
1312.40 to 1314.30 (curves).....	50	50	45	45	30	1116.20 to 1115.00 (curves).....	45	45	40	40	30
1314.30 to 1317.40 (curves).....	45	45	40	40	30	1115.00 to 1108.10 (curves).....	70	70	50	50	30
1317.40 to 1317.70 (Anapra).....	40	40	35	35	30	1108.10 to 1107.00.....	50	50	40	40	30
						Douglas, over 16th St. crossing.....	10	10	10	10	10

\*See Rule 536.

Streamlined GOLDEN STATE, when powered by DEP class engine with or without electro-pneumatic brake system in operation and when using 110-lb. brake pipe pressure, will be governed by speeds shown in Column A, and as indicated on round yellow speed boards.

GOLDEN STATE consisting of streamlined cars, with P-7, 8, 10, 12, Mt or GS class engine equipped with electro-pneumatic brake system and such system functioning on engine and on all cars in train and using 110-lb. brake pipe pressure, may run not to exceed 75 MPH on TANGENT TRACK in territories where 70 MPH is authorized in Column 1. If this train is powered by steam engine of one of the above classes not equipped with electro-pneumatic brake system, or with that system inoperative on engine or on any of the cars, speeds shown in Column 1 and as indicated on oval white speed boards must not be exceeded.

If GOLDEN STATE is powered by steam engine of a class other than those shown above, maximum authorized speed shown for class of engine used will govern.

RESTRICTED CARS are twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks, and trains handling such cars must not exceed maximum speed of 40 MPH.



**SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION**

**RATING OF ENGINES—In Units of 1000 Lbs. (Ms)**

NOMINAL CLASS	ENGINE NUMBERS	Rating	
		Douglas to Anapra	Anapra to Douglas
DEP-3	6017	3500	3500
DEP-4, 7	6000 to 6004 and 6018	3500	3500
DEP-5, 6	6005 to 6016	.....	.....
DEF-1	6122 to 6137	9550	10700
DEF-1	6138 and 6139	12800	14600
DEF-2	6140 to 6179	12800	14600
DEF-3 4, 5, 6	6180 to 6339	15800	15800
DES-1 to 7	1000 to 1022	1320	1320
DES-100 to 109	1300 to 1441	2050	2050
M-4	1617 to 1713	1650	1750
M-6, 8	1721 to 1803, 1824 and 1825	1950	2100
M-9	1804 to 1822, 1826 to 1830 and 1836	2050	2200
M-11	1832 to 1835	2150	2300
T-1	2248 and 2252	1400	1500
T-8	2178	990	1050
T-23	2301 to 2310	2000	2200
T-26	2296 and 2299	1750	1900
T-28, 31	2312 to 2362	2250	2450
T-32	2363 to 2370, 2372 to 2384	2300	2450
T-40	2371	2300	2450
T-37	2105 and 2106	2050	2200
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1800	1950
P-1	2403, 2405 to 2407 and 2415	1850	2050
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1950	2150
P-6	2453, 2454 and 2458	2250	2450
P-7	2476 and 2477	2400	2600
P-8, 10	2461 to 2474, 2478 to 2483	2450	2650
P-8, 10	2475, 2484 to 2491	2600	2800
P-11	3104 and 3109	1950	2100
P-12	3120 to 3129	2600	2800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	2500	2700
C-18	3400 to 3409	2350	2500
C-19	3410 to 3426	2400	2600
TW-1	2900 to 2913	1900	2050
TW-2, 3	2937 to 2952	1500	1650
TW-8	2914 to 2923	2100	2250
A-3	3025 and 3057	1450	1550
A-6	3000 and 3002	1700	1850
Mk-2, 4	3201 to 3240	2750	3000
Mk-5, 6	3241 to 3277	3150	3400
Mk-7, 8, 9	3300 to 3324	3500	3800
Mk-10	3295	2700	2900
Mk-11	3297 and 3298	2600	2800
B-1	3500 to 3509	4650	4650
F-1	3611 to 3652	3700	4000
F-3	3653 to 3667	4200	4550
F-4, 5	3668 to 3769	4750	5150
MM-3	3930 and 3931	4800	5200
AC-4, 5	4100 to 4125	6550	7100
AC-6, 7, 8, 10, 11, 12	4126 to 4294	7400	7500
AC-9	3800 to 3811	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	3800	4100
Mt-2	4385 to 4390	3550	3850
GS-1, 2	4401 to 4415	3500	3800
GS-3, 4, 5, 6	4416 to 4469	4000	4300
SP-1, 2, 3	5000 to 5048	5350	5800

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**SPECIAL INSTRUCTIONS—DEMING SUBDIVISION**

**RULE 14(d).** As specified below, — — — — o sounds will be indication that flagman may return from west as prescribed by Rule 99:

Anapra, Trains on Hachita Subdivision.

**RULE 14(e).** As specified below, — — — — — sounds will be indication that flagman may return from east as prescribed by Rule 99:

Anapra, Trains on Hachita Subdivision.

**RULE 14(l).** Whistle Signal 14(l) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

**RULE 21 (C).** Engines on incoming trains may display train indicators until arrival on enginehouse track at El Paso (except those arriving Union Depot).

**RULE 27.** Light will not be displayed in switch lamps on Clifton Branch at night.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1147.19	Lordsburg	1151.38
	" (Lawrence Br.)	1148.38
	" (Clifton Br.)	1148.52
1206.88	Deming	1209.71
1319.87	El Paso (No. 2 track)	
1291.54	" (No. 1 track)	
	" (Alamogordo Subdivision)	1300.54
1183.67	Duncan	1184.81
1215.32	Clifton	1216.70

**RULE 98.** Railroad crossings at grade not interlocked:  
**El Paso:** T&P yard track crossing of River track near foundry. Movement over this crossing may be made only after flagman has preceded movement.

**RULE 103 (A).** Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

**El Paso:** Olive St.,  
 East San Antonio St.

Flashing light type crossing warning signal on No. 2 Track at Globe Mills is not connected with the two industry tracks at Globe Mills, and flagman must precede any movement over crossing on either of these two tracks.

**RULE 104.** The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

- Anapra..... East end of west crossover, and west end of east crossover, for Deming line; these switches will be handled by operator;
- Lordsburg.... Lawrence Br., for Deming line;
- Lordsburg.... Ladder track at east end, must be left lined for tail track;
- Lordsburg.... Clifton Br., for yard track.
- Deraills in main track:
- Lordsburg.... On Lawrence Br., 295 ft. east of junction switch.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

Following tracks are not protected by automatic block signals:

T&NO Tracks No. 1 and No. 2 between El Paso St., El Paso, and west limit of Tower 47.

Tracks within limits of El Paso Union Depot Company's yard.

Signals 12162, 12163 and 12164 on P. D. track, Clifton, govern movements on P. D. track only.

Trains moving with the current of traffic on No. 1 Track or No. 2 Track between Tower 6 and Anapra finding an automatic signal indicating "stop" will apply Rule 509 (i). Trains moving against the current of traffic on either of these tracks finding an automatic signal indicating "stop" will apply Rule 509 (g), 509 (h), or 509 (j).

**RULE 510.** The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end siding, Separ.....	P-11683
	Spring switch, east end siding, Deming....	P-12093
	Spring switch, east end siding, Afton.....	P-12599
P-13174	Spring switch, west end west crossover, Anapra.....	{ P-13175 P-13177
	Spring switch, east end east crossover, Anapra.....	P-13189

**RULE 516.** Overlap posts:  
**Camp Cody:** 273 feet east of Signal 12058, eastward trains.  
**Bowen:** 292 feet west of Signal 13194, westward trains.  
 18 feet west of Signal 13188, eastward trains.

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Separ..... East end siding	Main track
Deming..... East end siding	Main track
Afton..... East end siding	Main track
Anapra..... West end west crossover	No. 2 Track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Anapra..... East end east crossover	No. 2 Track
El Paso..... East end ice house track, (Globe Mills)	T&NO Track No. 2

Spring switch at east end east crossover Anapra is equipped with switch-point indicator.

**RULE 605. INTERLOCKING.**

**Tower 6:** Switch at west end Icehouse Crossover is a remote control switch operated from Tower 6. Light type unit on semi-automatic signal 40 feet west of this switch governs movement to Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and secure permission to throw switch by hand. Instructions for operating switch by hand, when so authorized by signal operator, are located in telephone booth.

The upper arm on interlocking home signal at west end Union Depot yard governs movement into Depot tracks, and lower arm governs movement on No. 2 Track to T&NO or Pacific Lines yard.

Switches just east of El Paso (Union Depot) yard for movement into and out of Union Depot tracks, and crossover movement from No. 1 and No. 2 Tracks, are operated from Tower 6. Interlocking rules govern. When signals are not cleared, or the switch is not set for the route required, communicate with signal operator at Tower 6 by telephone located in box on westward signal mast at El Paso St., on signal mast near east lead Union Depot, or on iron fence Union Depot. Instructions for operating switches by hand, when authorized by signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been lined for a following passenger train the signal operator must immediately be advised by telephone, in order that he may restore the route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Depot yard will advise signal operator at Tower 6 by telephone when ready to start switching over Union Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Depot fence, when train is ready to leave.

The top light on interlocking home signal at El Paso St., governs movement through crossover into Union Depot yard, and lower light governs movement on No. 1 Track.

The crossover used by eastward movements from the westward track (T&NO Track No. 1) to the eastward track (T&NO Track No. 2) is equipped with a hand operated switch machine located opposite east switch of crossover. The two crossover switches are pipe-connected and the one lever operates both switches simultaneously. This switch machine is electrically locked from Tower 6, and trainmen or yardmen desiring to use the crossover must communicate with signal operator at Tower 6 by telephone located in box on signal mast just east of El Paso St. When the switch has been unlocked by the signal operator, and the indicator located at the ground stand indicates "clear", the crossover switches may be operated by hand. After the crossover has been used, the switches must be restored to normal position, and the signal operator at Tower 6 must be so advised by telephone.

The approach signal arm on interlocking signal on No. 1 Track east of Tower 6 indicates position of home signal arm on Signal 8299 just west of Tower 6 on No. 1 Track.

Whistle signals:

Main track movements in either direction with current of traffic, —,

Main track movements between Pacific Lines No. 2 Track and T&NO double track in either direction, o — o,

Other main track movements in either direction against current of traffic, o — —.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Indicator	Location	Authorized Movement	Required Movement
Illuminated On Letter	Signal	Approaching	Authorizes and Requires Movement as Follows
M.....	11507	Lordsburg	Proceed to train-order office.
S.....	11507	Lordsburg	Call yard office for instructions.

When indicator on Signal 11507 is not illuminated, trains other than first-class must stop at Signal 11495 and call yard office for instructions.

**GENERAL REGULATIONS**

**RULE 824. Instructions for setting hand brakes at:**

**El Paso:** Eastward freight trains arriving on tracks serving A, B, C and D Yards, five or more hand brakes must be set with brake club on head end of train. Parts of train left west of Puzzle Lead (D Yard), five or more hand brakes must be set. Any employe releasing any of these five brakes must set as many others to replace them.

**RULE 827. TRAIN INSPECTION**

Passenger trains making station stop at Deming must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

**AIR BRAKE RULES**

**FREIGHT TRAINS**

**RULE 25.** Rear end test shall be made by freight and mixed trains immediately before leaving:  
South Siding.

**MISCELLANEOUS**

**1.** Avoid taking water at following emergency water stations:  
**Akela**  
If necessary to take water, take only enough to reach next unrestricted water station.

At Deming, except in emergency, oil-burning engines will not take water from column at coal chute. Trainmen will not fill water cars at this column.

**4.** When more than one engine is used on a train over Bridge 1205.01, over Gila River, at Guthrie, on Clifton Branch, engines must be spaced at least five car lengths apart.

**10. TRACK AND CAR RESTRICTIONS**

**Separ:** Engines must not go beyond point 10 cars from end of spur.

**Deming:** Engines switching on track connected to private industry track (former Government Airport track) must not pass or shove cars beyond sign reading "SPCo. TRACK". Cars for industries on private track must be left between this sign and derail, 200 feet from initial switch.

**Kenzin:** Engines must not go beyond 300 feet from derail on spur.

**Clifton Branch:** Tunnels between MP 1212.1 and MP 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

Look out for contractors equipment and falling rocks between MP 1203.20 and MP 1203.60.

**El Paso:** East leg of Pacific Lines wye connecting Alamo-gordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 feet 8 inches and equipped with tenders having water capacity of 7000 gals. or more.

Look out for drifted sand between Anapra and Rio Grande Tunnel, MP 1319.5.

Look out for rocks and caving banks in cut east of Rio Grande Tunnel, MP 1319.6 to MP 1319.9

Look out for drifted sand between Deming and Anapra.

Load limit (car and contents):

Lordsburg-El Paso.....	251,000 pounds
Lordsburg-Clifton.....	210,000 pounds
Lordsburg-Lawrence.....	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

**29.** Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that Company.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

Mile Post	At or Near	Description	Overhead or Side
1319.5	Rio Grande Tunnel.....		Over and side
<b>CLIFTON BRANCH</b>			
1184.3	Duncan.....	Water column—main and siding Trees through station grounds.....	Side Over and side
1205.1	Guthrie.....	Gila River bridge.....	Over and side
1216.3	Clifton.....	Water column—main track..... San Francisco River bridge.....	Side Over and side
1189.2	}	.....	Side
to 1216.4			
1212.1			
to 1214.5			
		Tunnels 1, 2, 3, 4, 5 and 6.....	Over and side

**SPECIAL INSTRUCTIONS—DEMING SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	LIGHT ENGINES		
			♠FREIGHT AND MIXED	♠RUNNING FORWARD ♠RUNNING BACKWARD	
Column:	A	1	2	3	4
<b>EASTWARD, LORDSBURG TO EL PASO:</b> MP MP					
1148.30 to 1149.50		30	30	30	30
1149.50 to 1207.20		70	50	50	30
1207.20 to 1208.17		50	25	25	25
★1208.17 to 1208.18 (road crossing, Deming)		15	15	15	15
1208.18 to 1209.30		50	25	25	25
1209.30 to 1267.20		70	50	50	30
1267.20 to 1279.70		60	50	50	30
1279.70 to 1289.90 (curves)		45	40	40	30
Anapra, thru east crossover		25	25	20	*
1317.70 to 1319.40 (No. 2 Track)		40	40	35	30
1319.40 to 1319.60 (No. 2 Track)		25	25	25	25
1319.60 to 1321.01 (No. 2 Track)		45	45	40	30
1321.01 to 1322.87 (1295.52) (No. 2 Track)		50	50	40	30
★1295.52 to 1295.90 (No. 2 Track)		10	10	10	10
★1295.90 to 1296.60		15	15	15	15
★1296.60 to 1297.60		25	25	25	25

\*See Rule 536.  
 ★Regulated by City ordinance.  
 Streamlined GOLDEN STATE, when powered by DEP class engine with or without electro-pneumatic brake system in operation and when using 110-lb. brake pipe pressure, will be governed by speeds shown in Column A, and as indicated on round yellow speed boards.  
 GOLDEN STATE consisting of streamlined cars, with P-7, 8, 10, 12, Mt or GS class engine equipped with electro-pneumatic brake system and such system functioning on engine and on all cars in train and using 110-lb. brake pipe pressure, may run not to exceed 75 MPH on TANGENT TRACK in territories where 70 MPH is authorized in Column 1. If this train is powered by steam engine of one of the above classes not equipped with electro-pneumatic brake system, or with that system inoperative on engine or on any of the cars, speeds shown in Column 1 and as indicated on oval white speed boards must not be exceeded.  
 If GOLDEN STATE is powered by steam engine of a class other than those shown above, maximum authorized speed shown for class of engine used will govern.  
 ♦RESTRICTED CARS are twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks, and trains handling such cars must not exceed maximum speed of 40 MPH.

**SPECIAL INSTRUCTIONS—DEMING SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			♠RUNNING FORWARD	♠RUNNING BACKWARD
Column:	1	2	3	4
<b>EASTWARD, LORDSBURG TO CLIFTON:</b> MP MP				
1146.40 (1148.30) to 1180.90	30	30	30	20
1180.90 to 1184.30	25	25	25	20
1184.30 to 1193.47	25	25	25	15
1193.47 to 1193.55 (curve)	20	20	20	15
1193.55 to 1195.51	25	25	25	15
1195.51 to 1195.62 (curve)	20	20	20	15
1195.62 to 1197.86	25	25	25	15
1197.86 to 1200.46 (curves)	20	20	20	15
1200.46 to 1202.50	25	25	25	15
1202.50 to 1204.95	20	20	20	15
1204.95 to 1205.02 (curve)	10	10	10	10
1205.02 to 1214.20	20	20	20	15
1214.20 to 1216.69, except	15	15	15	15
Into street intersection, Clifton	5	5	5	5
<b>EASTWARD, LORDSBURG TO LAWRENCE:</b>				
1148.30 to 1147.80 (1147.41)	15	15	15	15
1147.41 to 1147.74 (curves)	8	8	8	8
1147.74 to 1148.30 (1146.90)	15	15	15	15
1146.90 to 1147.90 (curve)	8	8	8	8
1147.90 to 1148.79	15	15	15	15
1148.79 to 1148.97 (curve)	8	8	8	8
1148.97 to 1149.75	15	15	15	15
1149.75 to 1149.96 (curve)	8	8	8	8
1149.96 to 1150.26	15	15	15	15
1150.26 to 1150.33 (curve)	8	8	8	8
1150.33 to 1150.44	15	15	15	15
1150.44 to 1150.78 (curves)	8	8	8	8
<b>WESTWARD, CLIFTON TO LORDSBURG:</b> MP MP				
1216.69 to 1214.20, except	15	15	15	15
Into street intersections, Clifton	5	5	5	5
1214.20 to 1205.02	20	20	20	15
1205.02 to 1204.95 (curve)	10	10	10	10
1204.95 to 1202.50	20	20	20	15
1202.50 to 1200.46	25	25	25	15
1200.46 to 1197.86 (curves)	20	20	20	15
1197.86 to 1195.62	25	25	25	15
1195.62 to 1195.51 (curve)	20	20	20	15
1195.51 to 1193.55	25	25	25	15
1193.55 to 1193.47 (curve)	20	20	20	15
1193.47 to 1184.30	25	25	25	15
1184.30 to 1180.90	25	25	25	20
1180.90 to 1146.40 (1148.30)	30	30	30	20
<b>WESTWARD, LAWRENCE TO LORDSBURG:</b>				
1150.78 to 1150.44 (curves)	8	8	8	8
1150.44 to 1150.33	15	15	15	15
1150.33 to 1150.26 (curve)	8	8	8	8
1150.26 to 1149.96	15	15	15	15
1149.96 to 1149.75 (curve)	8	8	8	8
1149.75 to 1148.97	15	15	15	15
1148.97 to 1148.79 (curve)	8	8	8	8
1148.79 to 1147.90	15	15	15	15
1147.90 to 1147.74 (curve)	8	8	8	8
1147.74 to 1146.90 (1148.30)	15	15	15	15
1146.90 to 1147.41 (curve)	8	8	8	8
1147.41 (1147.80) to 1148.30	15	15	15	15

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS** With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On wye tracks at Lordsburg and Deming	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Bowen... East turnout of siding	20
El Paso... West turnout Icehouse Crossover	30
" " East turnout Icehouse Crossover	20
" " West lead EP&NE yard	10
" " Industry tracks	10
" " Repair, store and material tracks, shop yard	10
" " Both ends wye track	10
" " Slip (puzzle) switches	10
Strauss... East turnouts of siding	20

**El Paso:** Trains must approach junction switches of Icehouse Crossover with caution.

Trains and engines will not exceed speed of 15 MPH between North Campbell and West Main Streets, inclusive.

**SPECIAL INSTRUCTIONS—DEMING SUBDIVISION**

**RATING OF ENGINES—In Units of 1000 Lbs. (Ms)**

NOMINAL CLASS	ENGINE NUMBERS	Lordsburg to Wilma El Paso to Aden	Wilma to El Paso	Aden to Lordsburg	Lordsburg to Lawrence	Lordsburg to Guthrie So. Siding to Lordsburg	Guthrie to So. Siding Clifton to So. Siding	So. Siding to Clifton Lawrence to Lordsburg
DEP-3	6017	5400	7500	6500	.....	.....	.....	.....
DEP-4, 7	6000 to 6004 and 6018	5400	7500	6500	.....	.....	.....	.....
DEP-5, 6	6005 to 6016	.....	.....	.....	.....	.....	.....	.....
DEF-1	6122 to 6137	12700	16400	13300	.....	.....	.....	.....
DEF-1	6138 and 6139	19100	20000	19100	.....	.....	.....	.....
DEF-2	6140 to 6179	19100	20000	19100	.....	.....	.....	.....
DEF-3, 4, 5, 6	6180 to 6339	20000	20000	20000	.....	.....	.....	.....
DES-1 to 7	1000 to 1022	1900	2500	2100	.....	.....	.....	.....
DES-100 to 109	1300 to 1441	2850	3750	3200	.....	.....	.....	.....
DERS-1	5200 to 5202	4200	.....	4600	.....	①3750	①1480	②8000
DERS-2, 4, 5, 6, 7	5203 to 5239	6050	.....	6800	.....	.....	.....	.....
M-4	1617 to 1713	2750	3650	3100	380	1750	860	5000
M-6, 8	1721 to 1803, 1824 and 1825	3250	4300	3650	470	1920	980	7000
M-9	1804 to 1822, 1826 to 1830 and 1836	3450	4550	3650	520	2200	1100	6000
M-11	1832 to 1835	3550	4700	4000	540	2250	1150	6000
T-1	2248 and 2252	2350	3100	2650	320	1500	730	5000
T-8	2178	1650	2250	1900	200	1050	500	5000
T-23	2301 to 2310	3400	4500	3800	480	2150	1050	6000
T-26	2296 and 2299	3000	3950	3350	390	1850	910	6000
T-28, 31	2312 to 2362	3750	4950	4200	550	2400	1200	8000
T-32	2363 to 2370, 2372 to 2384	3800	5050	4300	560	2450	1200	8000
T-40	2371	3800	5050	4300	.....	.....	.....	.....
T-37	2105 and 2106	3400	4500	3800	490	2100	1050	6000
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	3050	4050	3400	370	1900	910	6000
P-1	2403, 2405 to 2407 and 2415	3200	4250	3600	390	2000	950	6000
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3350	4450	3750	420	2100	1000	6000
P-6	2453, 2454 and 2458	3800	5050	4250	500	2400	1150	8000
P-7	2476 and 2477	4050	5350	4550	570	2550	1250	8000
P-8, 10	2461 to 2474, 2478 to 2483	4150	5550	4700	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491	4400	5850	4950	.....	.....	.....	.....
P-11	3104 and 3109	3300	4350	3700	430	2050	1000	8000
P-12	3120 to 3129	4350	5750	4900	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	4150	5500	4650	620	2640	1350	8000
C-18	3400 to 3409	3850	5050	4300	600	2450	1250	8000
C-19	3410 to 3426	4000	5250	4450	620	2530	1310	8000
TW-1	2900 to 2913	3150	4150	3550	480	2000	1000	7000
TW-2, 3	2937 to 2952	2500	3350	2850	360	1700	860	7000
TW-8	2914 to 2923	3500	4600	3900	520	2200	1100	7000
A-3	3025 and 3057	2500	3350	2850	260	1550	710	6000
A-6	3000 and 3002	2950	3900	3300	340	1850	860	6000
Mk-2, 4	3201 to 3240	4650	6150	5200	②650	②2950	②1530	②9000
Mk-5, 6	3241 to 3277	5250	6900	5850	②750	②3100	②1650	②10000
Mk-7, 8, 9	3300 to 3324	5800	7650	6500	.....	.....	.....	.....
Mk-10	3295	4450	5850	5000	700	2850	1450	8000
Mk-11	3297 and 3298	4250	5650	4800	680	2750	1400	8000
B-1	3500 to 3509	6550	8650	7350	.....	.....	.....	.....
F-1	3611 to 3652	6100	8050	6850	.....	.....	.....	.....
F-3	3653 to 3667	7000	9200	7800	.....	.....	.....	.....
F-4, 5	3668 to 3769	7850	10000	8800	.....	.....	.....	.....
MM-3	3930 and 3931	8000	10000	8950	.....	.....	.....	.....
AC-4, 5	4100 to 4125	10800	14000	12000	.....	.....	.....	.....
AC-6, 7, 8, 10, 11, 12	4126 to 4294	12000	14000	12500	.....	.....	.....	.....
AC-9	3800 to 3811	12000	14000	12500	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	6300	8300	7050	.....	.....	.....	.....
Mt-2	4385 to 4390	5950	7900	6700	.....	.....	.....	.....
GS-1, 2	4401 to 4415	5950	7950	6700	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469	6650	8700	7400	.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048	8850	10000	10000	.....	.....	.....	.....

①Rating Lordsburg to Guthrie 3950, Clifton to South Siding 1540.

②Applies South Siding to Clifton only.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except from Lordsburg to Lawrence, Guthrie to So. Siding and Clifton to So. Siding, add 3 Ms for each such car of 55 Ms or less.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION**

**RULE 14(l).** Whistle Signal 14(l) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

**RULE 21 (C).** Engines on incoming trains may display train indicators until arrival on enginehouse track at Carrizozo, and at El Paso (except those arriving Union Depot).

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP	East MP
1319.87 El Paso (No. 2 Track)	.....
1291.54 " (No. 1 Track)	.....
1381.47 Alamogordo (Alamogordo Subdivision)	1300.54
1438.53 Carrizozo	1385.06
	1441.90

**RULE 103 (A).** Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

**El Paso:** Olive St.,  
East San Antonio St.

Street crossings between North Campbell St., and Main St., on all tracks, when traffic light is not operating.

If trains or engines are stopped and block street crossings in El Paso, promptly communicate with yardmaster.

**Alamogordo:** Automatic crossing gates at Eighth St., will operate for continuous movement on main track or siding, but if stop is made within 150 feet of crossing, or movement is slow in switching, crossing must not be obstructed until it is known that crossing gates are down, or traffic has been protected by member of the crew. Movements on coal chute track or crossover to Lumber track must stop with lead wheels opposite "STOP" marker, 30 feet from crossing, and wait until crossing gates are down before occupying the crossing. Movements on Holloman Lumber spur must not be made over Eighth St. crossing until member of crew has protected traffic at the crossing.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

Following tracks are not protected by automatic block signals:

T&NO Tracks No. 1 and No. 2 between El Paso St., El Paso, and west limit of Tower 47;

Tracks within limits of El Paso Union Depot Company's yard.

**RULE 535. SPRING SWITCHES**

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
El Paso..Shop yard...	West switch outbound engine track on inbound oil track.
	West switch outbound coal track on inbound oil track.
	East end crossover outbound and inbound coal tracks.
	West end crossover outbound and inbound coal tracks.

**RULE 605. INTERLOCKING**

**Tower 6:** Switch at west end Icehouse Crossover is a remote control switch operated from Tower 6. Light type unit on semi-automatic signal 40 feet west of this switch governs movement to Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and secure permission to throw switch by hand. Instructions for operating switch by hand, when so authorized by signal operator, are located in telephone booth.

The upper arm on interlocking home signal at west end Union Depot yard governs movement into Depot tracks, and lower arm governs movement on No. 2 Track to T&NO or Pacific Lines yard.

Switches just east of El Paso (Union Depot) yard for movement into and out of Union Depot tracks, and crossover movement from No. 1 and No. 2 Tracks, are operated from Tower 6. Interlocking rules govern. When signals are not cleared, or the switch is not set for the route required, communicate with signal operator at Tower 6 by telephone located in box on westward signal mast at El Paso St., on signal mast near east lead Union Depot, or on iron fence Union Depot. Instructions for operating switches by hand, when authorized by signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been lined for a following passenger train the signal operator must immediately be advised by telephone, in order that he may restore the route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Depot yard will advise signal operator at Tower 6 by telephone when ready to start switching over Union Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Depot fence, when train is ready to leave.

The top light on interlocking home signal at El Paso St., governs movement through crossover into Union Depot yard, and lower light governs movement on No. 1 Track.

The crossover used by eastward movements from the westward track (T&NO Track No. 1) to the eastward track (T&NO Track No. 2) is equipped with a hand operated switch machine located opposite east switch of crossover. The two crossover switches are pipe-connected and the one lever operates both switches simultaneously. This switch machine is electrically locked from Tower 6, and trainmen or yardmen desiring to use the crossover must communicate with signal operator at Tower 6 by telephone located in box on signal mast just east of El Paso St. When the switch has been unlocked by the signal operator, and the indicator located at the ground stand indicates "clear", the crossover switches may be operated by hand. After the crossover has been used, the switches must be restored to normal position, and the signal operator at Tower 6 must be so advised by telephone.

The approach signal arm on interlocking signal on No. 1 Track east of Tower 6 indicates position of home signal arm on Signal 8299 just west of Tower 6 on No. 1 Track.

Whistle signals:

Main track movements in either direction with current of traffic, —

Main track movements between Pacific Lines No. 2 Track and T&NO double track in either direction, o — o,

Other main track movements in either direction against current of traffic, o — —.

**TOWER 47:** Interlocking limits are designated by sign boards. Trains and engines must move within limits of Tower 47 with caution, not exceeding 10 MPH.

Light type signal at MP 827.4 (El Paso Subdivision, T&NO) governs westward movement to all yards in El Paso Terminal including route into T&P yard. Upper unit governs westward movement on main track; lower unit governs diverging route. Yellow aspect in either upper or lower unit requires that movement be made with caution prepared to stop at next home signal.

Light type signal at MP 1297.60 near Missouri St., (Alamogordo Subdivision) governs westward movement. Upper unit governs westward movement on main track No. 1. Lower unit governs diverging route. Yellow aspect in either upper or lower unit requires that movement be made with caution prepared to stop at next home signal.

Light type dwarf signals 500 feet west of new Cotton Ave. overpass, Tracks 1 and 2, governs eastward movement through Tower 47.

Movement on either Track 1 or 2 against current of traffic may be made only under flag protection.

Whistle signals:

Main track movements in either direction with current of traffic, — — — — —

Main track movements in either direction against current of traffic, o — — — —

C Yard, eastward, — o — o,

C Yard, westward, — o — —,

B Yard, eastward, o — — o,

B Yard, westward, o o — —,

To T&P main track, o o — o,

Westward to A and B Yards, o — o o,

To E Yard, — — o o,

Eastward to A and B Yards, o — o,

From C Yard to Alamogordo Subdivision, — o o — —

From A and B Yards to Alamogordo Subdivision, — — — o,

From Alamogordo Subdivision to D Yard, —

From Alamogordo Subdivision to A and B Yards, o o — — o,

From any point to SP Shop lead, eastward, o o — — o o,

From SP roundhouse lead, eastward, o — — o o.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illuminated On Letter	Signal	Approaching	Authorizes and Requires Movement as Follows
M	13808	Alamogordo	Proceed to east end siding.
S	13808	Alamogordo	Enter siding.
M	13847	Alamogordo	Proceed to west end siding.
S	13847	Alamogordo	Enter siding.

**GENERAL REGULATIONS**

**RULE 824.** Instructions for setting hand brakes at:

**El Paso:** Westward freight trains arriving on tracks serving A, B, C and D Yards, five or more hand brakes must be set with brake club on rear of train. Parts of train left west of Puzzle Lead (D Yard) five or more hand brakes must be set. Any employe releasing any of these five brakes must set as many others to replace them.

**RULE 827. TRAIN INSPECTION**

Passenger trains making station stops at Alamogordo and Carrizozo must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

**AIR BRAKE RULES**

**PASSENGER TRAINS**

**RULE 38.** At Carrizozo incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

**MISCELLANEOUS**

**10. TRACK AND CAR RESTRICTIONS**

**El Paso:** East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 feet 8 inches and equipped with tenders having water capacity of 7000 gals. or more.

Look out for drifted sand between Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines and cars. Turquoise	Extension of spur, except to store outfit cars. Engine must not go beyond 300 feet from derail.
All engines and cars. Escondido	Extension of spur, except to store outfit cars. Engine must not go beyond 300 feet from switch.
All engines. Salinas	Spur, beyond 300 feet from switch.
All engines. Carrizozo	Depressed cinder track. When making pick up hold onto 3 cars.
All engines. Carrizozo	Over coal hopper on coal track.

Load limit (car and contents):

El Paso-Carrizozo 251,000 pounds  
Unless authorized by Superintendent, heavier loads must not be handled.

**29.** Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that Company.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

Mile Post	At or Near	Description	Overhead or Side
1382.8	Alamogordo	Coal chute—main track	Side
1412.9	Three Rivers	Water column—main and siding	Side

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On wye tracks at Orogrande, Carrizozo	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
El Paso West turnout Icehouse Crossover	30
East turnout Icehouse Crossover	20
West lead E yard	10
Industry tracks	10
Repair, store and material tracks, shop yard	10
Both ends wye track	10
Slip (puzzle) switches	10
Planeport Water spur	10
Alamogordo West turnout of siding	20
Other tracks, except turnouts from main track and excluding west turnout of siding	10
Carrizozo Depressed cinder tracks	10

**El Paso:** Trains and engines will not exceed speed of 15 MPH between North Campbell and West Main Streets, inclusive.

**SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
<b>EASTWARD, EL PASO TO CARRIZOZO:</b> MP MP						<b>WESTWARD, CARRIZOZO TO EL PASO:</b> MP MP					
*1295.52 to 1295.90	10	10	10	10	10	1439.90 to 1434.70	75	70	50	50	30
*1295.90 to 1296.60	15	15	15	15	15	1434.70 to 1434.40 (curve)	60	55	50	50	30
*1296.60 to 1297.60	25	25	25	25	20	1434.40 to 1432.30	75	70	50	50	30
1297.60 to 1297.76 (Tower 47)	10	10	10	10	10	1432.30 to 1432.10 (curve)	55	55	50	50	30
*1297.76 to 1298.83 (Wyoming and Piedras St.)	25	25	25	25	20	1432.10 to 1415.90	75	70	50	50	30
1298.83 to 1299.70 (curves)	50	45	35	35	30	1415.90 to 1382.00	70	65	50	50	30
1299.70 to 1300.94 (curves)	60	60	40	40	30	1382.00 to 1366.70	75	70	50	50	30
*1300.94 to 1300.95 (Tompkins Ave.)	25	25	25	25	20	1366.70 to 1359.76	70	65	50	50	30
1300.95 to 1301.75 (curves)	60	60	40	35	30	1359.76 to 1353.00	75	70	50	50	30
1301.75 to 1302.17	75	70	50	50	30	1353.00 to 1345.32	65	60	50	50	30
						1345.32 to 1322.61	75	70	50	50	30
1302.17 to 1302.18 (Wilson Road)	25	25	25	25	20	1322.61 to 1319.00	65	60	50	50	30
1302.18 to 1319.00	75	70	50	50	30	1319.00 to 1302.18	75	70	50	50	30
1319.00 to 1322.61	65	60	50	50	30	1302.18 to 1302.17 (Wilson Road)	25	25	25	25	20
1322.61 to 1345.32	75	70	50	50	30	1302.17 to 1301.75	75	70	50	50	30
1345.32 to 1353.00	65	60	50	50	30	1301.75 to 1300.95 (curves)	60	60	40	35	30
1353.00 to 1359.76	75	70	50	50	30	*1300.95 to 1300.94 (Tompkins Ave.)	25	25	25	25	20
1359.76 to 1366.70	70	65	50	50	30	1300.94 to 1299.70 (curves)	60	60	40	40	30
1366.70 to 1382.00	75	70	50	50	30	1299.70 to 1298.83 (curves)	50	45	35	35	30
1382.00 to 1415.90	70	65	50	50	30	*1298.83 to 1297.76 (Piedras and Wyoming St.)	25	25	25	25	20
1415.90 to 1432.10	75	70	50	50	30	1297.76 to 1297.60 (Tower 47)	10	10	10	10	10
1432.10 to 1432.30 (curve)	55	55	50	50	30	*1297.60 to 1296.60	25	25	25	25	20
1432.30 to 1434.40	75	70	50	50	30	*1296.60 to 1295.90	15	15	15	15	15
1434.40 to 1434.70 (curve)	60	55	50	50	30	*1295.90 to 1295.52	10	10	10	10	10
1434.70 to 1439.90	75	70	50	50	30						

\*Regulated by City ordinance.

Streamlined GOLDEN STATE, when powered by DEP class engine with or without electro-pneumatic brake system in operation and when using 110-lb. brake pipe pressure will be governed by speeds shown in Column A, and as indicated on round yellow speed boards.

GOLDEN STATE consisting of streamlined cars, with P-7, 8, 10, 12, Mt or GS class engine equipped with electro-pneumatic brake system and such system functioning on engine and on all cars in train and using 110-lb. brake pipe pressure, may run not to exceed 75 MPH on TANGENT TRACK in territories where 70 MPH is authorized in Column 1. If this train is powered by steam engine of one of the above classes not equipped with electro-pneumatic brake system, or with that system inoperative on engine or on any of the cars, speeds shown in Column 1 and as indicated on oval white speed boards must not be exceeded.

If GOLDEN STATE is powered by steam engine of a class other than those shown above, maximum authorized speed shown for class of engine used will govern.

RESTRICTED CARS are twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks, and trains handling such cars must not exceed maximum speed of 40 MPH.

**SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION**

**RATING OF ENGINES—In Units of 1000 Lbs. (Ms)**

NOMINAL CLASS	ENGINE NUMBERS	El Paso to Carrizozo	Carrizozo to El Paso
DEP-3	6017	3500	6500
DEP-4, 7	6000 to 6004 and 6018	3500	6500
DEP-5, 6	6005 to 6016		
DEF-1	6122 to 6137	9550	17000
DEF-1	6138 and 6139	13400	20000
DEF-2	6140 to 6179	13400	20000
DEF-3, 4, 5, 6	6180 to 6339	15800	20000
DES-1 to 7	1000 to 1022	1320	2450
DES-100 to 109	1300 to 1441	2050	3700
DERS-2, 4, 5, 6, 7	5203 to 5239	4300	7850
M-4	1617 to 1713	1800	3200
M-6, 8	1721 to 1803, 1824 and 1825	2100	3750
M-9	1804 to 1822, 1826 to 1830 and 1836	2250	3950
M-11	1832 to 1835	2350	4100
T-1	2248 and 2252	1550	2700
T-8	2178	1050	1950
T-23	2301 to 2310	2250	3900
T-26	2296 and 2299	1950	3450
T-28, 31	2312 to 2362	2450	4300
T-32	2363 to 2370, 2372 to 2384	2500	4400
T-40	2371	2500	4400
T-37	2105 and 2106	2250	3900
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1950	3500
P-1	2403, 2405 to 2407 and 2415	2050	3700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2150	3850
P-6	2453, 2454 and 2458	2450	4350
P-7	2476 and 2477	2650	4650
P-8, 10	2461 to 2474, 2478 to 2483	2700	4800
P-8, 10	2475, 2484 to 2491	2850	5100
P-11	3104 and 3109	2150	3800
P-12	3120 to 3129	2850	5100
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	2700	4750
C-18	3400 to 3409	2550	4400
C-19	3410 to 3426	2650	4550
TW-1	2900 to 2913	2100	3600
TW-2, 3	2937 to 2952	1650	2900
TW-8	2914 to 2923	2300	4000
A-3	3025 and 3057	1600	2900
A-6	3000 and 3002	1900	3400
Mk-2, 4	3201 to 3240	3050	5350
Mk-5, 6	3241 to 3277	3450	6050
Mk-7, 8, 9	3300 to 3324	3850	6650
Mk-10	3295	2950	5100
Mk-11	3297 and 3298	2850	4900
B-1	3500 to 3509	4150	7280
F-1	3611 to 3652	4000	6950
F-3	3653 to 3667	4550	7900
F-4, 5	3668 to 3769	4550	7900
MM-3	3930 and 3931	5300	9150
AC-4, 5	4100 to 4125	7200	12400
AC-6, 7, 8, 10, 11, 12	4126 to 4294	7200	12500
AC-9	3800 to 3811	7200	12500
Mt-1, 3, 4, 5	4300 to 4376	3650	6450
Mt-2	4385 to 4390	4000	7000
GS-1, 2	4401 to 4415	3850	6900
GS-3, 4, 5, 6	4416 to 4469	4150	7400
SP-1, 2, 3	5000 to 5048	5400	9350

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**RULE 10 (J).** Following speed boards have lamp attached which displays yellow light at night: Eastward at MP 1560.9 and westward at MP 1562.6. This light is to call attention to speed board, and is not a yellow signal referred to in Rule 10 (H).

**RULE 21 (C).** Engines on incoming trains may display train indicators until arrival on enginehouse track at Carrizozo, Tucumcari and Dawson.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP	East MP
1438.53 Carrizozo	1441.90
1523.65 Vaughn	1526.55
1567.79 Santa Rosa	1569.69
1624.95 Tucumcari	1629.19
" (Dawson Br.)	1629.29
1695.08 Roy	1696.86
1740.34 French	1742.37
1757.15 Dawson	1759.57

**RULE 104.** The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

- Tucumcari.....Dawson Br., for stock track.
- Derailed in main track:
- Dawson.....550 feet west of west switch.

**AUTOMATIC BLOCK SIGNALS**

**RULE 510.** The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-14792	High water detector, Arch 1479.90	P-14805
P-14830	High water detector, Arch 1483.95	P-14843
P-14900	Spring switch, west end siding, Corona	P-14911
P-15578	Spring switch, east end siding, Corona	P-15589
P-15616	Spring switch, west end siding, Arabella	P-15621
P-15682	Spring switch, east end siding, Arabella	P-15693
	Fire detector, bridge 1561.65	P-15781
	Spring switch, west end westward siding, Santa Rosa	P-16073
	Spring switch, east end westward siding, Santa Rosa	
P-15798	Spring switch, east end siding, Los Tanos	
P-16260	Spring switch, west end siding Alcor	
	Spring switch, east end siding, Montoya	
	Spring switch, west end yard track, Tucumcari	

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Corona.....West end siding	Main track
Corona.....East end siding	Main track
Arabella.....West end siding	Main track
Arabella.....East end siding	Main track
Santa Rosa.....West end westward siding	Main track
Santa Rosa.....East end westward siding	Main track
Los Tanos.....East end siding	Main track
Montoya.....East end siding	Main track
Alcor.....West end siding	Main track
Tucumcari.....West end yard track	Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Tucumcari.....West switch of West lead, Track No. 9.	

**GENERAL REGULATIONS**

**RULE 825.** Portable rail skids are hung on posts at lower end of siding at: Arabella

When necessary to leave cars on siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

**RULE 827.** Freight and mixed trains on descending grade will stop 10 minutes at Medio and Campana for heat radiation, at which time train inspection will be made.

Passenger trains making station stops at Carrizozo and Vaughn must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

**AIR BRAKE RULES**

**RULE 3.** Westward trains between Mosquero and Campana must use 90 pounds brake pipe pressure.

**RULE 17.** Retaining valves must be used on all cars on westward trains Cabeza to Campana.

**FREIGHT TRAINS**

**RULE 25.** Rear end test shall be made by freight and mixed trains immediately before leaving:

- Medio.....Westward,
- Cabeza.....Westward,
- Mosquero.....Westward.

**RULE 33.** Westward trains from Cabeza to Campana must not handle more than 60 freight cars in one train.

**PASSENGER TRAINS**

**RULE 38.** At Carrizozo incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

**RULE 39.** Running test shall be made:  
MP 1488.85 . Eastward and westward passenger trains,  
MP 1672.00 . (East of Cabeza)—Westward trains.

**MISCELLANEOUS**

**1.** Avoid taking water at following emergency water stations:

- Cuervo
- Roy

If necessary to take water, take only enough to reach next unrestricted water station.

When necessary take water at Roy draw from city supply.

Eastward freight trains must not take water at Santa Rosa or Cuervo unless in emergency and should ascertain before passing Pastura if it will be necessary for engines to take water and if so take full tank at Pastura.

Promptly report to chief train dispatcher any leak observed in water service pipeline between Carrizozo and Pastura.

**4.** When more than one engine is used on a train over Bridges 1631.50, 1638.93 and 1740.80, Dawson Branch, engines must be spaced at least five car lengths apart or run singly over these bridges.

**10. TRACK AND CAR RESTRICTIONS**

**Hawks:** Engines must not use New Mexico Construction Company's industry track beyond sign reading: "Engines do not pass this point"; or on siding beyond sign reading: "Railroad employes must not move engines through this switch".

Look out for drifted sand between switches at Leoncito; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

**Dawson Branch:** Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....Carrizozo	Depressed cinder track. When making pick up hold onto 3 cars.
All engines.....Carrizozo	Over coal hopper on coal track.
All engines.....Pintado	Beyond sign reading "Engines must not pass this point" on coal track.
Engines heavier than 178,000 pounds on drivers.....Tucumcari	Dawson yard, repair and coal storage tracks, water and reclamation spurs.
Mk.....Cabeza	On trestle on coal track.
Mk.....Taylor	On trestle on coal track.
Engines heavier than 178,000 pounds on drivers.....Dawson	Spur to P. D. Merc. Co., and new main track beyond tipple derail.

Load limit (car and contents):

Carrizozo-Tucumcari.....	251,000 pounds
Tucumcari-Dawson.....	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

Mile Post	At or Near	Description	Overhead or Side
1482.5	Gallinas	Water column—main and siding	Side
1525.4	Vaughn	West water column at station—main and siding	Side
1547.2	Pastura	Water column—main and siding	Side
1563.7	Pintado	Coal chute—main track	Side
1568.3	Santa Rosa	Water column—main and siding	Side
1585.8	Cuervo	Water column—main and siding	Side
1606.7	Montoya	Water column—main and siding	Side
1639.0	Bridge 1638.93	Bridge over Canadian River	Side
1673.0	Cabeza	Coal chute—main track	Side
1715.6	Abbott	Water tank spout—main track	Side
1729.8	Taylor	Coal chute—main track	Side

NOTE—Look out for narrow rock cuts between Tucumcari and Cabeza.

**SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

Territory	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	#FREIGHT AND MIXED	LIGHT ENGINES		Territory	Streamlined GOLDEN STATE	OTHER PASSENGER TRAINS	#FREIGHT AND MIXED	LIGHT ENGINES	
				Running Forward	Running Backward					Running Forward	Running Backward
Column:	A	1	2	3	4	Column:	A	1	2	3	4
<b>EASTWARD, CARRIZOZO TO TUCUMCARI:</b>						<b>WESTWARD, TUCUMCARI TO CARRIZOZO:</b>					
MP MP						MP MP					
1439.90 to 1455.50	75	70	50	50	30	1627.40 to 1626.00	30	30	30	30	30
1455.50 to 1460.55 (curves)	70	65	50	50	30	1626.00 to 1618.80	75	70	50	50	30
1460.55 to 1463.70 (curves)	65	65	50	50	30	1618.80 to 1618.50 (curve)	70	70	50	50	30
1463.70 to 1473.85 (curves)	50	50	40	40	30	1618.50 to 1601.20	75	70	50	50	30
1473.85 to 1476.00 (curves)	70	65	50	50	30	1601.20 to 1596.70 (curves)	70	65	50	50	30
1476.00 to 1487.60	75	70	50	50	30	1596.70 to 1590.65	75	70	50	50	30
1487.60 to 1488.80 (curves)	40	40	40	40	20	1590.65 to 1588.65 (curves)	70	65	50	50	30
1488.80 to 1490.41 (curves)	50	50	40	40	30	1588.65 to 1582.40	75	70	50	50	30
1490.41 to 1492.00 (curves)	55	50	45	45	30	1582.40 to 1581.15 (curves)	70	65	50	50	30
1492.00 to 1493.60 (curve)	70	70	50	50	30	1581.15 to 1571.10	75	70	50	50	30
1493.60 to 1507.10	75	70	50	50	30	1571.10 to 1567.00 (curves)	60	60	50	50	30
1507.10 to 1507.35 (curve)	70	65	50	50	30	1567.00 to 1564.25	75	70	50	50	30
1507.35 to 1514.10	75	70	50	50	30	1564.25 to 1561.75 (curves)	70	65	50	50	30
1514.10 to 1519.35 (curves)	60	60	50	50	30	1561.75 to 1561.65 (Pintado bridge)	45	45	40	40	30
1519.35 to 1519.85 (curve)	55	50	50	50	30	1561.65 to 1558.80 (curves)	50	45	40	40	30
1519.85 to 1524.85	75	70	50	50	30	1558.80 to 1555.00 (curves)	55	50	40	40	30
1524.85 to 1525.45 (curve)	60	60	50	50	30	1555.00 to 1538.20	75	70	50	50	30
1525.45 to 1529.30 (curves)	70	70	50	50	30	1538.20 to 1537.80 (curve)	70	70	50	50	30
1529.30 to 1531.80 (curves)	50	50	40	40	30	1537.80 to 1534.45	75	70	50	50	30
1531.80 to 1534.10	75	70	50	50	30	1534.45 to 1534.10 (curve)	70	70	50	50	30
1534.10 to 1534.45 (curve)	70	70	50	50	30	1534.10 to 1531.80	75	70	50	50	30
1534.45 to 1537.80	75	70	50	50	30	1531.80 to 1529.30 (curves)	50	50	40	40	30
1537.80 to 1538.20 (curve)	70	70	50	50	30	1529.30 to 1525.45 (curves)	70	70	50	50	30
1538.20 to 1555.00	75	70	50	50	30	1525.45 to 1524.85 (curve)	60	60	50	50	30
1555.00 to 1558.80 (curves)	55	50	40	40	30	1524.85 to 1519.85	75	70	50	50	30
1558.80 to 1561.65 (curves)	50	45	40	40	30	1519.85 to 1519.35 (curve)	55	50	50	50	30
1561.65 to 1561.75 (Pintado bridge)	45	45	40	40	30	1519.35 to 1514.10 (curves)	60	60	50	50	30
1561.75 to 1564.25 (curves)	70	65	50	50	30	1514.10 to 1507.35	75	70	50	50	30
1564.25 to 1567.00	75	70	50	50	30	1507.35 to 1507.10 (curve)	70	65	50	50	30
1567.00 to 1571.10 (curves)	60	60	50	50	30	1507.10 to 1493.60	75	70	50	50	30
1571.10 to 1581.15	75	70	50	50	30	1493.60 to 1492.00 (curve)	70	70	50	50	30
1581.15 to 1582.40 (curves)	70	65	50	50	30	1492.00 to 1490.41 (curves)	55	50	45	45	30
1582.40 to 1588.65	75	70	50	50	30	1490.41 to 1488.80 (curves)	50	50	40	40	30
1588.65 to 1590.65 (curves)	70	65	50	50	30	1488.80 to 1487.60 (curves)	40	40	40	40	30
1590.65 to 1596.70	75	70	50	50	30	1487.60 to 1476.00	75	70	50	50	30
1596.70 to 1601.20 (curves)	70	65	50	50	30	1476.00 to 1473.85 (curves)	70	65	50	50	30
1601.20 to 1618.50	75	70	50	50	30	1473.85 to 1463.70 (curves)	50	50	40	40	30
1618.50 to 1618.80 (curve)	70	70	50	50	30	1463.70 to 1460.55 (curves)	65	65	50	50	30
1618.80 to 1626.00	75	70	50	50	30	1460.55 to 1455.50 (curves)	70	65	50	50	30
1626.00 to 1627.40	30	30	30	30	30	1455.50 to 1439.90	75	70	50	50	30

Streamlined GOLDEN STATE, when powered by DEP class engine with or without electro-pneumatic brake system in operation and when using 110-lb. brake pipe pressure, will be governed by speeds shown in Column A, and as indicated on round yellow speed boards.

GOLDEN STATE consisting of streamlined cars, with P-7, 8, 10, 12, Mt or GS class engine equipped with electro-pneumatic brake system and such system functioning on engine and on all cars in train and using 110-lb. brake pipe pressure, may run not to exceed 75 MPH on TANGENT TRACK in territories where 70 MPH is authorized in Column 1. If this train is powered by steam engine of one of the above classes not equipped with electro-pneumatic brake system, or with that system inoperative on engine or on any of the cars, speeds shown in Column 1 and as indicated on oval white speed boards must not be exceeded.

If GOLDEN STATE is powered by steam engine of a class other than those shown above, maximum authorized speed shown for class of engine used will govern.

♦RESTRICTED CARS are twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks, and trains handling such cars must not exceed maximum speed of 40 MPH.

**SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

Territory	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		Territory	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			Running Forward	Running Backward				Running Forward	Running Backward
Column:	1	2	3	4	Column:	1	2	3	4
<b>EASTWARD, TUCUMCARI TO DAWSON.</b>					<b>WESTWARD, DAWSON TO TUCUMCARI.</b>				
MP MP					MP MP				
1627.40 to 1631.49	35	30	30	20	1759.57 to 1740.89	35	30	30	20
1631.49 to 1631.54 (bridge)	15	15	15	15	1740.89 to 1740.79 (bridge)	15	15	15	15
1631.54 to 1635.53	35	30	30	20	1740.79 to 1673.00	35	30	30	20
1635.53 to 1635.73 (curve)	20	20	20	20	1673.00 to 1661.70 (curves)	15	15	15	15
1635.73 to 1637.81	35	30	30	20	1661.70 to 1658.99	35	30	30	20
1637.81 to 1637.98 (curve)	20	20	20	20	1658.99 to 1656.56 (curves)	20	20	20	20
1637.98 to 1638.31	35	30	30	20	1656.56 to 1651.58	35	30	30	20
1638.31 to 1638.32 (bridge)	15	15	15	15	1651.58 to 1651.35 (curves)	20	20	20	20
1638.32 to 1638.92	35	30	30	20	1651.35 to 1648.63	35	30	30	20
1638.92 to 1639.07 (bridge)	15	15	15	15	1648.63 to 1648.56 (bridge)	15	15	15	15
1639.07 to 1644.14	35	30	30	20	1648.56 to 1647.86	35	30	30	20
1644.14 to 1644.20 (bridge)	15	15	15	15	1647.86 to 1647.81 (bridge)	15	15	15	15
1644.20 to 1644.72	35	30	30	20	1647.81 to 1647.53	35	30	30	20
1644.72 to 1645.42 (curves)	20	20	20	20	1647.53 to 1647.24 (curve)	20	20	20	20
1645.42 to 1647.24	35	30	30	20	1647.24 to 1645.42	35	30	30	20
1647.24 to 1647.53 (curve)	20	20	20	20	1645.42 to 1644.72 (curves)	20	20	20	20
1647.53 to 1647.81	35	30	30	20	1644.72 to 1644.20	35	30	30	20
1647.81 to 1647.86 (bridge)	15	15	15	15	1644.20 to 1644.14 (bridge)	15	15	15	15
1647.86 to 1648.56	35	30	30	20	1644.14 to 1639.07	35	30	30	20
1648.56 to 1648.63 (bridge)	15	15	15	15	1639.07 to 1638.92 (bridge)	15	15	15	15
1648.63 to 1651.35	35	30	30	20	1638.92 to 1638.32	35	30	30	15
1651.35 to 1651.58 (curve)	20	20	20	20	1638.32 to 1638.31 (bridge)	15	15	15	15
1651.58 to 1656.56	35	30	30	20	1638.31 to 1637.98	35	30	30	20
1656.56 to 1658.99 (curves)	20	20	20	20	1637.98 to 1637.81 (curve)	20	20	20	20
1658.99 to 1661.70	35	30	30	20	1637.81 to 1635.73	35	30	30	20
1661.70 to 1673.00 (curves)	20	20	20	20	1635.73 to 1635.53 (curve)	20	20	20	20
1673.00 to 1740.79	35	30	30	20	1635.53 to 1631.54	35	30	30	20
1740.79 to 1740.89 (bridge)	15	15	15	15	1631.54 to 1631.49 (bridge)	15	15	15	15
1740.89 to 1759.57	35	30	30	20	1631.49 to 1627.40	35	30	30	20

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On wye tracks at Carrizozo, Vaughn and Tucumcari	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Carrizozo... Depressed cinder tracks	10
Robsart... East and west turnouts of siding	20
Luna... Pumphouse spur	10
Corona... East and west wye	10
Pastura... West turnout of siding	20
Tucumcari... West turnout No. 1 track	20
" East lead of west yard	10
" East and west leads east yard	10
" Dawson yard tracks	10
Campana... Wye tracks	10
Cabeza... Track No. 2 and wye	10
Roy... Track No. 2 and industry tracks	10
Mills... Track No. 2 and wye	10
Dawson... All tracks	10



## SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

## RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Carrizozo to Elda Santa Rosa to Tucumcari Tucumcari to Gallinas	Elda to Santa Rosa	Gallinas to Carrizozo	Campana to Cabeza	Dawson to Taylor Mills to Canadian	Tucumcari to Campana Cabeza to Dawson Taylor to Mills Canadian to Tucumcari
DEP-3	6017.....	3500	5600	7500	.....	.....	.....
DEP-4, 7	6000 to 6004 and 6018.....	3500	5600	7500	.....	.....	.....
DEP-5, 6	6005 to 6016.....	.....	.....	.....	.....	.....	.....
DEF-1	6122 to 6137.....	9550	17000	.....	.....	.....	.....
DEF-1	6138 and 6139.....	①13400	20000	20000	.....	.....	.....
DEF-2	6140 to 6179.....	①13400	20000	20000	.....	.....	.....
DEF-3, 4, 5, 6	6180 to 6339.....	15800	20000	20000	.....	.....	.....
DES-1 to 7	1000 to 1022.....	1320	1600	2450	.....	.....	.....
DES-100 to 109	1300 to 1441.....	2050	2450	3700	.....	.....	.....
DERS-2, 4, 5, 6, 7	5203 to 5239.....	4300	5200	7850	1600	8000	4300
M-4	1617 to 1713.....	1800	2150	3200	660	3850	1900
M-6, 8	1721 to 1803, 1824 and 1825.....	2100	2500	3750	800	4500	2200
M-9	1804 to 1822, 1826 to 1830 and 1836.....	2250	2650	3950	850	4750	2350
M-11	1832 to 1835.....	2350	2800	4100	910	4950	2450
T-1	2248 and 2252.....	1550	1800	2700	560	3250	1600
T-8	2178.....	1050	1300	1950	370	2350	1150
T-23	2301 to 2310.....	2250	2650	3900	830	4700	2350
T-26	2296 and 2299.....	1950	2300	3450	700	4150	2050
T-28, 31	2312 to 2362.....	2450	2900	4300	930	5200	2600
T-32	2363 to 2370, 2372 to 2384.....	2500	2950	4400	950	5300	2600
T-40	2371.....	2500	2950	4400	.....	.....	.....
T-37	2105 and 2106.....	2250	2650	3900	840	4700	2350
P-1, 3, 5	{2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459.....}	1950	2350	3500	690	4250	2050
P-1	2403, 2405 to 2407 and 2415.....	2050	2450	3700	720	4450	2150
P-4	{2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436.....}	2150	2600	3850	760	4650	2250
P-6	2453, 2454 and 2458.....	2450	2950	4350	890	5250	2600
P-7	2476 and 2477.....	2650	3150	4650	980	5600	2750
P-8, 10	2461 to 2474, 2478 to 2483.....	2700	3200	4800	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	2850	3400	5100	.....	.....	.....
P-11	3104 and 3109.....	2150	2550	3800	770	4550	2250
P-12	3120 to 3129.....	2850	3450	5100	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	2700	3250	4750	1000	5650	2850
C-18	3400 to 3409.....	2550	3000	4400	970	5250	2850
C-19	3410 to 3426.....	2650	3150	4550	1025	5500	2900
TW-1	2900 to 2913.....	2100	2450	3600	790	4350	2150
TW-2, 3	2937 to 2952.....	1650	1950	2900	620	3500	1750
TW-8	2914 to 2923.....	2300	2700	4000	870	4800	2400
A-3	3025 and 3057.....	1600	1900	2900	530	3500	1700
A-6	3000 and 3002.....	1900	2250	3400	650	4100	2000
Mk-2, 4	3201 to 3240.....	3050	3600	5350	1160	6720	3310
Mk-5, 6	3241 to 3277.....	3450	4150	6050	1325	7250	3625
Mk-7, 8, 9	3300 to 3324.....	3850	4550	6650	1450	8000	3800
Mk-10	3295.....	2950	3500	5100	1150	6150	3100
Mk-11	3297 and 3298.....	2850	3350	4900	1100	5900	2950
B-1	3500 to 3509.....	4150	5000	7280	1900	10200	5250
F-1	3611 to 3652.....	4000	4750	6950	.....	.....	.....
F-3	3653 to 3667.....	4550	5450	7900	.....	.....	.....
F-4, 5	3668 to 3769.....	4550	5450	7900	.....	.....	.....
MM-3	3930 and 3931.....	5300	6250	9150	.....	.....	.....
AC-4, 5	4100 to 4125.....	7200	8500	12400	.....	.....	.....
AC-6, 7, 8, 10, 11, 12	4126 to 4294.....	7200	8800	12500	.....	.....	.....
AC-9	3800 to 3811.....	7200	8800	12500	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	3650	4400	6450	.....	.....	.....
Mt-2	4385 to 4390.....	4000	4750	7000	.....	.....	.....
GS-1, 2	4401 to 4415.....	3850	4600	6900	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	4150	4950	7400	.....	.....	.....
SP-1, 2, 3	5000 to 5048.....	5400	6400	9350	.....	.....	.....

①Rating Tucumcari to Gallinas 11000.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except from Campana to Cabeza, add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.