

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

LOCAL TIME INSPECTORS—NEW MEXICO DIVISION.

A. J. BRADLEY .....La Junta.  
RHOADES-HARBIDGE COMPANY.....Trinidad.  
JAS. A. WHITED.....Raton.  
C. R. BAKER (Gordons Jewelry).....Las Vegas.  
FRANK MINDLIN.....Albuquerque.  
BERNARD SPITZ.....Santa Fe.  
C. L. CARROLL.....Belen.  
M. E. TREMBLY.....Belen.  
P. R. GANTZ.....Silver City.  
H. F. RUTISHAUSER.....Bayard.  
.....El Paso.

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

DR. R. G. SMITH, Chief Surgeon.....Topeka.

ALBUQUERQUE HOSPITAL

DR. J. W. WIGGINS, Surgeon in Charge.  
DR. CARL S. WILLIAMSON, Assistant Surgeon.  
DR. LAWRENCE WILKINSON, Assistant Surgeon.  
DR. T. A. KOONS, Assistant Surgeon.  
DR. THEODORE SPITZ, Anesthetist.  
DR. W. R. LOVELACE, Surgical Consultant.  
DR. GORDON STRANCE, Thoracic Surgeon.  
DR. S. J. JELSO, Dermatologist.  
DR. ALFRED LOPEZ, Dentist.  
DR. J. G. MANSER, Dentist.  
DR. JOHN D. MORROW, Consulting Dentist.  
DR. H. J. BECK, Urologist.  
DR. W. H. THEARLE, Tuberculosis Consultant.  
DR. J. R. VAN ATTA, X-ray and Laboratory Consultant.  
DR. R. E. FORBIS, Orthopedic Consultant.  
DR. LEWIS M. OVERTON, Orthopedist.  
DR. L. C. DELAMBRE, Urologist.  
DR. MILTON POLLARD. (Eye)

LOCAL SURGEONS.

DR. J. ALAN SHAND.....La Junta.  
DR. R. SHERWIN JOHNSTON, JR.....La Junta.  
DR. GORDON H. VANDIVER.....La Junta.  
DR. RICHARD L. DAVIS.....La Junta.  
DR. H. E. ABRUMS.....Trinidad.  
DR. C. B. ELLIOTT.....Raton.  
DR. V. K. ADAMS.....Raton.  
DR. L. A. THOMPSON.....Springer.  
DR. C. H. GELLENTHIEN.....Valmora.  
DR. J. A. EVANS.....Las Vegas.  
DR. W. A. STARK.....Las Vegas.  
DR. LEGRAND WARD.....Santa Fe.  
DR. S. M. GONZALEZ.....Santa Fe.  
DR. V. E. FRANKLIN.....Socorro.  
DR. A. J. EVANS.....Magdalena.  
DR. H. B. JOHNSON.....Hot Springs.  
DR. W. P. SEDGWICK.....Las Cruces.  
DR. L. R. GADDIS.....El Paso.  
DR. R. J. PHILLIPS.....El Paso.  
DR. J. A. STEEL.....Hatch.  
DR. B. D. ROGERS.....Deming.  
DR. C. S. GUTHREY.....Silver City.  
DR. N. P. GRENFELL.....Bayard.

EYE, EAR, NOSE and THROAT SPECIALISTS  
AT LOCAL POINTS.

DR. M. A. FARNSWORTH.....La Junta.  
DR. R. P. BEAUDETTE, Ophthalmologist.....Raton.  
DR. J. D. MARTIN.....El Paso.

The Atchison, Topeka and Santa Fe  
Railway Co.

WESTERN LINES  
Northern District

NEW MEXICO DIVISION

TIME TABLE No.

84

IN EFFECT

Sunday, April 2, 1950

At 12:01 A. M.

Mountain Standard Time

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

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

L. M. OLSON,  
Asst. General Manager,  
La Junta, Colorado.

W. H. JONES,  
Superintendent,  
Las Vegas, N. M.

Time table 83 eff 20 Feb 49  
85 28 Jan 51

# 1 NEW MEXICO DIVISION.

# FIRST DISTRICT.

Signal System Two in effect LaJunta to C&S Crossing (not including C&S Interlocking).

Signal System One in effect C&S Crossing to Raton.

Automatic Block System between LaJunta and Raton.

Two main tracks between Raton and Lynn.

Two main tracks between Wootton and C&S Crossing.

Rule 251 in effect C&S Crossing to West switch Wootton and from East switch Lynn to Raton.

Rule 261 in effect East switch Lynn to West switch Wootton.

Trains or engines stopped by any of these interlocked signals will be governed by Rule 652. Within these interlocked limits rear of train will be protected by interlocked signals.

Dwarf signals without number plates operated from control station are located at Gallinas, Wootton and Lynn, controlling movements to main track. Trains stopped by any of these signals will ascertain from control station by telephone the reason thereof, and if control station advises no known cause and line up is properly set for movement, train may proceed as prescribed by Rule 509-C.

Trains moving from mine track to siding at Gallinas will communicate with control station by telephone before entering siding. Emergency telephones connected with control station are located near all main track switches at Gallinas, Wootton, 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.

Time at C&S Crossing applies at end of two tracks.

Between bridge 554-B and signal bridge carrying signals 5552 and 5554 at LaJunta, and between coal chute and West crossover West of passenger station at Trinidad: There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Crotch switch at West end of siding Lynn will be normally lined and locked for movement to Westward main track.

End of two tracks Wootton controlled by spring switch normally lined for Eastward movements.

End of two tracks Lynn protected by dual control switch.

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.

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

D&RGW and C&S trains must secure numbered clearance card before leaving Jansen.

Trains originating at La Junta and Raton must secure numbered clearance card before leaving point of origin. Trains originating at Trinidad must secure numbered clearance card before leaving Trinidad or C&S Crossing.

Track Capacity 50 ft. Per Car.		WESTWARD.						Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.
		First Class.								
		3	7	17	21	123	19			
Other Tracks.	Sidings.	California Limited.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.			
	Yard	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
		PM 10.00	PM 5.15	AM 9.47	AM 8.32	AM 7.30	AM 6.35	554.9		
93	82	10.07	5.20	9.53	8.38	7.35	6.42	558.0	59.7	
5	82	10.13	5.25	9.57	8.42	7.40	6.48	563.5	58.1	
4	61	10.20	5.29	10.01	8.46	7.44	6.53	568.0	58.9	
19	81	10.25	5.33	10.04	8.49	7.49	6.57	572.3	31.0	
7	82	10.32	5.38	10.08	8.53	7.53	7.02	578.2	59.7	
5	82	10.37	5.42	10.12	8.57	7.56	7.06	583.0	59.7	
52	59	10.41	5.45	10.14	8.59	8.00	7.09	586.0	59.7	
9	63	10.48	5.50	10.19	9.04	8.05	7.14	591.5	59.7	
7	81	10.53	5.54	10.23	9.08	8.09	7.17	595.5	59.7	
66	107	10.59	5.59	10.27	9.12	8.14	7.21	599.8	59.7	
27	70	11.06	6.04	10.32	9.17	8.20	7.25	604.7	0	
8	81	11.12	6.08	10.36	9.21	8.24	7.29	609.2	59.2	
36	82	11.19	6.12	10.40	9.25	8.30	7.33	615.0	59.7	
5	60	11.24	6.15	10.43	9.28	8.35	7.36	618.4	59.4	
5	62	11.30	6.20	10.47	9.32	8.40	7.40	622.3	57.6	
58	83	11.36	6.25	10.53	9.38	8.45	7.46	626.3	59.4	
	82	11.42	6.31	10.58	9.43	8.50	7.51	632.3	59.7	
		11.46	6.35	11.01	9.46	8.54	7.54	635.8	28.1	
	Yard	s 11.55	s 6.45	11.05	9.50	s 8.57	s 8.00	636.7	59.4	
30		11.59	6.48	11.08	9.53	9.00	8.03	638.6	105.6	
		AM								
8	E69 W47	12.05	6.54	11.14	9.59	9.05	8.09	641.8	105.6	
139	E28 W81	12.17	7.02	11.22	10.07	9.11	8.17	646.5	184.8	
99		12.20	7.06	11.26	10.11	9.15	8.21	648.1	184.8	
59	81	12.30	7.19	11.36	10.22	9.25	8.32	651.8	184.8	
4	57	12.35	7.25	11.40	10.26	9.29	8.36	652.8	0	
		12.45	7.35	11.49	10.35	9.40	8.45	655.9	0	
	Yard	s 1.00 AM	s 7.45 PM	s 11.59 AM	s 10.45 AM	s 9.50 AM	s 8.55 AM	659.5		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
		34.9	41.8	47.5	47.2	44.8	44.8			
									Average speed per hour.	

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

TWO TRACKS

(104.6)

FIRST DISTRICT.

TIME TABLE No. 84, April 2, 1950.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.					
					First Class.					
					4	8	22	20	124	18
					California Limited.	Fast Mail Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
<b>LA JUNTA. YL</b>			W F T Y	C	s AM 6.00	s AM 6.35	s PM 1.50	s PM 4.30	s PM 6.15	s PM 8.25
3.1		0								
ORMEGA.		0		B	5.50	6.25	1.42	4.22	6.10	8.17
5.5										
BENTON.		0		B	5.45	6.20	1.38	4.16	6.06	8.13
4.6										
RENE.		0		B	5.40	6.15	1.34	4.12	6.00	8.09
4.3										
TIMPAS.		0		B	5.30	6.10	1.30	4.08	5.56	8.05
5.8										
AYER.		0		B	5.20	6.05	1.26	4.03	5.52	8.00
4.9										
MINDEMAN.		0		B	5.15	6.00	1.22	3.59	5.48	7.56
3.0										
BLOOM.		0	W	B	5.10	5.55	1.19	3.56	5.45	7.53
5.5										
DELHI.		0		B	5.05	5.50	1.15	3.50	5.40	7.48
4.0										
HOUGHTON.		0		B	5.00	5.42	1.12	3.46	5.36	7.45
4.3										
THATCHER.		0	WY	C	4.55	5.35	1.08	3.41	5.31	7.40
4.9										
SIMPSON.		31.7		B	4.49	5.25	1.04	3.36	5.26	7.36
4.5										
TYRONE.		31.7		B	4.43	5.17	1.00	3.31	5.22	7.32
5.8										
MODEL.		31.1		B	4.36	5.08	12.55	3.25	5.18	7.27
3.4										
EARL.		31.7		B	4.31	5.02	12.51	3.20	5.13	7.22
3.9										
KADREW.		30.8		B	4.25	4.55	12.46	3.15	5.08	7.17
3.9										
HOEHNES.		31.7		C	4.18	4.50	12.40	3.09	5.03	7.11
6.0										
EL MORO.		0		B	4.11	4.45	12.35	3.02	4.52	7.05
3.5										
C. & S. CROSSING.		0		C	4.05	4.40	12.32	2.57	4.48	7.02
0.9										
TRINIDAD. YL		0	WFT	C	s 4.00	s 4.35	12.30	s 2.55	s 4.44	7.00
1.9										
JANSEN.		0		C	3.47	4.25	12.25	2.49	4.40	6.56
3.2										
STARKVILLE.		0	W	B	3.40	4.18	12.18	2.43	4.32	6.49
4.7										
GALLINAS.		0		B	3.30	4.08	12.08	2.33	4.21	6.39
1.6										
MORLEY.		0		C	3.25	4.03	12.04	2.29	4.17	6.35
3.6							PM			
WOOTTON.		175.8		B	3.15	3.55	11.55	2.20	4.13	6.26
1.0										
LYNN.		175.8		C	3.08	3.50	11.50	2.16	4.09	6.21
3.2										
KEOTA.		174.2		B	2.55	3.35	11.40	2.06	4.00	6.11
3.6										
RATON. YL			W F T Y	C	2.45 AM	3.25 AM	11.31 AM	1.55 PM	3.50 PM	6.02 PM
(104.6)										
Average speed per hour.					31.7	34.9	45.1	40.5	43.3	43.8

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

Signal System Two in effect LaJunta to C&S Crossing (not including C&S Interlocking).

Signal System One in effect C&S Crossing to Raton.

Automatic Block System between LaJunta and Raton.

Two main tracks between Raton and Lynn.

Two main tracks between Wootton and C&S Crossing.

Rule 251 in effect C&S Crossing to West switch Wootton and from East switch Lynn to Raton.

Rule 261 in effect East switch Lynn to West switch Wootton.

Trains or engines stopped by any of these interlocked signals will be governed by Rule 652. Within these interlocked limits rear of train will be protected by interlocked signals.

Dwarf signals without number plates operated from control station are located at Gallinas, Wootton and Lynn, controlling movements to main track. Trains stopped by any of these signals will ascertain from control station by telephone the reason thereof, and if control station advises no known cause and line up is properly set for movement, train may proceed as prescribed by Rule 509-C.

Trains moving from mine track to siding at Gallinas will communicate with control station by telephone before entering siding. Emergency telephones connected with control station are located near all main track switches at Gallinas, Wootton, 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.

Time at C&S Crossing applies at end of two tracks.

Between bridge 554-B and signal bridge carrying signals 5552 and 5554 at LaJunta, and between coal chute and West crossover West of passenger station at Trinidad: There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Crotch switch at West end of siding Lynn will be normally lined and locked for movement to Westward main track.

End of two tracks Wootton controlled by spring switch normally lined for Eastward movements.

End of two tracks Lynn protected by dual control switch.

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.

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

D&RGW and C&S trains must secure numbered clearance card before leaving Jansen.

Trains originating at LaJunta and Raton must secure numbered clearance card before leaving point of origin. Trains originating at Trinidad must secure numbered clearance card before leaving Trinidad or C&S Crossing.

**3 NEW MEXICO DIVISION.**

**SECOND DISTRICT.**

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and Las Vegas.

Between Automatic block signals 7701 and 7704 at Las Vegas there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

All trains between Raton and Dillon will operate under time table superiority and rules except as hereinafter 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 control station. Control station, 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 Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

Eastward trains holding main track at Otero to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

Westward trains holding main track at Toril to meet opposing trains must stop East of the preliminary sign until opposing train has entered siding.

Track Capacity 50 ft. Per Car.		WESTWARD.						Mile Post.	Rating Grade Ascending.	TIME TABLE No. 84, April 2, 1950.
		First Class.								
		7	17	21	123	19	3			
		Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.	California Limited.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.	
	Yard	PM 7.50	PM 12.02	AM 10.48	AM 9.55	AM 9.00	AM 1.05	659.5		
112	80	7.54	12.05	10.51	9.58	9.03	1.10	662.4	RATON. YL 2.9	
283	94	8.02	12.13	10.58	10.05	9.11	1.20	671.3	DILLON. 8.7	
5	82	8.09	12.20	11.08 <sup>22</sup>	10.10	9.17	1.28	678.8	HEBRON. 7.5	
59	61	8.16	12.26	11.15	10.15	9.23 <sup>f</sup>	1.34	686.0	SCHOMBERG. 7.2	
66	68	8.20	12.30	11.19	10.19	9.27 <sup>f</sup>	1.39	691.0	MAXWELL. 5.0	
3	67	8.22	12.32	11.21	10.23	9.29	1.49 <sup>4</sup>	693.4	FRENCH. 2.4	
33	44	8.25	12.35	11.24	10.26	9.32	1.54	697.5	GATO. 4.1	
148	58	8.27	12.37	11.26	10.29	9.34 <sup>s</sup>	2.03	699.4	TORIL. 1.9	
7	52	8.32	12.42	11.31	10.35	9.39	2.13 <sup>8</sup>	705.3	SPRINGER. 6.1	
9	81	8.37	12.46	11.35	10.42 <sup>22</sup>	9.43 <sup>f</sup>	2.18	710.0	ROBINSON. 4.7	
4	51	8.41	12.49	11.38	10.46	9.46	2.24	714.3	COLMOR. 4.3	
11	53	8.45	12.54 <sup>20</sup>	11.43	10.51	9.51	2.30	719.7	NOLAN. 5.3	
80	81	8.51	12.58	11.47	10.55	9.55 <sup>s</sup>	2.35	725.3	LEVY. 5.7	
9	80	8.56	1.03	11.51	11.00	9.58	2.40	730.2	WAGON MOUND. 4.9	
8	50	9.01	1.08	11.56 <sup>PM</sup>	11.05	10.04	2.50	735.3	BOND. 5.1	
3	47	9.10	1.18	12.05	11.15	10.14 <sup>f</sup>	3.00	742.3	OPTIMO. 7.0	
								744.8	SHOEMAKER. 2.5	
69	79	9.20	1.28	12.15 <sup>20</sup>	11.25	10.27 <sup>f</sup>	3.10	750.2	VALMORA. 4.8	
	83	9.26	1.33	12.21	11.30	10.35	3.15	755.4	WATROUS. 5.2	
17	82	9.30	1.37	12.25	11.35	10.43	3.20	759.6	KROENIG'S. 4.1	
17	104	9.35	1.41	12.29	11.40	10.50	3.25	764.0	ONAVA. 4.5	
3	82	9.39	1.44 <sup>124</sup>	12.32	11.44	10.56	3.30	767.7	AZUL. 3.6	
	Yard	s 9.45 <sup>s</sup> PM	s 1.50 <sup>s</sup> PM	s 12.37 <sup>s</sup> PM	s 11.47 <sup>s</sup> AM	s 11.05 <sup>s</sup> AM	s 3.35 AM.	770.1	ARRIBA. 2.4	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		LAS VEGAS. YL	
		57.3	61.1	60.5	58.9	52.8	44.0		(110.0)	
									Average speed per hour.	

AUTOMATIC BLOCK SYSTEM

**SECOND DISTRICT.**

**NEW MEXICO DIVISION.**

**TIME TABLE**  
No. 84,  
April 2, 1950.

STATIONS.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.					
				First Class.					
				4	8	22	20	124	18
				California Limited.	Fast Mail Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
<b>RATON. YL</b> 2.9	70.7			AM 2.40	AM 3.20	AM 11.28	PM 1.50	PM 3.45	PM 5.59
DILLON. 8.7	75.0		B	2.31	3.13	11.21	1.43	3.40	5.51
HEBRON. 7.5	70.2		Y C	2.20	3.00	11.14	1.35	3.30	5.44
SCHOMBERG. 7.2	68.4		B	2.12	2.50	11.08 <sup>21</sup>	1.29	3.21	5.38
MAXWELL. 5.0	66.0		C	2.02	2.40	11.02	1.23	3.13	5.32
FRENCH. 2.4	70.0		C	1.53	2.33	10.58	1.19	3.07	5.28
GATO. 4.1	72.8		B	1.49 <sup>3</sup>	2.28	10.56	1.16	3.02	5.26
TORIL. 1.9	66.0		Y B	1.44	2.23	10.53	1.12	2.58	5.23
SPRINGER. 6.1	70.2		W C	1.40	2.20	10.51	1.10	2.55	5.21
ROBINSON. 4.7	69.7		B	1.34	2.13 <sup>3</sup>	10.46	1.05	2.50	5.16
COLMOR. 4.3	67.9		B	1.27	2.02	10.42 <sup>123</sup>	1.01	2.46	5.13
NOLAN. 5.3	69.7		B	1.22	1.54	10.39	12.58	2.43	5.10
LEVY. 5.7	67.9		B	1.16	1.48	10.35	12.54 <sup>17</sup>	2.38	5.07
WAGON MOUND. 4.9	16.5		W C	1.10	1.40	10.31	12.45	2.34	5.03
BOND. 5.1	69.7		B	1.03	1.33	10.27	12.41	2.29	4.59
OPTIMO. 7.0	70.2		B	12.55	1.27	10.22	12.35	2.25	4.54
SHOEMAKER. 2.5	0		B	12.45	1.15	10.14 <sup>19</sup>	12.26	2.15	4.46
VALMORA. 4.8	52.8		B						
WATROUS. 5.2	70.0		C	12.35	1.03	10.03	12.15 <sup>21</sup>	2.05	4.36
KROENIG'S. 4.1	0		B	12.26	12.55	9.58	12.06	2.00	4.32
ONAVA. 4.5	68.7		B	12.20	12.50	9.55	12.02 <sup>PM</sup>	1.55	4.29
AZUL. 3.6	69.7		B	12.15	12.45	9.51	11.56	1.50	4.25
ARRIBA. 2.4	69.7		B	12.10	12.40	9.47	11.51	1.44 <sup>17</sup>	4.21
<b>LAS VEGAS. YL</b>			W F T Y	12.05 AM	12.35 AM	9.43 AM	11.47 <sup>123</sup> AM	1.35 PM	4.18 PM
(110.0)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				42.5	40.0	62.9	63.6	60.7	65.3

AUTOMATIC BLOCK SYSTEM

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and Las Vegas.

Between Automatic block signals 7701 and 7704 at Las Vegas there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

All trains between Raton and Dillon will operate under time table superiority and rules except as hereinafter 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 control station. Control station, 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 Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

Eastward trains holding main track at Otero to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

Westward trains holding main track at Toril to meet opposing trains must stop East of the preliminary sign until opposing train has entered siding.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.						Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.
		7	17	21	123	19	3			
		Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.	California Limited.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.	
	Yard	PM 9.50	PM 1.53	PM 12.40	AM 11.52 PM	AM 11.10	AM 3.40	770.1	51.7	<b>LAS VEGAS. YL</b> 4.5
	9 78	9.56	1.59	12.46	12.02	11.17	3.45	774.6	87.1	ROMERO. 3.9
	6 52	10.02	2.05	12.52	12.10	11.26 <sup>20</sup>	3.50	778.5	0	OJITA. 4.6
	13 51	10.09	2.11	12.58	12.20	11.34	3.55	783.2	89.8	MYERS. 5.5
	8 115	10.17	2.17	1.05 <sup>124</sup>	12.30	11.40 <sup>f</sup>	4.02	788.8	89.8	CHAPELLE. 4.8
	3 <del>E56</del> W50	10.25	2.23	1.12	12.40	11.47	4.13	793.6	0	BLANCHARD. 5.8
	22 60	10.35	2.33	1.22	12.50 <sup>124</sup>	11.57 <sup>f</sup> PM	4.24	799.4	89.8	RIBERA. 4.0
	13 64	10.42 <sup>4</sup>	2.39	1.29	12.56	12.04	4.31	803.8	89.1	SANDS. 3.4
	19 57	10.49	2.44	1.35	1.02	12.10 <sup>f</sup>	4.38	807.0	89.8	ILFELD. 4.0
	16 56	10.56	2.49	1.41	1.08	12.16	4.45	811.0	89.8	GISE. 4.8
	84 81	11.03	2.55	1.46	1.14	12.21 <sup>f</sup> <sup>124</sup>	4.50	816.0	89.8	ROWE. 4.4
	61	11.10 <sup>8</sup>	3.01	1.52	1.19	12.27	5.00	820.4	89.8	FOX. 4.8
	102 114	11.20	3.12	2.00	1.29	12.35 <sup>f</sup>	5.10	825.2	0	GLORIETA. YL 4.6
	13 102	11.30	3.24	2.10	1.39	12.45	5.20	830.0	0	CANYONCITO. 5.1
	Yard	11.50 <sup>s</sup>	3.40	2.25 <sup>s</sup>	1.50 <sup>s</sup>	1.00 <sup>s</sup>	5.40	835.2	0	LAMY. YL 2.1
	61	11.53	3.45	2.30 <sup>18</sup>	1.53	1.02	5.43	837.3	0	SPIESS. 6.4
	15 105	11.59 AM	3.50	2.36	1.59	1.08	5.50	843.8	0	KENNEDY. 4.9
	82	12.03	3.53	2.41	2.04	1.11	5.55	848.7	0	GALISTEO. 3.6
	37 68	12.07	3.57	2.45	2.10	1.15 <sup>f</sup>	6.00	852.3	0	LOS CERRILLOS. 1.7
	121 97	12.10	4.00	2.47	2.15 <sup>18</sup>	1.17	6.06	853.9	0	WALDO. 6.1
	58	12.18	4.08	2.55	2.22	1.24	6.15	860.0	47.5	ROSARIO. 5.8
	26 88	12.25	4.13	3.01	2.29	1.29 <sup>f</sup>	6.25	865.3	0	DOMINGO. 6.8
	59	12.30	4.19	3.06	2.34	1.34	6.35	872.2	21.1	ELOTA. 4.4
	81	12.34	4.23	3.11	2.39	1.37	6.40	876.6	21.1	NUEVE. 5.7
	81	12.38	4.28	3.18	2.45	1.43	6.47	882.4	26.4	RUIZ. 3.6
	50 60	12.41	4.32	3.22	2.50	1.51 <sup>18</sup> <sup>f</sup>	6.53	886.0	0	BERNALILLO. 8.6
	90 52	12.48	4.40	3.31	2.58	2.06	7.00	894.7	21.1	ALAMEDA. 4.1
	45 85	12.52	4.46	3.36	3.05	2.12	7.08	898.8	18.5	HAHN. 3.6
	Yard	s 1.00 AM	s 4.55 PM	s 3.45 PM	s 3.15 PM	s 2.20 PM	s 7.30 AM	902.4		Albuquerque. YL 3.5
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(131.6)
									Average speed per hour.	

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

Two Main Tracks between Fox and Glorieta and between Hahn and Albuquerque.

Rule 251 in effect between end of two tracks Fox and end of two tracks Glorieta.

Rule 261 in effect on main track between East siding switch Rowe and end of two tracks Fox.

Trains or engines stopped by interlocked signals this location will be governed by Rules 652 and 653.

Telephones connected with control station are located on signals at each end of Rowe and Fox sidings.

Between:

Automatic block signals 7701 and 7704 at Las Vegas, and Automatic block signals 9013 and 9032 at Albuquerque:

There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Time of trains at Fox and Hahn applies at end of two tracks.

Time of Westward trains at Glorieta applies at end of two tracks.

Trains must secure numbered clearance card before leaving Las Vegas and Lamy.

Trains originating at Albuquerque and Abajo must secure numbered clearance card before leaving point of origin.

Eastward trains holding main track at Waldo or Spiess, and opposing trains must stop West of the preliminary sign until opposing train has entered siding.

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

AUTOMATIC BLOCK SYSTEM

2 Tracks

2 Tracks

### THIRD DISTRICT.

### NEW MEXICO DIVISION. 6

TIME TABLE No. 84, April 2, 1950.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.						
					First Class.						
					22	20	124	18	4	8	
STATIONS.					El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.	California Limited.	Fast Mail Express.	
					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
LAS VEGAS. YL 4.5		74.9	W T Y	C	s 9.40	s 11.42	s 1.30	s 4.15	s 11.55	s 12.25	
ROMERO. 3.9		75.0		B	9.32	11.35	1.25	4.08	11.40	12.17	
OJITA. 4.6		75.0		B	9.25	<sup>19</sup> 11.26	1.17	4.00	11.30	12.10	
MYERS. 5.5		75.0		B	9.18	11.18	1.12	3.54	11.22	12.04 AM	
CHAPELLE. 4.8		0	W	C	9.12	11.11	<sup>21</sup> 1.05	3.47	11.10	11.57	
BLANCHARD. 5.8		75.0		B	9.05	11.05	12.57	3.39	11.02	11.50	
RIBERA. 4.0		0	W	B	8.55	10.55	<sup>123</sup> 12.50	3.29	10.50	11.40	
SANDS. 3.4		0		B	8.50	10.50	12.37	3.24	<sup>7</sup> 10.42	11.32	
ILFELD. 4.0		0		B	8.46	10.45	12.32	3.19	10.35	11.26	
GISE. 4.8		61.2		B	8.41	10.40	12.26	3.15	10.30	11.20	
ROWE. 4.4		0	W	C	8.36	10.35	<sup>19</sup> 12.21	3.10	10.25	11.15	
FOX. 4.8		0		B	8.30	10.29	12.15	3.03	10.20	<sup>7</sup> 11.10	
GLORIETA. YL 4.6		158.4		Y	8.25	10.22	<sup>PM</sup> 12.10	2.55	10.15	11.00	
CANYONCITO. 5.1		158.4		B	8.15	10.10	11.59	2.45	10.02	10.45	
LAMY. YL 2.1		73.9	W	F	C	8.05	s 10.00	s 11.50	2.35	s 9.50	s 10.35
SPIESS. 6.4		75.0		B	8.00	9.52	11.40	<sup>21</sup> 2.30	9.35	10.23	
KENNEDY. 4.9		70.7		B	7.55	9.45	11.33	2.25	9.21	10.12	
GALISTEO. 3.6		75.0		B	7.50	9.38	11.25	2.20	9.16	10.05	
LOS CERRILLOS. 1.7		75.0	W	C	7.47	9.35	11.19	2.17	9.10	10.00	
WALDO. 6.1		73.1		B	7.45	9.33	11.16	<sup>123</sup> 2.15	9.04	9.52	
ROSARIO. 5.8		52.8		B	7.38	9.26	11.10	2.08	8.55	9.45	
DOMINGO. 6.8		26.4	W	C	7.34	9.21	11.05	2.04	8.48	f 9.40	
ELOTA. 4.4		26.4		B	7.30	9.15	11.01	2.00	8.40	9.35	
NUEVE. 5.7		52.8		B	7.27	9.12	10.58	1.57	8.35	9.30	
RUIZ. 3.6		26.4		B	7.23	9.08	10.55	1.53	8.27	9.25	
BERNALILLO. 8.6		26.4		C	7.21	9.06	10.52	<sup>19</sup> 1.51	8.22	f 9.20	
ALAMEDA. 4.1		26.4		B	7.13	8.58	10.44	1.43	8.15	9.10	
HAHN. 3.6		26.4		B	7.10	8.55	10.40	1.40	8.10	9.05	
Albuquerque. YL			W F T	C	7.05 AM	8.50 AM	10.35 AM	1.35 PM	8.00 PM	9.00 PM	
(131.6)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
Average speed per hour.					50.9	45.9	45.1	49.3	33.0	38.5	

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

Two Main Tracks between Fox and Glorieta and between Hahn and Albuquerque.

Rule 251 in effect between end of two tracks Fox and end of two tracks Glorieta.

Rule 261 in effect on main track between East siding switch Rowe and end of two tracks Fox.

Trains or engines stopped by interlocked signals this location will be governed by Rules 652 and 653.

Telephones connected with control station are located on signals at each end of Rowe and Fox sidings.

Between:

Automatic block signals 7701 and 7704 at Las Vegas, and Automatic block signals 9013 and 9032 at Albuquerque:

There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Time of trains at Fox and Hahn applies at end of two tracks.

Time of Westward trains at Glorieta applies at end of two tracks.

Trains must secure numbered clearance card before leaving Las Vegas and Lamy.

Trains originating at Albuquerque and Abajo must secure numbered clearance card before leaving point of origin.

Eastward trains holding main track at Waldo or Spiess to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

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

Signal System 2 in effect Albuquerque to Isleta.

Signal System 1 in effect Isleta to Rincon.

Automatic Block System between:

MP 902.4 and MP 915.0  
MP 931.3 and MP 935.0  
MP 1077.6 and MP 1078.7

Two main tracks between Albuquerque and Abajo and at Belen between MP 895.6 and MP 896.7.

Between:

Automatic block signals 9013 and 9032 at Albuquerque, and between Albuquerque Division Junction MP 896.7 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 895.6 to MP 896.7.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 895.5 and end of two main tracks MP 895.6.

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

Time of trains at Abajo applies at end of two tracks.

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen and Rincon.

Trains originating Albuquerque, Abajo, Isleta and Socorro must secure numbered clearance card before leaving point of origin.

At Isleta, Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalles, will be governed by the indication of the train order signal.

Albuquerque Division trains originating at Albuquerque or Abajo must secure numbered clearance card from both Albuquerque and New Mexico Divisions before leaving point of origin. Such clearance cards will specify whether issued by Albuquerque or New Mexico Division.

Track Capacity 50 ft. Per Car.		WESTWARD.							Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.	STATIONS.
		FIRST CLASS.										
		13	17	21	123	19	3	7				
Other Tracks.	Sidings.	Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.	California Limited.	Fast Mail Express.				
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
	Yard	PM 9.00	PM 5.05	PM 3.55	PM 3.30	PM 2.30	AM 8.30	AM 1.15	902.4	0		Albuquerque. YL 1.5
	Yard	9.06	5.10	4.00	3.35	2.35	8.36	1.20	903.9	21.1	A. B. S.	ABAJO. YL 5.9
3	104	9.13	5.15	4.05	3.40	2.40	8.40	1.25	909.8	15.8		BARR. 5.2
84	70	f 9.20	5.20	4.10	3.45	2.45	8.45	1.30	916.0	10.6		ISLETA. 7.4
	70	f 9.30							922.4	21.1		LOS LUNAS. 5.0
	88	9.35							927.4	19.0		CHLOE. 5.2
	Yard	s 9.40 10.15							932.6	21.1		BELEN. YL 4.0
		10.22							936.6	18.2		JARALES. 2.7
		10.26							939.3	3.7		BOSQUE. 3.2
29	83	f 10.30							942.5	12.1		SABINAL. 7.0
		f 10.41							949.5	15.8		BERNARDO. 4.0
13	83	10.48							953.5	16.3		LA JOYA. 10.0
7	80	f 11.06							963.5	19.5		SAN ACACIA. 7.4
12	83	11.18							970.9	19.2		LIMITAR. 6.9
101	83	s 11.30							977.8	26.4		SOCORRO. YL 10.4
42	83	s 11.48 AM							988.2	31.7		SAN ANTONIO. 10.8
	82	12.06							999.0	0		ELMENDORF. 6.1
3	119	12.18							1005.1	26.4		SAN MARCIAL. 7.2
11	53	12.31							1012.3	26.4		POPE. 9.1
1	55	f 12.47							1021.4	26.4		LAVA. 10.1
	82	1.05							1031.5	26.4		CROCKER. 11.7
85	63	s 1.23							1043.2	0		ENGEL. 3.7
41	41	1.30							1046.9	26.4		JORNADA. 4.5
22	82	f 1.38							1051.4	26.4		CUTTER. 5.0
	47	f 1.47							1056.4	26.4		ALEMAN. 6.9
8	83	f 2.01							1063.3	9.8		UPHAM. 3.8
	82	2.08							1067.1	5.4		ALIVIO. 6.6
44	49	f 2.23							1073.7	26.4		GRAMA. 5.9
	Yard	s 2.30 AM							1079.6			RINCON. YL
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				(177.2)
		32.2	50.4	50.4	50.4	50.4	50.4	50.4				Average speed per hour.



TIME TABLE No. 84, April 2, 1950.		Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.						
					FIRST CLASS.						
					14	22	20	124	18	4	8
STATIONS.					Express.	Ei Capitan.	The Chief.	The Grand Canyon.	The Super Chief.	California Limited.	Fast Mail Express.
					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
A. B. S.	Albuquerque. YL	2 Tracks 14.9	WFT	C	s 7.45	s 6.55	s 8.40	s 10.25	s 1.25	m 6.45	s 8.45
	1.5										
	ABAJO. YL	26.4	Y	C	7.38	6.50	8.34	10.19	1.20	6.39	8.40
	5.9										
	BARR.	26.4		B	7.31	6.44	8.29	10.14	1.14	6.34	8.34
	5.2										
	ISLETA.	26.4		C	f 7.24	6.40	8.25	10.10	1.10	6.30	8.30
	7.4					AM	AM	AM	PM	PM	PM
	LOS LUNAS.	25.3		C	f 7.14						
	5.0										
	CHLOE.	21.1		B	7.03						
	5.2										
	BELEN. YL	26.4		W F T Y	C	s 6.55 6.30					
	4.0										
	JARALE.	16.1				6.26					
	2.7										
	BOSQUE.	26.4				6.22					
	3.2										
	SABINAL.	26.4			B	f 6.18					
	7.0										
	BERNARDO.	26.4				f 6.07					
4.0											
LA JOYA.	25.3			B	6.00						
10.0											
SAN ACACIA.	41.0			B	f 5.42						
7.4											
LIMITAR.	26.4			B	5.30						
6.9											
SOCORRO. YL	26.4		WY	C	s 5.18						
10.4											
SAN ANTONIO.	31.7			B	s 5.00						
10.8											
ELMENDORF.	31.7			B	4.42						
6.1											
SAN MARCIAL.	12.8		W	B	4.30						
7.2											
POPE.	26.4			B	4.17						
9.1											
LAVA.	26.4			B	f 4.01						
10.1											
CROCKER.	26.4			B	3.43						
11.7											
ENGEL.	26.4			C	s 3.25						
3.7											
JORNADA.	26.4				3.18						
4.5											
CUTTER.	26.4		W	B	f 3.10						
5.0											
ALEMAN.	26.4			B	f 2.59						
6.9											
UPHAM.	26.4			B	f 2.45						
3.8											
ALIVIO.	26.4			B	2.38						
6.6											
GRAMA.	68.4			B	f 2.23						
5.9											
RINCON. YL			W F Y	C	2.15 AM						
(177.2)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					32.2	50.4	50.4	50.4	50.4	50.4	50.4

Signal System 2 in effect Albuquerque to Isleta.

Signal System 1 in effect Isleta to Rincon.

Automatic Block System between:  
MP 902.4 and MP 915.0  
MP 931.3 and MP 935.0  
MP 1077.6 and MP 1078.7.

Two main tracks between Albuquerque and Abajo and at Belen between MP 895.6 and MP 896.7.

Between:

Automatic block signals 9013 and 9032 at Albuquerque, and between Albuquerque Division Junction MP 896.7 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 895.6 to MP 896.7.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 895.5 and end of two main tracks MP 895.6.

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

Time of trains at Abajo applies at end of two tracks.

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen and Rincon.

Trains originating Albuquerque, Abajo, Isleta and Socorro must secure numbered clearance card before leaving point of origin.

At Isleta, Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalies, will be governed by the indication of the train order signal.

Albuquerque Division trains originating at Albuquerque or Abajo must secure numbered clearance card from both Albuquerque and New Mexico Divisions before leaving point of origin. Such clearance cards will specify whether issued by Albuquerque or New Mexico Division.

Track Capacity 50 ft. Per Car.		WEST- WARD.	WEST- WARD.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Tire Tables and Wyn.	Communications.	EAST- WARD.	EAST- WARD.
		NDeM	First Class							NDeM	First Class
		147	13							148	14
		Pass- enger.	Express.							Pass- enger.	Express.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	STATIONS		Arrive Daily.			Arrive Daily.		
	Yard		AM 2.45	1079.6	26.4	RINCON. YL 7.7	26.4	WFY C		AM 2.00	
	83	f	2.59	1087.3	26.4	TONUCO. 8.4	26.4	B		f 1.45	
7	53		3.15	1095.7	26.4	MEDLER. 0.4	0	B		1.30	
		f	3.18	1096.1	26.4	RADIUM SPRINGS. 5.0	26.4			f 1.27	
45	62	f	3.27	1101.1	21.5	LEASBURG. 2.4	26.4	Y B		f 1.17	
4		f	3.32	1103.5	26.4	HILL. 3.4	26.4			f 1.12	
42	62	f	3.40	1106.9	16.5	DONA ANA. 5.6	26.4	B		f 1.07	
	Yard	s	4.00	1112.5	1.6	LAS CRUCES. YL 2.5	26.4	W C		s 1.00	
53		s	4.06	1115.0	24.6	MESILLA PARK. 4.2	19.5	C		s 12.49	
			4.12	1119.2	17.4	FILLMORE. 4.7	29.5			12.43	
83	83	f	4.21	1123.9	0	MESQUITE. 3.9	12.1	C		f 12.37	
18			4.27	1127.8	0	VADO. 3.6	10.6	B		12.30	
26	26		4.35	1131.4	9.5	BERINO. 5.0	6.8	B		12.24	
42	62	s	4.41	1136.4	26.4	LA TUNA. 3.4	26.4	C		f 12.18	
18			4.46	1139.8	26.4	VINTON. 2.6	26.4			12.13	
18	35	s	4.51	1142.4	26.4	CANUTILLO. 2.9	26.4	C		f 12.08	
	63		4.56	1145.3	3.7	MONTOYA. 2.6	21.1	B		12.03 AM	
4		PM	5.00	1147.9	26.4	WHITE. 7.3	26.4		AM	11.59	
		1.05 s	5.30	1155.2	0	EL PASO Union Station. YL 0.8	0		s 7.15	11.30 PM	
	Yard			1156.0	0	EL PASO. Freight Station. YL 0.5	0	WFT C			
		1.20 PM		1156.5		International Bridge End of Track. YL			7.00 AM		
		Arrive Daily.	Arrive Daily.			(76.9)			Leave Daily.	Leave Daily.	
		5.2	27.5			Average speed per hour.			5.2	30.2	

Signal System 1 in effect Rincon to El Paso.

Automatic Block:  
M. P. 1151.6 to M.P. 1155.9.

Trains must secure numbered clearance card before leaving Rincon.

Trains originating El Paso Freight Station and El Paso Union Station must secure numbered clearance card before leaving point of origin.

National Railways of Mexico Trains 147 and 148 shown on this page have no time table superiority and must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 MPH. Time shown for these trains as information only.

Deming District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. <b>47</b>			Ruling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. <b>48</b>
Other Tracks.	Sidings.	Leave Daily.	Mile Post.	Mixed.						Mixed.
		AM								PM
	Yard	4.30	1079.6		26.4	<b>RINCON. YL</b> 5.2	26.4	WFY	C	10.40
23	41	s 4.50	1084.8	63.9		HATCH. 9.1	16.8		C	10.20
	59	f 5.10	1093.9	63.4		HOCKETT. 11.0	26.4		B	10.00
75	44	f 5.32	1104.9	26.4		NUTT. 13.3	26.4	Y	B	9.38
	36	f 5.59	1118.2	26.4		FLORIDA. 7.6	26.4	W	B	9.10
	61	f 6.15	1125.8	26.4		MIRAGE. 7.1	26.4			8.55
	Yard	s 6.40 7.10	1132.9	57.0		DEMING. YL 4.0	62.3	WF	C	8.40 8.15
46	41	f 7.25	3.1	57.0		PERUHILL. 13.6	62.3			7.59
	53	f 7.55	16.7	73.9		SPALDING. 6.8	29.0	W	B	7.27
	12	s 8.10	23.5	69.2		FAYWOOD. 6.8	0		B	7.15
88	51	s 8.45	30.3	105.6		WHITEWATER. YL 6.1	79.2	WY	B	7.00
	7	f 8.55	36.4	117.2		SAN VINCENTE. 10.1	78.7			6.30
	Yard	s 11.05 AM	46.6			SILVER CITY. YL		Y	C	6.00 PM
		Arrive Daily.				(100.7)				Leave Daily.
		15.2				Average speed per hour.				23.7

No. 47 is superior to No. 48.

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

Junction switch at east wye White-water—normal position for Santa Rita District.

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

Mile Posts between Deming and Silver City indicate distance from Deming.

No switch lights San Vincente to Silver City.

Magdalena District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. <b>43</b>			Ruling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. <b>44</b>
Other Tracks.	Sidings.	Leave Mon. Wed. Fri.	Mile Post.	Mixed.						Mixed.
		AM								AM
101	83	8.45	0.	132.0		<b>SOCORRO. YL</b> 15.9	0	WY	C	11.45
	17	f 9.35	15.9	132.0		WATER CANYON. 10.9	31.7	W		11.00
	Yard	s 10.00 AM	26.8			MAGDALENA. YL		WY	C	10.30 AM
		Arrive Mon. Wed. Fri.				(26.8)				Leave Mon. Wed. Fri.
		21.4				Average speed per hr.				21.4

No. 43 is superior to No. 44.

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

No switch lights on Magdalena District.

Magdalena District Junction switch at Socorro:

Normal position for El Paso district.

### Santa Fe District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class.		No. 84, April 2, 1950.							Second Class.
		93									94
		Mixed.									Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sat.	Mile Post.	STATIONS.				Arrive Daily Ex. Sat.			
	Yard	AM 6.10	0	LAMY. YL 18.1				105.6	WFY	C	AM 11.30
	Yard	7.10 AM	18.1	SANTA FE. YL					W Y	C	10.30 AM
		Arrive Daily Ex. Sat.		(18.1)							Leave Daily Ex. Sat.
		18.1	Average speed per hr.				18.1				

No. 93 is superior to No. 94.  
 Trains must secure numbered clearance card before leaving Lamy  
 and Santa Fe.  
 No switch lights on Santa Fe District.  
 Santa Fe District junction switch at Lamy:  
 Normal position for Third District.

### Rocky Mountain District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class.		No. 84, April 2, 1950.							Second Class.
Other Tracks.	Sidings.	Leave Daily Ex. Sat.	Mile Post.	STATIONS.				Arrive Daily Ex. Sat.			
305			0	HEBRON. YL 4.4				105.6		Y	C
93			4.4	PRESTON. YL 6.8				52.8			
118			11.2	KOEHLER JCT. YL (11.2)						Y	

No switch lights on Rocky Mountain District.

### Koehler District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class.		No. 84, April 2, 1950.							Second Class.
Other Tracks.	Sidings.	Leave Daily Ex. Sat.	Mile Post.	STATIONS.				Arrive Daily Ex. Sat.			
118			0	KOEHLER JCT. YL 3.3				158.4		Y	
121			3.3	KOEHLER. YL (3.3)							

No switch lights on Koehler District.

### Van Houten District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class.		No. 84, April 2, 1950.							Second Class.
Other Tracks.	Sidings.	Leave Daily Ex. Sat.	Mile Post.	STATIONS.				Arrive Daily Ex. Sat.			
93			0	PRESTON. YL 3.5				147.8			
123			3.5	VAN HOUTEN. YL (3.5)						0	

No switch lights on Van Houten District.

### Blossburg District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class.		No. 84, April 2, 1950.							Second Class.
Other Tracks.	Sidings.	Leave Daily Ex. Sat.	Mile Post.	STATIONS.				Arrive Daily Ex. Sat.			
112			0	DILLON. 3.3				105.6			B
15			3.3	GARDINER. YL 1.7				95.0		0	
113			5.0	BRILLIANT. YL (5.0)							

No switch lights on Blossburg District.

Santa Rita District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		57	55							56	58
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
		Mixed.	Mixed.							Mixed.	Mixed.
88	51	PM 3.35	AM 10.05	0.	105.6	WHITEWATER. YL 8.3	0	W Y B	s	AM 9.30	PM 3.15
	Yard	s 4.05 PM	s 10.35 AM 11.15	8.8	101.4	HURLEY. YL 4.6	42.2	WFY C	s	9.05 AM	2.50 PM 2.15
23	29		s 11.40	12.9	132.0	BAYARD. YL 1.5	0	C	s		1.55 PM 12.45
			s 11.51	14.4	0	HANOVER JCT. YL 0.3	0	B			1.50 PM 12.45
45			PM 11.55	14.7	168.4	COBRE. YL 2.0	0				12.40 PM
	Yard		PM 12.05	16.7		SANTA RITA. YL		C			12.30 PM
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(16.7)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		16.6	12.5			Average speed per hour.				19.9	15.4

No. 55 is superior to No 58.

Nos. 55, 56 and 58 must secure numbered clearance card before leaving Hurley.

Trains must secure numbered clearance card before leaving 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.

Fierro District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		53								54	
Other Trks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
		Mixed.								Mixed.	
		PM 12.45	0.	158.4	158.4	Hanover Jct. YL 3.3	0	B		PM 1.50	
41		s 1.00	3.8	158.4		HANOVER. 2.5	0	C	s	1.35	
12		PM 1.15	5.8			FIERRO. YL				1.20 PM	
		Arrive Daily Ex. Sun.				(5.8)				Leave Daily Ex. Sun.	
		11.6				Average speed per hr.				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.

Fierro district junction switch at Hanover Junction:

Normal position for Santa Rita district.

Rules Nos. 509 (a), 511, 660 and 1000 (c) of the Rules, Operating Department, are amended as follows:

Rule 509 (a) Amended to read:

On single track, wait five minutes, then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rule 511: Amended to read:

A train or engine which has entered a block and is delayed in the block must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 660: Amended to read:

A train or engine which has entered a block and is delayed in the block must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000 (c) Amended as follows:

In the application of Operating Rule 1000 (c) the Federal Communication Commission has modified its rules to permit an employe, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employe must pass an examination before operating a fixed or base radio station.

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

2. YARD LIMITS.

Abajo.	La Junta.
Albuquerque.	Lamy.
Bayard.	Las Cruces.
Belen.	Las Vegas.
Blossburg Dist.	Magdalena.
Cobre.	Preston (includes
Deming.	Van Houten Dist.)
El Paso.	Raton.
Fierro.	Rincon.
Glorieta.	Santa Fe.
Hanover Jct.	Santa Rita.
Hebron (Applies on Rocky	Silver City.
Mountain Dist. only.)	Socorro.
Hurley.	Trinidad.
Koehler Jct. (includes	Whitewater.
Koehler Dist.)	

3. SPEED REGULATIONS.

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT:</b>		
La Junta and Trinidad	100	55
Trinidad and Raton	79	55
<b>SECOND DISTRICT</b>		
	79	55
<b>THIRD DISTRICT:</b>		
Las Vegas and Lamy	79	55
Lamy and Albuquerque	100	55
<b>EL PASO DISTRICT:</b>		
Albuquerque and Isleta	79	55
Isleta and El Paso	55	45
<b>ROCKY MOUNTAIN DISTRICT</b>		
	30	30

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>KOEHLER DISTRICT</b>		
	15	15
<b>VAN HOUTEN DISTRICT</b>		
	15	15
<b>BLOSSBURG DISTRICT</b>		
	15	15
<b>SANTA FE DISTRICT</b>		
	30	30
<b>DEMING DISTRICT:</b>		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	30	30
<b>MAGDALENA DISTRICT</b>		
	25	25
<b>SANTA RITA DISTRICT</b>		
	25	25
<b>FIERRO DISTRICT</b>		
	25	25
<b>FIRST DISTRICT.</b>		
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	90	55
Curve, M.P. 560.2 to 560.5	95	55
3 Curves, M.P. 575.5 to 577.2	85	55
3 Curves, M.P. 578.6 to 580.4	95	55
Curve, M.P. 581.1 to 581.5	85	55
Curve, M.P. 582.1 to 582.5	95	55
Curve, M.P. 584.4 to 584.6	95	55
3 Curves, M.P. 587.0 to 589.3	85	55
3 Curves, M.P. 589.5 to 590.6	95	55
Curve, M.P. 591.0 to 591.4	85	55
2 Curves, M.P. 593.2 to 594.1	85	55
2 Curves, M.P. 591.1 to 596.5	85	55
3 Curves, M.P. 597.8 to 600.6	95	55
Curve, M.P. 602.2 to 602.6	95	55
Curve, M.P. 605.1 to 605.5	85	55
Curve, M.P. 606.6 to 607.3	85	55
Curve, M.P. 608.7 to 608.8	85	55
Curve, M.P. 615.5 to 615.9	85	55
Curve, M.P. 618.0 to 618.5	85	55
11 Curves, M.P. 619.5 to 624.7	40	40
Curve, M.P. 629.6 to 629.8	95	55
Curve, M.P. 632.8 to 633.3	95	55
Curve, M.P. 633.5 to 633.8	85	55
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
<b>SECOND DISTRICT.</b>		
2 Curves, M.P. 660.0 to 660.4	35	35
2 Curves, M.P. 660.8 to 661.7	75	55
11 Curves, M.P. 663.1 to 670.7	75	55
3 Curves, M.P. 676.5 to 679.2	75	55
Curve, M.P. 679.7 to 679.9	75	55
Curve, M.P. 682.4 to 682.9	75	55
Curve, M.P. 683.9 to 684.1	75	55
4 Curves, M.P. 686.4 to 688.1	75	55
Curve, M.P. 689.1 to 689.5	75	55
Curve, M.P. 690.2 to 690.4	50	50
Curve, M.P. 690.9 to 691.1	55	50
Curve, M.P. 691.6 to 692.0	65	50
2 Curves, M.P. 692.2 to 693.9	75	55
Curve, M.P. 695.0 to 695.2	75	55
Curve, M.P. 696.0 to 696.2	70	55
2 Curves, M.P. 698.3 to 700.3	65	50
Curve, M.P. 700.6 to 701.0	75	55

**SPECIAL RULES.**

**3. SPEED REGULATIONS—(Cont'd).**

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>SECOND DISTRICT—(Cont'd).</b>		
Curve, M.P. 703.5 to 703.8	75	55
Curve, M.P. 706.4 to 706.6	75	55
Curve, M.P. 707.5 to 707.7	75	55
Curve, M.P. 708.7 to 709.0	75	55
Curve, M.P. 710.6 to 711.1	75	55
Curve, M.P. 715.2 to 715.4	75	55
Curve, M.P. 716.1 to 716.4	75	55
3 Curves, M.P. 717.0 to 719.4	75	55
Curve, M.P. 723.9 to 724.3	75	55
Curve, M.P. 725.9 to 726.0	75	55
2 Curves, M.P. 730.7 to 732.4	75	55
2 Curves, M.P. 733.2 to 734.3	75	55
Curve, M.P. 736.1 to 736.3	45	45
2 Curves, M.P. 736.4 to 737.1	55	50
8 Curves, M.P. 738.2 to 740.8	45	45
21 Curves, M.P. 741.6 to 749.4	45	45
Curve, M.P. 750.4 to 751.0	75	55
2 Curves, M.P. 754.0 to 754.9	75	55
2 Curves, M.P. 757.9 to 759.3	75	55
Curve, M.P. 762.3 to 762.8	75	55
Curve, M.P. 763.6 to 764.5	75	55
Curve, M.P. 764.9 to 765.0	75	55
3 Curves, M.P. 766.7 to 768.6	75	55
<b>THIRD DISTRICT.</b>		
3 Curves, M.P. 770.7 to 772.0	70	55
13 Curves, M.P. 772.6 to 778.4	45	45
7 Curves, M.P. 778.7 to 780.9	50	50
3 Curves, M.P. 781.7 to 782.8	50	50
3 Curves, M.P. 783.7 to 784.9	40	40
3 Curves, M.P. 786.1 to 787.0	50	50
Curve, M.P. 788.4 to 788.7	55	50
14 Curves, M.P. 789.0 to 793.3	50	50
3 Curves, M.P. 793.8 to 795.1	60	50
5 Curves, M.P. 795.2 to 796.6	30	30
7 Curves, M.P. 796.6 to 799.9	35	35
Curve, M.P. 800.4 to 800.7	70	55
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	50
11 Curves, M.P. 804.0 to 808.8	55	50
Curve, M.P. 809.4 to 809.7	75	55
Curve, M.P. 811.1 to 811.5	75	55
8 Curves, M.P. 812.3 to 814.4	50	50
2 Curves, M.P. 815.0 to 817.1	70	55
4 Curves, M.P. 818.5 to 819.5	45	45
2 Curves, M.P. 819.6 to 819.9	35	35
7 Curves, M.P. 820.0 to 822.6	50	50
3 Curves, M.P. 822.7 to 824.5	55	50
Curves, M.P. 824.5 to 825.0 EB	40	40
Curves, M.P. 824.5 to 829.0 WB	30	15
Curves, M.P. 825.0 to 829.0 EB	30	30
Curves, M.P. 829.0 to 829.4	WB	15
	EB	20
Curves, M.P. 829.4 to 832.3	WB	15
	EB	30

**3. SPEED REGULATIONS—(Cont'd).**

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>THIRD DISTRICT—(Cont'd).</b>		
Curves, M.P. 832.3 to 832.9 EB	20	20
Curves, M.P. 832.3 to 833.4 WB	20	15
Curve, M.P. 834.8 to 835.0	55	50
Curve, M.P. 836.0 to 836.2	95	55
Curve, M.P. 838.2 to 838.6	85	55
2 Curves, M.P. 839.7 to 840.9	85	55
Curve, M.P. 842.1 to 842.4	85	55
2 Curves, M.P. 842.6 to 844.3	95	55
3 Curves, M.P. 845.4 to 847.3	85	55
2 Curves, M.P. 849.8 to 850.4	85	55
2 Curves, M.P. 850.7 to 851.5	70	55
3 Curves, M.P. 852.5 to 853.2	50	50
2 Curves, M.P. 853.3 to 853.7	40	40
3 Curves, M.P. 854.4 to 855.5	65	50
2 Curves, M.P. 855.5 to 856.6	70	55
2 Curves, M.P. 857.1 to 857.4	55	50
Curve, M.P. 857.6 to 857.7	50	50
5 Curves, M.P. 857.8 to 859.0	40	40
3 Curves, M.P. 860.2 to 862.3	80	55
Curve, M.P. 863.7 to 863.9	95	55
9 Curves, M.P. 865.8 to 872.1	85	55
3 Curves, M.P. 873.9 to 875.6	85	55
Curve, M.P. 877.5 to 877.7	90	55
3 Curves, M.P. 878.2 to 879.6	85	55
Curve, M.P. 880.8 to 881.1	90	55
3 Curves, M.P. 883.7 to 885.0	75	55
Curve, M.P. 888.7 to 889.3	95	55
Curve, M.P. 890.8 to 891.1	95	55
Curve, M.P. 895.7 to 896.1	95	55
Curve, M.P. 900.2 to 900.5	95	55
<b>EL PASO DISTRICT.</b>		
2 Curves, M.P. 905.2 to 905.4	75	55
Curve, M.P. 912.2 to 912.7	75	55
Bridge 913-A	75	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	75	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	40
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
Soft Track		
M.P. 993.7 to 994.3	45	45
M.P. 1002. to 1007.8	20	20
7 Curves, M.P. 1007.8 to 1011.0	50	40
4 Curves, M.P. 1014.1 to 1015.1	50	40

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>EL PASO DISTRICT—(Cont'd).</b>		
4 Curves, M.P. 1015.7 to 1017.8	50	40
3 Curves, M.P. 1018.7 to 1019.5	50	40
Curve, M.P. 1020.7 to 1020.8	40	40
Curve, M.P. 1022.1 to 1022.3	50	45
Curve, M.P. 1022.9 to 1023.1	45	30
2 Curves, M.P. 1036.2 to 1037.0	50	40
13 Curves, M.P. 1075.8 to 1079.6	40	30
2 Curves, M.P. 1079.6 to 1080.1	30	20
Curve, M.P. 1080.2 to 1080.3	35	25
3 Curves, M.P. 1082.8 to 1083.2	50	45
5 Curves, M.P. 1083.7 to 1085.1	55	40
Curve, M.P. 1085.2 to 1085.3	55	40
Curve, M.P. 1085.8 to 1086.0	45	35
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
9 Curves, M.P. 1092.4 to 1094.7	35	35
2 Curves, M.P. 1096.0 to 1096.6	55	40
Curve, M.P. 1098.8 to 1099.0	55	40
2 Curves, M.P. 1100.7 to 1101.6	55	40
Curve, M.P. 1150.0 to 1150.1	50	45
6 Curves, M.P. 1151.2 to 1152.9	45	45
4 Curves, M.P. 1153.7 to 1154.7	40	40
<b>DEMING DISTRICT.</b>		
4 Curves, M.P. 1103.8 to 1105.2	35	35

Passenger trains must not exceed speed of twenty-five (25) miles per hour descending grades between Raton and Gallinas, and thirty (30) miles per hour Gallinas to Jansen.

3800 and 5000 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour descending grade between Raton and Gallinas, and twenty (20) miles per hour 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 descending grades between Raton and Gallinas, and twenty-five (25) miles per hour 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 descending grades between Raton and Jansen.

Freight trains must not exceed speed of fifteen (15) miles per hour descending grades between Raton and Jansen.

Trains and engines running light will not exceed speed of thirty (30) miles per hour ascending grades between Raton and Jansen.

Trains and engines running light must not exceed speed of fifteen (15) miles per hour through tunnels between Wootton and Lynn.

Trains and engines running light must not exceed speed of thirty (30) miles per hour between east switch at Glorieta and Mile Post 333.

Freight trains must not exceed speed of fifteen (15) miles per hour, descending grade between Glorieta and Lamy.

Eastward freight trains must not exceed speed of thirty (30) miles per hour 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 on curves.

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.

3. SPEED REGULATIONS—(Cont'd).

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 engineers.

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

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

(D) MAXIMUM SPEED OF LOCOMOTIVES

	Miles Per Hour	Light Forward Miles Per Hour	Backing Or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
<b>Diesel and Gas-Electric</b>				
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
168	95	45	45	90
M105-M189	60	60	25	60
M190	75	60	25	75
100-167, 169-241, 400-408, 2611	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
<b>Steam</b>				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
885-899, 3100-3158	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	









WESTWARD.						Freight Train Terminals, and Junctions.  (Subject to Change Without Notice.)	EASTWARD.					
59	31	51	75	79	31		46	80	76	52	60	46
Way Freight.	Way Freight.	Freight.	Way Freight.	Way Freight.	N. M. Colo. and Kansas Fast Freight.		Fruit Express.	Way Freight.	Way Freight.	Freight.	Way Freight.	Way Freight.
Leave Tues. Thurs. and Sat.	Leave Mon. Wed. and Fri.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Thurs. Only.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Mon.	Arrive Tues. Thurs. and Sat.	Arrive Daily.	Arrive Mon. Wed. and Fri.	Arrive Tues. Thurs. and Sat.
					AM 10.30	LA JUNTA.	PM 4.00					
					PM 1.50 2.20	TRINIDAD.	1.00 PM					
				AM 7.00	4.30 5.30	RATON.	10.00 9.30	PM 2.30 PM				
			AM 5.30	PM 2.00 PM	11.00 AM 12.01	LAS VEGAS.	5.00 4.00	7.00 AM	PM 3.00 PM			
			8.30 8.45		6.10	LAMY.	1.30 AM		10.50 10.30			
		PM 6.15	PM 2.00 PM		8.30 PM 1.00	ABAJO.	11.30 10.30		6.00 AM	PM 4.30		
	AM 6.00	7.30 10.30			2.15 PM	BELEN.	9.30 PM			3.00 PM 11.00		PM 2.15
	7.45 AM	AM 12.30				SOCORRO.						12.45 PM
AM 10.00		2.30 3.30				RINCON.			4.00 3.00	PM 3.55 PM		
PM 4.05 PM		6.30 AM				EL PASO.			12.01 AM	10.00 AM		
						DEMING.						
						HURLEY.						
Arrive Tues. Thurs. and Sat.	Arrive Mon. Wed. and Fri.	Arrive Daily.	Arrive Mon. Wed. and Fri.	Arrive Thurs. Only.	Arrive Daily.		Leave Daily.	Leave Mon.	Leave Tues. Thurs. and Sat.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Tues. Thurs. and Sat.

TRAINS SHOWN ON THIS PAGE, HAVE NO TIME TABLE AUTHORITY.

**CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond	
4	Los Cerrillos	La Junta and beyond		22	Trinidad	Raton and beyond		
	Glorieta Wagon Mound Thatcher	Beyond La Junta	Albuquerque and beyond		Lamy	Gallup and beyond	Trinidad and beyond	
	Deerfield Holcomb }	Dodge City and beyond	Beyond La Junta		Trinidad	Kansas City and beyond	Any station	
	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond	
123	St. John Stafford Macksville	Albuquerque-Pueblo and beyond	Kansas City and beyond	19	Garden City	Albuquerque and beyond	Kansas City and beyond	
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond	20	Valmora Glorieta	Barstow and beyond	Kansas City and beyond	
	Glorieta	Gallup and beyond	Trinidad and beyond		Glorieta Valmora Garden City	Kansas City and beyond	Barstow and beyond	
1-102	La Junta to Pueblo		Beyond Las Animas	23	Ft. Sumner Vaughn Mountainair }	Belen and beyond	Beyond Clovis	
	Pueblo to Denver		Beyond La Junta	24	Mountainair Vaughn Ft. Sumner }	Beyond Clovis	Belen and beyond	
101-2	Denver to Pueblo	Las Animas and beyond		27-(C&S)	Littleton Castle Rock Larkspur Fountain }	Beyond Pueblo		
	Littleton	Colorado Springs, Pueblo and beyond				Palmer Lake	Any station	Any station
	Pueblo to La Junta	Beyond Las Animas				28-(C&S)	Palmer Lake	Any station
124	Las Animas Syracuse Lakin	Kansas City and beyond	Albuquerque-Pueblo and beyond	105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond	
	Kinsley Macksville St. John Stafford	Kansas City and beyond	Albuquerque-Pueblo and beyond	106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa	
13-130	La Junta to Denver		Beyond La Junta					
141-14	Denver to La Junta	Beyond La Junta						

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



# SANTA FE SAFETY FIRST



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

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

