

TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

L. F. TADLOCK.....El Paso

ASSISTANT TERMINAL SUPERINTENDENT

L. C. CODY.....El Paso
H. E. HALL.....El Paso

TRAINMASTERS

D. A. DOYLE.....El Paso
R. V. CURRIER.....Tucumcari
J. A. REYNOLDS.....Douglas

ASSISTANT TRAINMASTERS

J. A. MORRIS.....El Paso
L. C. SCHERLING.....Lordsburg
H. F. FULKERSON.....Lordsburg
R. D. BAMBURG.....Carrizozo
L. W. BURDICK.....Carrizozo

ROAD FOREMEN OF ENGINES

HARRY NATIONS.....El Paso
L. J. ADAMS.....El Paso

ASST. ROAD FOREMAN OF ENGINES

S. O. CURTIS.....El Paso

CHIEF TRAIN DISPATCHER

C. F. MATTINGLY.....El Paso

R. B. GIBSON

Assistant Superintendent, El Paso

SOUTHERN PACIFIC COMPANY



RIO GRANDE DIVISION TIMETABLE

51

EFFECTIVE SUNDAY, SEPTEMBER 30, 1956

AT 12:01 A. M.

MOUNTAIN STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS**

W. D. LAMPRECHT,
General Manager.

A. S. McCANN,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

W. R. ADAIR,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. W. W. Washburn.....	Chief Surgeon
Tucson.....	Dr. W. C. Finn.....	Assistant to Chief Surgeon
Benson.....	Dr. H. W. Sellers.....	District Physician and Surgeon
Lordsburg.....	Dr. Herman S. Cohen.....	District Physician and Surgeon
Clifton.....	Dr. S. C. Lovre.....	District Physician and Surgeon
Duncan.....	Dr. J. J. Lovett.....	Emergency Physician and Surgeon
Deming.....	Dr. Paul A. Feil.....	District Physician and Surgeon
El Paso.....	Dr. E. W. Reinheimer.....	Division Physician and Surgeon
El Paso.....	Dr. Russell Holt.....	District Physician and Surgeon
El Paso.....	Dr. F. G. Evans.....	District Physician and Surgeon
El Paso.....	Dr. B. L. Goodloe.....	District Physician and Surgeon
El Paso.....	Dr. W. L. Pierce.....	District Physician and Surgeon
El Paso.....	Dr. F. P. Schuster.....	Oculist and Aurist
El Paso.....	Dr. S. A. Schuster.....	Oculist and Aurist
El Paso.....	Dr. N. F. Walker.....	Oculist and Aurist
El Paso.....	Dr. B. Hardie.....	Asst. Oculist and Aurist
El Paso.....	Dr. Bloyce Britton.....	Asst. Oculist
Douglas.....	Dr. N. V. Alessi.....	District Physician and Surgeon
Douglas.....	Dr. A. K. Duncan.....	Asst. Dist. Physician and Surgeon
Douglas.....	Dr. C. W. Ahl.....	Asst. Dist. Physician and Surgeon
Douglas.....	Dr. G. D. Reay.....	Asst. Physician and Surgeon
Bisbee.....	Dr. E. B. Jolley.....	District Physician and Surgeon
Bisbee.....	Dr. Joseph Saba.....	Asst. Dist. Physician and Surgeon
Naco.....	Dr. W. F. Haas.....	District Physician and Surgeon
Tombstone.....	Dr. H. W. Sellers.....	District Physician and Surgeon
Patagonia.....	Dr. D. R. Mock.....	District Physician and Surgeon
Alamogordo.....	Dr. E. P. Simms.....	Emergency Surgeon
Alamogordo.....	Dr. E. T. Faigle.....	Emergency Surgeon
Carrizozo.....	Dr. P. M. Shaver.....	District Physician and Surgeon
Carrizozo.....	Dr. J. P. Turner.....	District Physician and Surgeon
Vaughn.....	Dr. R. P. Browder.....	District Physician and Surgeon
Santa Rosa.....	Dr. J. J. Galvin.....	District Physician and Surgeon
Tucumcari.....	Dr. W. M. Thaxton.....	District Physician and Surgeon
Tucumcari.....	Dr. A. T. Gordon.....	Asst. Dist. Physician and Surgeon
Roy.....	Dr. T. F. Self.....	District Physician and Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CALIF.
 S. P. SANATORIUM.TUCSON, ARIZ.
 HOTEL DIEU.....EL PASO, TEXAS

WATCH INSPECTORS

San Francisco.....	C. D. Fabrin, Manager of Time Service, 65 Market St.
El Paso.....	C. E. Ross
El Paso.....	Art Kassel
Tucson, Seth E. Rogers, 319 E. Congress St.	
Bisbee.....	Tom Nelson
Deming.....	H. H. Conder
Lordsburg.....	Pearl's Jewelry
Alamogordo.....	A. Sorenson & Son
Tucumcari.....	Wm. D. Coon
Tucumcari.....	Thomas Bros.
Douglas.....	Hoyal Jewelers
Douglas.....	Paul M. Whelan

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	AIR CONDITIONED						NON-COOLING SEASON				NON AIR COND.-TIONED		COOLING SEASON				NON-COOLING SEASON				NON AIR COND.-TIONED							
			Steel		Under-Frame		Steel		ACI	AGEM	ACW	ACS	ACI	AGEM	ACW	ACS	Steel	Under-Frame	ACI	AGEM	ACW	ACS	ACI	AGEM	ACW	ACS	ACI	AGEM	ACW	ACS
	Conventional Equipment—Cont.																													
UP...	Box—Express.....	41'																												
SP...	Baggage.....	69'	22																											
UP...	Baggage.....	81'	62																											
UP...	Baggage—Dormitory.	70'	68																											
UP...	Chair.....	74'																												
UP...	Club—Lounge.....	75'																												
UP...	Diner.....	80'																												
UP...	Lounge.....	70'																												
CNW...	Baggage.....	66'																												
CNW...	Coach.....	66'	68																											
CNW...	Diner.....	66'																												
CRIP...	Express.....	41'	25																											
CRIP...	Baggage.....	60'	53																											
CRIP...	Baggage.....	66'	65																											
CRIP...	Baggage.....	70'	68																											
CRIP...	Dormitory.....	70'																												
CRIP...	Chair.....	70'																												
CRIP...	Coach.....	74'																												
CRIP...	Coach.....	75'																												
CRIP...	Club.....	80'																												
CRIP...	Diner.....	80'																												
	Light Weight Equipment:																													
SP...	Baggage.....	Var.	65																											
SP...	Baggage—Postal.....	"	69																											
SP...	Baggage—30 ft. Postal.....	"	69																											
SP...	Baggage—60 ft. Postal.....	"	62																											
SP...	Baggage—Dormitory.....	"																												
SP...	Chair (Articulated).....	"																												
SP...	Chair—Baggage.....	"																												
SP...	Diner.....	"																												
SP...	Diner (Triplex).....	"																												
SP...	Tavern.....	"																												
SP...	Coffee Shop—Lounge.....	"																												
SP...	Lounge.....	"																												
SP...	Parlor.....	"																												
SP...	Parlor—Observation.....	"																												
SP...	Sleeping Cars.....	"																												
Pull...	Sleeping Cars.....	"																												
UP...	Bage—Dorm (C of SF).....	82'																												
UP...	Bage—Dorm (C of SF).....	76'																												
UP...	Chair.....	75'																												
UP...	Club—Lounge.....	75'																												
CRIP...	Baggage and Mail.....	70'																												
CRIP...	Dormitory.....	83'	52																											
CRIP...	Chair.....	80'																												
CRIP...	Diner.....	80'																												
CRIP...	Diner.....	83'																												
CRIP...	Coffee Shop—Lounge.....	83'																												

CODE: ACI: Air Conditioned—Ice System ACW: Air Conditioned—Waukesha System
 ACW: Air Conditioned—Electro—Mechanical System ACS: Air Conditioned—Steam Ejector System

MESCAL SUBDIVISION

EASTWARD					Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Douglas	WESTWARD			
Capacity of sidings	SECOND CLASS	FIRST CLASS							FIRST CLASS			THIRD CLASS
	942	40	2	4					5	1	3	943
	Mixed Leave Tues., Fri.	Imperial (c) Leave Daily	Sunset Limited Leave Daily	Golden State Leave Daily					Argonaut Arrive Daily	Sunset Limited Arrive Daily	Golden State Arrive Daily	Mixed Arrive Tues., Fri.
N 82 Yard Limits S 76 IYP		PM 2.05	AM 9.45	AM 2.15	1022.2	TO-R Mescal 13.3	5691	84.8	f AM 2.00	AM 5.10	PM 8.08	
83 P		2.18	9.57	2.27	1035.5	SAN JUAN 10.9	7548	71.5	f 1.30	4.51	7.54	
Yd.Limits. 74 KWOYP	P		10.07		1046.4	BENSON JCT. 1.8	7559	60.6				
	AM 11.35	s 2.35	10.09	2.38	1048.2	TO-R FAIRBANK 10.6	7561	58.8	s 1.18	4.39	7.41	s PM 2.20
75 Yard Limits YP	s 11.55 AM	f 2.48	10.20	2.49	1058.8	LEWIS SPRINGS 10.2	7571	48.2	f 12.56	4.26	7.29	s 2.05 PM
45 P		s 3.07	10.30	2.59	1069.0	TO HEREFORD 12.2	7581	38.0	s 12.44	4.15	7.19	
66 P		s 3.26	10.42	3.11	1081.2	NACO 3.8	7594	25.8	s 12.24	4.02	7.07	
66 Yard Limits KWYP		s 3.42	f 10.49	c 3.17	1085.0	TO BISBEE JCT. 11.9	7597	22.0	s 12.13 AM	s 3.57	f 7.03	
75 P		4.00	11.05	3.35	1096.9	FORREST 7.4	7609	10.1	11.48 PM	3.35	6.46	
69 P		4.08	11.11	3.43	1104.3	CALUMET 2.7	7617	2.7	11.39	3.28	6.40	
Yard Limits BKWOTYP		s 4.20 PM	s 11.20 AM	s 3.55 AM	1107.0	TO-R DOUGLAS	7619	0.0	11.35 PM	3.25 AM	6.37 PM	
	Arrive Tues., Fri.	Arrive Daily	Arrive Daily	Arrive Daily		(84.8)			Leave Daily	Leave Daily	Leave Daily	Leave Tues., Fri.
	942	40	2	4					5	1	3	943

All trains will move with caution between west yard limit and east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Douglas and west switch Calumet.

RULE 5. Time for westward trains at Mescal applies at west end of westward crossover, and for eastward trains applies at east end eastward crossover.

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

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
17 W ..	1024.5	Miramonte (Spur)	7537
.. ..	1028.6	Whetstone	7541
.. ..	1043.1	Boquillas	7555
.. ..	1054.7	Charleston	7567
80 E ..	1096.74	Paul Spur (Spur)	7616

EASTWARD					Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Fairbank	WESTWARD		
Capacity of sidings	SECOND CLASS			THIRD CLASS							
	944	942	940	941					943	945	
	Mixed (c) Leave Mon., Thurs.	Mixed (c) Leave Tues., Fri.	Mixed (c) Leave Wed., Sat.	Mixed (c) Arrive Wed., Sat.					Mixed (c) Arrive Tues., Fri.	Mixed (c) Arrive Mon., Thurs.	
Yard Limits BKWYP	AM 8.00	AM 10.05	AM 11.00	1032.6	TO-R BENSON 7.2	5700	19.8	s PM 4.05	s PM 4.30	s PM 5.25	
18 Yard Limits P	s 8.45	s 10.50	s 11.45	1039.8	TO CURTISS 10.8	7907	12.6	s 3.35	s 4.00	s 4.55	
Yd.Limits. 74 WOYP	P	9.20	11.25	12.20	1050.6	BENSON JCT. 1.8	7559	1.8	2.50	3.15	4.10
	s 9.30 AM	s 11.35 AM	s 12.30 PM	1048.2	TO-R FAIRBANK	7561	0.0	2.40 PM	3.05 PM	4.00 PM	
	Arrive Mon., Thurs.	Arrive Tues., Fri.	Arrive Wed., Sat.		(19.8)			Leave Wed., Sat.	Leave Tues., Fri.	Leave Mon., Thurs.	
	944	942	940						941	943	945

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul Mescal-Douglas main track until authorized by train dispatcher.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1042.4	Benson-Fairbanks Branch Land	7910

MESCAL SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Patagonia	WESTWARD	
Capacity of sidings	SECOND CLASS		944 Mixed (c) Leave Mon., Thurs.					THIRD CLASS	
								945 Mixed (c) Arrive Mon., Thurs.	
74	Yard Limits WOYP	AM 10.00	1048.2	TO-R	FAIRBANK	7561	43.9	PM 3.30	
36	P	f 10.40	1062.5		11.3 CAMPSTONE	8011	32.6	f 2.50	
32	P	f 11.15	1073.8		11.3 ELGIN	8023	21.3	f 2.16	
35	Yard Limits P	AM s 11.35	1082.1		8.3 SONOITA	8032	13.0	s 1.46	
34	Yard Limits TP	s 12.30 PM	1095.1		13.0 PATAGONIA	8044	0.0	1.01 PM	
		Arrive Mon., Thurs.			(43.9)			Leave Mon., Thurs.	
		944						945	

EASTWARD				Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Tombstone	WESTWARD	
Capacity of sidings	SECOND CLASS		940 Mixed Leave Wed., Sat.					THIRD CLASS	
								941 Mixed Arrive Wed., Sat.	
74	Yard Limits WOYP	PM 1.10	1048.5	TO-R	FAIRBANK	7561	9.0	PM 2.30	
12		s 1.40 PM	1057.5		9.0 TOMBSTONE	8109	0.0	2.00 PM	
		Arrive Wed., Sat.			(9.0)			Leave Wed., Sat.	
		940						941	

EASTWARD				Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Ft. Huachuca	WESTWARD	
Capacity of sidings	SECOND CLASS		942 Mixed Leave Tues., Fri.					THIRD CLASS	
								943 Mixed Arrive Tues., Fri.	
75	YP	PM 12.15	1058.8		LEWIS SPRINGS	7571	13.2	PM s 2.05	
40	Yard Limits W	12.40	1068.9		10.1 GARDEN CANON	8210	3.1	f 1.40	
35	Yard Limits Y	s 12.55 PM	1072.0		3.1 FT. HUACHUCA	8213	0.0	1.30 PM	
		Arrive Tues., Fri.			(13.2)			Leave Tues., Fri.	
		942						943	

EASTWARD		Timetable No. 51 September 30, 1956	Station Number	Distance from Galena	WESTWARD	
Capacity of sidings	Mile Post Location				Don Luis Branch	
		STATIONS				
Yard Limits	75 P	1088.3	8303	2.5		
		1089.8	8305	1.0		
		1090.8	8306	0.0		
		(2.5)				

EASTWARD		Timetable No. 51 September 30, 1956	Station Number	Distance from Bisbee	WESTWARD	
Capacity of sidings	Mile Post Location				Bisbee Branch	
		STATIONS				
Yard Limits	66 KWYP	1085.0	7597	5.7		
	75 P	1088.3	8303	2.4		
		1089.6	8304	1.1		
		1090.5	8307	0.2		
		1090.7	8308	0.0		
		(5.7)				

HACHITA SUBDIVISION

EASTWARD					Mile Post Location	Automatic Block Signal System	Station Number	Distance from Anapra	WESTWARD		
Capacity of sidings	SECOND CLASS		FIRST CLASS						FIRST CLASS		
	960	40	2	4					1	3	5
	Freight	Imperial	Sunset Limited	Golden State					Sunset Limited	Golden State	Argonaut
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Yard Limits BKOTYP	AM 7.35	PM 4.30	AM 11.25	AM 4.00	1107.0	TO-R	7619	210.7	AM 3.20	PM 6.32	PM 11.25
68 P	7.50	4.38	11.32	4.08	1111.8		7624	205.9	3.10	6.21	11.08
75 P	8.10	4.54	11.46	4.21	1121.1		7633	196.6	2.58	6.08	10.53
75 P	8.25	5.06	AM 11.59	4.33	1130.6		7643	187.1	2.47	5.56	f 10.38
75 P	8.35	5.13	PM 12.05	4.40	1137.7		7650	180.0	2.41	5.50	10.30
75 P	8.50	5.21	12.13	4.48	1147.1		7659	170.6	2.33	5.41	10.18
103 P	9.05	s 5.32	c 12.22	4.58	1158.7	TO	7671	159.0	2.24	5.32	s 10.04
P	9.20	5.48	12.35	5.11	1170.5		7683	147.2	2.12	5.20	9.44
54 P	9.30	f 5.56	12.40	5.15	1175.9	TO	7688	141.8	2.08	5.16	f c 9.37
74 P	9.45	6.08	12.51	5.25	1187.8		7700	129.9	1.58	5.06	9.22
78 P	10.00	6.20	1.00	5.33	1198.1		7710	119.6	1.50	4.58	9.12
126 P	10.15	s 6.32	1.07	5.41	1206.3	TO	7719	111.4	1.43	4.51	s 9.01
74 P	10.30	6.42	1.13	5.48	1212.6		7725	105.1	1.38	4.45	8.50
71 P	10.50	6.54	1.24	5.58	1225.6		7738	92.1	1.28	4.35	8.38
60 P	11.00	7.01	1.31	6.05	1230.9		7743	86.8	1.21	4.28	8.30
74 P	11.15	7.13	1.41	6.15	1242.9		7755	74.8	1.12	4.18	8.17
83 WP	11.30	s 7.25	1.48	6.22	1250.3	TO	7763	67.4	1.05	4.11	s 8.06
75 P	AM 11.48	7.46	1.59	6.33	1263.6		7776	54.1	12.55	4.00	7.46
72 P	PM 12.08	8.05	2.09	6.43	1274.5		7787	43.2	12.45	3.50	7.34
74 P	12.25	f 8.20	2.19	6.53	1285.6		7798	32.1	12.35	3.40	f 7.23
75 P	12.42	8.37	2.31	7.04	1299.0		7811	18.7	12.23	3.29	7.09
74 P	1.00	8.50	2.39	7.13	1308.9		7821	8.8	12.15	3.21	6.59
75 P	1.15 PM	9.05 PM	2.50 PM	7.26 AM	1317.7	TO-R	7830	0.0	12.05 AM	3.11 PM	6.45 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(210.7)		Leave Daily	Leave Daily	Leave Daily
	960	40	2	4					1	3	5

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

DEMING SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from Clifton	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
			952 Mixed		Clifton Branch			953 Mixed
		Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	
Yard Limits DBKWYP		AM 8.35	1148.3 1146.4	TO-R LORDSBURG	5815	69.9	PM 3.30	
14 P		f 9.13	1165.3	18.9 SUMMIT	8419	51.0	f 2.50	
50 Yard Limits WP		s 9.55	1184.3	TO DUNCAN	8438	32.0	s 2.00	
17		f 10.02	1186.9	2.6 FOX	8441	29.4	f 1.53	
25 WP		f 10.55	1205.2	18.3 GUTHRIE	8459	11.1	f 1.00	
25 P		f 11.10	1209.8	4.6 SOUTH SIDING	8463	6.5	f 12.45	
		f	1214.2	4.4 SMELTER	8468	2.1	f	
Yard Limits TP		s 11.35 AM	1216.3	ABS { TO-R CLIFTON	8470	0.0	12.20 PM	
		Arrive Daily Ex. Sunday		(69.9)			Leave Daily Ex. Sunday	
		952					953	

EASTWARD		Timetable No. 51 September 30, 1956	Station Number	WESTWARD	
Capacity of sidings	Mile Post Location			Distance from Lawrence	
		Lawrence Branch			
		STATIONS			
Yd. Lmts. { DBKWYP	1148.3	TO-R LORDSBURG	5815	5.2	
	1146.9	1.4 OIL SIDING	8501	3.8	
	1148.3	3.8 LAWRENCE	8505	0.0	
	1146.9				
	1150.7				
		(5.2)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
9E ..	1180.9	Franklin	8435

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1150.1	Shakespeare	8504

DEMING SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS					FIRST CLASS				Mile Post Location	Timetable No. 51 September 30, 1956		Distance from Lordsburg
	986	984	960	982	980	40	6	2	4		STATIONS		
	Freight	Freight	Freight	Freight	Freight	Imperial	Argonaut	Sunset Limited	Golden State				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard Limits BKWDYP	PM 6.10	PM 12.05		AM 6.50	AM 12.10		PM 6.05			1148.3	TO-R LORDSBURG	0.0	
107 P	6.18	12.12		6.57	12.17		6.13			1153.0	4.7 ULMORIS	4.7	
64 P	6.27	12.19		7.05	12.24		6.20			1159.0	6.0 LISBON	10.7	
103 P	6.41	12.31		7.17	12.36		f 6.32			1168.0	TO 9.0 SEPAR	19.7	
68 P	6.48	12.38		7.24	12.43		6.39			1173.8	5.8 LADIM	25.5	
106 P	6.55	12.45		7.31	12.50		6.45			1179.6	5.8 WILNA	31.3	
125 P	7.05	12.55		7.41	1.00		f 6.53			1188.5	8.9 GAGE	40.2	
96 P	7.11	1.01		7.47	1.06		6.58			1193.2	4.7 MONGOLA	44.9	
68 P	7.18	1.08		7.54	1.13		7.04			1199.6	6.4 TUNIS	51.3	
68 P	7.23	1.13		7.59	1.18		7.08			1203.3	3.7 PARMA	55.0	
Yard Limits WYP	7.29	1.19		8.06	1.24		s 7.23			1208.0	TO 4.7 DEMING	59.7	
125 P	7.42	1.32		8.18	1.37		7.34			1218.9	10.9 CARNE	70.6	
103 P	7.54	1.44		8.30	1.49		7.44			1229.6	10.7 AKELA	81.3	
125 P	8.04	1.54		8.40	1.59		7.53			1238.4	8.8 DONA	90.1	
125 P	8.16	2.06		8.52	2.11		f 8.03			1247.4	TO 9.0 ADEN	99.1	
103 P	8.31	2.21		9.07	2.26		f 8.16			1259.4	12.0 AFTON	111.1	
104 P	8.43	2.33		9.19	2.38		8.26			1269.5	10.1 LANARK	121.2	
125 P	8.55	2.45		9.31	2.50		f 8.40			1279.7	TO 10.2 STRAUSS	131.4	
100 P	9.04	2.54		9.40	2.59		8.48			1285.2	5.5 LIZARD	136.9	
79 P	9.15	3.02	PM 1.15	9.50	3.07	PM 9.05	8.57	PM 2.50	AM 7.26	1289.9	TO-R 4.7 ANAPRA	141.6	
Yd. Lims. { BKIP						s 9.30 PM	s 9.10 PM	s 3.05 PM	s 7.40 AM	1323.3	R 5.6 EL PASO (Union Depot)	147.2	
	BKWDITYP	9.40 PM	3.20 PM	1.35 PM	10.15 AM	3.25 AM				1295.9			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	1297.6	1.7 EL PASO (Cotton Ave.)	148.9	
	986	984	960	982	980	40	6	2	4		(148.9)		

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

DEMING SUBDIVISION

Mile Post Location	Timetable No. 51 September 30, 1956	Station Number	Distance from El Paso (Cotton Ave.)	WESTWARD									
				FIRST CLASS									
				39 Imperial	3 Golden State	5 Argonaut	1 Sunset Limited						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
1148.3	TO-R LORDSBURG 4.7	5815	149.3	AM 10.50									
1153.0	ULMORIS 6.0	7005	144.6	10.40									
1159.0	LISBON 9.0	7011	138.6	10.32									
1168.0	TO SEPAR 5.8	7020	129.6	f 10.20									
1173.8	LADIM 5.8	7026	123.8	10.12									
1179.6	WILNA 8.9	7031	118.0	10.04									
1188.5	GAGE 4.7	7040	109.1	f 9.52									
1193.2	MONGOLA 6.4	7045	104.4	9.45									
1199.6	TUNIS 3.7	7051	98.0	9.36									
1203.3	PARMA 4.7	7055	94.3	9.30									
1208.0	TO DEMING 10.9	7060	89.6	s 9.22									
1218.9	CARNE 10.7	7071	78.7	8.59									
1229.6	AKELA 8.8	7081	68.0	8.49									
1238.4	DONA 9.0	7090	59.2	8.40									
1247.4	TO ADEN 12.0	7099	50.2	f 8.31									
1259.4	AFTON 10.1	7111	38.2	f 8.19									
1269.5	LANARK 10.2	7121	28.1	8.09									
1279.7	TO STRAUSS 5.5	7131	17.9	f 7.59									
1285.2	LIZARD 4.7	7137	12.4	7.50									
1289.9 1317.7	TO-R ANAPRA 6.0	7142	7.7	7.42	PM 3.11	PM 6.45	AM 12.05						
1295.9 1323.3	R EL PASO (Union Depot) 1.7	71183	1.7	7.30	3.00	6.30	11.55						
1297.6	EL PASO (Cotton Ave.)			0.0	AM	PM	PM	PM					
	(149.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily						
				39	3	5	1						

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1320.9	Icehouse Crossover.
.. ..	1291.9	Brickland.	7144
33 ..	1319.1	*Bowen.	7831
2W ..	1254.6	Kenzin. (Spur)	7106
265W ..	1208.7	Sage. (Spur)	7061
.. ..	1164.4	Hawkins.	7016
		*On No. 2 Track.	

ALAMOGORDO SUBDIVISION

		EASTWARD						Mile Post Location	Timetable No. 51		Station Number	Distance from Carrizozo	WESTWARD	
Capacity of sidings		SECOND CLASS			FIRST CLASS		September 30, 1956		FIRST CLASS					
		996	994	992	990	40	4		Imperial	Golden State			39	3
		Freight	Freight	Freight	Freight	Imperial	Golden State	Leave Daily	Leave Daily	Imperial	Golden State			
		Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily			
Yard Limits	BKIP					PM 10.25	AM 7.55	1295.9	R	EL PASO (Union Depot) 1.7	7147	144.0	AM 6.30	PM 2.45
	BKWDOTYP	PM 11.10	PM 3.30	AM 8.10	AM 6.15			1297.6		EL PASO (Cotton Ave.) 0.0	7148	142.3		
	I					10.33	8.00	1297.6		TOWER 47 3.9	7148	142.3	6.07	2.27
	P							1301.5		FORT BLISS 0.8	7153	138.4		
103	P	11.35	3.55	8.25	6.30	10.45	8.10	1302.3		TO-R PLANEPORT 13.8	7154	137.6	5.56	2.17
102	P	PM 11.55	4.15	8.40	6.45	s 11.00	8.22	1316.1		NEWMAN 10.1	7167	123.8	f 5.36	2.05
77	P	AM 12.08	4.28	8.53	6.56	11.10	8.30	1326.2		ALVARADO 5.9	7178	113.7	5.19	1.57
103	P	12.15	4.35	9.00	7.03	11.15	8.35	1332.1		DESERT 12.9	7183	107.8	5.12	1.52
121	YP	12.30	4.50	9.20	7.18	s 11.32	8.46	1345.0		TO OROGRANDE 6.3	7196	94.9	s 4.57	1.42
	P	12.37	4.57	9.27	7.25	11.40	8.51	1351.3		TURQUOISE 5.7	7203	88.6	4.41	1.37
75	P	12.44	5.04	9.34	7.32	11.45	8.56	1357.0		PAXTON 9.0	7208	82.9	4.35	1.32
96	P	12.55	5.15	9.45	7.42	11.53	9.03	1366.0		DUNES 6.3	7217	73.9	4.26	1.25
74	P	1.02	5.22	9.52	7.49	PM 11.59	9.08	1372.3		VALMONT 5.9	7224	67.6	4.19	1.20
110	P	1.10	5.30	10.00	7.56	AM 12.05	9.13	1378.2		OMLEE 4.6	7230	61.7	4.13	1.15
Yard Limits	KWP	1.25	5.45	10.30	8.05	s 12.22	c 9.20	1382.8		TO ALAMOGORDO 5.8	7234	57.1	s 4.07	c 1.11
75	P	1.44	6.00	10.45	8.15	12.31	9.27	1388.6		KEARNEY 7.0	7240	51.3	3.49	1.03
77	P	1.54	6.08	10.53	8.25	s 12.43	9.33	1395.6		TO TULAROSA 7.4	7247	44.3	s 3.41	12.58
75	P	2.04	6.17	11.02	8.34	12.51	9.39	1403.0		TEMPORAL 9.9	7254	36.9	3.29	12.52
102	P	2.18	6.30	11.15	8.45	c 1.03	9.47	1412.9		THREE RIVERS 11.6	7264	27.0	s 3.19	12.44
76	P	3.06	7.08	AM 11.50	8.59	1.17	9.58	1424.5		OSCURA 8.3	7276	15.4	3.06	12.35
107	P	3.22	7.25	PM 12.28	9.10	1.26	10.07	1432.8		POLLY 7.1	7284	7.1	2.58	12.28
Yard Limits	BKWDOPY	3.45 AM	7.50 PM	12.45 PM	9.25 AM	s 1.40 AM	s 10.20 AM	1439.9		TO-R CARRIZOZO	7291	0.0	2.50 AM	12.20 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily			(144.0)			Leave Daily	Leave Daily
		996	994	992	990	40	4						39	3

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
2W ..	1362.1	Escondida (spur)	7213

SANTA ROSA SUBDIVISION

EASTWARD						Mile Post Location	WESTWARD						
SECOND CLASS			FIRST CLASS		Automatic Block Signal System		Timetable No. 51					FIRST CLASS	
							September 30, 1956						
Capacity of sidings	994 Freight	992 Freight	990 Freight	4 Golden State			40 Imperial	Station Number	Distance from Tucumcari	3 Golden State	39 Imperial		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily			Arrive Daily	Arrive Daily			
Yard Limits DBKWOYP	PM 8.05	PM 12.20	AM 3.30	AM 10.25	AM 1.50	1439.9							
110 P	8.30	12.45	3.55	10.31	2.01	1446.9	TO-R	CARRIZOZO 7.0	7291	187.5	PM 12.14	AM 2.35	
75 P	8.45	1.00	4.10	10.35	2.09	1452.2		ROBSART 5.3	7298	180.5	12.01 PM	2.19	
75 P	8.55	1.10	4.20	10.41	2.16	1459.2		COYOTE 7.0	7304	175.2	11.56 AM	2.09	
126 P	9.15	1.30	4.40	10.45	2.24	1463.5	TO	LARGO 4.3	7311	168.2	11.49	2.02	
	9.30	1.45	4.55	10.49	2.30	1467.0		ANCHO 3.5	7315	163.9	11.44	s 1.58	
74 P	9.58	2.12	5.20	10.57	2.39	1473.0		LUNA 6.0	7318	160.4	11.40	1.52	
74 P	10.08	2.22	5.30	11.02	2.45	1477.8		TECLOTE 4.8	7324	154.4	11.33	1.44	
126 P	10.16	2.28	5.37	11.06	2.51	1482.5		ELDA 4.7	7329	149.6	11.28	1.38	
103 YP	10.28	2.40	5.50	11.14	s 3.05	1490.9	TO	GALLINAS 8.4	7334	144.9	11.24	1.33	
71 P	10.40	2.52	6.02	11.22	3.15	1499.0		CORONA 8.1	7342	136.5	11.14	s 1.22	
87 P	10.56	3.08	6.18	11.32	s 3.31	1510.6		TORRANCE 11.6	7350	128.4	11.06	1.09	
W116 Yard Limits E 110 KWYP	11.16	3.30	6.40	c 11.49	s 3.59	1525.4	TO	DURAN 14.8	7362	116.8	10.57	s 12.56	
107 P	PM 11.29	3.41	6.50	AM 11.59	4.11	1533.3		VAUGHN 7.9	7377	102.0	c 10.42	s 12.37	
105 P	AM 12.06	3.58	7.07	PM 12.12	s 4.30	1547.2		LEONCITO 13.9	7385	94.1	10.34	12.22	
106 P	12.21	4.13	7.22	12.25	4.43	1558.5		PASTURA 11.3	7399	80.2	10.22	f 12.06 AM	
E 107 Yard Limits W 113	12.35	4.27	7.37	12.36	s 5.01	1568.3	TO	ARABELLA 9.8	7410	68.9	10.10	11.50 PM	
106 P	12.49	4.46	7.56	12.45	5.14	1577.4		SANTA ROSA 9.1	7420	59.1	9.58	s 11.35	
103 P	1.03	5.00	8.10	12.52	s 5.27	1585.8	TO	LOS TANOS 8.4	7429	50.0	9.50	11.22	
102 P	1.15	5.12	8.22	12.59	s 5.42	1594.7	TO	CUERVO 8.9	7437	41.6	9.43	f 11.13	
102 P	1.31	5.27	8.37	1.10	s 6.02	1606.7		NEWKIRK 12.0	7446	32.7	9.34	f 11.02	
112 P	1.43	5.38	8.48	1.19	6.16	1615.5		MONTOYA 8.8	7458	20.7	9.24	f 10.49	
103 P	1.51	5.46	8.56	1.25	6.23	1621.9		PALOMAS 6.4	7467	11.9	9.17	10.40	
Yard Limits DBKOTYP	2.00 AM	5.55 PM	9.05 AM	s 1.40 PM	s 6.45 AM	1627.4	TO-R	HARGIS 5.5	7473	5.5	9.12	10.33	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			TUCUMCARI	7479	0.0	9.05 AM	10.25 PM	
	994	992	990	4	40			(187.5)			Leave Daily	Leave Daily	
											3	39	

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1521.5	Epris	7373
.. ..	1528.1	Tony	7379
12E ..	1552.8	Guadalupe..... (Spur)	7405
2W ..	1563.7	Pintado..... (Spur)	7415

SANTA ROSA SUBDIVISION

EASTWARD				Timetable No. 51 September 30, 1956			WESTWARD			
Capacity of sidings	SECOND CLASS		Mile Post Location	STATIONS	Station Number	Distance from French	SECOND CLASS			
		974 Mixed					975 Mixed			
		Leave Tues., Thurs., Sat.					Arrive Tues., Thurs., Sat.			
Yard Limits DBKWOTYP	AM 6.10		1627.4	TO-R TUCUMCARI	7479	113.9	PM 3.25			
WYP	s 7.34		1661.7	34.3 CAMPANA	8634	79.6	s 1.55			
34 P	f 7.52		1667.6	5.9 MEDIO	8640	73.7	f 1.31			
36 P	s 8.20		1677.9	TO 10.3 MOSQUERO	8651	63.4	s 12.59			
P	f 8.37		1686.3	8.4 SOLANA	8659	55.0	f 12.42			
Yard Limits 34 P	s 9.00		1696.1	TO 9.8 ROY	8669	45.2	s 12.22 PM			
YP	f 10.09		1729.8	33.7 TAYLOR	8702	11.5	f 11.10 AM			
Yard Limits P	s 10.35 AM		1741.3	11.5 FRENCH	8714	0.0	s 10.45 AM			
	Arrive Tues., Thurs., Sat.			(113.9)			Leave Tues., Thurs., Sat.			
	974						975			

RULE S-72. No. 974 is superior to No. 975.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
30W ..	1634.9	Bascom	8608
.. ..	1640.4	Canadian	8623
.. ..	1650.1	Atarque	8628
.. ..	1655.6	Trigg Ranch	8657
18E ..	1684.7	Dioixe	8679
.. ..	1706.4	Mills	8694
.. ..	1721.8	Vernon	
Nos 974 and 975 will stop at Canadian, Trigg Ranch, Dioixe and Vernon on flag.			

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
2	Rodeo.....	50 MPH.....	Daily.....			To dispatch U. S. Mail
3	Vaughn.....	15 MPH.....	Daily exc. Mon.....			To receive one pouch mail
3	Alamogordo.....	35 MPH.....	Daily exc. Mon.....			To exchange U.S. Mail
3	Alamogordo.....	Flag.....	Daily.....	Colton.....	Kansas City.....	
3	Bisbee Jct.....	Reduce speed or stop if necessary.....	Daily.....			To dispatch U.S. Mail
4	Bisbee Jct.....	10 MPH.....	Daily when not making flag stop.....			To receive U.S. Mail
4	Alamogordo.....	35 MPH.....	Daily exc. Sun.....			To dispatch U.S. Mail
4	Vaughn.....	Stop.....	Daily exc. Sun.....			To dispatch U.S. Mail
4	Alamogordo.....	Flag.....	Daily.....	Kansas City.....	Colton.....	
5	Animas.....	Stop.....	Daily.....			To exchange U.S. Mail by locker
40	Whetstone.....	Flag.....	Daily.....			To receive or discharge passengers to or from Benson
40	Three Rivers.....	Stop.....	Daily.....			To exchange U. S. Mail by locker
40	Ancho.....	Stop.....	Daily.....			To exchange U. S. Mail
940	MP 1039.6.....	Flag.....	Wed. Sat.....	Any station.....	Any station.....	
941	MP 1039.6.....	Flag.....	Wed. Sat.....	Any station.....	Any station.....	
942	MP 1039.6.....	Flag.....	Tue. Fri.....	Any station.....	Any station.....	
943	MP 1039.6.....	Flag.....	Tue. Fri.....	Any station.....	Any station.....	
944	MP 1039.6.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	
944	MP 1069.2.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	
945	MP 1069.2.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	
945	MP 1039.6.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

11

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on page 10.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RULE 82-A. Regular trains and sections of schedules authorized on Bowie Subdivision of Tucson Division are authorized to assume corresponding schedules or sections of schedules on Mescal Subdivision at Mescal without clearance.

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

Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

Westward trains Patagonia Branch must not foul Mescal-Douglas main track Fairbank until authorized by train dispatcher.

Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

RULE 83-A. At the following stations only the trains indicated will register:

Fairbank. Trains originating and terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Mescal. All trains.

Douglas, Nos. 1, 2, 3, 4 and 40.

When a regular train is checked on Bowie Subdivision of Tucson Division or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 105. Following tracks are designated for use as sidings:
Lewis Springs. Siding located east of station building on north side of main track.

Hereford. Siding located opposite station building on north side of main track, extending eastward from turnout east of stock pen.

Naco. Siding located opposite station building on north side of main track. Switch leading to Edison water spur from siding near west end must be left lined for movement into water spur.

RULE 204-A. Trains to or from Bowie Subdivision of Tucson Division moving to or from Mescal Subdivision, with the same conductor and engineer operating through Mescal, may be issued train orders or clearance on one subdivision that affect their movements on either, or both subdivisions.

RULE 221. Light will not be displayed in train-order signal at Curtiss, except when train-order operator is on duty.

Westward trains not cleared by train-order signal at Mescal will receive clearance over initials Rio Grande Division chief train dispatcher and may include train orders issued by either or both Divisions.

Eastward trains leaving Tucson for Mescal Subdivision must receive clearance over initials Tucson Division chief train dispatcher and may include train orders issued by either or both Divisions.

Clearance for schedules and sections moving via Mescal Subdivision will authorize such trains through to Douglas.

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

RULE 82-A. Eastward regular trains and sections of schedules from Hachita Subdivision may assume the same schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance O.K.'d by chief train dispatcher must be obtained.

Train indication markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Douglas, Nos. 1, 2, 3, 4 and 40.

Anapra, All trains.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

Trains and engines moving via Icehouse Crossover to Tower 196 on T&NO track must run with caution, expecting to find track occupied.

Semi-automatic signal on No. 2 track west of Icehouse Crossover will display caution indication when switch to crossover from No. 2 track to T&NO track is lined and Signal 8314 at east end of crossover displays stop indication.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

Clear interlocking signal Tower 47 for movement to eastward main track will authorize engines to move Tower 47 to Alfalfa unit, El Paso yard.

Standard clock located in yardmaster's office at Alfalfa unit, El Paso yard, and conductor will show on margin of train register ticket thrown off at Anapra the time watch was compared with standard clock. Operator Anapra will enter this information on train register.

Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules

on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Anapra, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Anapra.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE 105. Following tracks are designated for use as sidings. Strauss Siding is first track south of main track.

RULE D-151. Tracks between Anapra and Tower 47 will be numbered and unless otherwise authorized will be used as double track:

No. 1 Track for westward trains;
No. 2 Track for eastward trains.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221. Clifton is train-order office 7:00 AM to 4:00 PM daily except Saturday, Sunday and Holidays.

Between 4:00 PM and 7:00 AM daily, and on Saturday, Sunday and Holidays trains originating may leave Clifton without a clearance.

Light will not be displayed in train-order signal at Duncan except when train-order operator is on duty.

RULE D-251. Will apply as follows:

On No. 2 Track, Anapra to El Paso (Cotton Ave.).

On No. 1 Track, El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Planeport, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263

will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83. If visual identification is made by eastward trains between El Paso (Union Depot) and Tower 47, identification will apply at end of double track.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Planeport, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Planeport.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills. Carrizozo, Nos. 3, 4, 39 and 40.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE D-251. Will apply as follows:

On No. 2 Track Anapra to El Paso (Cotton Ave.).

On No. 1 Track El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

RULE 82-A. Crew arriving French on No. 974 may assume schedule of No. 975 without clearance.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Carrizozo, Nos. 3, 4, 39 and 40.

RULE 91. Westward trains between MP 1673.0 and Campana must keep not less than fifteen minutes apart.

RULE 105. Following tracks are designated for use as sidings:

Vaughn. First track north of main track is eastward siding. Second track north of main track is westward siding.

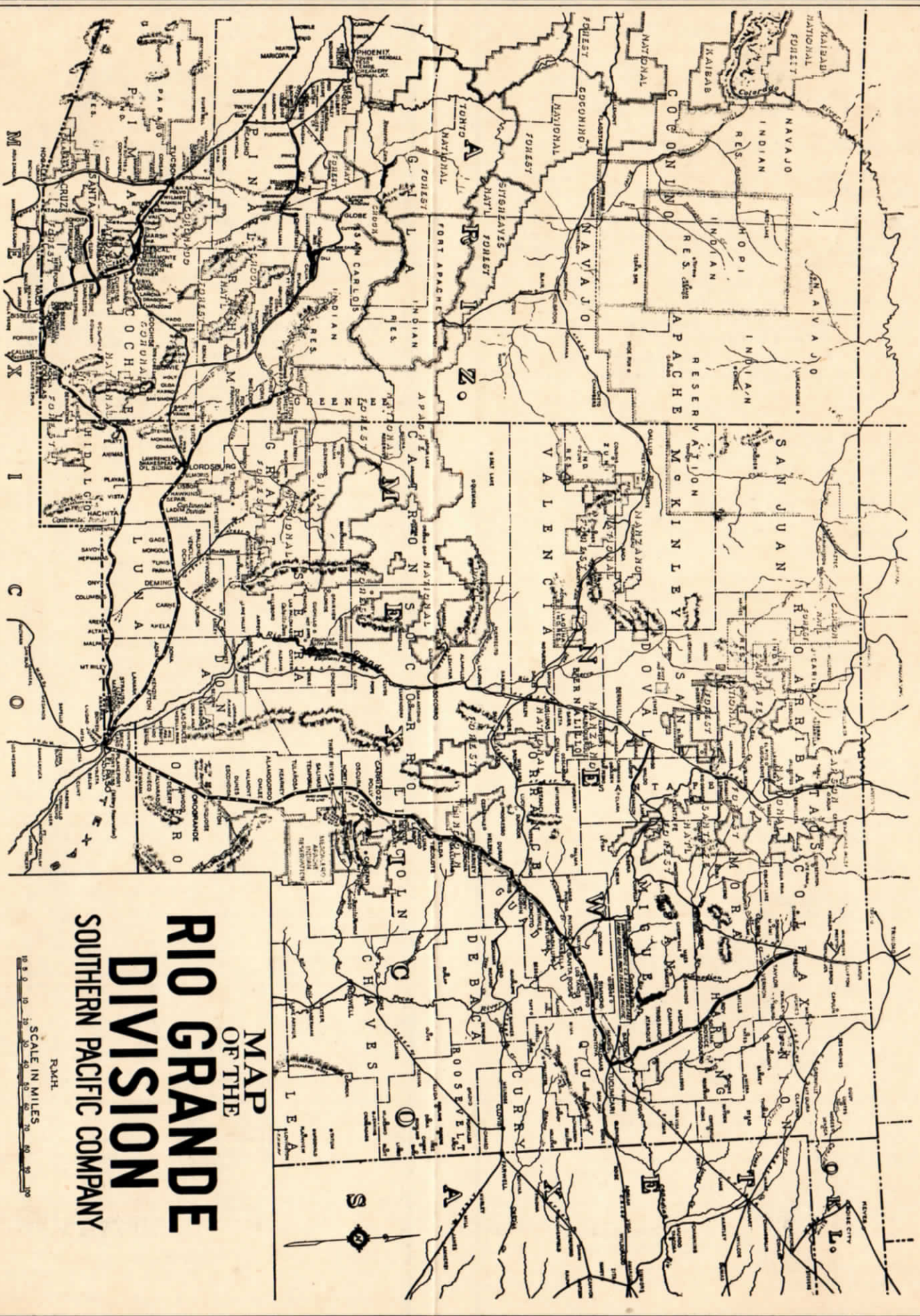
Santa Rosa. First track north of main track is westward siding. Second track north of main track is eastward siding and connects with westward siding at both ends. West switch of eastward siding must be left lined for westward siding, and east switch of eastward siding must be left lined for eastward siding.

RULE 221. Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty.

Mosquero, Roy.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6



MAP
OF THE
RIO GRANDE
DIVISION
SOUTHERN PACIFIC COMPANY

SCALE IN MILES
0 10 20 30 40 50 60 70 80 90 100
R.P.C.H.