

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

RIO GRANDE DIVISION

26



To Take Effect Sunday, June 11, 1939, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employees only

L. B. McDONALD,
General Manager

W. B. KIRKLAND,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

H. S. FAIRBANK,
Superintendent

RIO GRANDE

EASTWARD

MESCAL SUBDIVISION

WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 26 June 11, 1939 | Distance from Douglas | FIRST CLASS | | | | SECOND CLASS | | THIRD CLASS | |
|------------------------------------|--------------|-----------------|-------------|----------------------|-------------|-----------------------------|------------------------------------|-----------------------|----------------|----------------------|--------------|--------------|------------------|-------------|-------------|-----------------|
| | 964 | 942 | 962 | 4 | 44 | | | | 1 | 3 | 43 | 5 | 845 | 943 | | |
| | Freight | Mixed | Freight | Golden State Limited | Californian | | | | Sunset Limited | Golden State Limited | Californian | Argonaut | Freight | Mixed | | |
| Yard BWKFTYP | Leave Daily | Leave Tue. Fri. | Leave Daily | Leave Daily | Leave Daily | STATIONS | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tue. Fri. | | | |
| | | | | | | 983.9 | TO-R TUCSON | 123.1 | s 3.20AM | s 6.00AM | s 5.20PM | s 5.25PM | | 3.40PM | | |
| | | | | | | 984.7 | 0.8 T. & N. R. R. JCT. | 122.3 | | | | | | | | |
| | | | | | | 987.4 | 2.7 POLVO | 119.6 | 3.10 | 5.50 | 5.10 | 5.15 | | 3.29 | | |
| | | | | | | 990.2 | 2.8 SOUTH YARD JCT. | 116.8 | | | | | | | | |
| | | | | | | 993.7 | 3.5 CRUZ | 113.3 | 3.00 | 5.40 | 5.00 | 5.06 | | 3.17 | | |
| | | | | | | 997.8 | 4.1 RITA | 109.2 | 2.55 | 5.35 | 4.55 | 5.01 | | 3.10 | | |
| | | | | | | 1003.7 | 5.9 VAIL | 103.3 | 2.47 | 5.27 | 4.47 | f 4.53 | | 2.59 | | |
| | | | | | | 1007.4 | 3.7 EMPIRE | 99.6 | 2.42 | 5.22 | 4.42 | 4.48 | | 2.47 | | |
| | | | | | | 1012.9 | 5.5 MARSH | 94.1 | 2.34 | 5.14 | 4.34 | 4.40 | | 2.37 | | |
| | | | | | | 1022.3 | 9.4 TO-R MESCAL | 84.7 | 2.20AM | 5.01 | 4.20PM | 4.27 | | 2.20PM | | |
| | | | | | | 1024.5 | 2.2 MIRAMONTE | 82.5 | | 4.57 | | 4.22 | | | | |
| | | | | | | 1028.6 | 4.1 WHETSTONE | 78.4 | | 4.52 | | 4.16 | | | | |
| | | | | | | 1036.5 | 6.9 SAN JUAN | 71.5 | | 4.43 | | 4.06 | | | | |
| | | | | | | 1043.1 | 7.6 BOQUILLAS | 63.9 | | 4.33 | | 3.55 | | | | |
| | | | | | | 1046.4 | 3.3 BENSON JCT. | 60.6 | | 4.29 | | 3.51 | | | | |
| | | | | | | 1047.8 | 1.4 N. M. & A. JCT. | 59.2 | | | | | | | | |
| | | | | | | 1048.2 | 0.4 TO-R FAIRBANK | 58.8 | | f 4.26 | | s 3.48 | | | s 3.40PM | |
| | | | | | | 1054.7 | 6.5 CHARLESTON | 52.3 | | 4.17 | | 3.37 | | | f 3.28 | |
| | | | | | | 1058.8 | 4.1 LEWIS SPRINGS | 48.2 | | 4.12 | | 3.32 | | | 3.20PM | |
| | | | | | | 1064.9 | 6.1 SAN PEDRO | 42.1 | | 4.04 | | 3.23 | | | | |
| | | | | | | 1069.0 | 4.1 TO HEREFORD | 38.0 | | f 3.58 | | s 3.17 | | | | |
| | | | | | | 1076.1 | 6.1 STARK | 31.9 | | 3.48 | | 3.07 | | | | |
| | | | | | | 1080.9 | 5.8 NACO | 26.1 | | 3.40 | | s 2.59 | | | | |
| | | | | | | 1086.0 | 4.1 TO BISBEE JUNCTION | 22.0 | | s 3.34 | | s 2.51 | | | | |
| | | | | | | 1089.7 | 4.7 CROOK | 17.3 | | 3.24 | | 2.40 | | | | |
| | | | | | | 1096.9 | 7.2 FORREST | 10.1 | | 3.14 | | 2.24 | | | | |
| | | | | | | 1104.3 | 7.4 CALUMET | 2.7 | | 3.05 | | 2.12 | | | | |
| | | | | | | 1107.0 | 2.7 TO-R DOUGLAS | 0.0 | | 3.01AM | | 2.08PM | | | | |
| | | | | | | | (123.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | | Leave Tue. Fri. |

See Tucson Division Time Table

(3.30) 24.20 (0.20) 31.80 (3.40) 23.10 (2.10) 39.09 (2.01) 42.00 Time Over District (1.00) 38.40 (2.59) 41.26 (1.00) 38.40 (3.17) 37.49 (1.20) 28.80 (0.20) 31.80
 Average speed per hour

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No. 2, Tucson Division, Tucson to Mescal, unless otherwise directed by train order.
 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 and look out for yard engines occupying main track.
 See page 7 for schedules of additional trains between Benson Jct. and Fairbank.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS | | | | |
|--|---------------------|----------------------|----------------|------------------|
| Train | At | Receive or Discharge | TO (or Beyond) | FROM (or Beyond) |
| 1 | Any Station | Discharge | | East of El Paso |
| 4-5 | Whetstone Mescal | Receive or Discharge | Any Station | Any Station |

| Capacity of Sidings in Car Lengths | Yard | Train | A |
|------------------------------------|--------------------------------|-------|---|
| | WFYTBKP | | |
| 70 | P | | |
| 77 | P | | |
| 77 | WP | | |
| 77 | P | | |
| 77 | P | | |
| 77 | P | | |
| 77 | WP | | |
| 77 | P | | |
| 107-No.1 WPC 101-No.2 | | | |
| 77 | P | | |
| 45 | P | | |
| 66 | P | | |
| 77 | WP | | |
| 77 | P | | |
| 77 | P | | |
| 81 | P | | |
| 77 | P | | |
| 78 | Yard WFYP | | |
| 77 | P | | |
| 77 | P | | |
| 73 | P | | |
| 36 | WP | | |
| 77 | P | | |
| 77 | P | | |
| 86 | Yard WPC | | |
| 77 | P | | |
| 78 | P | | |
| 77 | P | | |
| 75 | P | | |
| 78 | P | | |
| 77 | WP | | |
| 78 | P | | |
| 78 | WPO | | |
| 77 | P | | |
| 77 | P | | |
| Schedule Trains At An | | | |
| Train | At | | |
| 3 | Hacht Rodeo | | |
| 4 | Apach | | |
| 4-5 | Noria Mt. Ri Herma Chric Berna | | |

EASTWARD

HACHITA SUBDIVISION

WESTWARD

THIRD CLASS

943

Mixed

Arrive Tue. Fri.

s 3.40PM

f 3.28

3.20PM

Leave Tue. Fri.

(0.20)
31.80

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 26 June 11, 1939 | Distance from Anapra | FIRST CLASS | | | | | | | | | | | |
|------------------------------------|--------------|--------------|----------------------|--------------|--------------|----------------------|-----------------------------|------------------------------------|----------------------|--------------|---|--|--|--|--|--|--|--|--|--|--|
| | 964 | | 962 | | 4 | 44 | | | | 5 | 3 | | | | | | | | | | |
| | Freight | Freight | Golden State Limited | Callornian | Argonaut | Golden State Limited | | | | | | | | | | | | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | STATIONS | | Arrive Daily | Arrive Daily | | | | | | | | | | | |
| Yard WFTBKP | 10.30PM | 3.00PM | 2.47PM | 2.18PM | 1107.0 | TO-R DOUGLAS | 210.7 | s 1.58PM | s 2.51AM | | | | | | | | | | | | |
| 70 P | 10.50 | 3.20 | 2.56 | 2.26 | 1111.8 | ACACIA | 205.9 | 1.49 | 2.44 | | | | | | | | | | | | |
| 77 P | 11.05 | 3.35 | 3.03 | 2.33 | 1115.7 | LEE | 202.0 | 1.43 | 2.39 | | | | | | | | | | | | |
| 77 WP | 11.30 | 4.00 | 3.12 | 2.42 | 1121.1 | CAZADOR | 196.6 | 1.33 | 2.30 | | | | | | | | | | | | |
| 77 P | 11.45 | 4.15 | 3.21 | 2.51 | 1126.6 | PERILLA | 191.1 | 1.23 | 2.21 | | | | | | | | | | | | |
| 77 P | 11.53PM | 4.23 | 3.26 | 2.56 | 1130.6 | BERNARDINO | 187.1 | 1.17 | 2.16 | | | | | | | | | | | | |
| 77 P | 12.08AM | 4.38 | 3.35 | 3.05 | 1137.7 | CHIRICAHUA | 180.0 | 1.08 | 2.08 | | | | | | | | | | | | |
| 77 WP | 12.25 | 4.56 | 3.47 | 3.17 | 1147.1 | APACHE | 170.6 | f 12.54 | 1.56 | | | | | | | | | | | | |
| 77 P | 12.35 | 5.06 | 3.54 | 3.24 | 1152.7 | MORA | 165.0 | 12.46 | 1.49 | | | | | | | | | | | | |
| 107-No.1 WPC 101-No.2 | 12.55 | 5.26 | s 4.04 | f 3.34 | 1158.7 | TO RODHO | 159.0 | s 12.39 | 1.41 | | | | | | | | | | | | |
| 77 P | 1.05 | 5.36 | 4.11 | 3.41 | 1163.9 | APAN | 153.8 | 12.31 | 1.31 | | | | | | | | | | | | |
| 45 P | 1.22 | 5.48 | 4.20 | 3.50 | 1170.5 | PRATT | 147.2 | 12.22 | 1.22 | | | | | | | | | | | | |
| 56 P | 1.32 | 5.58 | f 4.28 | 3.56 | 1175.9 | TO ANIMAS | 141.8 | f 12.16 | 1.16 | | | | | | | | | | | | |
| 77 WP | 1.43 | 6.07 | 4.35 | 4.02 | 1181.4 | ANTELOPE | 136.3 | 12.09 | 1.10 | | | | | | | | | | | | |
| 77 P | 2.00 | 6.18 | 4.43 | 4.10 | 1187.8 | PLAYAS | 129.9 | 12.01PM | 1.02 | | | | | | | | | | | | |
| 77 P | 2.20 | 6.28 | 4.49 | 4.16 | 1193.4 | GRADE | 124.3 | 11.54AM | 12.56 | | | | | | | | | | | | |
| 81 P | 2.35 | 6.37 | 4.54 | 4.21 | 1198.1 | VISTA | 119.6 | 11.49 | 12.51 | | | | | | | | | | | | |
| 77 P | 2.43 | 6.45 | 5.00 | 4.27 | 1202.9 | MINERO | 114.8 | 11.43 | 12.45 | | | | | | | | | | | | |
| 78 Yard WFTBKP | 3.00 | 7.05 | f 5.04 | 4.32 | 1206.3 | TO HACHITA | 111.4 | f 11.38 | 12.41 | | | | | | | | | | | | |
| 77 P | 3.20 | 7.25 | 5.12 | 4.40 | 1212.6 | CONTINENTAL | 105.1 | 11.28 | 12.34 | | | | | | | | | | | | |
| 77 P | 3.32 | 7.38 | 5.19 | 4.47 | 1218.1 | VICTORIO | 99.6 | 11.21 | 12.27 | | | | | | | | | | | | |
| 73 P | 3.45 | 7.52 | 5.28 | 4.56 | 1225.6 | SAVOYA | 92.1 | 11.12 | 12.18 | | | | | | | | | | | | |
| 36 WP | 3.55 | 8.02 | 5.35 | 5.03 | 1230.9 | HERMANAS | 86.8 | 11.05 | 12.11 | | | | | | | | | | | | |
| 77 P | 4.05 | 8.11 | 5.41 | 5.09 | 1236.0 | FORD | 81.7 | 10.59 | 12.05AM | | | | | | | | | | | | |
| 77 P | 4.20 | 8.26 | 5.49 | 5.17 | 1242.9 | MIMBRES | 74.8 | 10.51 | 11.56PM | | | | | | | | | | | | |
| 86 Yard WPC | 4.45 | 8.50 | s 6.02 | f 5.29 | 1250.3 | TO COLUMBUS | 67.4 | s 10.39 | s 11.44 | | | | | | | | | | | | |
| 77 P | 4.57 | 9.03 | 6.10 | 5.38 | 1256.8 | MILLAM | 60.9 | 10.27 | 11.32 | | | | | | | | | | | | |
| 78 P | 5.09 | 9.15 | 6.19 | 5.47 | 1263.6 | ARENA | 54.1 | 10.18 | 11.23 | | | | | | | | | | | | |
| 77 P | 5.19 | 9.25 | 6.25 | 5.53 | 1268.9 | ALTAIR | 48.8 | 10.12 | 11.17 | | | | | | | | | | | | |
| 75 P | 5.29 | 9.35 | 6.32 | 6.00 | 1274.5 | MALPAIS | 43.2 | 10.05 | 11.11 | | | | | | | | | | | | |
| 78 P | 5.38 | 9.42 | 6.37 | 6.05 | 1278.5 | MONUMENT | 39.2 | 10.00 | 11.06 | | | | | | | | | | | | |
| 77 WP | 5.50 | 9.54 | 6.46 | 6.14 | 1285.8 | MT. RILEY | 32.1 | 9.51 | 10.58 | | | | | | | | | | | | |
| 78 P | 6.00 | 10.03 | 6.52 | 6.20 | 1291.2 | POTRILLO | 26.5 | 9.44 | 10.52 | | | | | | | | | | | | |
| 78 WPO | 6.15 | 10.16 | 7.01 | 6.29 | 1299.0 | NORIA | 18.7 | 9.35 | 10.43 | | | | | | | | | | | | |
| 77 P | 6.30 | 10.33 | 7.11 | 6.41 | 1308.9 | MASTODON | 8.8 | 9.24 | 10.33 | | | | | | | | | | | | |
| 77 P | 6.50AM | 10.55PM | 7.24PM | 6.54PM | 1317.7 | TO-R ANAPRA | 0.0 | 9.11AM | 10.21PM | | | | | | | | | | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (210.7) | | Leave Daily | Leave Daily | | | | | | | | | | | | |

(8.20) 25.28 (7.55) 26.60 (4.37) 45.64 (4.36) 45.80 Time Over District (4.47) (4.30)
 Average speed per hour 44.05 46.82

Schedule Time and train orders apply as follows:
 At Anapra—Westward trains—WEST switch of EAST crossover;
 Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
 Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS | | | | |
|--|--|----------------------|------------------|------------------|
| Train | At | Receive or Discharge | TO (or Beyond) | FROM (or Beyond) |
| 3 | Hachita Rodeo | Receive or Discharge | Douglas and West | El Paso and East |
| 4 | Apache | | Any Station | Any Station |
| 4-5 | Noria, Mt. Riley, Hermanas, Chiricahua, Bernardino | Receive or Discharge | Any Station | Any Station |

EASTWARD

DEMING SUBDIVISION

WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | | FIRST CLASS | | | | Distance from San Francisco |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------|--------------|----------------|-----------------------------|
| | 962 | 984 | 982 | 964 | 980 | 6 | 4 | 44 | 2 | |
| | Freight | Freight | Freight | Freight | Freight | Argonaut | Golden State Limited | Californian | Sunset Limited | |
| Yard WFTYBPK | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | 1148.3 |
| 70 P | | 4.40PM | 7.00AM | | 12.01AM | 4.22PM | | | 5.45AM | 1153.0 |
| 66 P | | 4.50 | 7.11 | | 12.12 | 4.29 | | | 5.51 | 1159.0 |
| 69 P | | 5.00 | 7.21 | | 12.22 | 4.37 | | | 5.58 | 1164.4 |
| 107 WP | | 5.16 | 7.41 | | 12.42 | 4.44 | | | 6.05 | 1168.0 |
| 71 P | | 5.26 | 7.51 | | 12.52 | f 4.49 | | | 6.10 | 1173.8 |
| 70 P | | 5.36 | 8.01 | | 1.02 | 4.56 | | | 6.16 | 1179.6 |
| 70 P | | 5.46 | 8.11 | | 1.12 | 5.03 | | | 6.22 | 1183.5 |
| 71 P | | 5.52 | 8.17 | | 1.18 | 5.08 | | | 6.26 | 1188.5 |
| 70 P | | 6.00 | 8.25 | | 1.26 | f 5.14 | | | 6.31 | 1193.2 |
| 100 P | | 6.08 | 8.33 | | 1.34 | 5.19 | | | 6.36 | 1199.6 |
| 70 P | | 6.19 | 8.44 | | 1.45 | 5.26 | | | 6.43 | 1203.3 |
| 70 P | | 6.25 | 8.50 | | 1.51 | 5.31 | | | 6.47 | 1206.1 |
| 70 P | | 6.30 | 8.55 | | 1.56 | 5.35 | | | 6.50 | 1208.0 |
| 240 Yard PWYC | | 6.50 | 9.10 | | 2.10 | s 5.45 | | | s 6.58 | 1212.5 |
| 70 P | | 7.00 | 9.18 | | 2.19 | 5.53 | | | 7.04 | 1218.9 |
| 71 P | | 7.10 | 9.28 | | 2.29 | 6.00 | | | 7.11 | 1225.7 |
| 70 P | | 7.21 | 9.39 | | 2.40 | 6.07 | | | 7.18 | 1229.6 |
| 108 WP | | 7.28 | 9.45 | | 2.46 | 6.12 | | | 7.22 | 1233.9 |
| 66 P | | 7.36 | 9.52 | | 2.53 | f 6.18 | | | 7.26 | 1238.4 |
| 66 P | | 7.46 | 9.59 | | 3.00 | 6.23 | | | 7.31 | 1243.0 |
| 107 P | | 7.53 | 10.06 | | 3.08 | 6.28 | | | 7.36 | 1247.4 |
| 80 P | | 8.03 | 10.18 | | 3.17 | f 6.33 | | | 7.41 | 1251.3 |
| 71 P | | 8.10 | 10.27 | | 3.24 | 6.38 | | | 7.46 | 1254.6 |
| 71 P | | 8.16 | 10.32 | | 3.36 | 6.43 | | | 7.50 | 1259.4 |
| 107 WOP | | 8.32 | 10.46 | | 3.52 | f 6.48 | | | 7.55 | 1264.7 |
| 70 P | | 8.42 | 10.56 | | 4.02 | 6.55 | | | 8.02 | 1269.5 |
| 107 P | | 8.51 | 11.05 | | 4.11 | 7.02 | | | 8.08 | 1274.5 |
| 71 P | | 9.00 | 11.14 | | 4.20 | 7.09 | | | 8.13 | 1279.7 |
| 82 North 87 South YPW | | 9.09 | 11.23 | | 4.29 | 7.17 | | | 8.18 | 1285.2 |
| 71 P | | 9.19 | 11.33 | | 4.39 | 7.25 | | | 8.27 | 1289.9 |
| 84 P | 10.55PM | 9.28 | 11.42 | 6.50AM | 4.48 | 7.34 | 7.24PM | 6.54PM | 8.34 | 1317.7 |
| 32 P | | | | | | | | | | 1319.1 |
| | | | | | | | | | | 1320.9 |
| I | 11.12 | 9.43 | 11.57AM | 7.10 | 5.03 | 7.47 | 7.37 | 7.07 | 8.47 | 1322.9 |
| Yard BKP | | | | | | s 7.50PM | s 7.40PM | s 7.10PM | s 8.50AM | 1323.3 |
| Yard WFTYBPK | 11.22PM | 9.53PM | 12.07PM | 7.20AM | 5.13AM | | | | | 1295.9 |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | 1297.0 |

| Time Table No. 26 | | |
|---------------------------------|---|-----|
| June 11, 1939 | | |
| Distance from El Paso, Oct. St. | STATIONS | |
| 148.7 | TO-R LORDSBURG | 4.7 |
| 144.0 | ULMORIS | 6.0 |
| 138.0 | LISON | 5.4 |
| 132.6 | HAWKINS | 5.6 |
| 129.0 | SEPAR | 5.8 |
| 123.2 | LADIM | 5.8 |
| 117.4 | WILNA | 3.9 |
| 113.5 | QUINCY | 5.0 |
| 108.5 | GAGE | 4.7 |
| 103.8 | MONGOLA | 6.4 |
| 97.4 | TUNIS | 5.7 |
| 93.7 | PARMA | 2.8 |
| 90.9 | CAMP CODY | 1.9 |
| 89.0 | TO DEMING | 4.5 |
| 84.5 | LUXOR | 6.4 |
| 78.1 | CARNE | 6.8 |
| 71.3 | MYNDUS | 3.9 |
| 67.4 | AKELA | 4.3 |
| 63.1 | TO GAMBRA | 4.5 |
| 58.6 | DONA | 4.6 |
| 54.0 | CHAFFEL | 3.9 |
| 49.6 | ADEN | 3.9 |
| 45.7 | PRONTO | 3.3 |
| 42.4 | KENZIN | 4.8 |
| 37.6 | TO AFTON | 5.3 |
| 32.3 | RUTTER | 4.8 |
| 27.5 | LANARK | 5.0 |
| 22.6 | VEVAY | 5.2 |
| 17.3 | STRAUSS | 5.5 |
| 11.8 | LIZARD | 4.7 |
| 7.1 | TO-R ANAPRA Jct. Hachita Subdivision | 1.4 |
| 5.1 | BOWEN | 1.8 |
| 4.1 | ICE HOUSE KOVER | 2.0 |
| 1.6 | TOWER 6 Jct. T. & N. O. Tracks 1 and 2 | 0.4 |
| 1.1 | R EL PASO Union Passenger Depot | 1.1 |
| 0.0 | TO-R EL PASO Octavia Street T. & N. O. Yard | |
| | TO-R ANAPRA Junction Hachita Subdivision | 2.0 |
| | BRICKLAND | 1.0 |
| | RIO GRANDE | 2.6 |
| | TOWER 6 Jct. T. & N. O. Tracks 1 and 2 | 0.4 |
| | R EL PASO Union Passenger Depot | 1.1 |
| | TO-R EL PASO Octavia Street Pac. Lines | |

| Capacity of Sidings in Car Lengths | FIRST CLASS | | | | SECOND CLASS |
|------------------------------------|--------------|--------------|----------------|----------------------|--------------|
| | 5 | 43 | 1 | 3 | 981 |
| | Argonaut | Californian | Sunset Limited | Golden State Limited | Freight |
| Yard BKIP | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard FBWYTPK | | | | | 10.50PM |
| IP | | | | | 10.54 |
| Yard P | | | | | 5.50 |
| P | | | | | 5.44 |
| 107 P | | | | | 5.36 |
| 76 P | | | | | 5.29 |
| 106 WP | | | | | 5.19 |
| 78 P | | | | | 5.13 |
| 79 P | | | | | 5.08 |
| 78 P | | | | | 5.01 |
| 78 P | | | | | 4.47 |
| 77 P | | | | | 4.37 |
| 126 WIP | | | | | 4.26 |
| 78 P | | | | | 4.20 |
| 77 P | | | | | 4.13 |
| 81 P | | | | | 4.06 |
| 99 P | | | | | 3.58 |
| 77 P | | | | | 3.51 |
| 77 P | | | | | 3.44 |
| 116 P | | | | | 3.36 |
| 69-W Yard 122-E FBWPK | | | | | 3.26 |
| YP | | | | | 3.11 |
| 77 P | | | | | 3.02 |
| 79 P | | | | | 2.53 |
| 77 P | | | | | 2.44 |
| 77 P | | | | | 2.31 |
| 78 P | | | | | 2.19 |
| 77 WP | | | | | 2.04 |
| 78 WP | | | | | 2.04 |
| 77 P | | | | | 2.04 |
| Yard FBWYPK | | | | | 1.55AM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |

| | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------|--------|--------|--------|--------|--------|
| (0.27) | (5.13) | (5.07) | (0.30) | (5.12) | (3.28) | (0.16) | (0.16) | (3.05) | Time Over District | (0.16) | (3.25) | (3.13) | (0.16) | (4.50) |
| 14.89 | 28.43 | 28.98 | 13.40 | 28.52 | 42.46 | 21.00 | 21.00 | 47.74 | Average Speed per hour | 22.50 | 43.20 | 45.89 | 22.50 | 30.77 |

Schedule Time and train orders apply as follows:
 At Anapra—Westward trains—WEST switch of EAST crossover;
 Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
 Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

Tracks between Anapra and El Paso (Octavia St. T&NO Yard) will be numbered and unless otherwise authorized will be used as double track:
 No. 1 for Westward Trains;
 No. 2 for Eastward Trains.
 Track between El Paso (Octavia St. Pacific Lines) and Tower 6, will be known as Track No. 3, and operated as single track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

| Train | At | Receive or Discharge | TO (or Beyond) | FROM (or Beyond) |
|-------|-------------|----------------------|----------------|------------------|
| 1 | Any Station | Discharge | | East of El Paso |

Brickland, Track 1, Industry Spur.

| Capacity of Sidings in Car Lengths | 996 |
|------------------------------------|--------------|
| Freight | Leave Daily |
| Yard BKIP | 6.45AM |
| Yard FBWYTPK | 6.34 |
| IP | 6.24 |
| Yard P | 6.16 |
| P | 6.10 |
| 107 P | 5.59 |
| 76 P | 5.50 |
| 106 WP | 5.44 |
| 78 P | 5.36 |
| 79 P | 5.29 |
| 78 P | 5.19 |
| 77 P | 5.13 |
| 126 WIP | 5.08 |
| 78 P | 5.01 |
| 77 P | 4.47 |
| 77 P | 4.37 |
| 78 P | 4.26 |
| 77 P | 4.20 |
| 77 P | 4.13 |
| 81 P | 4.06 |
| 99 P | 3.58 |
| 77 P | 3.51 |
| 77 P | 3.44 |
| 116 P | 3.36 |
| 69-W Yard 122-E FBWPK | 3.26 |
| YP | 3.11 |
| 77 P | 3.02 |
| 79 P | 2.53 |
| 77 P | 2.44 |
| 77 P | 2.31 |
| 78 P | 2.19 |
| 77 WP | 2.04 |
| 78 WP | 2.04 |
| 77 P | 2.04 |
| Yard FBWYPK | 1.55AM |
| | Arrive Daily |

(5.39)
25.29
Between yard trains to and from All trains mu Cloudcroft tr First class tr and time table sch At Alamogor
Track betwe

| Train | At |
|-------|----------------------------|
| 4 | Three Rivers } Oscura } |

| SECOND CLASS | |
|--------------|---------|
| 981 | Freight |
| Arrive Daily | |
| 6.45 AM | |
| 6.34 | |
| 6.24 | |
| 6.16 | |
| 6.10 | |
| 5.59 | |
| 5.50 | |
| 5.44 | |
| 5.36 | |
| 5.29 | |
| 5.19 | |
| 5.13 | |
| 5.08 | |
| 5.01 | |
| 4.47 | |
| 4.37 | |
| 4.26 | |
| 4.20 | |
| 4.13 | |
| 4.06 | |
| 3.58 | |
| 3.51 | |
| 3.44 | |
| 3.36 | |
| 3.26 | |
| 3.11 | |
| 3.02 | |
| 2.53 | |
| 2.44 | |
| 2.31 | |
| 2.19 | |
| 2.04 | |
| 1.55 AM | |
| Leave Daily | |
| (4.50) | 30.77 |

| EASTWARD ALAMOGORDO SUBDIVISION | | | | | | | | | | WESTWARD | | | |
|------------------------------------|--------------|--------------|--------------|--------------|----------------------|--------------|---|------------------------------------|-------------------------|-------------|----------------------|--|--|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 26 June 11, 1939 | Distance from Carrizozo | FIRST CLASS | | | |
| | 996 | 994 | 992 | 990 | 4 | 44 | | | | 43 | 3 | | |
| | Freight | Freight | Freight | Freight | Golden State Limited | Californian | | | | Californian | Golden State Limited | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | STATIONS | Arrive Daily | Arrive Daily | | | | |
| Yard BKIP | | | | | | | R EL PASO Union Passenger Depot 1.1 | 144.0 | s 8.45 AM | s 9.50 PM | | | |
| Yard FBWYTPK | 10.50 PM | 6.00 PM | 10.50 AM | 4.50 AM | 8.02 | 7.42 | TO-R EL PASO Octavia St. 0.6 | 142.9 | 8.38 | 9.43 | | | |
| IP | 10.54 | 6.04 | 10.54 | 4.54 | 8.06 | 7.46 | EL PASO Tower 47 | 142.3 | 8.34 | 9.39 | | | |
| Yard P | | | | | | | T. & N. O. Connection EL PASO Dallas St. Yard 4.5 | 142.9 | | | | | |
| P | | | | | | | FORT BLISS 0.8 | 138.4 | | | | | |
| 107 P | 11.28 | 6.28 | 11.28 | 5.28 | 8.29 | 8.09 | PLANEPORT 6.7 | 137.6 | 8.11 | 9.16 | | | |
| 76 P | 11.39 | 6.38 | 11.39 | 5.39 | 8.36 | 8.16 | PANCHO 7.1 | 130.9 | 8.04 | 9.09 | | | |
| 106 WP | 11.50 | 6.49 | 11.50 | 5.50 | f 8.43 | 8.23 | TO NEWMAN 5.6 | 123.8 | f 7.57 | 9.02 | | | |
| 78 P | 11.59 PM | 6.58 | 11.59 AM | 5.59 | 8.49 | 8.29 | HUECO 4.5 | 118.2 | 7.51 | 8.49 | | | |
| 79 P | 12.07 AM | 7.05 | 12.07 PM | 6.07 | 8.54 | 8.39 | ALVARADO 5.9 | 113.7 | 7.46 | 8.39 | | | |
| 78 P | 12.16 | 7.14 | 12.16 | 6.16 | 9.00 | 8.46 | DESERT 7.1 | 107.8 | 7.40 | 8.33 | | | |
| 77 P | 12.27 | 7.25 | 12.27 | 6.27 | 9.07 | 8.53 | ELWOOD 5.8 | 100.7 | 7.33 | 8.26 | | | |
| 126 WYP | 12.42 | 7.40 | 12.42 | 6.40 | f 9.18 | 8.59 | TO OROGRANDE 6.3 | 94.9 | f 7.27 | 8.20 | | | |
| 78 P | 12.53 | 7.51 | 12.53 | 6.52 | 9.26 | 9.06 | TURQUOISE 5.7 | 88.6 | 7.19 | 8.11 | | | |
| 77 P | 1.03 | 8.05 | 1.03 | 7.13 | 9.32 | 9.12 | PAXTON 5.1 | 82.9 | 7.13 | 8.05 | | | |
| 81 P | 1.11 | 8.15 | 1.11 | 7.23 | 9.37 | 9.17 | ESCONDIDA 3.9 | 77.8 | 7.08 | 8.00 | | | |
| 99 P | 1.17 | 8.21 | 1.17 | 7.30 | 9.41 | 9.21 | DUNES 6.3 | 73.9 | 7.04 | 7.56 | | | |
| 77 P | 1.28 | 8.32 | 1.28 | 7.41 | 9.49 | 9.29 | VALMONT 5.9 | 67.6 | 6.56 | 7.48 | | | |
| 116 P | 1.42 | 8.42 | 1.42 | 7.55 | 9.58 | 9.36 | OMLEE 4.6 | 61.7 | 6.49 | 7.41 | | | |
| 69-W Yard 122-E FBWPK | 2.02 | 9.00 | 2.02 | 8.15 | s 10.11 | s 9.48 | TO-R ALAMOGORDO 1.4 | 57.1 | s 6.43 | s 7.35 | | | |
| YP | 2.07 | 9.05 | 2.07 | 8.20 | 10.14 | 9.50 | ALAMOGORDO JCT. 4.4 | 55.7 | 6.36 | 7.29 | | | |
| 77 P | 2.22 | 9.15 | 2.22 | 8.35 | 10.20 | 9.55 | KEARNEY 7.0 | 51.3 | 6.31 | 7.24 | | | |
| 79 P | 2.33 | 9.26 | 2.33 | 8.46 | s 10.31 | 10.02 | TO TULAROSA 7.4 | 44.3 | s 6.23 | s 7.16 | | | |
| 77 P | 2.45 | 9.38 | 2.45 | 8.58 | 10.41 | 10.10 | TEMPORAL 4.2 | 36.9 | 6.14 | 7.07 | | | |
| 78 P | 2.52 | 9.45 | 2.52 | 9.05 | 10.46 | 10.14 | SALINAS 5.7 | 32.7 | 6.10 | 7.03 | | | |
| 77 WP | 3.07 | 9.54 | 3.07 | 9.20 | 10.53 | s 10.22 | THREE RIVERS 5.5 | 27.0 | f 6.03 | 6.57 | | | |
| 78 P | 3.27 | 10.04 | 3.27 | 9.40 | 11.02 | 10.30 | NORTH 6.1 | 21.5 | 5.53 | 6.50 | | | |
| 78 WP | 3.52 | 10.15 | 3.52 | 10.05 | 11.12 | s 10.40 | OSCURA 8.3 | 15.4 | f 5.45 | 6.43 | | | |
| 77 P | 4.09 | 10.29 | 4.09 | 10.22 | 11.22 | 10.50 | POLLY 7.1 | 7.1 | 5.34 | 6.34 | | | |
| Yard FBWYPK | 4.29 AM | 10.45 PM | 4.30 PM | 10.42 AM | s 11.32 PM | s 11.00 PM | TO-R CARRIZOZO 0.0 | 0.0 | 5.24 AM | 6.25 PM | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (144.0) | Leave Daily | Leave Daily | | | | |
| (5.39) | (4.45) | (5.40) | (5.52) | (3.37) | (3.25) | | Time over District | (3.21) | (3.25) | (2.25) | | | |
| 25.29 | 30.08 | 25.22 | 24.36 | 39.81 | 42.15 | | Average Speed per Hour | 42.99 | 42.15 | 8.81 | | | |

| EASTWARD ALAMOGORDO SUBDIVISION WESTWARD | | | | | | | | | |
|--|--------------|---------|-----------------------------|---|----------------------|----------------------|-------------|--|--|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Cloudcroft Branch | | Distance from Russia | THIRD CLASS | | |
| | 970 | 971 | | 970 | 971 | | | | |
| | Freight | Freight | | Freight | Freight | | | | |
| Yard 195 FBWPK | 7.35 AM | 1382.8 | TO-R ALAMOGORDO 1.4 | 32.3 | 3.00 PM | | | | |
| YP | 7.40 | 1384.2 | ALAMOGORDO JUNCTION 4.6 | 30.9 | 2.50 | | | | |
| 13 P | 8.00 | 1388.8 | LA LUZ 3.7 | 26.3 | 2.35 | | | | |
| 8 | 8.20 | 1392.5 | EL VALLE 2.9 | 22.6 | 2.10 | | | | |
| 11 | 8.35 | 1395.4 | PINTO 3.2 | 19.7 | 1.55 | | | | |
| 10 P | 8.55 | 1398.6 | HIGH ROLLS 0.7 | 16.5 | 1.35 | | | | |
| 5 P | 9.00 | 1399.8 | MOUNTAIN PARK 1.8 | 15.8 | 1.25 | | | | |
| 13 WP | 9.10 | 1400.9 | WOOTEN 2.6 | 14.2 | 1.15 | | | | |
| 14 YP | 9.30 | 1403.5 | TOBOGGAN 0.2 | 11.6 | 1.00 | | | | |
| | | 1403.7 | SWITCHBACK (West End) 0.6 | 11.4 | | | | | |
| | | 1404.3 | SWITCHBACK (East End) 4.4 | 10.8 | | | | | |
| 8 Yard WPY | 10.15 | 1408.7 | TO-R CLOUDCROFT 0.7 | 6.4 | 12.20 | | | | |
| 36 Spur | 10.20 | 1409.4 | HOTEL 1.2 | 5.7 | 12.05 PM | | | | |
| 8 Spur | 10.30 | 1410.6 | COX CANON 2.7 | 4.5 | 11.55 AM | | | | |
| | | 1413.3 | HUDMANS 1.8 | 1.8 | | | | | |
| 17 Yard YP | 10.55 AM | 1415.1 | RUSSIA (32.3) | 0.0 | 11.30 AM | | | | |
| Arrive Mon. Wed. Fri. | | | | | Leave Mon. Wed. Fri. | | | | |
| (3.20) | | | Time over District | | (3.30) | | | | |
| 9.69 | | | Average speed per hour | | 9.23 | | | | |
| Rule 206 (A). Schedule of No. 971 may be assumed by crew arriving Russia on No. 970 without clearance. | | | | | | | | | |

| EASTWARD ALAMOGORDO SUBDIVISION WESTWARD | | | | | | | | | |
|--|--------------|--------|-----------------------------|--|-----------------|-----------------------|-------------|--|--|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Capitan Branch | | Distance from Capitan | THIRD CLASS | | |
| | 972 | 973 | | 972 | 973 | | | | |
| | Mixed | Mixed | | Mixed | Mixed | | | | |
| Yard BWYPKF | 6.00 AM | 1439.9 | TO-R CARRIZOZO 0.4 | 21.3 | 11.20 AM | | | | |
| | 6.02 | 1440.3 | CARRIZOZO JUNCTION 3.7 | 20.9 | 11.15 | | | | |
| 3 Spur | f 6.50 | 1449.0 | WALNUT 4.4 | 12.2 | s 10.40 | | | | |
| | | 1453.4 | SWITCH BACK (West End) 0.4 | 7.8 | | | | | |
| | | 1453.7 | SWITCH BACK (East End) 0.7 | 7.4 | | | | | |
| 3 Spur | f 7.35 | 1454.5 | INDIAN DIVIDE 4.2 | 6.7 | f 9.55 | | | | |
| 22 Spur Y | f 8.00 | 1458.7 | COALORA 2.6 | 2.5 | f 9.25 | | | | |
| Yard 29 Spur P | s 8.25 AM | 1461.2 | CAPITAN (21.3) | 0.0 | 9.00 AM | | | | |
| Arrive Tue. Fri. | | | | | Leave Tue. Fri. | | | | |
| (2.25) | | | Time over District | | (2.20) | | | | |
| 8.81 | | | Average speed per hour | | 9.13 | | | | |

Between yard limit board East of Alamo Junction and connection between main track and siding located east of Alamo station, trains to and from the Cloudcroft Branch may move under authority of block signals only.

All trains must move between these points prepared to stop expecting to find main track occupied.

Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamo siding instead of through the connection.

First class trains meeting at Alamo will use that portion of the siding between the East and West connections just east and west of station and time table schedules and train orders applicable between first class trains only will apply at these connections.

At Alamo: East siding between east switch and west crossover west of depot.

West siding between west switch and west crossover.

Track between El Paso (Octavia St. Pacific Lines) and Tower 6, will be known as Track No. 3, and operated as single track.

See page 6 for schedules of additional trains between Carrizozo and Carrizozo Jct. on Santa Rosa Subdivision.

Rule 206 (A). Schedule of No. 973 may be assumed by crew arriving Capitan on No. 972 without clearance.

Between yard limit board east of Carrizozo Junction and east switch Carrizozo, trains to and from Capitan Branch may move under authority of block signals only, but must avoid delaying main line trains. All trains must move between these points prepared to stop, expecting to find main track occupied.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS | | | | |
|--|------------------------|----------------------|--------------------|------------------|
| Train | At | Receive or Discharge | TO (or Beyond) | FROM (or Beyond) |
| 4 | Three Rivers Oscura | Receive or Discharge | Tucumcari and East | Tucson and West |

EASTWARD

SANTA ROSA SUBDIVISION

WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | FIRST CLASS | | Distance from San Francisco |
|------------------------------------|--------------|--------------|--------------|--------------|----------------------|--------------|-----------------------------|
| | 994 | 992 | 990 | 996 | 4 | 44 | |
| | Freight | Freight | Freight | Freight | Golden State Limited | Californian | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| Yard FBWYFK | 10.55PM | 5.00PM | 11.10AM | 5.11AM | 11.42PM | 11.10PM | 1439.9 |
| | | | | | | | 1440.3 |
| 78 P | 11.10 | 5.20 | 11.30 | 5.25 | 11.53PM | 11.25 | 1446.9 |
| 77 WP | 11.20 | 5.32 | 11.45AM | 5.40 | 12.01AM | 11.33 | 1452.2 |
| 77 P | 11.35 | 5.50 | 12.01PM | 5.55 | 12.10 | 11.43 | 1459.2 |
| 86 WP | 11.50PM | 6.15 | 12.26 | 6.20 | 12.18 | 11.50 | 1463.5 |
| 106 P | 12.12AM | 6.30 | 12.41 | 6.35 | 12.25 | 11.56PM | 1467.0 |
| 76 P | 12.23 | 6.50 | 1.01 | 6.55 | 12.34 | 12.05AM | 1473.0 |
| 77 P | 12.31 | 7.01 | 1.11 | 7.05 | 12.41 | 12.11 | 1477.8 |
| 132 WP | 12.39 | 7.09 | 1.19 | 7.13 | 12.47 | 12.16 | 1482.5 |
| 74 YP | 12.59 | 7.24 | 1.34 | 7.28 | 12.59 | 12.26 | 1490.9 |
| 75 P | 1.13 | 7.33 | 1.43 | 7.37 | 1.05 | 12.32 | 1495.2 |
| 74 WP | 1.20 | 7.43 | 1.50 | 7.44 | 1.11 | 12.37 | 1499.0 |
| 77 P | 1.29 | 7.55 | 2.00 | 7.54 | 1.19 | 12.43 | 1504.4 |
| 91-No. 1 WP 83-STK | 1.39 | 8.10 | 2.12 | 8.06 | 1.29 | 12.50 | 1510.6 |
| 84 P | 1.49 | 8.22 | 2.24 | 8.18 | 1.37 | 12.58 | 1516.6 |
| 84 P | 1.58 | 8.32 | 2.33 | 8.27 | 1.43 | 1.04 | 1521.5 |
| 105-No. 1 Yard 120-No. 2 KCWP | 2.21 | 9.04 | 3.05 | 9.05 | 1.53 | 1.15 | 1525.4 |
| 81 P | 2.27 | 9.12 | 3.13 | 9.11 | 1.57 | 1.19 | 1528.1 |
| 77 P | 2.37 | 9.22 | 3.23 | 9.20 | 2.04 | 1.26 | 1533.3 |
| 78 P | 2.50 | 9.34 | 3.36 | 9.32 | 2.12 | 1.34 | 1540.0 |
| 79 WP | 3.10 | 9.49 | 3.51 | 9.45 | 2.22 | 1.43 | 1547.2 |
| 77 P | 3.18 | 10.00 | 4.02 | 9.54 | 2.30 | 1.49 | 1552.4 |
| 77 P | 3.28 | 10.10 | 4.14 | 10.05 | 2.42 | 1.57 | 1558.5 |
| 77 CP | 3.38 | 10.20 | 4.28 | 10.15 | 2.52 | 2.08 | 1563.7 |
| 79-No. 1 Yard 73-No. 2 WYP | 3.46 | 10.34 | 4.43 | 10.25 | 3.04 | 2.20 | 1568.3 |
| 99 P | 4.00 | 10.48 | 5.03 | 10.45 | 3.13 | 2.29 | 1574.0 |
| 77 P | 4.07 | 10.55 | 5.13 | 10.53 | 3.18 | 2.34 | 1577.4 |
| 102 P | 4.13 | 11.00 | 5.20 | 10.59 | 3.23 | 2.39 | 1580.3 |
| 107 WP | 4.30 | 11.10 | 5.32 | 11.15 | 3.33 | 2.47 | 1585.8 |
| 107 P | 4.45 | 11.25 | 5.47 | 11.30 | 3.47 | 2.58 | 1594.7 |
| 76 P | 4.55 | 11.35 | 5.59 | 11.40 | 3.56 | 3.07 | 1600.4 |
| 107 WP | 5.06 | 11.46PM | 6.10 | 11.51AM | 4.05 | 3.16 | 1606.7 |
| 77 P | 5.20 | 12.10AM | 6.25 | 12.05PM | 4.17 | 3.26 | 1615.5 |
| 77 P | 5.31 | 12.21 | 6.38 | 12.15 | 4.27 | 3.34 | 1621.9 |
| Yard FWYTPBK | 5.40AM | 12.30AM | 6.48PM | 12.25PM | 4.40AM | 3.45AM | 1627.4 |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |

| Capacity of Sidings in Car Lengths | FIRST CLASS | | Distance from Tucumcari |
|------------------------------------|--------------|----------------------|-------------------------|
| | 43 | 3 | |
| | Californian | Golden State Limited | |
| | Arrive Daily | Arrive Daily | |
| | 5.11AM | 6.15PM | |
| TO-R CARRIZOZO 0.4 | 187.5 | | |
| CARRIZOZO JUNCTION 6.6 | 187.1 | | |
| ROSBART 5.3 | 180.5 | 5.01 | 6.06 |
| COYOTE 7.0 | 175.2 | 4.55 | 5.59 |
| LARGO 4.3 | 168.2 | 4.45 | 5.50 |
| TO ANCHO 3.5 | 163.9 | 4.39 | 5.44 |
| LUNA 6.0 | 160.4 | 4.33 | 5.39 |
| TECOLOTE 4.8 | 154.4 | 4.25 | 5.31 |
| ELDA 4.7 | 149.6 | 4.19 | 5.25 |
| GALLINAS 8.4 | 144.9 | 4.14 | 5.20 |
| TO CORONA 4.3 | 136.5 | 4.03 | 5.10 |
| VARNEY 3.8 | 132.2 | 3.55 | 5.04 |
| TORRANCE 5.4 | 128.4 | 3.49 | 4.59 |
| HELENA 6.2 | 123.0 | 3.43 | 4.52 |
| DURAN 6.0 | 116.8 | 3.35 | 4.44 |
| INDIOLE 4.9 | 110.8 | 3.26 | 4.36 |
| EPHRAIM 3.9 | 106.9 | 3.20 | 4.30 |
| TO-R VAUGHN 2.7 | 102.0 | 3.15 | 4.25 |
| TONY 5.2 | 99.3 | 3.05 | 4.15 |
| LEONCITO 6.7 | 94.1 | 2.58 | 4.08 |
| WINKLE 7.2 | 87.4 | 2.50 | 4.00 |
| TO PASTURA 5.2 | 80.2 | 2.40 | 3.51 |
| GUADALUPE 6.1 | 75.0 | 2.30 | 3.44 |
| ARABELLA 5.2 | 68.9 | 2.16 | 3.35 |
| PINTADO 4.6 | 63.7 | 2.08 | 3.27 |
| TO SANTA ROSA 5.7 | 59.1 | 2.00 | 3.20 |
| HAWKS 3.4 | 53.4 | 1.46 | 3.09 |
| LOS TANOS 2.9 | 50.0 | 1.42 | 3.05 |
| ALCOR 5.5 | 47.1 | 1.38 | 3.01 |
| TO CUERVO 8.9 | 41.6 | 1.30 | 2.54 |
| TO NEWKIRK 5.7 | 32.7 | 1.16 | 2.41 |
| SIMMONS 6.3 | 27.0 | 1.06 | 2.33 |
| MONTOYA 8.3 | 20.7 | 12.57 | 2.25 |
| PALOMAS 6.4 | 11.9 | 12.47 | 2.15 |
| HARGIS 5.5 | 5.5 | 12.38 | 2.07 |
| TO-R TUCUMCARI | 0.0 | 12.30AM | 2.00PM |
| | (187.5) | Leave Daily | Leave Daily |

EASTWARD SANTA ROSA SUBDIVISION WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | Distance from San Francisco | Time Table No. 26 | | Distance from Dawson | SECOND CLASS | |
|------------------------------------|----------------------|----------------------|-----------------------------|------------------------------|-------|----------------------|--------------------------|--------------------------|
| | 974 | Mixed | | June 11, 1939 Dawson Branch | | | 975 | Mixed |
| | Leave Mon. Wed. Fri. | Leave Mon. Wed. Fri. | | STATIONS | | | Arrive Tues. Thurs. Sat. | Arrive Tues. Thurs. Sat. |
| Yard TWYYPBK | 5.15AM | | 1627.4 | TO-R TUCUMCARI 7.5 | 132.0 | | 4.15PM | |
| 45 P | 5.32 | | 1634.9 | BASCOM 5.6 | 124.5 | | 3.40 | |
| 33 P | 5.46 | | 1640.4 | CANADIAN 9.7 | 119.0 | | 3.15 | |
| 45 P | 6.08 | | 1650.1 | ATARQUE 5.5 | 109.3 | | 2.45 | |
| 1 Spur | | | 1655.6 | TRIGG RANCH 6.1 | 108.8 | | | |
| 33 YWP | 6.45 | | 1661.7 | CAMPANA 5.9 | 97.7 | | 2.10 | |
| 33 P | 7.10 | | 1667.6 | MEDIO 5.4 | 91.8 | | 1.40 | |
| 63 CYP | 7.35 | | 1673.0 | CABEZA 4.9 | 86.4 | | 1.10 | |
| 35 P | 7.50 | | 1677.9 | TO MOSQUERO 8.4 | 81.5 | | 12.50 | |
| 56 P | 8.10 | | 1686.3 | SOLANA 9.8 | 73.1 | | 12.25 | |
| 33 Yard P | 8.35 | | 1696.1 | TO ROY 10.3 | 63.3 | | 12.01PM | |
| | 9.10 | | | MILLS 4.3 | 53.0 | | 11.00 | |
| 82 YP | 9.35 | | 1706.4 | ALICIA 4.9 | 48.7 | | 10.35 | |
| 79 P | 9.50 | | 1710.7 | ABBOTT 6.2 | 43.8 | | 10.10 | |
| 61 WP | 10.10 | | 1715.6 | VERNON 8.0 | 37.6 | | 9.55 | |
| 55 P | 10.25 | | 1721.8 | TAYLOR 11.5 | 29.6 | | 9.25 | |
| 40 CYP | 10.45 | | 1729.8 | FRENCH 0.4 | 18.1 | | 8.40 | |
| 32 Yard P | 11.15 | | 1741.3 | LLOYD 12.6 | 17.7 | | 8.20 | |
| 31 Yard P | 11.40AM | | 1741.7 | COLFAX 5.1 | 5.1 | | 7.50 | |
| Yard P | 12.15PM | | 1754.3 | A. T. & S. F. R. R. Crossing | 0.0 | | 7.30AM | |
| Yard YCWTPBK | 1.00PM | | 1759.4 | TO-R DAWSON (132.0) | | | Leave Tues. Thurs. Sat. | |

(7.45) Time over District (8.45)
 17.03 Average Speed per hour 15.09
 French - Time shown at French applies at A. T. & S. F. station.
 No. 974 may arrive Dawson ahead of time shown, after observing scheduled time at Colfax.
 Additional Station: Dixice, M. P. 1684.7, Spur, capacity 9 cars.
 Trains Nos. 974 and 975 stop on signal.

EASTWARD MESCAL SUBDIVISION WESTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | Distance from San Francisco | Time Table No. 26 | | Distance from Flux | THIRD CLASS | |
|------------------------------------|-------------------|-------------------|-----------------------------|--------------------------------|------|--------------------|--------------------|--------------------|
| | 944 | Mixed | | June 11, 1939 Patagonia Branch | | | 945 | Mixed |
| | Leave Thurs. only | Leave Thurs. only | | STATIONS | | | Arrive Thurs. only | Arrive Thurs. only |
| Yard 77 PWOYK | 10.00AM | | 1048.2 | TO-R FAIRBANK 0.4 | 47.0 | | 3.30PM | |
| P | | | 1047.8 | N. M. & A. JUNCTION 10.8 | 46.6 | | | |
| | | | 1051.7 | CAMPSTONE 11.3 | 35.8 | | 2.50 | |
| 35 | 10.40 | | 1062.5 | ELGIN 2.2 | 24.5 | | 2.16 | |
| 30 PW | 11.15 | | 1073.8 | CANELO 6.1 | 22.3 | | | |
| 4 Spur | | | 1076.0 | SONOITA 6.3 | 16.2 | | 1.46 | |
| 34 Yard P | 11.35 | | 1082.1 | ASHBURN 6.7 | 9.9 | | | |
| | | | 1088.4 | PATAGONIA 3.2 | 3.2 | | 1.01PM | |
| 33 Yard TW | 12.30PM | | 1095.1 | FLUX (47.0) | 0.0 | | Leave Thurs. only | |
| 4 Spur | | | 1098.3 | | | | | |

(2.30) Time Over District (2.29)
 18.80 Average speed per hour 18.93
 Trains 944 and 945 stop on signal at Perrin Trust Ranch House 2.8 miles east of Canelo.
 Rule 206 (A). Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

At Tucumcari—Schedule time and train orders, first class trains apply at passenger station. Additional Station: Montoya Water Spur, M. P. 1606.0.
 See page 5 for schedules of additional trains between Carrizozo and Carrizozo Jct. on Alamogordo Subdivision.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS | | | | | ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS AND EXPRESS | | | | |
|--|--------------------|----------------------|-------------------|-------------------|--|-----------------|----------------------|----------------|------------------|
| Train | At | Receive or Discharge | TO (or Beyond) | FROM (or Beyond) | Train | At | Receive or Discharge | TO (or Beyond) | FROM (or Beyond) |
| 3 | Newkirk Corona | Receive or Discharge | El Paso and West | East of Tucumcari | 43 | Duran Torrancia | Receive or Discharge | Any Station | Any Station |
| 44 | Santa Rosa Newkirk | Receive or Discharge | East of Tucumcari | West of El Paso | | | | | |

| Capacity of Sidings in Car Lengths | Yard | Capacity of Sidings in Car Lengths | Yard |
|------------------------------------|------|------------------------------------|------------------------------------|
| 94 | Mib | 8 | Yard WYPKOB |
| Leave Or | | 8 | 16 Spur |
| | | 8 | 16 Yard P |
| | | 9 | 8 |
| | | 9 | P |
| | | 9 | P |
| | | 9 | 77 PWOYK |
| | | 9 | Arrive (1.11) |
| | | | Yard 77 OWYPK |
| | | | 9 W |
| | | | Rule 206 (A) |
| | | | Capacity of Sidings in Car Lengths |
| | | | 77 YP |
| | | | 23 |
| | | | 34 Yard Y |
| | | | Rule 206 (A) |
| | | | Capacity of Sidings in Car Lengths |
| | | | 77 P |
| | | | 13 Spur |
| | | | 6 Spur |

| WESTWARD | |
|----------------------|-----------------------------------|
| Distance from Dawson | SECOND CLASS 975 Mixed |
| 132.0 | Arrive Tues. Thurs. Sat. s 4.15PM |
| 124.5 | f 3.40 |
| 119.0 | f 3.15 |
| 109.3 | f 2.45 |
| 108.8 | f |
| 97.7 | s 2.10 |
| 91.8 | f 1.40 |
| 86.4 | f 1.10 |
| 81.5 | s 12.50 |
| 73.1 | s 12.25 |
| 63.3 | g 12.01PM s 11.25AM |
| 53.0 | s 11.00 |
| 48.7 | f 10.35 |
| 43.8 | s 10.10 |
| 37.6 | f 9.55 |
| 29.6 | s 9.25 |
| 18.1 | s 8.40 s 8.20 |
| 17.7 | f 8.15 |
| 5.1 | f 7.50 |
| 0.0 | 7.30AM |
| | Leave Tues. Thurs. Sat. |
| | (8.45) 15.09 |
| | station. |
| | cheduled time at Colfax. |
| | by 9 cars. |

| WESTWARD | |
|--------------------|--------------------------|
| Distance from Flux | THIRD CLASS 945 Mixed |
| 47.0 | s 3.30PM |
| 46.6 | |
| 35.8 | s 2.50 |
| 24.5 | s 2.16 |
| 22.3 | f |
| 16.2 | s 1.46 |
| 9.9 | f |
| 3.2 | 1.01PM |
| 0.0 | |
| | Leave Thurs. only |
| | (2.29) 18.93 |
| | miles east of Canelo. |
| | ing Patagonia on No. |

| EASTWARD | | MESCAL SUBDIVISION | | | WESTWARD | | | | |
|------------------------------------|-------------------|--------------------|-----------------------|-----------------------------|--|------------------------|-----------------------|-----------------------|-------------------|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Benson-Fairbank Branch | Distance from Fairbank | THIRD CLASS | | |
| | 944 Mixed | 942 Mixed | 940 Mixed | | | | 941 Mixed | 943 Mixed | 945 Mixed |
| | Leave Thur. Only | Leave Tues. Fri. | Leave Mon. Wed. Sat. | | | | Arrive Mon. Wed. Sat. | Arrive Mon. Wed. Sat. | Arrive Tues. Fri. |
| Yard WYPKOB | 8.00AM | 11.00AM | 11.00AM | 1032.6 | TO-R BENSON | 19.8 | s 5.05PM | s 5.35PM | s 5.10PM |
| 16 Spur | f 8.20 | f 11.20 | f 11.20 | 1038.1 | ST. DAVID | 14.3 | f 4.35 | f 5.05 | f 4.40 |
| 16 Yard P | s 8.45 | s 11.45AM | s 11.45AM | 1039.8 | TO CURTISS | 12.6 | s 4.25 | s 4.55 | s 4.30 |
| 8 | f 9.05 | f 12.05PM | f 12.05PM | 1042.4 | LAND | 10.0 | f 4.05 | f 4.35 | f 4.10 |
| | f | f | f | 1048.5 | CONTENTION | 3.9 | f | f | f |
| P | s 9.30 | s 12.30 | s 12.30 | 1050.6 | BENSON JCT. | 1.8 | s 3.40 | s 4.10 | s 3.45 |
| P | | | | 1046.4 | N. M. & A. JCT. | 0.4 | | | |
| Yard 77 PWOYK | s 9.40AM | s 12.40PM | s 12.40PM | 1048.2 | TO-R FAIRBANK | 0.0 | 3.30PM | 4.00PM | 3.35PM |
| | Arrive Thur. Only | Arrive Tues. Fri. | Arrive Mon. Wed. Sat. | | (19.8) | Leave Mon. Wed. Sat. | Leave Tues. Fri. | Leave Thur. Only | |
| | (1.40) 11.88 | (1.40) 11.88 | (1.40) 11.88 | | Time Over District | (1.35) 12.51 | (1.35) 12.51 | (1.35) 12.51 | |
| | | | | | Average speed per hour | | | | |

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul main track until authorized by train dispatcher.
 Apache Powder Co. Spur M. P. 1039.6 Nos. 940, 942, 944, 941, 943 and 945, stop on signal.
 Additional Stations: Contention Quarry, mile post 1049.45.
 See page 2 for schedules of additional trains between Benson Jct. and Fairbank.

| EASTWARD | | MESCAL SUBDIVISION | | | WESTWARD | | | |
|------------------------------------|----------------------|--------------------|-----------------------|-----------------------------|--|-------------------------|----------------------|-----------------------|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Tombstone Branch | Distance from Tombstone | THIRD CLASS | |
| | | | 940 Mixed | | | | 941 Mixed | |
| | Leave Mon. Wed. Sat. | | | | | | Leave Mon. Wed. Sat. | Arrive Mon. Wed. Sat. |
| Yard 77 OWYPK | | | 1.30PM | 1048.5 | TO-R FAIRBANK | 9.0 | s 3.00PM | |
| 9 W | | | s 2.00PM | 1057.5 | TOMBSTONE | 0.0 | 2.30PM | |
| | | | Arrive Mon. Wed. Sat. | | (9.0) | Leave Mon. Wed. Sat. | | |
| | | | (0.30) 18.00 | | Time Over District | (0.30) 18.00 | | |
| | | | | | Average speed per hour | | | |

Rule 206 (A). Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

| EASTWARD | | MESCAL SUBDIVISION | | | WESTWARD | | | |
|------------------------------------|-----------------|--------------------|------------------|-----------------------------|---|----------------------------|-----------------|------------------|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Ft. Huachuca Branch | Distance from Ft. Huachuca | THIRD CLASS | |
| | | | 942 Mixed | | | | 943 Mixed | |
| | Leave Tue. Fri. | | | | | | Leave Tue. Fri. | Arrive Tue. Fri. |
| 77 YP | | | 1.55PM | 1058.8 | LEWIS SPRINGS | 13.2 | s 3.15PM | |
| 23 | | | f 2.20 | 1068.9 | GARDEN CANON | 3.1 | f 2.50 | |
| 34 Yard Y | | | s 2.35PM | 1072.0 | FT. HUACHUCA | 0.0 | 2.40PM | |
| | | | Arrive Tue. Fri. | | (13.2) | Leave Tue. Fri. | | |
| | | | (0.40) 19.80 | | Time Over District | (0.35) 22.63 | | |
| | | | | | Average speed per hour | | | |

Rule 206 (A). Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

| EASTWARD | | MESCAL SUBDIVISION | | | WESTWARD | | | |
|------------------------------------|-------------------|--------------------|--|-----------------------------|--|----------------------|-------------|--------------------|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Bisbee-Lowell Cutoff | Distance from Lowell | THIRD CLASS | |
| | | | | | | | | |
| | Leave Thurs. only | | | | | | | Arrive Thurs. only |
| 77 P | | | | 1088.3 | CORTA | 2.8 | | |
| 13 Spur | | | | 1089.6 | WARREN | 1.5 | | |
| 6 Spur | | | | 1091.7 | LOWELL | 0.0 | | |
| | | | | | (2.8) | | | |
| | | | | | Time Over District | | | |
| | | | | | Average speed per hour | | | |

| EASTWARD | | MESCAL SUBDIVISION | | | WESTWARD | | | |
|------------------------------------|-------------------|--------------------|--|-----------------------------|---|----------------------|-------------|--------------------|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Bisbee Branch | Distance from Bisbee | THIRD CLASS | |
| | | | | | | | | |
| | Leave Thurs. Only | | | | | | | Arrive Thurs. Only |
| Yard WPC | | | | 1085.0 | TO-R BISBEE JUNCTION | 7.8 | | |
| 77 P | | | | 1088.3 | CORTA | 4.6 | | |
| Yard | | | | 1089.8 | DON LUIS | 3.1 | | |
| 20-No.1 15-No.2 | | | | 1090.8 | GALENA | 2.1 | | |
| 6 Spur | | | | 1091.7 | LOWELL | 1.2 | | |
| 14 KP | | | | 1092.9 | BISBEE | 0.0 | | |
| | | | | | (7.8) | | | |
| | | | | | Time Over District | | | |
| | | | | | Average speed per hour | | | |

Time Over District
Average speed per hour

| EASTWARD | | DEMING SUBDIVISION | | | WESTWARD | | | |
|------------------------------------|-------------------|--------------------|--|-----------------------------|--|-----------------------|-------------|--------------------|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Valedon Branch | Distance from Valedon | THIRD CLASS | |
| | | | | | | | | |
| | Leave Thurs. Only | | | | | | | Arrive Thurs. Only |
| Yard WPYTBKF | | | | 1148.3 | TO-R LORDSBURG | 5.7 | | |
| 40 | | | | 1146.9 | OIL SIDING | 4.3 | | |
| 7 Spur | | | | 1146.9 | SHAKESPEARE | 1.1 | | |
| 4 Spur | | | | 1150.1 | LAWRENCE | 0.5 | | |
| 3 Yard P | | | | 1150.7 | VALEDON | 0.0 | | |
| | | | | 1151.2 | (5.7) | | | |
| | | | | | Time Over District | | | |
| | | | | | Average speed per hour | | | |

Time Over District
Average speed per hour

| EASTWARD | | DEMING SUBDIVISION | | | WESTWARD | | | |
|------------------------------------|-------------------------|--------------------|--------------------------|-----------------------------|--|-------------------------|-------------------------|--------------------------|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Distance from San Francisco | Time Table No. 26 June 11, 1939 Clifton Branch | Distance from Clifton | THIRD CLASS | |
| | | | 952 Mixed | | | | 953 Mixed | |
| | Leave Daily Except Sun. | | | | | | Leave Daily Except Sun. | Arrive Daily Except Sun. |
| Yard WPYTBKF | | | 12.50PM | 1148.3 | TO-R LORDSBURG | 69.9 | s 8.30PM | |
| 52 | | | f 1.13 | 1146.4 | VEITCH | 60.1 | f 8.10 | |
| 43 P | | | f 1.33 | 1156.2 | SUMMIT | 51.0 | f 7.50 | |
| 33 | | | f 1.44 | 1165.3 | FOSTER | 45.5 | f 7.37 | |
| 39 | | | f 1.55 | 1170.8 | THOMSON | 40.1 | f 7.24 | |
| 7 | | | f 2.05 | 1176.2 | FRANKLIN | 35.4 | f 7.13 | |
| 50 Yard WP | | | s 2.16 | 1180.9 | DUNCAN | 32.0 | s 7.04 | |
| 15 | | | f 2.24 | 1184.8 | FOX | 29.4 | f 6.52 | |
| 51 | | | f 2.42 | 1186.9 | SHELDON | 23.7 | f 6.33 | |
| 43 | | | f 3.02 | 1192.6 | YORK | 17.2 | f 6.09 | |
| 26 WP | | | f 3.22 | 1199.1 | GUTHRIE | 11.1 | f 5.47 | |
| 23 P | | | f 3.38 | 1205.2 | SOUTH SIDING | 6.5 | f 5.31 | |
| P | | | f 3.54 | 1209.8 | SMELTER | 2.1 | f 5.15 | |
| Yard WTP | | | s 4.15PM | 1214.2 | CLIFTON | 0.0 | 5.05PM | |
| | | | Arrive Daily Except Sun. | 1216.3 | (69.9) | Leave Daily Except Sun. | | |
| | | | (3.25) 20.46 | | Time Over District | (3.25) 20.46 | | |
| | | | | | Average speed per hour | | | |

Time Over District
Average speed per hour
Nos. 952 and 953 stop at Centre St., Clifton, for passengers.

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. Designated Watch Inspectors:

| | |
|--|---------------------------------|
| S. A. Pope, Manager of Time Service, 65 Market St., San Francisco. | |
| El Paso..... | B. R. Benjamin, 212 Mills St. |
| El Paso..... | Art Kassel, 910 No. Piedras St. |
| Tucson..... | Greenwald & Adams |
| Tucson..... | H. L. Tucker |
| Douglas..... | Hoyal Jewelers |
| Bisbee..... | L. L. Gilman |
| Lowell..... | E. S. Davis |
| Lordsburg..... | H. H. Conder |
| Alamogordo..... | A. Sorenson & Son |
| Tucumcari..... | E. E. Rivers |

RULE 10 (H). Diamond-shaped green metal sign with a white border, unlighted, will be displayed to the right of track in direction of approach, immediately beyond structure or track affected by caution signal or slow order, as an indication that normal speed may be resumed after rear of train has passed such signal.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

- Mescal, Trains on Mescal Subdivision.
- Anapra, Trains on Hachita Subdivision.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:

- Mescal, Trains on Mescal Subdivision.
- Anapra, Trains on Hachita Subdivision.

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

RULE 21 (c). Engines of trains may display indicators from El Paso Union Passenger Depot:

- Westward to Anapra,
- Eastward to Octavia St.
- RULES 30 and 31.**

Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office, and movements over highway crossing on spur leading to plant must be preceded by flagman.

Smelter: On main lead in lower yard whistle must be sounded and bell kept ringing approaching and over crossings at the east and west ends of converter building.

RULE D-71. Trains may move between Anapra and El Paso (Octavia St.) with the current of traffic irrespective of time table superiority but must avoid delaying passenger trains.

Eastward and Westward main tracks between Tower 47 and Tower 6, El Paso, will be used jointly by Deming and Alamogordo Subdivision trains and T&NO San Antonio Division trains, and trains must move with caution between these points, expecting to find main track occupied.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Eastward trains of the Hachita subdivision may move Anapra to El Paso or El Paso (Octavia St.) with current of traffic as authorized into Anapra.

RULE 83 as it applies to passing from double to single track is modified. If identification of trains on double track is made between El Paso Union Passenger Depot and El Paso Tower 47, it will not be necessary to obtain a train order check of the same trains before passing from double to single track.

RULE 83 (A). At the following stations only trains originating and terminating will register:

| | | |
|-------------|--------|------------|
| Fairbank | Vaughn | Benson |
| Bisbee Jct. | | Alamogordo |

All trains operating over branch lines arriving or departing Fairbank will register at Fairbank.

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

- Mescal, All trains.
- Anapra, All trains.

El Paso (Octavia St.) Trains that do not originate or terminate at El Paso (Octavia St.) and pass that point.

El Paso, (Octavia St.), trains the schedule of which terminates at El Paso Union Passenger Depot, register by ticket in addition to

complying with Rule 83 (A).

Trains leaving El Paso Union Passenger Depot show time of departure on bottom of ticket left at Anapra or El Paso (Octavia St.).

RULE 83 (D).

Westward trains leaving El Paso (Octavia Street) routed via Anapra and Hachita Subdivision must obtain two clearances, one marked Deming Subdivision and one marked Hachita Subdivision.

Eastward trains of the Hachita subdivision may leave Anapra without a clearance and will be governed by train order signal.

Trains originating at El Paso Union Passenger Depot will proceed westward to Anapra or eastward to El Paso (Octavia Street), where they will obtain a clearance and, when necessary, check of trains. Sections of Westward schedules and Westward extra trains originating at El Paso Union Passenger Depot must obtain train orders at Anapra, and sections of Eastward schedules and Eastward extra trains must obtain train orders at El Paso (Octavia Street) for movement beyond those points.

RULE 93. Yard limits are established at:

| | | | | | |
|-----------|--------------|------------|------------|--------------|--|
| Tucson | Ft. Huachuca | Lordsburg | | | |
| Benson | Bisbee Jct. | Duncan | Cloudcroft | Santa Rosa | |
| Curtiss | Douglas | Clifton | Russia | Tucumcari | |
| Patagonia | Hachita | Deming | Carrizozo | Roy | |
| Sonoita | Columbus | El Paso | Capitan | Lloyd-French | |
| Fairbank | Valedon | Alamogordo | Vaughn | Dawson | |

Yard limits are defined at the following points by yard limit signs:

| | |
|-----------------|---|
| Fairbank..... | Main Track, MP 1046.32 and MP 1049.36. |
| | Benson Branch, MP 1050.81. |
| | Patagonia Branch, MP 1052.32. |
| | Tombstone Branch, MP 1049.42. |
| Bisbee Jct..... | Main Track, MP 1084.27 and MP 1085.78, and includes all of Bisbee Branch and Bisbee-Lowell cut-off. |
| Lordsburg..... | Main Track, MP 1147.19 and MP 1151.38. |
| | Clifton Branch, MP 1148.04. |
| | Valedon Branch, MP 1148.38. |
| El Paso..... | Track No. 1, MP 1291.54, |
| | Track No. 2, MP 1319.87. |
| | Alamogordo subdivision, MP 1300.54. |
| Alamogordo..... | Main Track, M. P. 1381.47 and MP 1385.06, including wye on Cloudcroft Branch. |
| Carrizozo..... | Main Track, MP 1438.22 and MP 1441.90, |
| | Capitan Branch, MP 1441.00. |

RULE 95. The number of sections of a schedule, if any, to be run out of El Paso Union Passenger Depot will be arranged by telegram by Chief Train Dispatcher and signals will be displayed to Anapra or to El Paso (Octavia Street) according to instructions.

RULE D-97. (A). Extra trains may leave El Paso Union Passenger Depot as directed by Chief Train Dispatcher.

RULE 98. Railroad crossings at grade not interlocked:

Lowell:
Phelps Dodge Mining Co. narrow gauge track from Junction Shaft to Campbell Shaft crossings at following locations:
Fixed crossing on loading tracks 1 and 2 at tipple, Junction Shaft.

Movable crossing on track leading to Denn Mine 20 feet west of Naco Highway crossing.

Movable crossing on Campbell Shaft loading track 240 feet west of Naco Highway crossing.

Movable crossing on Campbell Shaft lumber spur 190 feet west of No. 1 loading track switch.

The movable type crossings are narrow gauge turn-back rails, normal position locked and clear of Southern Pacific tracks when not in use. See that turn-back rails are in normal position clear of S. P. tracks and crossing clear of obstructions before operating over crossing location. "STOP" signs are installed on each side of locations designated. Crews operating over tracks in these locations, protect against impaired side clearances, and stop before crossing these locations.

AT&SF Ry. at Colfax is protected with gate, normal position of which is located across AT&SF track. Approach this crossing with caution.

RULE 99. At Fairbank trains from Patagonia Branch must not occupy main track between N. M. & A. Jct. and station, except under protection of flag.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

RULE 104. The normal position of switches at the end of double track and at junctions will be as follows:

| | |
|---------------------|--|
| Bisbee Jct. | East leg of wye is main track of Bisbee Branch. |
| Corta..... | Junction switch is for Bisbee-Lowell cut-off via Warren. |
| Don Luis..... | East and west wye switches for Don Luis yard. |
| Valedon Branch. | East end, MP 1147.75, for Oil Siding. |
| Anapra..... | East end of west crossover and west end of east crossover, for main track Deming subdivision. These are hand-throw switches and will be handled by operator, Anapra. |
| | West end west crossover, for Track 2. This is an oil buffer spring switch. |
| | East end east crossover, for Track 2. This is an oil buffer spring switch. |
| Alamogordo Jct. | Wye, Cloudcroft end, for east leg. |
| Toboggan..... | When cars are left on either end of switchback, lined and locked at east and west ends of switchback for westward trains. |
| Carrizozo Jct. | Wye, Capitan end, for west leg. |
| Pastura..... | West switch of turnout from siding to Main Track, near water tank, is lined and locked for stock track. |
| Tucumcari..... | Initial switch Dawson Branch, for stock track. |

DERAILS MAIN TRACK

| | |
|-----------------------|--|
| Benson Branch- | |
| Benson Jct. | .284 ft. west of head block. |
| Patagonia Branch- | |
| Fairbank..... | .260 ft. east of N. M. & A. Jct. |
| Tombstone Branch- | |
| Fairbank..... | .300 ft. east of Junction switch. |
| Ft. Huachuca Branch- | |
| Lewis Springs..... | .237 ft. east of Junction switch. |
| Bisbee Branch-Bisbee. | .225 ft. west of station. |
| Valedon Branch- | |
| Lordsburg..... | .295 ft. east of Junction switch. |
| Cloudcroft Branch- | |
| Alamogordo Jct. ... | { East leg of Wye-427 ft. east of main track switch. |
| | { West leg of Wye-192 ft. east of main track switch. |
| Cloudcroft..... | 150 ft. west of west wye switch. |
| Russia..... | .837 ft. west of west switch. |
| Capitan Branch- | |
| Carrizozo Jct. ... | { West leg of Wye-283 ft. east of main track switch. |
| | { East leg of Wye-160 ft. east of main track switch. |
| Dawson Branch- | |
| Dawson Yard..... | .550 ft. west of west switch. |

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

| | |
|-------------------|---|
| Lewis Springs.... | Siding located east of station on North side of main track. |
| Hereford..... | Siding located opposite station on North side of main track, extending eastward from turnout east of stock pen. |
| Naco..... | Siding located east of station on South side of main track. |
| Hachita..... | Siding is on South side of main track. East switch located 200 feet east of coal chute, west switch 200 feet west of wye switch. |
| Pastura..... | Siding located opposite station on South side of main track, extending westward from turnout. Initial switch located 400 feet east of station building. |

Santa Ros

RUL clearance El Paso

RUL Deming.

No. 9

The 1

lowing sta Curtiss

RUL opened wh

RUL houses, str

Instru

El Pa

be cut off 1

Octavia St

end of tra

Hand

of a brake

any of the

On Cl

cut off wh

RUL wooden su

RUL between B

Track

and descril

EL PA

N. O. Trac

E. P. & S.

Interlockin

trains, and

Tower 47, s

(2)

Depot Com

Signals d

are in serv

Upper

signal mas

RULE or other tra

block signa

When follows:

Mescal

erned by F

Tucson to S

no block si

governed b

Track

governed b

will be gov

Track

governed t

trains will

Cautio

known as T

arm indicat

of Interlock

ing the mov

RULE

vening trac

the track b

SPECIAL INSTRUCTIONS

Santa Rosa.....No. 1 siding located first track north of main track is westward siding.

No. 2 siding located second track north of main track is eastward siding.

RULE 206 (A). Regular trains will not be required to obtain clearance at the following stations: El Paso (Union Passenger Depot)

RULE 221. Trains must obtain clearance before leaving Deming.

No. 975 must obtain clearance before leaving French. The light will not be displayed in train order signals at following stations except when train orders are to be delivered:

Curtiss Duncan Mosquero Roy

RULE 667. Boiler blow-off cocks on engines must not be opened while passing over steel bridges.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

Instructions for setting hand brakes at:

El Paso (Octavia St.) T&NO Freight Yard: Engine must not be cut off freight trains when train or part of train is left west of Octavia St. until five or more hand brakes have been set on east end of train, or that part left west of Octavia St.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employee releasing any of these brakes, must set as many others to replace them.

On Clouderoft Branch and Capitan Branch, cars must not be cut off while in motion or before hand brakes have been set.

RULE 831. The term "wooden frame outfit cars" includes wooden superstructure outfit cars with steel underframe.

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

AUTOMATIC BLOCK SYSTEM

Tracks not protected by automatic block signals are located and described as follows:

EL PASO: (1) Pacific Lines Tracks Nos. 1 and 2 and T. & N. O. Tracks Nos. 1 and 2 and Pacific Lines main track (former E. P. & S. W. tracks) between interlocking home signals west of Interlocking Station, Tower 6, governing the movement of eastward trains, and interlocking home signals east of Interlocking Station, Tower 47, governing the movement of westward trains.

(2) Tracks within the limits of the El Paso Union Passenger Depot Company's yard.

Signals displaying indication in both upper and lower quadrants are in service.

Upper Quadrant: Signal arm extended upward parallel to signal mast—"PROCEED."

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in "Stop" position.

When a block signal indicates "Stop" trains may proceed as follows:

Mescal to Tucson: Track No. 1, westward trains will be governed by Rule 509 applicable to double track. Eastward trains Tucson to Signal 10078, just east of east switch Empire, will have no block signal protection. From Signal 10078 to Mescal will be governed by Rule 509 applicable to single track.

Track No. 1. Tower 6 to Anapra: Westward trains will be governed by Rule 509 applicable to double track. Eastward trains will be governed by Rule 509 applicable to single track.

Track No. 2. Anapra to Tower 6: Eastward trains will be governed by Rule 509 applicable to double track. Westward trains will be governed by Rule 509 applicable to single track.

Caution arm in service on interlocking signal located on track known as Track No. 3 east of Interlocking Tower 6. This caution arm indicates position of top arm of Signal 8299, located just west of Interlocking Tower 6, Track No. 1, indicating a condition affecting the movement of a westward train.

RULE 509 (e). That portion reading: "... and the intervening track is seen to be clear ..." is interpreted as referring to the track being clear of locomotives and/or cars.

Following block signals have included in their control limits special protective devices. When these signals indicate "Stop", careful inspection must be made of the track and/or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Hachita Subdivision Signal 13174, Anapra, oil buffer spring switch.

Santa Rosa Subdivision Signals 14786 and 14805, Arch 1479.90. Signals 15836 and 15843, Cuervo Bridge 1584.00 and approaches.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches. Sand must not be used at location rail lubricators.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Table with 2 columns: Location (Anapra, El Paso) and MPH. Rows include East switch of east crossover, West switch of west crossover, and East end of ice house track.

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULES 512 and 512 (A). Switch indicators and dwarf signals located:

- Douglas, East yard entrance switch. Lordsburg, Valedon Branch Switch. Alamogordo, East and West legs of wye. Carrizozo, East leg of wye.

Where switch indicators and dwarf signals are used, movements to main track will be governed as follows:

If indicator indicates block clear, switches may be lined. When first switch or derail is lined, signal will indicate Stop. When second switch or derail is lined, signal will indicate Proceed if block is clear. When signal indicates Stop after proper line-up has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

At Pastura double switch indicator located near derail at east end of stock track will display clear indication if block is clear. When derail is set for movement out of east end of stock track, these indicators will indicate block occupied until east main track switch to stock track has been opened. If block is clear indicators will then display a clear indication. Trains and engines using east stock track switch must not pass derail until main track switch has been thrown, nor when switch indicators indicate block occupied, except when protected as prescribed by Rules 509 and 99.

RULE 516. Overlap posts are located at: Bowen: 292 feet west of block signal 13194, eastward trains. 18 feet west of block signal 13188, westward trains, track No. 2.

INTERLOCKING

Mescal: Interlocking signals of Rio Grande Division will display indication in upper quadrant.

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west

switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from west siding to water and outfit spurs from east siding to both legs of wye and to west end of coal track.

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

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

Whistle signals as follows:

Eastward trains enroute Tucson Division—two short, one long and two short.

Eastward trains enroute Rio Grande Division—one long and four short.

Eastward trains for east siding—one short, one long and one short.

Eastward trains east siding to Tucson Division—two short, one long and one short.

Eastward trains east siding to Rio Grande Division—one short one long and two short.

Westward trains west siding to No. 1 track—two long and two short.

Westward trains Tucson Division enroute No. 1 track—one short and two long.

Westward trains Tucson Division enroute west siding—two short and two long.

Westward Rio Grande Division trains enroute No. 1 track—one long, one short and one long.

Westward trains from Rio Grande Division through east crossover and Tucson Division to No. 1 track—one short, two long and one short.

EL PASO—TOWER 6:

(NOTE: Eastward trains: At switch leading to Union Passenger Depot yard, upper arm on signal mast governs route to Union Passenger Depot tracks. Lower arm governs route to T&NO or Pacific Lines freight yard.)

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements between Pacific Lines No. 2 Track and T. & N. O. double track in either direction—one short, one long and one short.

Other main track movements in either direction against current of traffic—one short and two long.

T. & N. O. Union Depot connection, from either direction—one long, two short and one long.

Pacific Lines Union Depot connection, from either direction—one long, one short and one long.

Switch west end of ice house crossover is a remote control and operated by signal operator from Tower 6. In event remote control appliance is inoperative, trains stopped will call signal operator by telephone and secure permission to throw switch by hand. Instructions for operating the switch by hand, when so authorized by signal operator, are located in telephone booth.

Switches just east of El Paso Union Passenger Depot yard governing movements into and out of Union Passenger Depot tracks and crossover movements from westward and eastward main tracks Nos. 1 and 2, are operated from Tower 6. Interlocking Signals and Rules govern movements over these switches.

When signals are not cleared or the switch is not set for the route required, communicate with the signal operator at Tower 6 by telephone located in box on westward signal mast at Santa Fe Street, on signal mast near east lead Union Passenger Depot or on iron fence Union Passenger Depot. Instructions for operating the switch by hand, when so authorized by the signal operator, are located in telephone boxes.

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

The foreman in charge of switching passenger equipment at east end of Union Passenger Depot yard will advise signal operator by telephone when ready to start switching over Union Passenger

SPECIAL INSTRUCTIONS

Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

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

EL PASO — TOWER 47:

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements in either direction against current of traffic—one short and two long.

North lead, Eastward—one long, one short, one long and one short.

North lead, Westward—one long, one short and one long.

South lead, Eastward—one short, two long and one short.

South lead, Westward—two short and two long.

To T. & P. main track—two short, one long and one short.

Westward to west yard—one short, one long and two short.

To East Yard—two long and two short.

Eastward to West Yard—one short, one long and one short.

To Alamogordo Subdivision from T. & N. O. Yard—one long, two short and one long.

From West Yard to Alamogordo Subdivision—three long and one short.

From Alamogordo Subdivision to T. & N. O. Yard—one long.

From Alamogordo Subdivision to West Yard—two short, two long and one short.

S. P. Shop Lead Eastward from any point—two short, two long and two short.

S. P. Shop Lead Westward from any point—two short, one long and two short.

S. P. Roundhouse Lead Eastward—one short, two long and two short.

S. P. Roundhouse Lead Westward—two short, two long and one short.

RULES 705, 706, 707 and 708.

At Lordsburg Take Siding Indicators located on mast of Signals 11495 and 11470 to govern movement of trains, are controlled by Terminal Trainmaster.

TRAIN INSPECTION

On freight trains, when conditions are favorable and in the judgment of conductor and engineer it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of sixty (60) miles must not be exceeded between inspections, and except freight trains may operate between Ancho and Vaughn, a distance of 61.9 miles.

Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five minutes for inspection at:

Vail Campstone

Engines running light on descending grades must stop for inspection at freight train inspection points a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

AIR BRAKE RULES

RULE 3. Westward trains between Mosquero and Campana, and on the Capitan and Cloudercroft Branches must use 90 pounds brake pipe pressure.

RULE 24. Rear end test shall be made by freight and mixed trains immediately before leaving:

Sonoita.

Tombstone—Westward.

Ft. Huachuca—Westward.

South Siding.

High Rolls—Westward.

Cloudercroft—Westward.

Russia—Westward.

Walnut—Westward.

Indian Divide—Westward.

Medio—Westward.

Cabeza—Westward.

Mosquero—Westward.

RULE 33. Freight trains. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Indian Divide to Walnut—Westward trains all retainers.

Cabeza to Campana—Westward trains all retainers.

Stops to permit wheel heat radiation and train inspection will be made at:

| | | |
|---------|------------|--------|
| Medio | High Rolls | Walnut |
| Campana | La Luz | |

RULE 39.

Running test shall be made:

M. P. 1488.85—Eastward and westward passenger trains.

Cabeza—Westward passenger trains.

RULE 46. Passenger Trains:

Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Indian Divide to Walnut—All retainers.

Cabeza to Campana—All retainers.

Freight and Mixed Trains

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

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

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

Sufficient retainers will be used on Westward trains between Planeport and El Paso to adjust slack.

Westward trains from Cabeza to Campana must not handle more than 40 freight cars in one train and must not follow each other closer than fifteen minutes.

The tonnage of freight or mixed trains between Russia and La Luz must not exceed 80Ms per operative brake, between Indian Divide and Walnut 120Ms per operative brake, and between Cabeza and Campana 160Ms per operative brake.

Fort Huachuca: Air brakes must be used in handling cars on elevated trestle.

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

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

Tucumcari: Air brakes must be used when switching pump-house.

Dawson: Air brakes must be used on all cars moved from loading tipples to train yard and on cars moved from train yard to storage yards above tipples.

MISCELLANEOUS

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

Westward trains must have sufficient water to make Tucson before passing last water tank east of Mescal, and not take water at Rita except in emergency; then only enough to make Tucson.

Avoid taking water at the following emergency water stations:

| | | | |
|-----------|-----------|----------|---------|
| Whetstone | Hermanas | Strauss | Oscura |
| Hereford | Mt. Riley | Newman | Cazador |
| Apache | Akela | Antelope | |

If necessary to take water, take only enough to make next water station.

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

Eastward trains take water at Guthrie; westward trains take only enough water at Clifton to reach Guthrie.

If necessary for eastward freight trains to take water between Vaughn and Tucumcari, take full tank at Pastura.

Eastward freight trains take full tank of water at Cuervo.

Promptly report to Chief Train Dispatcher any leak observed in water service pipeline between Carrizozo and Pastura.

At Cabeza take full tender of coal. If necessary to take coal at Taylor, engineer promptly advise amount taken and necessity for so doing.

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

Cinders must not be dumped on switches or frogs.

4. For the purpose of pushing trains out of yards:

No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.

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

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

Air will not be coupled through the pusher engine.

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

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

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

In Helper Service:

One helper may be placed behind caboose if of steel underframe construction and the cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage; or more if necessary to cut in ahead of all rear end cars; or if in opinion of conductor conditions are favorable, helpers may be put on head end of trains.

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

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

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

Helper must not couple to, or uncouple from train, while train is in motion.

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

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

6. When necessary to turn at Toboggan, enter West leg of wye.

7. Within Clifton District, P. D. Co. trains must move with caution and be protected against Southern Pacific trains.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one-half mile from station.

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

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

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

Naco—Opening of five car lengths must be left each side of crossing east of passenger station.

Movem
Curtiss... A
Bisbee... I

Calumet... P
N

Douglas... Q

El Paso... R
D

E
M
D
A
If

Flashin
trains on m
Paso, M.P.
siding or h
crossing wit
10. En
permitted to
Benson-Fair
Patagonia B
E class
TW and
on drivers.
T and
drivers; exc
drivers may
bridges 1051
Tombstone J
Tombstone,
Lewis Spring
Ft. Huachuc
Bisbee Branc
Don Lu
Warren
Calumet, Tre
Phelps
Douglas:
Governor
Brewery
Gypsum
Clifton Bran
Valedon Bra
Lordsburg, F
Cloudercroft F
Capitan Bra
Tucumcari:
Dawson
Repair
Water
Peco St
Coal St
Dawson Bra
Dawson:
Spur to
New Ma
Patagonia B
must no
Tombstone F
used be
Operatic

SPECIAL INSTRUCTIONS

Movements must be preceded by flagman over crossings at:

- Curtiss... Apache Powder Co. plant.
 - Bisbee.... In vicinity of switchback near Phelps Dodge machine shop.
 - Calumet.. Phelps Dodge Smelter.
 - Nos. 1 and 2 tracks.—No. 5 near office.—Lead to acid loading plant.—Lead to Calcine track.
 - Douglas.. Queen Track—All crossings.—Nacozari Lead—Park crossing, 14th Street.—16th Street (when crossing bell is inoperative).
 - El Paso... River Track:
 - Dallas Street—Magoffin Avenue—Texas Street—East San Antonio Street—Myrtle Avenue—Bassett Avenue—T&P Crossing near Foundry.
 - EP&NE Lead, East Yard:
 - Any movement Westward.
 - Movements to and from T&P via wye connection at Cotton Avenue.
 - Dallas Street via Tower 47.
 - All crossings North Campbell Street to West Main Street, inclusive, in case traffic light signals fail.
 - If trains or engines are stopped and block street crossings, promptly communicate with Yardmaster.
- Flashing light type crossing warning signals, operated by trains on main track No. 2, installed at Globe Mills crossing, El Paso, M.P. 1322.25. These signals not connected to Globe Mills siding or house track, and when using these two tracks, protect crossing with flagman.
10. Engines heavier than those shown herein will not be permitted to operate on following lines or tracks:
- Benson-Fairbank Branch C- 9
 - Patagonia Branch:
 - E class with not more than 70,000 lbs. on drivers.
 - TW and Consolidation classes with not more than 125,000 lbs. on drivers.
 - T and Mogul classes with not more than 100,000 lbs. on drivers; except T-1 class with not more than 118,000 lbs. on drivers may be used not to exceed ten (10) miles per hour over bridges 1051.96, 1055.29, 1067.41, 1085.15, 1097.49 and 1097.95.
 - Tombstone Branch C- 9
 - Tombstone, Schuster Siding TW
 - Lewis Springs, West leg of wye C
 - Ft. Huachuca Branch..... C- 9
 - Bisbee Branch:
 - Don Luis-Bisbee C- 9
 - Warren-Bisbee C- 9
 - Calumet, Trestle Work of tracks serving ore bins, Phelps Dodge Smelter C-19
 - Douglas:
 - Government Spur C- 9
 - Brewery Tracks C- 9
 - Gypsum Plant Tracks C- 9
 - Clifton Branch, east of Lordsburg yard limits..... MK-2-4
 - Valedon Branch MK-2-4
 - Lordsburg, House and Transfer Tracks A. & N. M. Yard... C
 - Cloudercroft Branch C-17
 - Capitan Branch C-17
 - Tucumcari:
 - Dawson Yard, including wye..... C-19
 - Repair Tracks C-19
 - Water Spur C-19
 - Peco Spur C-19
 - Coal Storage Tracks C-19
 - Dawson Branch MK- 9
 - Dawson:
 - Spur to Phelps Dodge Merc. Co..... C-19
 - New Main Track beyond "Tipple" derail..... C-19
 - Patagonia Branch: Cars weighing more than 169,000 lbs. gross must not be handled between N. M. & A. Jct. and Flux.
 - Tombstone Branch: Tombstone, Bunker Hill tracks must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance."

- Bisbee Branch:
 - Campbell Shaft Track and Denn Spur Track must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations."
- Lowell: Shop Spur in Junction Mine Yard, Engines must not pass sign reading: "Engines Must Not Pass This Point."
- Bisbee Jct.: Engines must not be moved over coal hopper.
- Rodeo: Engines must not be moved over coal hopper.
- Hachita: Engines must not be moved over coal hopper.
- Columbus: Engines must not be moved over coal track.
- Clifton Branch: Tunnels between Milepost 1212.1 and 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.
- Strauss: Engines must not use curved portion of either leg of wye tracks, except engines may use that part of west leg of wye to pick up or spot cars at unloading box west of pump-house.
- El Paso: Old T. & N. O. eastward main track must not be used between ice house crossover and turnout to westward main track No. 1 near Rio Grande River Bridge. East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 ft. 8 inches and equipped with tenders not larger than capacity of 7000 gals. of water.
- Alamogordo:
 - Breece Lumber Co., log unloading dock..... C- 9
 - Wood Spur (track No. 119) connected into Tie Treating Plant lead (track No. 111) with switch on North side of log pond C-17
- Cloudercroft Branch: All cars handled between Alamogordo Jct. and Russia must be equipped with independent retainer line; have 1½ inches of lateral in end sills on each side of coupler shank; equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 42 feet in length outside measurement or 14 feet 6 inches in height from top of rail, or equipped with trucks having more than four wheels, cannot be handled between La Luz and Russia. A. A. R. ruling must be observed covering height of loads in open top cars.
- Hotel: Engines may use Southwest Lumber Company's track, which extends east out of Cloudercroft Branch at M.P. 1409.5, for distance of 1450 feet from initial switch, also the siding within these limits. End of Southern Pacific operation over this track designated by sign reading: "End of S. P. Operation."
- Capitan Branch: All cars handled between Carrizozo Jct. and Capitan must have 1½ inches of lateral in end sills on each side of coupler shank, equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 60 feet in length outside measurement or with trucks having more than four wheels, will not be handled.
- Hawks: Engines must not use New Mexico Construction Company's industry track beyond sign reading: "Engines do not pass this point"; or on siding beyond sign reading: "Railroad employes must not move engines through this switch."
 - Reduce speed and look out for fallen rocks on curve between Mile Posts 1053.5 and 1053.8, west of Charleston.
 - Look out for drifted sand between Columbus and Rio Grande Tunnel, M. P. 1319.5.
 - Reduce speed and look out for caving banks both approaches Rio Grande Tunnel, 1319.5.
 - Look out for drifted sand between Deming and Anapra, Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal and Robsart; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.
 - Look out for fallen rocks and trees between La Luz and Russia, and between Walnut and Coalora.
- Dawson Branch:
 - Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

14. Passenger engineers will make additional water stops to use sprinklers properly in dusty territory, where engines clean fires, or where track has been disturbed.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express or mail car, or a caboose.

Except as specifically authorized, no car containing passengers is to be hauled next to locomotive of a steam passenger train. A steel combination or partitioned car may be hauled with baggage or unoccupied end next to locomotive.

Passenger equipment, (except official cars) moved in freight trains, must be placed next to caboose if rear end freight cars in train will permit.

25. Electric lanterns may be used for displaying white light only, except herders and switch tenders will use green light when heading trains into and out of yards during night hours.

28. Bus connection is provided at Bisbee Jct. and conductors will ascertain if bus has arrived or secure instructions if they are to wait.

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

Following engines have been cross counter-balanced for maximum speed of 55 miles per hour when handling passenger trains: 3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour except as otherwise provided for.
 Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for.
 Speed Restrictions in Miles Per Hour, Will Apply as Follows:

| Page No. | BETWEEN | PASSENGER | | | FREIGHT | Engines and Motors Backing Except S-SE Type | Switch Engines S-SE Type Forward, Backward and Light | LIGHT ENGINES RUNNING FORWARD | | | |
|----------|---|-----------|---|--|---------|---|--|---|---------------------------|-----------------------------------|---|
| | | Maximum | With AC 1, 2, 3 C 15, 17 TW MK 2, 4 MK 10 Engines | With M T 1, 8, 9, 23, 28, 31, 36, 57, 58, MK 5, 6, 7, 8, 9 Engines | | | | With AC 4, 5, 6 AM 2 SP 1, 2, 3 F 1, 3, 4, 5 C 2 to 10, Inc. C 18, 29 Engines | Freight and Mixed Maximum | A E GS 1, 2, 3 MT 1, 2, 3, 4, 5 P | T 1, 8, 9, 23, 28, 31, 36, 57, 58 C 2 to 10, Inc. C 18, 29 MK 5, 6, 7, 8, 9 F 1, 3, 4, 5 SP 1, 2, 3 |
| 2 | Through Interlocking Limits with caution | 15 | 15 | 15 | 15 | 10 | 15 | 15 | 15 | 15 | 15 |
| 2 | Through Crossovers and Turnouts | 50 | 40 | 50 | 45 | 30 | 20 | 40 | 35 | 30 | 35 |
| 2 | Tucson-Mescal | | | | | | | | | | |
| 2, 3 | Through Crossovers at east and west ends | | | | | | | | | | |
| 2, 3 | Mescal Interlocking Plant when moving between Tucson Division and Rio Grande Division main tracks | 25 | 25 | 25 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 2, 3 | Mescal-Perilla, except: | 50 | 40 | 50 | 45 | 30 | 20 | 40 | 35 | 30 | 35 |
| 2, 3 | Seven degree curve M. P. 1053.6 | 30 | 30 | 30 | 25 | 30 | 20 | 25 | 25 | 25 | 25 |
| 2, 3 | Douglas, over 16th St. Crossing | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 3 | Perilla-Mastodon, except: | 60 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 3 | Curves not otherwise restricted | 50 | | | | 35 | 30 | 40 | 35 | 30 | 35 |
| 3 | Rodeo, over road crossing just west of Station | 30 | 30 | 30 | 30 | 20 | 10 | 20 | 20 | 20 | 20 |
| 3 | Columbus, over road crossing just west of station | 30 | 30 | 30 | 30 | 20 | 10 | 20 | 20 | 20 | 20 |
| 3 | Mastodon-Anapra | 50 | 40 | 50 | 45 | 35 | 30 | 40 | 35 | 30 | 35 |
| 4 | Lordsburg-Lisbon | 60 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 4 | Lisbon-Chappel | 65 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 4 | Chappel-Lanark | 60 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 4 | Lanark-Strauss | 65 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 4 | Strauss-Anapra | 45 | 40 | 45 | 45 | 35 | 30 | 40 | 35 | 30 | 35 |
| 4 | Anapra-El Paso, except: | 50 | 40 | 50 | 45 | 35 | 30 | 40 | 35 | 30 | 35 |
| 4 | Tower 6—El Paso Union Passenger Depot | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 5 | El Paso-Ft. Bliss, except: | 60 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 5 | Interlocking Limits Tower 47, El Paso | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 5 | Ft. Bliss-Dunes, except: | 65 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 5 | Orogrande, over wye | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 5 | Dunes-Alamogordo Jct. | 60 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 5 | Alamogordo Jct.-Three Rivers | 65 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 5 | Three Rivers-Carrizozo | 60 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 5 | Alamogordo Jct., over wye | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 5 | Alamogordo-La Luz | 20 | | | | 20 | 20 | 20 | 20 | 20 | 20 |
| 5 | La Luz-Russia | 12 | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| 5 | Carrizozo Jct., over wye | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 5 | Carrizozo-M. P. 1450, Capitan Branch | 20 | | | | 20 | 20 | 20 | 20 | 20 | 20 |
| 5 | M. P. 1450, Capitan Branch-Capitan | 12 | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| 6 | Carrizozo-Tucumcari, except: | 60 | 40 | 50 | 45 | 40 | 30 | 45 | 35 | 30 | 40 |
| 6 | Curves not otherwise restricted | 50 | | | | 35 | 30 | 40 | 35 | 30 | 35 |
| 6 | Corona, over wye | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 6 | Pintado Canyon Bridge 1561.65 | 35 | 35 | 35 | 35 | 35 | 30 | 30 | 30 | 30 | 30 |
| 6 | Fairbank-Patagonia | 20 | | | | 20 | 15 | 15 | 20 | 20 | 20 |
| 6 | Patagonia-Flux | 8 | | | | 8 | 8 | 8 | 8 | 8 | 8 |
| 6 | Tucumcari-Campana | 35 | 35 | 35 | 35 | 30 | 20 | 30 | 30 | 30 | 30 |
| 6 | Campana-Cabeza (Eastward) | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 6 | Cabeza-Campana (Westward) | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 6 | Cabeza-Dawson | 35 | 35 | 35 | 35 | 30 | 20 | 30 | 30 | 30 | 30 |
| 6 | Dawson, over wye | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 6 | Dawson, over road crossing, east of station | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 6 | Dawson Branch, over Bridges 1631.50, 1638.93, 1644.15, 1647.81, 1648.57 and 1740.80, MK Engines | 15 | | | | 15 | | | | 20 | |
| 7 | Benson Jct.-Benson | 20 | | | | 20 | 15 | 15 | | 20 | |
| 7 | Tombstone-Fairbank | 20 | | | | 20 | 15 | 15 | | 20 | |
| 7 | Fort Huachuca-Lewis Springs | 25 | | | 25 | 25 | 20 | 15 | 25 | 25 | |
| 2, 7 | Bisbee Jct., over wye | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 7 | Bisbee Jct.-Corta | 25 | 25 | 25 | 25 | 20 | 15 | 20 | 20 | 20 | 20 |
| 7 | Corta-Bisbee via Don Luis or Lowell | 25 | 25 | 25 | 25 | 20 | 15 | 20 | 20 | 20 | 20 |
| 7 | Don Luis, over wye | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 7 | Oil Siding-Valedon | 15 | | | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 7 | Lordsburg-Franklin | 30 | | | 30 | 30 | 20 | 15 | | 30 | |
| 7 | Franklin-Duncan | 25 | | | 25 | 25 | 20 | 15 | | 25 | |
| 7 | Duncan-M. P. 1202.5 | 30 | | | 25 | 25 | 15 | 15 | | 25 | |
| 7 | M. P. 1202.5-Smelter | 20 | | | 20 | 20 | 15 | 15 | | 20 | |
| 7 | Smelter-Clifton | 15 | | | 15 | 15 | 15 | 15 | | 15 | |
| 7 | Curve on Gila River Bridge 1205.01 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 7 | Clifton, over crossings | 5 | | | 5 | | 5 | | | 5 | |

"M", "P", "E", "A", "GS", AND "T" 26, 32, 37, 40, ENGINES IN PASSENGER SERVICE MAY MAKE MAXIMUM SPEED

SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow boards, or train order)

| Page | Type of Engine | Territory, Structure, Lading, Etc. | M. P. H. | |
|-------|----------------|--|---------------|--------|
| | | | Tangent Track | Curves |
| 2-3-4 | All | Trains handling pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: | | |
| 5-6 | All | On main tracks | 25 | 15 |
| 5-6-7 | All | On branch tracks | 25 | 15 |
| All | All | On all curves — 5 M. P. H. less than speed authorized, and where slow boards in place, 5 M. P. H. less than shown on slow boards, except where slow board reads 15 M. P. H. or less, be governed by slow board.... | | |
| 2-3 | All | Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency:) | | |
| 4-5-6 | All | On main tracks | 20 | 15 |
| All | All | On branch tracks | 15 | 15 |
| 2-3 | All | Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable:) | | |
| 4-5-6 | All | On main tracks | 25 | 15 |
| All | All | On branch tracks | 15 | 15 |
| 2-3 | All | Trains handling relief outfit with steam derrick: | | |
| 4-5-6 | All | On main tracks | 25 | 15 |
| 5-6-7 | All | On branch tracks | 25 | 15 |
| All | All | On all curves — 5 M. P. H. less than speed authorized, and where slow boards in place, 5 M. P. H. less than shown on slow boards, except where slow board reads 15 M. P. H. or less, be governed by slow board.... | | |

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

| PAGE | LOCATION | M. P. H. |
|------|--|----------|
| 4 | Deming, over street crossings | 15 |
| 4-5 | El Paso, except between and including North Campbell and West Main Streets | 10 |
| 4-5 | Between North Campbell and West Main Streets, inclusive | 15 |

El Paso: Westward trains and yard engines on Track No. 3, and adjacent track, must not exceed speed of 6 miles per hour over North Campbell Street.

Trains must approach junction switches of icehouse crossover with caution.

Trains entering or leaving El Paso Union Passenger Depot will do so with caution.

Speed restrictions for engines are shown in speed restriction table; however, following are maximum speeds at which tenders may be operated, subject to restrictions imposed locally:

| Description | Maximum Speed |
|--|---------------|
| Having water capacity 7,000 gals. or less, except Classes 70-R-1 and 70-SC-1 | 50 MPH |
| Engines operated coupled tender to tender must not exceed speed permitted engines running backward. | |
| Maximum speed of disabled engines, except S or SE class, hauled in train, or running under own steam, must not exceed: | |
| When pilot removed | 20 M. P. H. |
| When main rod only removed | 30 M. P. H. |
| When side rod only removed | 30 M. P. H. |
| When both main and side rods removed | 20 M. P. H. |
| When hauled in train, all rods on | 30 M. P. H. |
| SP 1, 2 and 3 when inside main rod removed | 30 M. P. H. |

Maximum speed of S and SE engines, and all other classes of engines when not equipped with engine trucks, 20 M. P. H.

SPECIAL INSTRUCTIONS

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | NOT AIR-CONDITIONED | | AIR-CONDITIONED | |
|------------------------------------|---------------------|------------------|--------------------------|--------------------------|
| | All-Steel | Steel Underframe | All-Steel Cooling Season | All-Steel Heating Season |
| Baggage—60 ft. | 93,070 | | | |
| " —66 ft. | 127,610 | | | |
| " —70 ft. | 122,620 | | | |
| " —70 ft. (with Auto. End Door) | 125,800 | | | |
| " —(Dynamo) | 98,730 | | | |
| Baggage & Mail—60 ft. | 103,620 | 87,120 | | |
| " " —69 ft. | 124,700 | | | |
| " " —70 ft. | 129,140 | | | |
| " " —Passenger | 103,590 | 103,590 | | |
| Express Refr.—N. P. Ry. | 112,640 | 74,000 | | |
| " —A. R. E. No. 40-154 | 78,000 | 78,000 | | |
| " " —" " 155-224 | 89,000 | 89,000 | | |
| " " —" " 500-506 | 110,000 | 110,000 | | |
| " " —" " 1101-1175 | 85,000 | 85,000 | | |
| " " —P. F. E. " 500-799 | 83,000 | 83,000 | | |
| Express, Horse | 133,050 | | | |
| Postal | 112,120 | | | |
| Postal Storage—40 ft. | 74,530 | | | |
| " —60 ft. | 105,120 | | | |
| Assembly (ACW) | | | 168,950 | 168,950 |
| Club (ACI) | 146,210 | 122,300 | 172,200 | 164,700 |
| Official (NAC) | 170,700 | 155,370 | | |
| " (ACW) Cars 107-128 | | | 182,800 | 182,800 |
| " (ACW) " 140-141 | | | 195,040 | 195,040 |
| Chair—60 ft. (ACI) | 100,620 | 138,000 | 132,000 | |
| " —72 ft. (ACI) | | 165,000 | 157,800 | |
| " —72 ft. (ACW) | | 158,700 | 158,700 | |
| " —Streamline—Single (ACS) | | 120,900 | 104,500 | |
| " —" —Art. (ACS) | | 205,400 | 172,600 | |
| " —74 ft. (ACI) | | 180,915 | 173,125 | |
| " —74 ft. (ACS) | | 197,944 | 181,600 | |
| Coaches—60 ft. (ACI) | 98,130 | 136,100 | 130,100 | |
| " —70 ft. (ACI) | 137,640 | 157,800 | 151,000 | |
| " —72 ft. (ACW) | 137,640 | 151,000 | 151,000 | |
| " —72 ft. (ACI) | | 164,500 | 157,400 | |
| " —73'6" (ACW) | | 153,500 | 153,500 | |
| " —73'6" (ACW) | | 163,000 | 163,000 | |
| " —73'6" (ACI) | | 168,500 | 161,200 | |
| " —72 ft. (Interurban) | 120,000 | | | |
| All-Day Lunch—Chair | 105,970 | | | |
| " —Coach | 103,875 | | | |
| Cafe-Coach (ACI) | | 138,600 | 155,700 | 149,000* |
| Cafe-Lounge (ACI) | 148,950 | 161,200 | 173,500 | 166,000 |
| " (ACW) | | | 156,000 | 156,000 |
| Diner—70 ft. | | 135,930 | | |
| " —72 ft. | 155,330 | 146,930 | | |
| " —77 ft. (Arch Roof) (ACI) | 156,000 | | 170,100 | 162,700 |
| " —77 ft. (ACW) | | | 162,950 | 162,950 |
| " —77 ft. (Clere Story Roof) (ACW) | | 165,530 | 169,450 | 169,450 |
| " —77 ft. (ACM) | | | 189,581 | 173,836 |
| " —79 ft. (NAC) | 169,100 | | | |
| " —80 ft. (Clere Story Roof) (ACM) | | | 201,323 | 184,700 |
| Lounge (ACI) | | | 189,800 | 181,630 |
| " (Arch Roof) (ACI) | | | 167,500 | 160,300 |
| " (ACW) | | | 164,980 | 157,780 |
| Observation—75 ft. (ACI) | 154,400 | | 169,185 | 161,900 |
| " —77 ft. (ACI) | | | 194,543 | 186,166 |
| Pullman-Obs (ACI) | 160,800 | 153,000 | 177,314 | 169,200 |
| Pullman-Obs (ACM) | 160,500 | 153,000 | 192,300 | 176,300 |
| " —Lounge (ACM) | 171,200 | | 194,900 | 178,900 |
| " (ACI) | 171,200 | | 187,682 | 179,600 |
| " —Bedroom (ACI) | 167,600 | | 183,920 | 176,000 |
| " (ACM) | 167,600 | | 195,800 | 179,800 |
| " —Sleeper (ACM) | 163,100 | | 191,100 | 175,100 |
| " (ACI) | 163,100 | | 180,075 | 171,500 |
| " —Tourist (ACM) | 153,000 | | 185,200 | 169,200 |
| " (ACI) | 153,000 | | 188,663 | 161,400 |
| Rail, Gas-Electric, 400 H. P. | 153,400 | | | |
| " 600 H. P. | 167,200 | | | |

*Steel underframe.

CODE:—
 NAC—Non-Air Conditioned.
 ACI—Air-Conditioned—Ice System.
 ACM—Air-Conditioned—Mechanical System.
 ACW—Air-Conditioned—Waukasha System.
 ACS—Air-Conditioned—Steam Ejector System.

HOSPITALS

GENERAL HOSPITAL _____ San Francisco, Cal.
 St. Mary's _____ Tucson, Ariz.
 Hotel Dieu _____ El Paso, Texas

| Location | Physicians and Surgeons' Names | Title |
|---------------|-----------------------------------|---|
| San Francisco | Dr. C. A. Walker | Chief Surgeon and Manager |
| Tucson | Dr. C. A. Thomas | Assistant to Chief Surgeon |
| Tucson | Dr. S. C. Davis | Division Surgeon |
| Tucson | Dr. V. G. Presson | Assistant Surgeon |
| Tucson | Dr. R. A. Wilson | Assistant Surgeon |
| Tucson | Dr. Earl H. Brown | Oculist and Aurist |
| Tucson | Dr. Thos. H. Cates | Consulting Oculist and Aurist |
| Benson | Dr. J. N. Morrison | District Surgeon |
| Benson | Dr. L. W. Moffitt | District Surgeon |
| Lordsburg | Dr. C. B. Austin | District Surgeon |
| Lordsburg | Dr. J. F. Stultz | Asst. District Surgeon |
| Duncan | Dr. Carl L. Fife | District Surgeon |
| Clifton | Dr. C. H. Laugharn | District Surgeon |
| Deming | Dr. J. G. Moir | District Surgeon |
| Deming | Dr. Geo. T. Colvard | Assistant District Surgeon |
| Tyrone | Dr. N. D. Frazin (Silver City) | Emergency Surgeon |
| El Paso | Dr. H. H. Varner | Division Surgeon |
| El Paso | Dr. E. W. Rheinheimer | District Surgeon |
| El Paso | Dr. J. J. Gorman | District Surgeon |
| El Paso | Dr. J. L. Green | Assistant Surgeon |
| El Paso | Dr. Russell Holt | Assistant District Surgeon |
| El Paso | Dr. Sam R. King | Assistant District Surgeon |
| El Paso | Dr. B. H. Britton | Oculist |
| El Paso | Dr. F. S. Schuster | Oculist and Aurist |
| El Paso | Dr. S. A. Schuster | Oculist and Aurist |
| Columbus | Dr. Albert L. Oxford | District Surgeon |
| Douglas | Dr. N. V. Alessi | District Surgeon |
| Douglas | Dr. A. K. Duncan | District Surgeon |
| Douglas | Dr. W. J. Harrison | District Surgeon |
| Douglas | Dr. J. S. Walsh | Oculist and Aurist |
| Bisbee | Dr. H. W. Rice | District Surgeon |
| Bisbee | Dr. C. H. Hunt | Assistant District Surgeon |
| Bisbee | Dr. C. C. Pipergerdes | Oculist and Aurist |
| Naco | Dr. W. F. Hass | District Surgeon |
| Alamogordo | Dr. F. B. Evans | District Surgeon |
| Alamogordo | Dr. E. P. Slimms | District Surgeon |
| Tularosa | Dr. J. D. Robinson | District Surgeon |
| Carrizozo | Dr. W. G. Rathmann | District Surgeon |
| Carrizozo | Dr. M. G. Paden | Consulting Surgeon (Service limited to consultation with District Surgeons or when they are not available) |
| Carrizozo | Dr. P. M. Shayer | District Surgeon |
| Carrizozo | Dr. James P. Turner | Acting District Surgeon |
| Corona | Dr. L. H. Barry | District Surgeon |
| Vaughn | Dr. G. A. Miller | District Surgeon |
| Santa Rosa | Dr. Z. E. Funk | District Surgeon |
| Tucumcari | Dr. O. E. Brown | District Surgeon |
| Tucumcari | Dr. C. H. Ferguson | District Surgeon |
| Roy | Dr. M. D. Gibbs | District Surgeon |
| Dawson | Dr. C. S. Hart | District Surgeon |
| Dawson | Dr. I. B. Hards | Assistant District 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.

DIVISION MILEAGE

| Main Lines | | | |
|----------------------------------|--|--------|----------------|
| Lordsburg to El Paso | S. P. R. R. (Includes 1st Track) | 148.00 | |
| | T. & N. O. R. R. | 3.59 | |
| End Tucson Division to Tucumcari | E. P. & S. W. R. R. (Includes 2nd Trk.) | 446.64 | |
| | E. P. & S. W. R. R. of Texas | 20.85 | |
| | E. P. R. I. Ry. | 127.51 | |
| | C. R. I. & P. Ry. | 60.41 | |
| Total Main Line | | | 807.00 |
| Branches | | | |
| Benson-Fairbank | S. P. R. R. At Benson, Initial Point E. P. & S. W. R. R. | .01 | |
| | EP&SWRR Benson, Initial Point E. P. & S. W. R. R. to Benson Jct. | 17.57 | 17.58 |
| Bisbee | EP&SWRR Bisbee Jct. to Bisbee | 8.63 | |
| Bisbee-Lowell Cutoff | EP&SWRR Corta to Lowell via Warren | 2.84 | |
| Capitan | EP&SWRR Carrizozo Jct. to Capitan | 21.29 | |
| Clifton | S. P. R. R. Lordsburg to Initial Point E. P. & S. W. R. R. | .03 | |
| | EP&SWRR Initial Point E. P. & S. W. R. R. to Clifton | 70.77 | 70.80 |
| Cloudcroft | EP&SWRR Alamogordo Jct. to Russia | 31.56 | |
| Dawson | Dawson Ry. Tucumcari to Dawson | 131.97 | |
| Fort Huachuca | EP&SWRR Lewis Springs to Fort Huachuca | 14.23 | |
| Lordsburg-Oil Siding | S. P. R. R. Lordsburg to Initial Point E. P. & S. W. R. R. | .10 | |
| | EP&SWRR Lordsburg to Oil Siding | .88 | .98 |
| Patagonia | EP&SWRR Fairbank to Initial Point | .04 | |
| | S. P. R. R. S. P. R. R. | 46.70 | 46.74 |
| Tombstone | EP&SWRR Fairbank to Tombstone | 9.94 | |
| Valedon | EP&SWRR M. P. 1147.75 to Valedon | 3.80 | |
| Total Branches | | | 359.76 |
| Total Rio Grande Division | | | 1166.76 |

SPEED TABLE

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|----------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|---------------------|
| 6 | 10.00 | 25 | 2.24 | 39 | 1.33 | 53 | 1.08 |
| 8 | 7.30 | 26 | 2.18 | 40 | 1.30 | 54 | 1.06 |
| 10 | 6.00 | 27 | 2.13 | 41 | 1.27 | 55 | 1.05 |
| 12 | 5.00 | 28 | 2.08 | 42 | 1.25 | 56 | 1.04 |
| 15 | 4.00 | 29 | 2.04 | 43 | 1.23 | 57 | 1.03 |
| 16 | 3.45 | 30 | 2.00 | 44 | 1.21 | 58 | 1.02 |
| 17 | 3.31 | 31 | 1.56 | 45 | 1.20 | 59 | 1.01 |
| 18 | 3.20 | 32 | 1.52 | 46 | 1.18 | 60 | 1.00 |
| 19 | 3.09 | 33 | 1.49 | 47 | 1.16 | 61 | .59 |
| 20 | 3.00 | 34 | 1.45 | 48 | 1.15 | 62 | .58 |
| 21 | 2.51 | 35 | 1.42 | 49 | 1.13 | 63 | .57 |
| 22 | 2.43 | 36 | 1.40 | 50 | 1.12 | 64 | .56 |
| 23 | 2.36 | 37 | 1.37 | 51 | 1.10 | 65 | .55 |
| 24 | 2.30 | 38 | 1.34 | 52 | 1.09 | | |

Trainmasters

W. S. FORD _____ Douglas, Ariz.
 H. G. McCARTHY _____ El Paso, Texas
 W. B. SHARP, JR. _____ Tucumcari, N. M.

Road Foreman of Engines

A. G. NEWELL _____ El Paso, Texas

TERMINAL TRAINMASTERS

I. C. Conner _____ Lordsburg, N. M.
 R. G. Robertson _____ Lordsburg, N. M.
 J. Snyder _____ Carrizozo, N. M.
 G. H. Koyiol _____ Carrizozo, N. M.

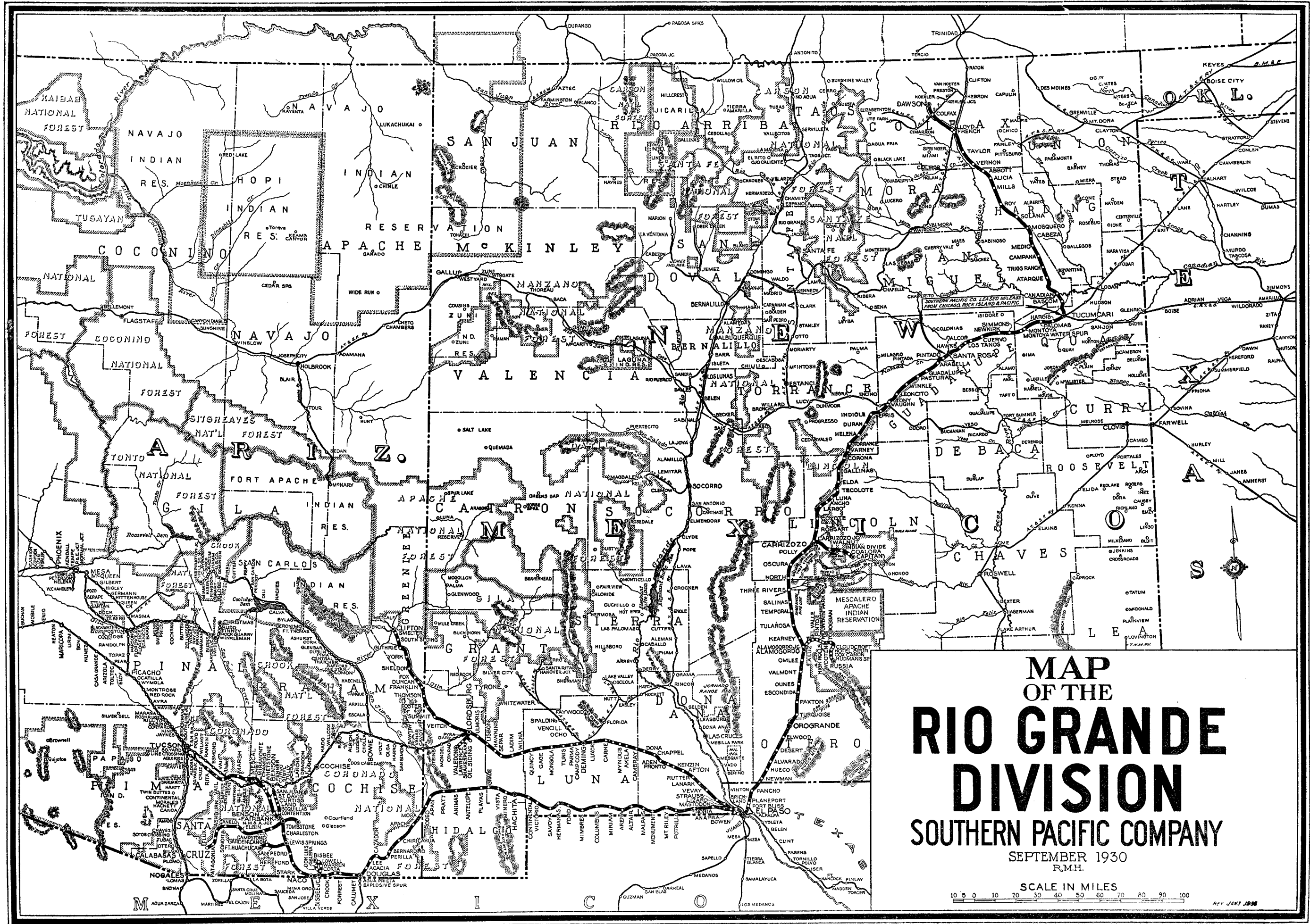
L. C. GRAM,
Assistant Superintendent, El Paso, Texas

Chief Train Dispatcher

L. D. HERRELL _____ El Paso, Texas

Assistant Chief Train Dispatchers

F. O. LOCKHART _____ El Paso, Texas
 W. A. ALFORD _____ El Paso, Texas



**MAP
OF THE
RIO GRANDE
DIVISION
SOUTHERN PACIFIC COMPANY**

SEPTEMBER 1930
R.M.H.

