

# The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES  
NORTHERN DISTRICT



## NEW MEXICO DIVISION



### EMPLOYEES' TIME TABLE

# 74

IN EFFECT

Sunday,

July 5, 1942

AT 12:01 O'CLOCK A. M.

Mountain Standard Time

# 74

Superseding Time Table No. 73, Dated February 8, 1942, and Any Supplements Thereto.

This Time Table is for the Government and Information of Employees of this Company only.

G. H. MINCHIN,  
Acting General Manager,  
Amarillo, Texas.

E. P. DUDLEY,  
Asst. General Manager,  
La Junta, Colorado.

D. M. RANKIN,  
Superintendent,  
Las Vegas, N. M.

HALL LITHO. CO., TOPEKA

Timetable 75 eff 29 Nov 42

**NEW MEXICO DIVISION.—FIRST DISTRICT.**

Except as otherwise provided, first class trains, inferior by right of direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

WESTWARD.					EASTWARD.									
First Class.					First Class.									
7	21	17	19	3	TIME TABLE					8	22	20	18	4
Fast Mail Express.	El Capitan.	The Super Chief.	The Chief.	California Limited.	No. 74.					Fast Mail Express.	El Capitan.	The Chief.	The Super Chief.	California Limited.
Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	July 5, 1942.					Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.
PM 5.30	AM 8.21	AM 8.07	AM 7.20	AM 3.15	STATIONS.					AM 6.50	PM 1.47	PM 5.00	PM 8.17	AM 2.30
5.35	8.26	8.12	7.25	3.21	LA JUNTA.					6.43	1.42	4.53	8.12	2.22
5.40	8.31	8.17	7.30	3.28	3.1					6.35	1.37	4.48	8.07	2.15
5.45	8.35	8.21	7.35	3.34	ORMEGA.					6.29	1.33	4.43	8.03	2.09
5.49	8.39	8.25	7.39	3.40	5.5					6.23	1.29	4.39	7.59	2.03
5.55	8.44	8.30	7.45	3.48	BENTON.					6.14	1.23	4.33	7.54	1.57
6.00	8.48	8.34	7.50	3.55	4.6					6.07	1.18	4.29	7.50	1.51
6.03	8.51	8.37	7.53	4.00	RENE.					6.03	1.14	4.26	7.47	1.47
6.08	8.56	8.42	7.58	4.08	4.3					5.55	1.09	4.20	7.42	1.41
6.12	9.00	8.46	8.02	4.14	TIMPAS.					5.49	1.05	4.16	7.38	1.36
6.17	9.04	8.50	8.06	4.21	5.8					5.43	1.01	4.11	7.34	1.31
6.22	9.09	8.55	8.11	4.29	AYER.					5.38	12.56	4.06	7.30	1.25
6.27	9.14	9.00	8.16	4.36	4.9					5.32	12.51	4.01	7.25	1.20
6.32	9.19	9.05	8.22	4.46	MINDEMAN.					5.23	12.46	3.55	7.20	1.14
6.35	9.22	9.08	8.25	4.52	3.0					5.18	12.42	3.52	7.16	1.10
6.40	9.27	9.13	8.30	4.58	BLOOM.					5.12	12.37	3.47	7.11	1.05
6.45	9.32	9.18	8.35	5.06 <sup>s</sup>	5.5					5.06 <sup>s</sup>	12.32	3.42	7.06	12.59
6.51	9.37	9.23	8.41	5.15	DELHI.					4.52	12.26	3.37	7.00	12.53
6.56 <sup>18</sup>	9.41	9.27	8.46	5.20	4.0					4.43	12.22	3.32	6.56 <sup>7</sup>	12.47
7.05	9.48	9.34	8.55	5.30	HOUGHTON.					4.40	12.20	3.30	6.54	12.45
7.08	9.51	9.37	8.58	5.34	4.6					4.28	12.17	3.21	6.50	12.37
7.14	9.57	9.44	9.04	5.40	THATCHER.					4.21	12.10	3.14	6.42	12.30
7.22	10.05	9.52	9.12	5.49	4.6					4.11	11.59	3.04	6.32	12.20
7.26	10.08	9.56	9.15	5.53	SIMPSON.					4.07	11.56	3.00	6.28	12.16
7.39	10.21	10.08	9.27	6.09	4.5					3.58	11.47	2.51	6.19	12.07
7.45	10.27	10.14	9.33	6.15	TYRONE.					3.52	11.41	2.45	6.13	12.01
7.55	10.35	10.23	9.41	6.24	5.8					3.40	11.32	2.35	6.04	11.50
8.05	10.44	10.32	9.50	6.35	MODEL.					3.30	11.23	2.25	5.55	11.40
PM	AM	AM	AM	AM	3.4					AM	AM	PM	PM	PM
Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.	EARL.					Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.
(40.5)	(43.9)	(43.3)	(41.8)	(31.4)	3.9					(81.4)	(43.6)	(40.5)	(44.2)	(36.9)
					KADREW.									
					3.9									
					HOBHNS.									
					6.0									
					EL MORO.									
					3.5									
					C. & S. CROSSING.									
					0.9									
					TRINIDAD.									
					1.9									
					JANSEN.									
					3.2									
					STARKVILLE.									
					4.7									
					GALLINAS.									
					1.6									
					MORLEY.									
					3.6									
					WOOTTON.									
					1.0									
					LYNN.									
					3.2									
					KEOTA.									
					3.6									
					RATON.									
					(104.6)									

Double track between C. & S. Crossing and Raton. Trains have no time table superiority between Bridge 554-B and signal bridge carrying Signal 5552, at La Junta, and will move in such limits at restricted speed. Trains must get numbered clearance card (Form 902) before leaving La Junta, Trinidad and Raton.

D. & R. G. W. and C. & S. trains must get clearance card (Form 902) before leaving Jansen. Crotch switch west end of siding Wootton will be normally lined and locked for movement to westward main track and crotch switch at east end of siding will be normally lined and locked for movement to eastward main track.

Crotch switch at west end of siding Lynn will be normally lined and locked for movement to westward main track. Automatic Block: M.P. 554.9 to M.P. 635.7. M.P. 635.9 to M.P. 651.8. M.P. 652.8 to M.P. 659.5. Interlocking Signals: M.P. 635.7 to M.P. 635.9. M.P. 651.8 to M.P. 652.8.

NEW MEXICO DIVISION.—SECOND DISTRICT.

WESTWARD.					EASTWARD.									
First Class.					First Class.									
7	21	17	19	3	TIME TABLE					8	22	20	18	4
Fast Mail Express.	El Capitan.	The Super Chief.	The Chief.	California Limited.	No. 74, July 5, 1942.					Fast Mail Express.	El Capitan.	The Chief.	The Super Chief.	California Limited.
Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	STATIONS.					Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.
PM 8.10	AM 10.47	AM 10.35	AM 9.55	AM 6.40	RATON.					AM 3.25	AM 11.19	PM 2.20	PM 5.51	PM 11.35
					2.9									
					DILLON.									
					2.1									
					OTERO.									
					6.6									
					HEBRON.									
					7.5									
					SCHOMBERG.									
					7.2									
					MAXWELL.									
					5.0									
					FRENCH.									
					2.4									
					GATO.									
					4.1									
					TORIL.									
					1.9									
					SPRINGER.									
					6.1									
					ROBINSON.									
					4.7									
					COLMOR.									
					4.3									
					NOLAN.									
					5.3									
					LEVY.									
					5.7									
					WAGON MOUND.									
					4.9									
					BOND.									
					5.1									
					OPTIMO.									
					7.0									
					SHOEMAKER.									
					2.5									
					VALMORA.									
					4.8									
					WATROUS.									
					5.2									
					KROENIG'S.									
					4.1									
					ONAVA.									
					4.3									
					AZUL.									
					3.9									
					ARRIBA.									
					2.4									
					LAS VEGAS.									
					(110.0)									
					Average speed per hour.....									

Automatic Block:  
M.P. 659.5 to M.P. 769.9.

Trains must get numbered clearance card (Form 902) before leaving Raton and Las Vegas.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

NEW MEXICO DIVISION.—THIRD DISTRICT.

NEW MEXICO DIVISION—SECOND DISTRICT

WESTWARD.					EASTWARD.												
First Class.					First Class.												
7	21	17	19	3	TIME TABLE					22	20	18	4	8			
Fast Mail Express.	El Capitan.	The Super Chief.	The Chief.	California Limited.	No. Cars.	Capacity of Coaches.	Distance from Albuquer.	Building Grade Ascending.	No. 74, July 5, 1942.	Building Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	El Capitan.	The Chief.	The Super Chief.	California Limited.	Fast Mail Express.
Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.
PM 10.20	PM 12.49	PM 12.36	PM 12.10 <sup>20</sup>	AM 9.40		Yard	770.1		LAS VEGAS.		W F Y	C	AM 9.07	AM 11.59 <sup>19</sup>	PM 3.42	PM 9.00	AM 12.35
					12	87	774.6	51.7	4.5	74.9		B	9.00	11.47	3.34	8.47	12.22
10.29	12.56	12.43	12.18	9.50	9	59	778.5	87.1	3.9	75.0		B	8.54	11.41	3.26	8.38	12.14
10.35	1.01	12.48	12.23	9.57	16	58	783.2	0	4.6	75.0		B	8.47	11.35	3.17	8.28	12.05 AM
10.43	1.08	12.55	12.29	10.07	10	128	788.8	89.3	5.5	75.0	W	C	8.39	11.28	3.09	8.19	11.56
10.52	1.16	1.02	12.36	10.19	3	63	793.6	89.8	4.8	0		B	8.33	11.21	3.03	8.13	11.48
11.00	1.23	1.08	12.43	10.29	26	68	799.4	0	5.8	75.0	W	B	8.23	11.11	2.53	8.03	11.38
11.10	1.33	1.17	12.53	10.41	27	72	803.3	89.8	4.0	0		B	8.18	11.05	2.47	7.57	11.30
11.17	1.39	1.23	12.59	10.50	25	65	807.0	89.1	3.4	0		B	8.14	11.00 <sup>3</sup>	2.42	7.52	11.24 <sup>7</sup>
11.24 <sup>8</sup>	1.45	1.28	1.04	11.00 <sup>20</sup>	20	64	811.0	89.3	4.0	0		B	8.09	10.55	2.36	7.47	11.16
11.31	1.51	1.33	1.10	11.08	97	92	816.0	89.3	4.8	61.2	W	C	8.04	10.50	2.30	7.42	11.09
11.38	1.58	1.39	1.16	11.17	51	68	820.4	89.3	4.4	0		B	7.58	10.44	2.24	7.36	11.01
11.45	2.05	1.45	1.22	11.25	120	128	825.2	89.8	4.3	0	Y	C	7.52	10.38	2.18 <sup>21</sup>	7.28	10.54
11.58	2.18 <sup>18</sup>	1.57	1.35	11.39	15	113	830.0	0	4.6	158.4		B	7.40	10.25	2.09 <sup>17</sup>	7.15	10.40
AM 12.08	2.28	2.09 <sup>18</sup>	1.45	11.49		Yard	835.2	0	5.1	158.4	W F Y	C	7.30	10.15	2.00 <sup>19</sup>	7.05	10.30
12.25	2.37	2.19	2.00 <sup>18</sup>	12.10		68	837.3	0	2.1	73.9		B	7.22	10.06	1.53	6.53	10.20
12.27	2.40	2.22	2.04	12.14	6	117	843.8	0	6.4	75.0		B	7.14	9.59	1.45	6.43	10.10
12.34	2.46	2.29	2.12	12.22		92	848.7	0	4.9	70.7		B	7.09	9.54	1.40	6.37	10.05
12.39	2.51	2.35	2.19	12.28	45	76	852.3	0	3.6	75.0	W	C	7.06	9.50	1.37	6.33	10.00
12.43	2.55	2.39	2.24	12.34	200	101	853.9	0	1.7	75.0		B	7.04	9.47	1.35	6.30	9.57
12.45	2.57	2.41	2.27	12.38		65	860.0	0	6.1	73.1		B	6.58	9.40	1.29	6.22	9.48
12.53	3.04	2.49	2.35	12.48	178	99	865.3	47.5	5.8	52.8	W Y	C	6.53	9.35	1.24	6.16	9.40
12.59	3.10	2.55	2.42	12.57		66	872.2	0	6.8	26.4		B	6.47	9.28	1.18	6.10	9.31
1.06	3.16	3.03	2.50	1.06		91	876.6	21.1	4.4	26.4		B	6.43	9.24	1.14 <sup>3</sup>	6.05	9.25
1.11	3.20	3.08	2.56	1.14 <sup>18</sup>		91	882.4	21.1	5.7	52.8		B	6.39	9.20	1.10	6.00	9.18
1.17	3.25	3.15	3.04	1.23		68	886.0	26.4	3.6	26.4	W	C	6.36	9.17	1.06	5.57	9.13
1.21	3.28	3.20	3.10	1.29	5	56	894.7	0	8.6	26.4		B	6.29	9.10	12.59	5.50	9.01
1.30	3.37	3.30	3.20	1.40		98	898.8	21.1	4.1	26.4		B	6.25	9.05	12.55	5.45	8.55
1.34	3.41	3.34	3.25	1.47		Yard	902.4	18.5	3.6	26.4	W F T Y	C	6.20 AM	9.00 AM	12.50 PM	5.40 PM	8.50 PM
1.40 AM	3.47 PM	3.40 PM	3.35 PM	1.55 PM					ALBUQUERQUE.				Leave Wednesday and Saturday.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.
									(131.6)								

(39.5) (44.3) (42.9) (38.5) (31.0) ..... Average speed per hour..... (47.3) (44.1) (45.9) (39.5) (35.1)

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.  
 Double track between Fox and Glorieta and between Hahn and Albuquerque. Time of trains at Fox, Glorieta and Hahn applies at end of double track.  
 Automatic Block—M.P. 770.4 to 902.1.

Trains have no time table superiority between M.P. 902 and M.P. 903, at Albuquerque, and will move in such limits at restricted speed.  
 Trains must get numbered clearance card (Form 902) before leaving Las Vegas and Lamy.  
 Trains originating at Abajo must get numbered clearance card (Form 902) before leaving.  
 Trains originating at Albuquerque must get numbered clearance card (Form 902) before leaving.

**NEW MEXICO DIVISION—ROCKY MOUNTAIN DISTRICT.**

WESTWARD.					EASTWARD.						
Second Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Hebron.	Ruling Grade Ascending.	TIME TABLE No. 74, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.	
85	86										
Mixed.	Mixed.										
Leave Tue., Thur. and Saturday	Leave Tue., Thur. and Saturday	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Tue., Thur. and Saturday	
AM 3.55		371	62	0		<b>HEBRON.</b>		Y	C	AM 8.40	
				105.6		4.4		0			
\$ 4.05		177		4.4		<b>PRESTON.</b>				\$ 8.20	
				52.8		6.8		52.8			
f 4.20		162		11.2		<b>KOEHLER JOT.</b>				f 8.00	
				52.8		6.0		52.8			
f 4.35			28	17.2		<b>VERMEJO.</b>				f 7.45	
				31.7		6.9		52.8			
\$ 4.50		14	17	24.1		<b>COLFAX.</b>				\$ 7.30	
				52.8		S. P. Crossing.		49.0			
f 5.10			29	32.2		<b>CERROSOSO.</b>				f 7.10	
				52.8		6.2		52.8			
\$ 5.30		60	47	38.4		<b>CIMARRON.</b>		Y	C	\$ 6.55	
				110.9		12.7		0			
6.05 AM		70	38	51.1		<b>UTE PARK.</b>		Y	C	6.20 AM	
				68.6		0.2		0			
Arrive Tue., Thur. and Saturday	Arrive Tue., Thur. and Saturday			51.3		<b>END OF TRACK.</b> (51.3)				Leave Tue., Thur. and Saturday	

(23.6) ..... Average speed per hour ..... (21.9)

No. 85 is superior to No. 86.  
Trains must get numbered clearance card (Form 902) before leaving Hebron and Ute Park.  
No switch lights on Rocky Mountain District.

**SANTA FE DISTRICT**

WESTWARD.					EASTWARD.						
Second Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Lamy.	Ruling Grade Ascending.	TIME TABLE No. 74, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.	
95	93									94	96
Mixed.	Mixed.										
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily Ex. Sunday.	
PM 1.00	AM 6.10		Yard	0		<b>LAMY.</b>		W F Y	C	AM 11.30	
				105.6		13.6		105.6		PM 3.10	
				105.6		<b>BUNKER.</b>					
		5		13.6		3.9		105.6			
				17.5		A. T. & S. F. Crossing.					
2.00 PM	7.10 AM		Yard	18.1		0.6		0			
				34.7		<b>SANTA FE.</b>		W Y	C	10.30 AM	
				18.1		(18.1)				2.10 PM	
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.									Leave Daily Ex. Sunday.	

No. 93 is superior to No. 94.  
No. 95 is superior to No. 96.  
Trains will stop on flag at Bunker.  
Trains must get numbered clearance card (Form 902) before leaving Lamy and Santa Fe.  
No switch lights on Santa Fe district.

NEW MEXICO DIVISION.—EL PASO DISTRICT.

WESTWARD.

First Class.

WESTWARD.								Capacity of Other Trains.	Capacity of Siding.	Distance from Albuquerque.	Ruling Grade Ascending.	TIME TABLE	
27	19	21	17	3	25	7	13					No. Cars.	No. Cars.
Motor Passenger.	The Chief.	El Capitan.	The Super Chief.	California Limited.	Motor Passenger.	Fast Mail. Express.	Express.						
Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						STATIONS.
PM 7.10	PM 3.55	PM 3.52	PM 3.45	PM 2.10	AM 6.15	AM 1.55	AM 12.01		Yard	902.4	0		ALBUQUERQUE. 1.5
7.14	3.57	3.54	3.47	2.12	6.20 <sup>14</sup>	1.57	12.03		Yard	903.9	21.1		ABAJO. 5.9
f 7.22	4.03	4.00	3.53	2.18	f 6.29	2.06	12.12	6	77	909.8	15.8		BARR. 5.2
f 7.30	4.09 PM	4.06 PM	3.59 PM	2.24 PM	f 6.38	2.09 AM	12.20	36	82	915.0	10.6		ISLETA. 7.4
f 7.43					f 6.48		12.32	37	95	922.4	21.1		LOS LUNAS. 5.0
f 7.51					f 6.57		12.40	11	94	927.4	19.0		CHLOE. 5.2
8.00 PM					7.05 AM		12.50 1.00		Yard	932.6	21.1		BELEN. 4.0
							f 1.08	14		936.6	13.2		JARALES. 2.7
							f 1.13		No Siding	939.3	3.7		BOSQUE. 3.2
							f 1.19	34	95	942.5	12.1		SABINAL. 3.6
							f 1.25	4		946.1	0		ABEYTAS. 3.4
							f 1.30		No Siding	949.5	15.8		BERNARDO. 4.0
							f 1.36	15	94	953.5	16.3		LA JOYA. 10.0
							f 1.53	9	90	963.5	19.5		SAN ACACIA. 7.4
							f 2.05	14	95	970.9	19.2		LIMITAR. 6.9
							s 2.20	118	94	977.8	26.4		SOCORRO. 10.4
							s 2.35	54	95	988.2	31.7		SAN ANTONIO. 10.8
							f 2.52		93	999.0	0		ELMENDORE. 6.1
							s 3.05 <sup>14</sup>	192	72	1005.1	26.4		SAN MARCIAL. 7.2
							f 3.17		61	1012.3	26.4		POPE. 9.1
							f 3.32	1	63	1021.4	26.4		LAVA. 10.1
							f 3.47		60	1031.5	26.4		CROCKER. 11.7
							s 4.05	39	72	1043.2	0		ENGEL. 3.7
							f 4.11	45	47	1046.9	26.4		JORNADA. 4.5
							f 4.17	25	60	1051.4	26.4		CUTTER. 5.0
							f 4.25		54	1056.4	26.4		ALEMAN. 6.9
							f 4.36	11	95	1063.3	9.8		UPHAM. 3.8
							f 4.42		94	1067.1	5.4		ALIVIO. 6.6
							f 4.50	50	56	1073.7	26.4		GRAMA. 5.9
							5.00 AM		Yard	1079.6			RINCON.
Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.						(177.2)
(36.2)	(54.0)	(54.0)	(54.0)	(54.0)	(36.2)	(54.0)	(35.6)	.....					Average speed per hour...

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

Trains have no time table superiority between Albuquerque Division Jct. and east passenger siding switch Belen, and will move in such limits at restricted speed.

Double track between Albuquerque and Abajo.  
 Time of trains at Abajo applies at end of double track.  
 Automatic Block: M.P. 902.6 to M.P. 915.7. M.P. 930.8 to M.P. 932.4. M.P. 1077.6 to M.P. 1078.7.  
 Trains originating Albuquerque, Abajo, Isleta and Socorro must get numbered clearance card (Form 902) before leaving point of origin.  
 Trains have no time table superiority between M.P. 902 and M.P. 903, at Albuquerque, and will move in such limits at restricted speed.

NEW MEXICO DIVISION.—EL PASO DISTRICT.

EL PASO DISTRICT.

TIME TABLE No. 74, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.								WESTWARD				TIME TABLE No. 74, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD First Class.					
				First Class.								First Class.									14				
				22	14	20	26	18	4	8	28	13	13	13	13										
				El Capitan.	Express.	The Chief.	Motor Passenger.	The Super Chief.	California Limited.	Fast Mail Express.	Motor Passenger.			Express.				Express.							
STATIONS.				Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.			Leave Daily.	No. Cars.	No. Cars.	Miles.	STATIONS.	Arrive Daily.						
ALBUQUERQUE. 1.5	14.9	W F T	C	AM 6.15	AM 6.25	AM 8.50	AM 9.50	PM 12.45	PM 5.30	PM 8.45	PM 11.20			AM 5.10		Yard	1079.6	RINCON. 7.7	W F Y	C	AM 1.00				
ABAJO. 5.9	26.4	Y	C	6.10	6.20 <sup>25</sup>	8.35	9.45	12.40	5.15	8.30	11.15			5.22	95	1087.3	26.4	TONUCO. 8.4		B	12.45				
BARR. 5.2	26.4		B	6.05	6.12	8.29	9.35	12.35	5.09	8.24	11.05			5.37	9	1095.7	26.4	MEDLER. 0.4		B	12.30				
ISLETA. 7.4	26.4		C	6.01 AM	6.05	8.25 AM	9.27	12.31 PM	5.05 PM	8.20 PM	10.57			5.38		1096.1	26.4	RADIUM SPRINGS. 5.0			12.28				
LOS LUNAS. 5.0	25.8		C		5.53		9.16				10.46			5.47	60	72	1101.1	26.4	LEASBURG. 2.4	Y	B	12.20			
CHLOE. 5.2	21.1		B		5.44		9.08				10.38			5.51	6		1103.5	21.5	HILL. 3.4			12.16			
BELÉN. 4.0	26.4	W F T Y	C		5.35 5.20		9.00 AM				10.30 PM			5.58	50	71	1106.9	26.4	DONA ANA. 5.6		B	12.10			
JARALES. 2.7	16.1				5.11									6.08	224	71	1112.5	16.5	LAS CRUCES. 2.5	W	C	12.02 AM			
BOSQUE. 3.2	26.4				5.06									6.13	62		1115.0	1.6	MESILLA PARK. 4.2		C	11.55			
SABINAL. 3.8	26.4		B		5.00									6.21	13		1119.2	24.6	FILLMORE. 4.7			11.47			
ABEYTAS. 3.4	21.1				4.52									6.30	38	94	1123.9	17.4	MESQUITE. 3.9		C	11.40			
BERNARDO. 4.0	26.4				4.46									6.37	21		1127.8	0	VADO. 3.6		B	11.32			
LA JOYA. 10.0	25.3		B		4.38									6.43	30	30	1131.4	0	BERINO. 5.0		B	11.26			
SAN ACACIA. 7.4	41.0		B		4.20									6.52	38	71	1136.4	9.5	LA TUNA. 3.4		C	11.18			
LIMITAR. 6.9	26.4		B		4.07									6.58	22		1139.8	26.4	VINTON. 2.6			11.13			
SOCORRO. 10.4	26.4	W F Y	C		3.54									7.02	21	39	1142.4	26.4	CANUTILLO. 2.9		C	11.08			
SAN ANTONIO. 10.8	31.7		B		3.32									7.07		73	1145.3	26.4	MONTOYA. 2.6		B	11.04			
ELMENDORF. 6.1	31.7		B		3.15									7.12	5		1147.9	3.7	WHITE. 7.3			10.59			
SAN MARCIAL. 7.2	12.8	W	B		3.05 <sup>13</sup>									7.30 AM			1155.2	26.4	UNION DEPOT. 0.8			10.45 PM			
POPE. 9.1	26.4		B		2.50											Yard	1156.0	0	EL PASO. 0.5	W F T	C				
LAVA. 10.1	26.4		B		2.37												1156.5	0	International Bridge End of Track						
CROCKER. 11.7	26.4		B		2.25														(76.9)				Leave Daily.		
ENGEL. 3.7	26.4		C		2.10																			(32.4)	
JORNADA. 4.5	26.4				2.01																				(33.6)
CUTTER. 5.0	26.4	W	B		1.56																				
ALEMAN. 6.9	26.4		B		1.50																				
UPHAM. 3.8	26.4		B		1.42																				
ALIVIO. 6.6	26.4		B		1.37																				
GRAMA. 5.9	63.4		B		1.27																				
RINCON.		W F Y	C		1.15 AM																				
(177.2)				Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.														
Average speed per hour.....				(54.0)	(34.8)	(30.2)	(36.2)	(54.0)	(30.2)	(30.2)	(36.2)														

Automatic Block:  
M.P. 1151.6 to M.P. 1155.9.  
Trains must get numbered clearance card (Form 902) before leaving Rincon.  
Trains originating El Paso and Union Depot must get numbered clearance card (Form 902) before leaving point of origin.  
Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.  
Trains have no time table superiority between Albuquerque Division Jct. and east passenger siding switch Belen, and will move in such limits at restricted speed.

Albuquerque Division trains originating at Albuquerque or Abajo must obtain numbered clearance card (Form 902) from both Albuquerque and New Mexico Divisions before leaving point of origin.  
Clearance card (Form 902) issued at Albuquerque and Abajo will specify whether issued by New Mexico Division or Albuquerque Division.  
Trains must get numbered clearance card (Form 902) before leaving Belen and Rincon.  
First class trains register at Abajo by Form 903.  
Trains have no time table superiority between M.P. 902 and M.P. 903, at Albuquerque, and will move in such limits at restricted speed.

**NEW MEXICO DIVISION.—DEMING DISTRICT.**

WESTWARD.					EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Atchison.	Rolling Grade Ascending.	TIME TABLE	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.
47									48
Mixed.	No. 74,								Mixed.
July 5, 1942.									
Leave Daily	No. Cars.	No. Cars.	Miles.	STATIONS.					Arrive Daily.
AM 5.30		Yard	1079.6	26.4	RINCON.	26.4	W F Y	C	PM 10.40
\$ 5.50	25	47	1084.8	63.9	HATCH.	16.8		C	\$10.20
f 6.10		67	1093.9	58.0	HOCKETT.	26.4		B	f 10.00
f 6.25		34	1101.3	63.4	HASLEY.	15.0			f 9.45
f 6.32	16	50	1104.9	26.4	NUTT.	26.4	Y	C	f 9.38
f 6.59		42	1118.2	26.4	FLORIDA.	26.4	W	B	f 9.10
f 7.15		70	1125.8	26.4	MIRAGE.	26.4			f 8.55
\$ 7.40	694	83	1132.9	26.4	DEMING.	26.4	WF	C	\$ 8.40
f 8.25	44		3.1	57.0	PERU HILL.	62.3			f 7.59
f 8.35		71	8.0	57.0	OCHO.	62.3			f 7.45
f 8.44			12.2	52.8	VENCILL.	0			f 7.36
f 8.55	13	61	16.7	52.8	SPALDING.	0	W	B	f 7.27
\$ 9.10		14	23.5	73.9	FAYWOOD.	29.0		B	\$ 7.15
\$ 9.45	101	59	30.3	69.2	WHITEWATER.	0	W Y	C	\$ 7.00
f 9.55		9	36.4	105.6	SAN VINCENTE.	79.2			f 6.30
11.05 AM		Yard	46.6	117.2	SILVER CITY.	78.7	Y	C	6.00 PM
Arrive Daily.	(100.7)								Leave Daily.

(19.8) ..... Average speed per hour ..... (23.7)

No. 47 is superior to No. 48.  
 Trains must get numbered clearance card (Form 902) before leaving Rincon, Deming and Silver City.  
 Junction switch at east wye Whitewater—normal position for Santa Rita District.  
 Derail in main track M.P. 46.5.  
 Mile Posts between Deming and Silver City indicate distance from Junction switch at Deming.  
 No switch lights Wemple to Silver City.

**FIERRO DISTRICT.**

WESTWARD.					EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Hanover Jct.	Rolling Grade Ascending.	TIME TABLE	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.
53									54
Mixed.	No. 74,								Mixed.
July 5, 1942.									
Leave Daily	No. Cars.	No. Cars.	Miles.	STATIONS.					Arrive Daily
PM 12.45		0.		158.4	HANOVER JCT.	0		B	PM 1.50
\$ 1.00	46	34	3.3	158.4	HANOVER.	0		C	\$ 1.35
f 1.15 PM	47	15	5.8		FIERRO.				1.20 PM
Arrive Daily	(5.8)								Leave Daily

(11.6) ..... Average speed per hour ..... (11.6)

No. 53 is superior to No. 54.  
 No switch lights on Fierro District.  
 Derail in main track 100 feet east of stock pens at Fierro.

**SANTA RITA DISTRICT.**

WESTWARD.					EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Whitewater.	Rolling Grade Ascending.	TIME TABLE	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.
55									52
Mixed.	No. 74,								Mixed.
July 5, 1942.									
Leave Daily	No. Cars.	No. Cars.	Miles.	STATIONS.					Arrive Daily
PM 3.35		101	59	0.	WHITEWATER.	105.6	W Y	C	AM 9.30
4.05 PM			Yard	8.3	HURLEY.	101.4	WF Y	C	9.05 AM
\$ 11.40	27	33	12.9	132.0	BAYARD.	168.4		C	\$ 1.55
\$ 11.51			14.4	0	HANOVER JCT.	0		B	1.50
f 11.55		9	14.7	0	COBRE.	0			f 12.40
PM 12.05 PM	263		16.7	0	SANTA RITA.	0		C	12.30 PM
Arrive Daily	(16.7)								Leave Daily

(16.6) (12.5) ..... Average speed per hour ..... (19.9) (15.4)

No. 51 is superior to No. 52.  
 Nos. 50, 51 and 52 must get numbered clearance card (Form 902) before leaving Hurley.  
 Trains must get numbered clearance cards (Form 902) before leaving Whitewater and Santa Rita.  
 Derail in main track 408 feet east of east switch No. 5 track and 82 feet west of west switch No. 4 track Santa Rita.  
 Junction switch at east wye Whitewater—normal position for Santa Rita District.  
 West wye switch Hurley—normal position for wye.  
 No switch lights on Santa Rita District east of Hurley.

**MAGDALENA DISTRICT.**

WESTWARD.					EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Socorro.	Rolling Grade Ascending.	TIME TABLE	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.
43									44
Mixed.	No. 74,								Mixed.
July 5, 1942.									
Leave Daily	No. Cars.	No. Cars.	Miles.	STATIONS.					Arrive Daily
AM 6.30	118	94	0.	132.0	SOCORRO.	132.0	W F Y	C	AM 9.30
f 7.20		21	15.9	132.0	WATER CANYON.	31.7	W		f 8.45
f 7.45 AM	179		25.8		MAGDALENA.		W Y	C	8.15 AM
Arrive Daily	(26.8)								Leave Daily

(21.4) ..... Average speed per hour ..... (21.4)

No. 43 is superior to No. 44.  
 Trains must get numbered clearance card (Form 902) before leaving Socorro and Magdalena.  
 No switch lights on Magdalena District.



### NEW MEXICO DIVISION—KOEHLER DISTRICT.

WESTWARD.			TIME TABLE No. 74, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
Capacity of Other Trains.	Distance from Koehler Jct.	Rolling Grade Ascending.					Capacity of Other Trains.	Distance from Koehler Jct.	Rolling Grade Ascending.
No. Cars.	Miles.		STATIONS.						
162	0		KOEHLER JCT. 3.3	0					
130	3.3	158.4	KOEHLER.						
			(3.3)						

..... Average speed per hour.....

No switch lights on Koehler District.

### VAN HOUTEN DISTRICT

WESTWARD			TIME TABLE No. 74, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD		
Capacity of Other Trains.	Distance from Preston.	Rolling Grade Ascending.					Capacity of Other Trains.	Distance from Preston.	Rolling Grade Ascending.
No. Cars.	Miles.		STATIONS.						
177	0		PRESTON. 3.5	0					
100	3.5	147.8	VAN HOUTEN.						
			(3.5)						

..... Average speed per hour.....

No switch lights on Van Houten District.

### SUGARITE DISTRICT.

WESTWARD			TIME TABLE No. 74, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD		
Capacity of Other Trains.	Distance from Raton.	Rolling Grade Ascending.					Capacity of Other Trains.	Distance from Raton.	Rolling Grade Ascending.
No. Cars	Miles		STATIONS.						
Yard	0		RATON. 4.2	0	F W T Y	C			
60	4.2	105.6	CARISBROOK. 2.6	0					
90	6.8	153.4	SUGARITE. (6.8)						

..... Average speed per hour.....

No switch lights on Sugarite District.

### BLOSSBURG DISTRICT.

WESTWARD.			TIME TABLE No. 74, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
Capacity of Other Trains.	Distance from Dillon.	Rolling Grade Ascending.					Capacity of Other Trains.	Distance from Dillon.	Rolling Grade Ascending.
No. Cars.	Miles.		STATIONS.						
258	0		DILLON. 3.3	0		B			
145	3.3	105.6	GARDINER. 1.7	0					
128	5.0	95.0	BRILLIANT. (5.0)						

..... Average speed per hour.....

No switch lights on Blossburg District.

### CLAYTON DISTRICT.

WESTWARD.			TIME TABLE No. 74, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.			
Second Class.							Second Class.			
97	73		74	98			Mixed.	Mixed.		
Mixed.	Mixed.		Mixed.	Mixed.			Arrive Daily.	Arrive Saturdays.		
Leave Fridays.	Leave Daily.	No. Cars.	No. Cars.	Miles.			Arrive Daily.	Arrive Saturdays.		
	AM 6.30		Yard	159.5			AM 4.00			
				26.4						
				160.1						
	6.50	37		169.0			3.30			
	7.10	127	34	178.7			3.00			
	7.35		68	190.0			2.25			
PM 8.30	8.00 AM	112	83	202.0			2.00 AM	AM 1.35		
9.00		13		219.8				12.58		
9.10		28		224.3				12.45		
9.30			66	231.4				12.23 AM		
10.00		66	65	240.5				11.59		
10.45 PM		79	62	255.0				11.20 PM		
Arrive Fridays	Arrive Daily.						Leave Daily.	Leave Fridays		
(23.6)	(28.3)	..... Average speed per hour.....				(21.8)	(23.6)			

Trains must get numbered clearance card (Form 902) before leaving Boise City and Clayton.

No. 97 is superior to No. 98 between Mount Dora and Farley.

On joint track between Clayton and Mount Dora trains will be governed by time table and rules of C. & S. Railway.

No switch lights on Clayton District.

Main track between Boise City Junction and Boise City is used by Colorado Division, Boise City District, and New Mexico Division, Clayton District, trains. Between these points trains have no time table superiority. Normal position of switch, Boise City Junction, is for Colorado Division trains.

NEW MEXICO DIVISION.

WESTWARD.					TIME TABLE No. 74, July 5, 1942.	EASTWARD.				
31	71	79	75	85		80	72	76	86	46
New Mex., Colo., Kan. Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.	STATIONS.	Way Freight.	Way Freight.	Way Freight.	Mixed.	Fruit Express.
Leave Daily.	Leave Thursday and Sunday.	Lv. Tuesday, Thursday and Sunday.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	LA JUNTA.	Ar. Monday, Wednesday and Friday.	Ar. Saturday and Wednesday.	Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.
AM 10.30	AM 7.15				TRINIDAD.		PM 2.00 PM			PM 4.00
PM 1.50 2.20	PM 1.00				RATON.		9.00			1.00 PM
4.30 5.30	3.00 PM	AM 7.00		AM 3.30	DILLON.	PM 2.30 PM	7.00 AM		AM 9.05	10.30 9.30
				3.40	HEBRON.				8.55	
				3.55 AM	LAS VEGAS.	7.00 AM			8.40 AM	
11.00 AM 12.01		PM 2.00 PM	AM 5.30		LAMY.			PM 4.45		5.00 4.00
6.10			8.30 8.45		ALBUQUERQUE.			12.30 12.15 PM		1.30 AM
8.20			PM 1.00 PM		ABAJO.			7.45 AM		11.35
8.30 AM										11.30 PM
Arrive Daily.	Arrive Thursday and Sunday.	Ar. Tuesday, Thursday and Sunday.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.		Lv. Monday, Wednesday, and Friday.	Leave Saturday and Wednesday.	Lv. Tuesday, Thursday and Saturday.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.

Trains shown on this page have no time table authority.

WESTWARD.					TIME TABLE No. 74, July 5, 1942.	EASTWARD.				
59	31	147	31	35		46	60	148	36	60
Freight.	Mexico and California Fast Freight.	N de M Passenger.	Mexico and California Fast Freight.	Freight.	STATIONS.	Fruit Express.	Freight.	N de M Passenger.	Freight.	Freight.
Leave Daily.	Leave Daily Ex. Saturday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	ABAJO.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday and Monday.
PM 7.30			AM 10.00		BELEN.	PM 10.30 9.30 PM 11.00	AM 7.15			AM 5.00
8.30 10.30	PM 4.00		11.15 AM		SOCORRO.	9.00	6.00 AM			
AM 12.30				AM 1.00	RINCON.	4.00 3.00			PM 9.30	12.01 AM 11.30
2.30 3.00	10.30 11.40				LEASBURG.					
					UNION DEPOT.			AM 7.15		
		PM 2.05			EL PASO.	12.01 AM		6.55 AM		9.00 PM
6.30 AM	AM 6.00 AM	2.20 PM		3.40	DEMING.				6.00	
				7.00 AM	WHITWATER.					
					HURLEY.				1.30 PM	
Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Saturday and Sunday.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

# SPECIAL RULES AND REGULATIONS.

Effective on the New Mexico Division and Superseding all General Rules Inconsistent Therewith.

1

Except as otherwise provided, Eastward or Northward trains are superior to Westward or Southward trains of the same class.

## 2

### YARD LIMIT STATIONS

(See Rules 93 and D 153, Operating Department.)  
 La Junta, Trinidad, Starkville, Raton, Dillon, Hebron, Wagon Mound, Las Vegas, Glorieta, Lamy, Albuquerque, Abajo, Isleta, Belen, Socorro, Magdalena, Rincon, Las Cruces, El Paso, Preston, Koehler Jct., Cimarron, Ute Park, Santa Fe, Deming, Whitewater, Silver City, Hurley, Bayard, Hanover Junction, Cobre, Santa Rita, Fierro, Boise City, Felt, Clayton and Farley.  
 Raton yard limit extends to yard limit board west of Dillon and to end of track at Sugarite.  
 Dillon yard limit on Blossburg District extends to end of track Brilliant.  
 Koehler Junction yard limit on Koehler District extends to end of track west of Koehler.  
 Preston yard limit on Van Houten District extends to end of track west of Van Houten.

3

First class trains moving against the current of traffic must move within yard limits at restricted speed.

## 4

### STANDARD CLOCKS

La Junta—Telegraph Office and Roundhouse.  
 Trinidad—Passenger Station.  
 Raton—Passenger Station.  
 Las Vegas—Yard Office and Roundhouse.  
 Lamy—Passenger Station.  
 Albuquerque—Yard Office and Roundhouse.  
 Abajo—Yard Office.  
 Belen—Yard Office and Passenger Station.  
 Socorro—Passenger Station.  
 Rincon—Passenger Station.  
 El Paso—Freight Station and Union Depot.  
 Hurley—Passenger Station.  
 Boise City—Passenger Station.

## 5

### STANDARD THERMOMETERS

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

## 6

### BULLETIN BOOKS

La Junta { Roundhouse Register Room.  
           { Telegraph Office  
 Trinidad—Passenger Station.  
 Raton { Roundhouse Register Room.  
        { Passenger Station.  
 Las Vegas { Roundhouse Register Room.  
            { Yard Office.  
 Lamy—Passenger Station.  
 Albuquerque { Roundhouse Register Room.  
                { Yard Office.  
 Abajo—Yard Office.  
 Belen { Yard Office.  
        { Roundhouse Register Room.  
 Socorro—Passenger Station.  
 Rincon—Passenger Station.  
 El Paso { Freight Station.  
           { Roundhouse Register Room.  
 Hurley—Passenger Station.  
 Boise City—Passenger Station.  
 Clayton—Passenger Station.

## 7

### FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations, except register stations, where cars are picked up or set out.

## 8

### AMENDED RULE 5

That part of Rule 5, Operating Department, reading: "Time applies at point indicated by station sign, conforming to time table designation" is amended to read:  
 "The time applies to the switch where an inferior train enters a siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

## 9

### AMENDED RULE 10(A)

Rule 10-A. A temporary low speed signal (yellow disc, yellow flag, and/or yellow light) shall be displayed one mile or more each way from structure or segment of track over which speed of trains shall be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise specified by train order or bulletin, until rear of train shall have passed a temporary resume speed signal (green disc, green flag, and/or green light) which will mark the end of the restriction.

Permanent slow boards (3 feet wide by 1 foot 4 inches high, yellow background with black numerals mounted on post) will be located not less than 2500 feet each way from structure or segment of track where speed of trains is permanently reduced. The numerals on the track side denote maximum speed for passenger trains, and the numerals on the field side denote maximum speed for freight trains. Special rules and regulations in the time table, train orders, bulletins, special instructions, or temporary low speed signals which require speeds lower than those indicated on the permanent slow boards are not abrogated by the latter.

Permanent resume speed boards (3 feet wide by 1 foot 4 inches high, mounted on post, green without lettering) will be located just beyond structure or segment of track governed by permanent slow boards, where, rear of trains having passed, normal speed may be resumed.

Where there occurs a succession of permanent locations requiring varying maximum speed, appropriate permanent slow boards will be placed to indicate the maximum permissible speeds over the structure or track beyond them. Under such circumstances only one permanent resume speed board will be installed at the end of the series of locations.

## 10

### TORPEDOES

When unattended torpedoes are exploded, trains may resume normal speed at a distance of one mile from that point. (See Rule 15, Operating Department.)

## 11

### AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86, Operating Department.)

## 12

### AMENDED RULE S-83

Rule S-83, as applied at Isleta and end of double track at Hahn and Trinidad, is amended to read:

"A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left."

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Hahn, and when opposing superior trains are met between Albuquerque and Hahn eastward trains will consult train dispatcher by telephone from Hahn as to their identity.

Abajo—First class trains will register by Form 903. Rule S-83 is modified as applied to westward first-class trains as follows: A train must not leave its initial station on any district, or a junction, or pass from double to single track until it has been ascertained whether all trains due, which are superior, have arrived or left. The train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Abajo.

## 12A

### AMENDED RULE 103-A

The second paragraph of Rule 103-A is abrogated.

## 12(B)

### AMENDED RULE 104(A)

First paragraph of Rule 104(A) is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S 89-A, after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

## 13

### AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204, Operating Department.)

## 14

### AMENDED RULE 221

Rule 221, Operating Department, is amended to read:  
 "Where a fixed signal is used at a train order office, it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate 'proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card (Form 902).

Train order signals must be fastened at 'proceed' only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use."

## 15

### AMENDED RULE 360

Rule 360 is amended to read: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m. when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

## 16

### OVERHEAD OBSTRUCTIONS

(See Rule 310 Operating Department.)

Mile Posts	Bridge Number	Names
<b>First District</b>		
652.2.....	.....	Eastward Tunnel, Raton Mountain.
<b>Second District</b>		
689.6....	689-A	Vermejo River.
691.2....	691-A	Overhead Crossing, S. P. Ry.
748.4....	748-D	Mora River.
<b>Third District</b>		
785.1....	785-A	Tecolote River
830.6.....	830-C	Apache Creek
831.8....	831-B	Apache Creek
<b>El Paso District</b>		
902.5....	902-C	Coal Avenue Viaduct.
951.5....	951-A	Rio Puerco
961.8....	961-A	Rio Salado
1006.2....	1006-A	Rio Grande
1112.5....	Las Cruces	Seed conveyor and wire over compress track at oil mill
<b>Deming District</b>		
1082.9....	1082-D	Rio Grande
39.6....	39-D	San Vincente
45.8....	45-A	San Vincente
<b>Fierro District</b>		
3.7....	Hanover	Loading chute over Peru Mining Co. track

## 17

### DWARF SIGNALS.

In connection with Rules 10-F, 701, 702, 703 and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

## 18

### AMENDED RULE 711

Rule 711, Operating Department, is amended to read:  
 Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

19  
**AMENDED RULE 872.**

Rule 872, Operating Department, is amended to read:  
When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

20  
**AUTOMATIC BLOCK**

On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions has been observed.

Trains moving from siding to main track will foul the circuit and set signal before lining switch.

21  
**REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS**

Interlocked, remote control switches handled from station:  
These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turnout in facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for main track and RESTRICTED SPEED for main track or turnout.

Trains stopped by any of these interlocked signals will ascertain from signalman by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule No. 830 (a).

Telephones connecting with station are located on signal mast at all remote control switches. Should a remote control switch or the signal governing movement over such switch be out of order, communicate with the signalman by telephone and be governed by his instructions. If telephone is out of order, see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from a siding, a member of the crew must remain at the switch and see that switch is restored to its normal position and left spiked, making report at first office of communication.

The following addition is made to Rule 782:  
When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant, he may give this permission by signal with yellow flag or light. A member of the crew must then flag each interlocked switch and derail.

22  
**SPEED RESTRICTIONS.**

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile around curves and where view is obscure, and use whistle freely as warning signal.

Trains handling steam wrecking crane, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile on First, Second, Third and El Paso Districts, and between Rincon and M.P. 34 on Deming District; twenty (20) miles per hour, or three (3) minutes for each mile on Rocky Mountain, Clayton and Santa Fe Districts, and between M.P. 34 and Silver City on Deming District, and fifteen (15) miles per hour, or four (4) minutes for each mile on other districts.

24  
**LOCOMOTIVES HANDLED DEAD IN TRAINS**

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

25  
**SPRING SWITCHES, TURNOUTS, AND CROSSOVERS**

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

Trailing movements through spring switches must not be reversed until switch has been properly lined.

Station	Type	Location	Miles per Hour	
			Passenger	Freight
Thatcher	Spring	East and west end siding	15	15
Kadrew	Spring	West end siding	15	15
Trinidad	Interlock	End of double track	30	20
Jansen	Spring	East leg of wye M.P. 639.5	15	15
Wootton	Spring	West end siding westward track	15	15
Wootton	Spring	East end siding eastward track	15	15
Lynna	Spring	West end siding westward track	15	15
Raton	Spring	End of double track	15	15
Schomberg	Spring	East end siding	15	15
Springer	Spring	West end siding	15	15
Nolan	Spring	West end siding	15	15
Wagon Mound	Spring	East and West end siding	15	15
Bond	Spring	East and west end siding	15	15
Shoemaker	Spring	East and west end siding	15	15
Watrous	Spring	East and west end siding	15	15
Arriba	Spring	East end siding	15	15
Las Vegas	Spring	East end freight yard	15	15
Las Vegas	Turnout	Crossover west end passenger siding	30	20
Chapelle	Spring	East and west end siding	15	15
Ribera	Spring	East and west end siding	15	15
Sands	Spring	East end siding	15	15
Rowe	Spring	East and west end siding	15	15
Fox	Spring	East end siding	15	15
Fox	Spring	End of double track	30	20
Glorieta	Spring	West end siding	15	15
Glorieta	Interlock	End of double track	30	15
Canyoncito	Spring	East and west end siding	15	15
Lamy	Spring	East and west end No. 1 track	15	15
Kennedy	Spring	East end siding	15	15
Los Cerrillos	Spring	East end siding	15	15
Domingo	Spring	East and west end siding	15	15
Elota	Spring	West end siding	15	15
Nueve	Spring	East and west end siding	15	15
Hahn	Spring	End of double track	30	20
Abajo	Interlock	End of double track	40	30
Isleta	Interlock	Albuquerque Division junction	*40	30

\* (Applies to trains to and from El Paso District only)

26  
**HIGHWAY CROSSINGS**

While head of train is passing the highway crossings of cities and towns named below, indicated speed must not be exceeded.

Trinidad—Linden Avenue, Commercial Street, Nevada Avenue, University Avenue, Stonewall Avenue, fifteen (15) miles per hour or four (4) minutes for each mile.

Raton—First and Second Streets, fifteen (15) miles per hour or four (4) minutes for each mile.

Las Vegas—Jackson and University Streets, fifteen (15) miles per hour or four (4) minutes for each mile.

Albuquerque—All crossings between Trumbull Avenue and Mountain Road, thirty (30) miles per hour or two (2) minutes for each mile.

Silver City—All crossings between Garden Crossing and Passenger Depot, ten (10) miles per hour or six (6) minutes for each mile.

27

Gas-electric motor cars shall not be operated through water deeper than four (4) inches, and Diesel-electric cars through water deeper than five (5) inches above ball of the rail. When such movement is necessary they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify Rule 317-A, Operating Department.)

28  
**MAXIMUM LOCOMOTIVE SPEEDS—NO TOLERANCE**

ENGINES	Miles Per Hour	Time per Mile Min. Sec.	LIGHT FORWARD		ALL ENGINES BACKWARD	
			Miles Per Hour	Time per Mile Min. Sec.	Miles Per Hour	Time per Mile Min. Sec.
Diesels 1 to 15, Incl., and 50	100	0 36	40	1 30	40	1 30 †
Diesels 100 to 101, Incl.	80	0 45	40	1 30	40	1 30
Diesels 102 to 104, Incl.	70	0 51.4	40	1 30	40	1 30
Diesels 105 to 119, Incl.	65	0 55.4	40	1 30	40	1 30
Gas-Electric M-105, M-189, Incl.	60	0 60	60	0 60	25	2 24
Gas-Electric M-190	75	0 48	60	0 60	25	2 24
(A) Atlantic Type 79-in. Drivers	100	0 36	40	1 30	25	2 24
(B) Atlantic Type 73-in. Drivers	90	0 40	40	1 30	25	2 24
(C) Pacific Type 79-84-in. Drivers	100	0 36	40	1 30	25	2 24
(D) Pacific Type 73-74-in. Drivers	90	0 40	40	1 30	25	2 24
3700 to 3750, Incl.	70	0 51	40	1 30	25	2 24
3751; 3753; 3756; 3760-3764	90	0 40	40	1 30	25	2 24
3752; 3754-3755; 3757-3759	75	0 48	40	1 30	25	2 24
3765 to 3785, Incl.	90	0 40	40	1 30	25	2 24
(E) Prairie Type 69-in. Drivers	50	1 12	40	1 30	25	2 24
789-825; 870-874	30	2 00	30	2 00	20	3 00
885-999; 1600-1705; 1950-1991	35	1 43	35	1 43	20	3 00
1798-1799	55	1 05	40	1 30	25	2 24
2506; 2535-2553; 2565-2569	35	1 43	35	1 43	20	3 00
2507-2534; 2559-2564	55	1 05	40	1 30	25	2 24
3010-3029; 3100-3158	35	1 43	35	1 43	20	3 00
3160-3287; 3800-3950; 4000-4115	55	1 05	40	1 30	25	2 24
5000-5010	65	0 55.4	40	1 30	25	2 24
All Regularly Assigned to Switching Service	20	3 00	20	3 00	20	3 00
All Other Engines	20	3 00	20	3 00	20	3 00

† Diesels 1 to 15 inclusive and 50 when backing up as second unit, may operate at speed of the lead unit.

**ENGINES AND DIAMETER OF DRIVERS**

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
1413	512	1211 to 1222*	1226 to 1399*	1000 to 1152*
1416	546 to 559*	3400	3401 to 3403*	1207
1442	1420	3404 to 3407*	3408 to 3411*	1210
1453	1425	3412, 3413	3414	1214 to 1215*
1457	1431	3415, 3416	3417, 3418	1800 to 1886*
1468	1456	3419 to 3422*	3423 to 3424*	
1473	1458	3425 to 3430*	3431 to 3433*	
1477	1462	3434 to 3439*	3440	
	1478 to 1555*	3441, 3442	3443 to 3447*	
		3448	3449	
		3450 to 3459*	3500 to 3534*	
		3460 to 3465*		

(\*)—Both Inclusive.

**TRAIN SPEED RESTRICTIONS.**

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

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

**MAXIMUM SPEED FOR TRAINS**

LOCATION	PASSENGER			FREIGHT MIXED AND LIGHT		
	MILES PER HOUR	TIME PER MILE MIN.	TIME PER MILE SEC.	MILES PER HOUR	TIME PER MILE MIN.	TIME PER MILE SEC.
FIRST DISTRICT				50	1	12
SECOND DISTRICT				50	1	12
THIRD DISTRICT				50	1	12
EL PASO DISTRICT:						
ALBUQUERQUE AND ISLETA				50	1	12
ISLETA AND EL PASO	60	1	00	45	1	20
ROCKY MOUNTAIN DISTRICT	30	2	00	30	2	00
KOEHLER DISTRICT	15	4	00	15	4	00
VAN HOUTEN DISTRICT	15	4	00	15	4	00
SUGARITE DISTRICT	15	4	00	15	4	00
BLOSSBURG DISTRICT	15	4	00	15	4	00
CLAYTON DISTRICT	30	2	00	30	2	00
SANTA FE DISTRICT	30	2	00	30	2	00
DEMING DISTRICT:						
RINCON AND DEMING	45	1	20	45	1	20
DEMING AND WHITEWATER	45	1	20	45	1	20
WHITEWATER AND MILE POST 34	45	1	20	45	1	20
MILE POST 34 AND SILVER CITY	30	2	00	30	2	00
MAGDALENA DISTRICT	25	2	24	25	2	24
SANTA RITA DISTRICT	25	2	24	25	2	24
PIERRO DISTRICT	25	2	24	25	2	24

Passenger trains must not exceed speed of twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds for each mile descending grades between Raton and Gallinas, and thirty (30) miles per hour or two (2) minutes for each mile, Gallinas to Jansen.

3800 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour or four (4) minutes for each mile descending grade between Raton and Gallinas, and twenty (20) miles per hour or three (3) minutes for each mile descending grades between Gallinas and Jansen. 900 and 1600 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour or four (4) minutes for each mile descending grades between Raton and Gallinas, and twenty-five (25) miles per hour or two (2) minutes twenty-four (24) seconds for each mile descending grades between Gallinas and Jansen. Other engines running light or handling caboose cars only must not exceed speed of twenty-five (25) miles per hour or two (2) minutes twenty-four (24) seconds for each mile descending grades between Raton and Jansen.

Engines running light must not be coupled together descending grade between Raton and Jansen and Glorieta and Lamy.

Freight trains must not exceed speed of fifteen (15) miles per hour or four (4) minutes for each mile descending grades between Raton and Jansen.

Trains and engines running light will not exceed speed of thirty (30) miles per hour or two (2) minutes for each mile ascending grades between Raton and Jansen.

Trains and engines running light must not exceed speed of fifteen (15) miles per hour or four (4) minutes for each mile through tunnels between Wootton and Lynn.

Passenger trains and engines running light or engines handling caboose cars only must not exceed speed of thirty (30) miles per hour or two (2) minutes for each mile between east switch at Glorieta and Mile Post 833.

Freight trains must not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile descending grade between Glorieta and Lamy.

Eastward freight trains must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile between Hockett and Hatch.

On Fierro District, and between Bayard and Santa Rita on the Santa Rita District, trains and engines running light must not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile on curves.

Trains handling engines from Albuquerque shop to Belen, must not exceed speed of twenty (20) miles per hour or three (3) minutes for each mile.

All freight trains stop at Lynn and Wootton; all eastward passenger trains at Wootton, and all westward passenger trains at Lynn, and make test of air brakes as prescribed by Rule 875. All trains stop at Glorieta and make test of air brakes as prescribed by Rule 875, except eastward passenger trains which have no helper or pusher. Such trains must make running test as prescribed by Rule 879 before passing summit of grade.

Service test of air brakes as prescribed by Rule 879 must be made by passenger trains before entering Raton Tunnel in either direction.

Tonnage of freight trains on descending grades of 3% or over must not exceed seventy-five (75) tons per operative brake, unless cars being handled are equipped with empty-load brake, the load brake being cut in and in service.

Conductors of freight trains will be held responsible for speed of trains on all grades, and while descending grades between Glorieta and Lamy and Raton and Jansen and on Magdalena, Deming, Santa Rita, and Fierro Districts must ride in cupola of caboose or on top of train.

Brakeman must remain on top of cars descending grades of two (2) per cent or over.

Use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

**SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE**

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Jansen Wye (Eastward track)	689.5	5	E. & W	None
Turner (Westward track)	650.1	5	West	Freight only
<b>SECOND DISTRICT</b>				
Union	741.5	17	E. & W.	Freight Only
<b>THIRD DISTRICT</b>				
Algodones	878.9	9	West	Freight only
<b>EL PASO DISTRICT</b>				
Klaney	987.1	6	East	Freight only
Polvadero	966.7	No Siding		Passenger only
McNierny Stock Yards	968.3	14	E. & W.	Freight only
Tiffany Stock Yards	1002.1	24	E. & W.	Freight only
Newalpitt	1086.0	2	East	Freight only
Fort Selden	1097.8	5	West	No. 13 and 14 and freight
Barker	1118.9	2	East	Freight only
<b>BLOSSBURG DISTRICT</b>				
Gardiner Store Spur	1.8	29	East	Freight only
<b>MAGDALENA DISTRICT</b>				
Billings Spur	10.0	9	West	Freight only
Quarry Tracks	11.0	53	E. & W.	Freight only
Kelly	28.5	24	E. & W.	Freight only
<b>PIERRO DISTRICT</b>				
Black Hawk	2.8	15	E. & W.	Freight only
Peru Mining Co.	2.8	24	E. & W.	Freight only
<b>SANTA RITA DISTRICT</b>				
Precipitate Spur	15.6	23	West	Freight only

La Junta.—Automatic block west end of yard. Signal indications will supersede time table superiority between signals No. 5552 eastward and No. 5551 westward.

Trinidad.—C. & S. crossing, M.P. 635.8, protected by interlocking plant.

Lynn.—Crossover switches are protected by interlocking plant.

Glorieta.—End of double track protected by interlocking plant.

Abajo.—End of double track is protected by interlocking plant.

Isleta.—Junction between New Mexico and Albuquerque Divisions, both ends of siding on Albuquerque Division and east end of siding on New Mexico Division governed by interlocking plant.

Following whistle signals will indicate routes:

**WESTWARD**

Albuquerque Division Main Track, \_\_\_\_\_  
 New Mexico Division Main Track, \_\_\_\_\_ 0  
 New Mexico Division, Siding, \_\_\_\_\_ 0 0  
 Albuquerque Division, Siding, \_\_\_\_\_ 0 \_\_\_\_\_

**EASTWARD**

Albuquerque Division Main Track, \_\_\_\_\_  
 New Mexico Division Main Track, \_\_\_\_\_ 0

Belen.—Junction between Pecos and New Mexico Divisions and between New Mexico and Albuquerque Divisions protected by interlocking plant.

Colfax.—S. P. crossing, M.P. 24.1, protected by gate normally lined against A. T. & S. F. Ry.

Between Trinidad and Wootton and between Lynn and Raton trains will run as prescribed by Rule D-152. The movement of trains will be supervised by the train dispatcher who will issue instructions to signalmen when required.

Trains not authorized by time table between Trinidad and Raton will move on receipt of clearance card Form 902 and trains so authorized will display signals as prescribed by Rule 21. Trains originating at intermediate points between Trinidad and Raton will display signals as prescribed by Rule 21 and will move on signal indication without clearance card.

Train orders relating to track conditions unless annulled, once issued to a conductor or engineman, continue in effect to them although the schedule or section number or the running orders of their train be changed.

Except as affected by these rules, all block signals and train rules remain in force.

Between clearance point of siding at west end of Wootton and clearance point of siding at east end of Lynn, trains will be governed by interlocked signals operated from Lynn. Signal indication is authority for movements on either track in either direction between these points. Trains stopped by any of these interlocked signals will ascertain from signalmen at Lynn by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule 830 (a). Within these interlocked limits rear of train will be protected by interlocked signals.

Dwarf signals without number plates operated from Lynn are located at Gallinas, Wootton and Lynn controlling movements to main track. Train stopped by any of these signals will ascertain from signalman at Lynn by telephone the reason therefor, and if signalman advises no known cause, and his lineup is properly set for movement, train may proceed as prescribed by Rule 830 (b).

Trains moving from mine track to siding at Gallinas will communicate with office at Lynn by telephone before entering siding. Emergency telephones connected with office at Lynn are located near all main track switches at Gallinas, Wootton and west end of siding at Lynn and at west end of eastward tunnel and east end of westward tunnel.

Wye on eastward main track 0.9 mile west of Jansen. Spring switch at tail track of wye. Dwarf signal governs reverse movements against this switch. Spring switch at east end of east leg of wye. Dwarf signals govern movements from east leg of wye to main track and westward movements on eastward main track.

All trains between Raton and Dillon will operate under time table superiority and rules except as hereafter provided.

At Dillon light indicator is located in telephone box on Signal 6622 at east end of siding. When train from Blossburg District is ready to leave Dillon, conductor will call operator at Raton. Operator will, after being instructed by train order, display proceed indication which will supersede time table and train order superiority and authorize movement from Dillon to west end of Raton freight yard subject to indication of automatic signals.

Interlocking signals operated from Rowe, control all train movements between east switch Rowe and double track junction switch Fox. Signal indication supersedes time table and train order superiority within these limits. Trains doing switching at Fox will advise signalman at Rowe of moves they desire to make and if they go outside interlocking signal limits must obtain permission from Rowe before re-entering. Telephones connected with Rowe office are located on signals at each end of Rowe and Fox sidings. Trains stopped by any of the interlocked signals will ascertain from signalman at Rowe by telephone the reason therefor, and if signalman at Rowe advises no known cause and his line-up as indicated in office is properly set for movement of this train, block will be flagged as per Rule 830 (a), giving particular attention to proper position of all facing point switches. Eastward inferior trains that meet trains

on double track between Glorieta and Fox will be given Form T train order at Rowe.

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**FOOTBOARD RULE.**

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

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**STATUTORY REGULATIONS**

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

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may

lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

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

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

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

**W. S. CUMMINGS,**  
Trainmaster,  
Las Vegas, N. M.

**S. S. ALLISON,**  
Trainmaster,  
El Paso, Texas

**C. W. FRASER,**  
Assistant Trainmaster,  
Hurley, N. M.

**O. S. PARRISH,**  
Chief Dispatcher,  
Las Vegas, N. M.

**D. L. BADGLEY,**  
Night Chief Dispatcher,  
Las Vegas, N. M.

**C. A. Purcell,**  
**V. P. Devine,**

**E. L. Robinson,**  
**O. R. King,**

**Train Dispatchers:**  
**W. E. Rose,**  
**J. C. Hope,**

**C. E. Smoot,**  
**J. H. Blake,**

**A. F. Mathis,**

**LAS VEGAS, N. M.**

**Surgeons of The Atchison, Topeka and Santa Fe Railway Company and The A. T. & S. F. Hospital Association**

**NEW MEXICO DIVISION.**

**Dr. M. L. BISHOFF,** Chief Surgeon, Topeka.

**Dr. H. W. GOOTEE,** Assistant Chief Surgeon, Topeka.

**LA JUNTA HOSPITAL.**

**Dr. R. S. JOHNSTON,** Surgeon in Charge.  
**Dr. A. P. CASH,** Assistant Surgeon.  
**Dr. C. C. WEBER,** Assistant Surgeon.  
**Dr. C. J. BROWN,** Consulting Dentist.  
**Dr. M. A. FARNSWORTH,** Eye, Ear, Nose and Throat.

**ALBUQUERQUE HOSPITAL.**

**Dr. H. W. GOELITZ,** Surgeon in Charge.  
**Dr. GEO. J. GORE,** Assistant Surgeon.  
**Dr. B. F. ROBERTS,** Eye, Ear, Nose and Throat.  
**Dr. W. R. LOVELACE,** Surgical Consultant.  
**Dr. L. C. COOK,** Urologist.  
**Dr. EARL S. RICHMOND,** Consulting Dentist.  
**Dr. W. H. THEARLE,** Tuberculosis Consultant.

**LOCAL SURGEONS.**

**Dr. H. E. ABRUMS,** Trinidad.  
**Dr. O. J. WHITCOMB,** Raton.  
**Dr. C. B. ELLIOTT,** Raton.  
**Dr. G. O. POSEY,** Cimarron.  
**Dr. L. A. THOMPSON,** Springer.  
**Dr. J. H. STEELE,** Wagon Mound.  
**Dr. W. E. KASER,** Las Vegas.  
**Dr. F. H. CRAIL,** Las Vegas.  
**Dr. C. H. GELLENTHIEN,** Valmora.  
**Dr. W. R. LOVELACE,** Albuquerque.  
**Dr. E. L. WARD,** Santa Fe.  
**Dr. A. E. BESSETTE,** Belen.  
**Dr. L. R. JONES,** Belen.

**Dr. R. R. BARTELS,** Socorro.  
**Dr. R. E. MCBRIDE,** Las Cruces.  
**Dr. L. R. GADDIS,** El Paso.  
**Dr. T. J. MCCAMANT,** El Paso.  
**Dr. J. A. STEEL,** Hatch.  
**Dr. L. J. WHITTAKER,** Deming.  
**Dr. N. D. FRAZIN,** Silver City.  
**Dr. S. J. HANKS,** Hurley.  
**Dr. R. H. GRAHAM,** Clayton.  
**Dr. HARRY HALL,** Boise City.

**EYE, EAR, NOSE AND THROAT SPECIALISTS  
AT LOCAL POINTS.**

**Dr. T. B. LYON,** Raton.  
**Dr. S. G. VON ALMON,** El Paso.

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

**LOCAL WATCH INSPECTORS, NEW MEXICO DIVISION**

**RICHARD J. GORDON,** Las Vegas.  
**JAS. A. WHITED,** Raton.  
**N. S. LARSEN,** La Junta.  
**RHOADES-HARBIDGE COMPANY,** Trinidad.

**FRANK MINDLIN,** Albuquerque.  
**H. C. YONTZ,** Santa Fe (semi-monthly trips to Lamy).  
**C. L. CARROLL,** Belen (semi-monthly trips to Socorro).  
**P. R. GANTZ,** Silver City (semi-monthly trips to Hurley).  
**CHAS. M. CREASY,** Hatch (semi-monthly trips to Rincon).

**FRANK A. ARNOLD,** El Paso.  
**W. C. WONDER,** Boise City.  
**R. A. CALDWELL,** Clayton.

**PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:**

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.  
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.  
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.  
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.  
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.  
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.  
 NEW MEXICO DIVISION—Trains 71 and 72.  
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.  
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.  
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.  
 SLATON DIVISION.

**When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.**

**The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.**

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| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.<br/>                 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.<br/>                 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.<br/>                 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.<br/>                 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.<br/>                 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.<br/>                 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.<br/>                 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.<br/>                 (g) At Burlingame, to receive passengers for Kansas City or beyond.<br/>                 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.<br/>                 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.<br/>                 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.<br/>                 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.<br/>                 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.<br/>                 (e) At Burlingame, to discharge passengers from Kansas City or beyond.<br/>                 (f) At Florence, to discharge passengers from Topeka or beyond, or to receive passengers for Hutchinson or beyond.<br/>                 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.<br/>                 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.<br/>                 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond; or to receive passengers for Dodge City or beyond.<br/>                 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.<br/>                 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.<br/>                 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.<br/>                 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.<br/>                 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.<br/>                 (f) At Osage City, to receive passengers for Kansas City or beyond.<br/>                 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.<br/>                 (h) At Hardin, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.<br/>                 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.<br/>                 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.<br/>                 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.<br/>                 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.<br/>                 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.<br/>                 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.<br/>                 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.<br/>                 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.<br/>                 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.<br/>                 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.<br/>                 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.<br/>                 (b) At Las Animas, to discharge passengers from beyond La Junta.<br/>                 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.<br/>                 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.<br/>                 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.<br/>                 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.<br/>                 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.<br/>                 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.<br/>                 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.<br/>                 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.<br/>                 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.<br/>                 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.<br/>                 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond.<br/>                 (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.<br/>                 (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.<br/>                 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.<br/>                 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.<br/>                 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.<br/>                 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.<br/>                 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.<br/>                 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.<br/>                 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.<br/>                 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.<br/>                 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.<br/>                 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.<br/>                 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.<br/>                 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.<br/>                 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.<br/>                 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.<br/>                 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.<br/>                 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27. (C &amp; S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.<br/>                 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.<br/>                 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.<br/>                 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C &amp; S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.<br/>                 (b) At Gardner, to receive passengers for Chanute or beyond.<br/>                 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> |
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**The following signs indicate:**

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

# SANTA FE FIRST

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

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

