

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

DR. G. S. HOPKINS, Chief Surgeon.....Topeka.

ALBUQUERQUE HOSPITAL.

DR. JOHN D. ABRUMS.....Surgeon in Charge.
 DR. T. A. KOONS.....Assistant Surgeon.
 DR. FRED H. HANOLD.....Assistant Surgeon.
 DR. LAWRENCE WILKINSON.....Assistant Surgeon.
 DR. CHARLES BEESON.....Assistant Surgeon.
 DR. VIRGIL E. SEIBERT.....Assistant Surgeon.
 DR. J. W. WIGGINS.....Consultant, Gynecology.
 DR. ROBERT FRIEDENBERG.....Consultant in Internal Medicine.
 DR. ALBERT L. MAISEL.....Consultant, Internal Medicine.
 DR. GORDON STRANCE.....Thoracic Surgeon.
 DR. THEODORE SPITZ.....Anesthetist.
 DR. HOMES S. MUSGRAVE.....Anesthesiologist.
 DR. J. R. VAN ATTA.....X-Ray and Laboratory Consultant.
 DR. C. M. THOMPSON.....X-Ray, Consultant.
 DR. JOHN A. CRAIG.....X-Ray Consultant.
 DR. JOHN J. CORCORAN.....Dermatologist.
 DR. S. J. JELSO.....Dermatologist.
 DR. W. H. THEARLE.....Tuberculosis Consultant.
 DR. L. J. MILLER.....Neurosurgical Consultant.
 DR. M. R. KLEBANOFF.....Neurological Consultant.
 DR. ALLEN JACOBSEN.....Neuropsychiatric Consultant.
 DR. WILLIAM CORMACK.....Anesthesiologist.
 DR. A. J. MCQUEENEY.....Pathologist.
 DR. L. C. DELAMBRE.....Urologist.
 DR. JOHN F. GRIFFIN.....Orologist.
 DR. LEWIS M. OVERTON.....Orthopedist.
 DR. R. E. FORBIS.....Orthopedic Consultant.
 DR. G. H. WILLIAMS.....Eye, Nose, Throat.
 DR. GEORGE C. ANISON.....Ear, Nose, Throat.
 DR. HOWARD B. PECK.....Eye Specialist.
 DR. JACK A. DILLAHUNT.....Eye Specialist.
 DR. ALFRED LOPEZ.....Dentist.
 DR. J. G. MANSER.....Dentist.

LOCAL SURGEONS.

DR. J. ALAN SHAND.....La Junta.
 DR. GORDON H. VANDIVER.....La Junta.
 DR. RICHARD L. DAVIS.....La Junta.
 DR. H. E. ABRUMS.....Trinidad.
 DR. M. F. J. SMITH.....Trinidad
 DR. C. B. ELLIOTT.....Raton.
 DR. V. K. ADAMS.....Raton.
 DR. J. S. GUNTER.....Springer.
 DR. C. H. GELLENTHIEN.....Valmora.
 DR. J. A. EVANS.....Las Vegas.
 DR. W. A. STARK.....Las Vegas.
 DR. E. H. DELLINGER.....Las Vegas.
 DR. C. L. BLANCHARD.....Las Vegas.
 DR. LEGRAND WARD.....Santa Fe.
 DR. S. M. GONZALEZ.....Santa Fe.
 DR. LOUIS LEVIN.....Belen.
 DR. V. E. FRANKLIN.....Socorro.
 DR. W. P. SEDGWICK.....Las Cruces.
 DR. J. A. STEEL.....Hatch.
 DR. E. E. HUBBLE.....Truth or Consequence.
 DR. PAUL A. FEIL.....Deming.
 DR. N. P. GRENFELL.....Bayard.
 DR. SAMUEL M. RAMER.....Silver City.
 DR. L. R. GADDIS.....El Paso.
 DR. H. J. H. MARSHALL.....El Paso.
 DR. G. O. POSEY.....Cimarron.
 DR. JOHN H. JOHNSTONE.....Ysleta.

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

DR. R. P. BEAUDETTE, Ophthalmologist.....Raton.
 DR. WALLACE C. BEIL, Eye Specialist.....Las Vegas.
 DR. J. D. MARTIN.....El Paso.
 DR. R. N. CAYLOR.....El Paso.
 DR. H. D. HATFIELD.....El Paso.

The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES
Northern District**

NEW MEXICO DIVISION

TIME TABLE No.

88

IN EFFECT

Sunday, January 10, 1954

**At 12:01 A. M.
Mountain Standard Time**

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

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

**J. E. LESTER,
Asst. General Manager,
La Junta, Colorado.**

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

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond	13-130	La Junta to Denver		Beyond La Junta
	Black	Clovis and beyond	Amarillo and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
4	Encino Yeso Taban	Clovis and east	Belen and beyond	141-14	Denver to La Junta	Beyond La Junta	
	Black		Amarillo and beyond	Clovis and beyond	21	Hutchinson	La Junta and beyond
	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa	Trinidad		Raton and beyond	Dodge City and beyond
123	Newton to Lamar	La Junta and beyond	Newton and beyond	22	Lamy	Trinidad and beyond	Gallup and beyond
	Thatcher	Trinidad and beyond	La Junta and beyond		Trinidad	Dodge City and beyond	Any scheduled station stop
	Maxwell Wagon Mound Valmora	Las Vegas and beyond	Raton and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	19	Hutchinson Macksville St. John Stafford	Albuquerque, Pueblo and beyond	Kansas City and beyond and South of Newton
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Garden City Lamar	Albuquerque and beyond	Kansas City and beyond
1-102	La Junta to Pueblo		Beyond Las Animas	20	Valmora Glorieta	Barstow and beyond	Kansas City and beyond
	Pueblo to Denver		Beyond La Junta		Glorieta Valmora Lamar Garden City	Kansas City and beyond	Albuquerque and beyond
101-2	Denver to Pueblo	Las Animas and beyond		23	Macksville St. John Stafford	Kansas City and beyond and South of Newton	Albuquerque, Pueblo and beyond
	Littleton	Colorado Springs, Pueblo and beyond			Ft. Sumner Vaughn Mountainair	Belen and beyond	Beyond Clovis
	Pueblo to La Junta	Beyond Las Animas		24	Mountainair Vaughn Ft. Sumner	Beyond Clovis	Belen and beyond
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond			Palmer Lake	Any station
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond	28-(C&S)	Palmer Lake	Any station	Any station
	Thatcher	La Junta and beyond	Trinidad and beyond				
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond				

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

1 NEW MEXICO DIVISION.

FIRST DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.
		First Class.							
		19	7	17	123	21			
Other Tracks.	Sidings.	The Chief.	Fast Mail Express.	The Super Chief.	The Grand Canyon.	El Capitan.		STATIONS.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard	PM 11.31	PM 4.50	AM 9.51	AM 8.25	AM 8.16	554.9	LA JUNTA. YL 3.1	
93	82	11.37	4.55	9.57	8.31	8.22	558.0	ORMEGA. 5.5	
5	82	11.41	5.00	10.01	8.35	8.25	563.5	BENTON. 4.6	
4	61	11.45	5.04	10.05	8.39	8.29	568.0	RENE. 4.3	
19	81	11.48	5.09 ¹²⁴	10.08	8.44	8.33	572.3	TIMPAS. 5.8	
7	82	11.52	5.13	10.12	8.48	8.37	578.2	AYER. 4.9	
5	82	11.56	5.17	10.16	8.52	8.41	583.0	MINDEMAN. 3.0	
52	59	11.58 AM	5.20	10.18	8.55	8.44	588.0	BLOOM. 5.5	
9	63	12.03	5.25	10.23	9.00	8.49	591.5	DELHI. 4.0	
7	81	12.07	5.29	10.27	9.05	8.53	595.5	HOUGHTON. 4.3	
66	107	12.11	5.34	10.31	9.10	8.57	599.8	THATCHER. 4.9	
27	70	12.16	5.39	10.36	9.15	9.02	604.7	SIMPSON. 4.5	
8	81	12.20	5.43	10.40	9.19	9.06	609.2	TYRONE. 5.8	
9	100	12.24	5.47	10.44	9.23	9.10	615.0	MODEL. 3.4	
5	60	12.27	5.50	10.47	9.26	9.13	618.4	EARL. 3.9	
5	62	12.32	5.55	10.51	9.31	9.17	622.3	KADREW. 3.9	
58	83	12.37	6.00	10.57	9.36	9.21	626.3	HOEHNES. 6.0	
		82	12.41	6.05	11.02	9.42	9.26	632.3	EL MORO. 3.5
			12.45	6.09	11.06	9.46	9.30	635.8	C.&S. CROSSING. YL 0.9
	Yard	f 12.49	s 6.19	11.10	s 9.55	9.34	636.7	TRINIDAD. 1.9	
30		12.52	6.22	11.13	9.58	9.37	638.6	JANSEN. 3.2	
41		12.58	6.28	11.19	10.04	9.43	642.0	STARKVILLE. 5.5	
		1.07	6.39	11.28	10.14	9.52	647.3	GALLINAS. 0.8	
206		1.10	6.42	11.31	10.17	9.55	648.1	MORLEY. 3.6	
41		1.20	6.53	11.41	10.27	10.05	651.8	WOOTTON. 1.0	
38		1.24	6.58	11.45	10.31	10.09	652.8	LYNN. 1.4	
		1.28	7.02	11.49	10.35	10.13	654.2	KEOTA. 5.3	
	Yard	s 1.45 AM	s 7.17 PM	s 12.05 PM	s 10.55 AM	s 10.29 AM	659.5	RATON. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(104.6)	
		46.7	42.7	46.8	41.8	47.1		Average speed per hour	

Signal System Two in effect La Junta to Raton.

Automatic Block System between La Junta and C&S Crossing, and between Keota and Raton.

Rule 261 (CTC) in effect between C&S Crossing, M.P. 635.8, and Keota, M.P. 654.2. Rule 251 (ABS) in effect between Keota, M.P. 654.2, and Raton, M.P. 659.5.

Two main tracks between C&S Crossing and Wootton and between Lynn and Raton.

Time at C&S Crossing, Wootton and Lynn applies at end of two tracks.

Wye on eastward main track 0.9 mile west of Jansen. Spring switch at tail track of wye. Point indicator governs reverse movements against this switch.

Trains or engines originating at La Junta, Trinidad or Raton must secure numbered clearance card before leaving. Trains or engines originating between Raton and Trinidad will move on signal indication, displaying signals as prescribed by Rule 21.

At La Junta between M.P. 554.3 and signal bridge carrying Signals 5556 and 5556-A there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

At Trinidad between crossover opposite freight station and crossover west of passenger station trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

TWO TRACKS

TWO TRACKS

CTC

ABS

FIRST DISTRICT.

TIME TABLE. No. 88, January 10, 1954.		Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
					First Class.				
					8	22	20	124	18
					Fast Mail Express.	El Capitan	The Chief.	The Grand Canyon.	The Super Chief.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
LA JUNTA. YL 3.1		0	W F T Y	C	AM 6.35	PM 1.50	PM 4.20	PM 5.30	PM 8.25
ORMEGA. 5.5		0		B	6.25	1.42	4.12	5.22	8.17
BENTON. 4.6		0		B	6.20	1.38	4.08	5.18	8.13
RENE. 4.3		0		B	6.15	1.34	4.04	5.14	8.09
TIMPAS. 5.8		0		B	6.10	1.30	4.00	5.09 ⁷	8.05
AYER. 4.9		0		B	6.05	1.26	3.56	5.04	8.00
MINDEMAN. 3.0		0		B	6.00	1.22	3.52	5.00	7.56
BLOOM. 5.5		0		B	5.55	1.19	3.49	4.57	7.53
DELHI. 4.0		0		B	5.50	1.15	3.45	4.53	7.48
HOUGHTON. 4.3		0		B	5.42	1.12	3.42	4.50	7.45
THATCHER. 4.9		0	WY	C	5.35	1.08	3.38	4.46	7.40
SIMPSON. 4.5		31.7		B	5.25	1.04	3.34	4.42	7.36
TYRONE. 5.8		31.7		B	5.17	1.00	3.30	4.38	7.32
MODEL. 3.4		31.1		B	5.08	12.55	3.25	4.33	7.27
EARL. 3.9		31.7		B	5.02	12.51	3.21	4.29	7.22
KADREW. 3.9		30.8		B	4.55	12.46	3.16	4.24	7.17
HOEHNES. 6.0		31.7		C	4.50	12.40	3.10	4.19	7.11
EL MORO. 3.5		0		B	4.45	12.35	3.05	4.14	7.05
C. & S. CROSSING. YL 0.9		0		B	4.40	12.32	3.02	4.11	7.02
TRINIDAD. 1.9		0	W	C	4.35	12.30	3.00	4.08	7.00
JANSEN. 3.2		0		B	4.25	12.25	2.55	4.01	6.54
STARKVILLE. 5.5		0	W	B	4.18	12.18	2.48	3.54	6.46
GALLINAS. 0.8		0		B	4.05	12.06	2.38	3.44	6.34
MORLEY. 3.6		0		C	4.03	12.04 PM	2.36	3.41	6.32
WOOTTON. 1.0		175.3		B	3.55	11.55	2.26	3.31	6.22
LYNN. 1.4		175.3		B	3.50	11.50	2.22	3.27	6.17
KEOTA. 5.3		174.2		B	3.42	11.43	2.17	3.20	6.12
RATON. YL (104.6)			W F T Y	C	3.25 AM	11.31 AM	2.02 PM	3.04 PM	5.57 PM
Average speed per hour.					33.0	45.1	45.4	42.9	42.4

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At Trinidad between crossover opposite freight station and crossover west of passenger station trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Railing Grade Ascending.	TIME TABLE No. 88, January 10, 1954.
		First Class.							
		7	17	123	21	19			
		Fast Mail Express.	The Super Chief.	The Grand Canyon.	El Capitan.	The Chief.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.	
	Yard	PM 7.20	PM 12.08	AM 11.00	AM 10.32	AM 1.48	659.5	RATON. YL 2.9	
112	80	7.23	12.12	11.03	10.36	1.52	662.4	DILLON. 8.7	
283	94	7.30	12.21	11.13 ²²	10.45	1.59	671.3	HEBRON. 7.5	
5	82	7.36	12.27	11.20	10.52	2.05	678.8	SCHOMBERG. 7.2	
59	61	7.41	12.33	11.29 ²²	11.00	2.11	686.0	MAXWELL. 5.0	
66	68	7.45	12.39	11.34	11.04	2.17	691.0	FRENCH. 2.4	
3	67	7.48	12.41	11.38	11.06	2.19	693.4	GATO. 4.1	
33	44	7.53	12.45	11.42	11.10	2.23 ⁸	697.5	TORIL. 1.9	
148	58	7.56	12.47	11.49	11.12	2.25	699.4	SPRINGER. 6.1	
7	52	8.01	12.52	11.56 PM	11.17	2.30	705.3	ROBINSON. 4.7	
9	81	8.06	12.56	12.02	11.21	2.34	710.0	COLMOR. 4.3	
4	51	8.10	12.59	12.08	11.24	2.37	714.3	NOLAN. 5.3	
11	53	8.16	1.04 ²⁰	12.13	11.29	2.41	719.7	LEVY. 5.7	
80	81	8.22	1.08 ^s	12.20	11.33	2.45	725.3	WAGON MOUND. 4.9	
9	80	8.28	1.13	12.24	11.38	2.49	730.2	BOND. 5.1	
8	80	8.33	1.18	12.29	11.43	2.54	735.3	OPTIMO. 7.0	
3	47	8.43	1.24 ¹²⁴	1.29 ²⁰	11.54	3.05	742.3	SHOEMAKER. 2.5	
		8.46	1.32	12.43	11.57 PM	3.08	744.8	VALMORA. 4.8	
69	79	8.54	1.40	12.52	12.04	3.16	750.2	WATROUS. 5.2	
	83	8.59	1.45	12.57	12.09	3.21	755.4	KROENIG'S. 4.1	
17	82	9.03	1.49	1.04 ¹²⁴	12.13	3.25	759.5	ONAVA. 4.5	
17	104	9.08	1.51	1.08	12.17 ²⁰	3.28	764.0	AZUL. 3.6	
3	82	9.11	1.54	1.12	12.21	3.32	767.7	ARRIBA. 2.4	
	Yard	9.17 ^s PM	2.00 ^s PM	1.20 ^s PM	12.27 ^s PM	3.40 ^s AM	770.1	LAS VEGAS. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(110.0)	
		56.4	58.9	47.2	58.4	58.9		Average speed per hour.	

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and Las Vegas.

Between Automatic block signals 7701 and 7704 at Las Vegas there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

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

At Dillon light indicator is located in telephone box on Signal 6622 at East end of siding. When train from Blossburg District is ready to leave Dillon Conductor will call control station. Control station, will, after being instructed by train order, display proceed indication which will supersede time table and train order superiority and authorize movement from Dillon to West end Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

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

AUTOMATIC BLOCK SYSTEM

SECOND DISTRICT.

TIME TABLE No. 88, January 10, 1954.	Rating Grade Ascending.	Fuel, Water, Tubs and Wyes.	Communications.	EASTWARD.				
				First Class.				
				8	22	20	124	18
STATIONS.				Fast Mail Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
RATON. YL 2.9	70.7	W T Y	C	s 3.20	s 11.28	s 1.59	s 2.59	s 5.54
DILLON. 8.7	75.0		B	3.13	11.20	1.51	2.54	5.46
HEBRON. 7.5	70.2	Y	C	3.00	¹²³ 11.13	1.44	2.48	5.39
SCHOMBERG. 7.2	68.4		B	2.50	11.06	1.38	2.42	5.33
MAXWELL. 5.0	66.0		C	f 2.40	²¹ 11.00	1.32	2.36	5.27
FRENCH. 2.4	70.0		B	f 2.33	10.55	1.28	2.31	5.23
GATO. 4.1	72.8		B	2.28	10.52	1.26	2.28	5.21
TORIL. 1.9	66.0	Y	B	¹⁹ 2.23	10.49	1.23	2.23	5.18
SPRINGER. 6.1	70.2	W	C	s 2.20	10.47	1.21	f 2.20	5.16
ROBINSON. 4.7	69.7		B	2.13	10.42	1.16	2.13	5.11
COLMOR. 4.3	67.9		B	2.02	10.38	1.12	2.07	5.08
NOLAN. 5.3	69.7		B	1.54	10.34	1.09	2.01	5.05
LEVY. 5.7	67.9		B	1.48	10.29	¹⁷ 1.04	1.56	5.00
WAGON MOUND. 4.9	16.5	W	C	s 1.40	10.25	12.58	1.51	4.56
BOND. 5.1	69.7		B	1.33	10.20	12.54	1.45	4.52
OPTIMO. 7.0	70.2		B	1.27	10.15	12.49	1.39	4.47
SHOEMAKER. 2.5	0		B	f 1.15	10.04	¹²³ 12.39	¹⁷ 1.29	4.37
VALMORA. 4.8	52.8		B	f 1.12	10.01	12.36	1.24	4.34
WATROUS. 5.2	70.0		C	f 1.03	9.54	12.29	1.17	4.27
KROENIG'S. 4.1	0		B	12.55	9.50	12.25	1.10	4.24
ONAVA. 4.5	63.7		B	12.50	9.47	12.21	¹²³ 1.04	4.20
AZUL. 3.6	69.7		B	12.45	9.43	²¹ 12.17	12.58	4.16
ARRIBA. 2.4	69.7		B	12.40	9.39	12.12	12.53	4.12
LAS VEGAS. YL		W T Y	C	12.35 AM	9.35 AM	12.08 PM	12.48 PM	4.08 PM
(110.0)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				40.0	58.4	50.4	50.1	62.2

AUTOMATIC BLOCK SYSTEM

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

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

At Dillon light indicator is located in telephone box on Signal 6622 at East end of siding. When train from Blossburg District is ready to leave Dillon Conductor will call control station. Control station, will, after being instructed by train order, display proceed indication which will supersede time table and train order superiority and authorize movement from Dillon to West end Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

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

5 NEW MEXICO DIVISION.

THIRD DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Rating Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	
		First Class.								
		7	17	123	21	19				
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	The Grand Canyon.	El Capitan.	The Chief.				
	Yard	Leave Daily. PM 9.20	Leave Daily. PM 2.03	Leave Daily. PM 1.25	Leave Daily. PM 12.30	Leave Daily. AM 3.43				
	9	78	9.25	2.09	1.32	12.36 ¹²⁴	3.50	774.6	51.7	
	6	52	9.31	2.15	1.40	12.44	3.57	778.5	87.1	
	13	51	9.38	2.21	1.46	12.53	4.03	783.2	0	
	8	115	9.46	2.27	1.56	12.59	4.11	788.8	89.8	
	3	90	9.53	2.36	2.05	1.08	4.21	793.6	89.8	
	15	60	10.03	2.46	2.15	1.18	4.31	799.4	0	
	13	64	10.09	2.52	2.23	1.23	4.37	803.3	89.8	
	19	57	10.15	2.58	2.30	1.30	4.43	807.0	89.1	
	16	56	10.21	3.06 ¹⁸	2.37	1.35	4.50	811.0	89.8	
	84	81	10.27	3.14	2.43	1.41	4.56	816.0	89.8	
		61	10.33	3.20	2.50	1.47	5.01	820.4	89.8	
	102	114	10.40	3.30	3.00	1.55	5.10	825.2	0	
	13	102	10.50	3.42	3.11	2.06	5.22	830.0	0	
		Yard	11.10 ^s	3.54 ^s	3.27 ^s	2.18 ^s	5.35 ^s	835.2	0	
		61	11.13	3.59	3.32	2.25 ¹⁸	5.38	837.3	0	
	15	105	11.18	4.07	3.39	2.32	5.44	843.8	0	
		82	11.22	4.13	3.44	2.36	5.50	848.7	0	
	37	68	11.26	4.18	3.49	2.41	5.56	852.3	0	
	121	97	11.29	4.21	3.53	2.45	5.59	853.9	0	
		58	11.36	4.29	4.02	2.52	6.06	860.0	47.5	
	26	88	11.41	4.37	4.10	3.00	6.13	865.3	0	
		59	11.46	4.43	4.18	3.05	6.19	872.2	21.1	
		81	11.50	4.47	4.23	3.08	6.24	876.6	21.1	
		81	11.54	4.51	4.30	3.13	6.29	882.4	26.4	
	50	60	11.58 AM	4.55	4.35	3.18	6.34	886.0	0	
	7	52	12.04	5.00	4.44	3.25	6.42	894.7	21.1	
	45	85	12.10	5.05	4.55	3.32	6.47	898.8	18.5	
		Yard	12.25 AM	5.15 PM	5.10 PM	3.45 PM	7.00 AM	902.4		
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
			42.6	41.2	35.5	40.5	40.1			

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

(131.6)
Average speed per hour.

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

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

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

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

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

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

Between Automatic block signals 7701 and 7704 at Las Vegas, and between Automatic block signals 9013 and 9032 at Albuquerque there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

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

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

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

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

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

STATIONS.	
LAS VEGAS. YL	4.5
ROMERO.	3.9
OJITA.	4.6
MYERS.	5.5
CHAPELLE.	4.8
BLANCHARD.	5.8
RIBERA.	4.0
SANDS.	3.4
ILFELD.	4.0
GISE.	4.8
ROWE.	4.4
FOX.	4.8
GLORIETA. YL	4.6
CANYONCITO.	5.1
LAMY. YL	2.1
SPIESS.	6.4
KENNEDY.	4.9
GALISTEO.	3.6
LOS CERRILLOS.	1.7
WALDO.	6.1
ROSARIO.	5.8
DOMINGO.	6.8
ELOTA.	4.4
NUEVE.	5.7
RUIZ.	3.6
BERNALILLO.	8.6
ALAMEDA.	4.1
HAHN.	3.6
Albuquerque. YL	

THIRD DISTRICT.

TIME TABLE No. 88, January 10, 1954.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
				First Class.				
				22	20	124	18	8
STATIONS.				El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.	Fast Mail Express.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
LAS VEGAS. YL 4.5	74.0	W F T Y	C	s 9.32 AM	s 12.05 PM	s 12.43 PM	s 4.05 PM	s 12.25 AM
ROMERO. 3.9	75.0		B	9.24	11.58	12.36 ²¹	3.58	12.15
OJITA. 4.6	75.0		B	9.17	11.50	12.28	3.50	12.05 AM
MYERS. 5.5	75.0		B	9.10	11.44	12.21	3.44	11.55
CHAPELLE. 4.8	0	W	C	9.04	11.37	12.14	3.37	11.46
BLANCHARD. 5.8	75.0		B	8.58	11.29	12.07 PM	3.29	11.37
RIBERA. 4.0	0	W	B	8.49	11.19	11.57	3.19	11.25
SANDS. 3.4	0		B	8.45	11.14	11.53	3.14	11.17
ILFELD. 4.0	0		B	8.41	11.10	11.47	3.10	11.10
GISE. 4.8	01.2		B	8.37	11.06	11.43	3.06 ¹⁷	11.03
ROWE. 4.4	0	W	C	8.33	11.02	11.39	3.02	10.57
FOX. 4.8	0		B	8.28	10.57	11.34	2.57	10.47
GLORIETA. YL 4.6	158.4	Y	C	8.22	10.52	11.28	2.52	10.40
CANYONCITO. 5.1	158.4		B	8.10	10.40	11.14	2.40	10.25
LAMY. YL 2.1	73.9	W F Y	C	8.00 s	10.30 s	11.03 s	2.30 s	10.15
SPIESS. 5.4	75.0		B	7.54	10.25	10.54	2.25 ²¹	10.03
KENNEDY. 4.9	70.7		B	7.48	10.19	10.48	2.19	9.56
GALISTEO. 3.6	75.0		B	7.43	10.13	10.43	2.13	9.51
LOS CERRILLOS. 1.7	75.0	W	C	7.40	10.09	10.40	2.09	9.47
WALDO. 6.1	73.1		B	7.38	10.07	10.38	2.07	9.42
ROSARIO. 5.8	52.8		B	7.30	10.00	10.31	2.00	9.36
DOMINGO. 6.8	26.4	W	C	7.25	9.55	10.25	1.55	9.30
ELOTA. 4.4	26.4		B	7.20	9.50	10.20	1.50	9.24
NUEVE. 5.7	52.8		B	7.17	9.47	10.17	1.47	9.20
RUIZ. 3.6	26.4		B	7.13	9.43	10.13	1.43	9.15
BERNALILLO. 8.5	26.4		C	7.10	9.40	10.10	1.40	9.10
ALAMEDA. 4.1	26.4		B	7.05	9.34	10.05	1.34	9.00
HAHN. 3.6	26.4		B	7.00	9.30	10.00	1.30	8.55
Albuquerque. YL		W F T	C	6.55 AM	9.25 AM	9.55 AM	1.25 PM	8.50 PM
(131.6)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				50.2	49.3	46.9	49.3	36.7

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

2 Tracks

2 Tracks

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

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

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

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

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

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

Between Automatic block signals 7701 and 7704 at Las Vegas, and between Automatic block signals 9013 and 9032 at Albuquerque there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

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

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

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

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

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

7 NEW MEXICO DIVISION.

EL PASO DISTRICT.

Signal system 2 in effect Albuquerque to Rincon.

Automatic block system between: MP 902.4 and MP 915.0 MP 931.3 and MP 933.5 MP 1077.6 and MP 1078.7.

Two main tracks between Albuquerque and Abajo and at Belen between MP 932.3 and MP 933.5.

Between Automatic block signals 9013 and 9032 Albuquerque, and between Albuquerque Division Junction MP 932.3 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 932.3 to MP 933.5.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 934.4 and end of two main tracks MP 933.5.

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

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

Trains not originating at Abajo register there by form 903.

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

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

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

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

Track Capacity 50 ft. Per Car.		WESTWARD.						Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	
		FIRST CLASS.								
		13	123	17	21	19	7			
Other Tracks.	Sidings.	Express.	The Grand Canyon.	The Super Chief.	El Capitan.	The Chief.	Fast Mail Express.	Mile Post.	A. B. S.	STATIONS.
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard	PM 5.35	PM 5.30	PM 5.25	PM 3.55	AM 7.10	AM 12.40	902.4	0	Albuquerque. YL 1.5
	Yard	5.40	5.35	5.30	4.00	7.15	12.45	903.9	21.1	ABAJO. YL 5.9
3	104	5.45	5.40	5.35	4.05	7.20	12.50	909.8	15.8	BARR. 5.2
34	70	f 5.50	5.45	5.40	4.10	7.25	12.55	915.0	10.8	ISLETA. 7.4
70	83	f 5.57						922.4	21.1	LOS LUNAS. 5.0
8	83	6.02						927.4	19.0	CHLOE. 5.2
	Yard	s 6.15						932.6	21.1	BELEN. YL 9.9
29	83	f 6.22						942.5	15.8	SABINAL. 11.0
13	83	6.34						953.5	16.3	LA JOYA. 10.0
7	80	f 6.47	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	963.5	19.5	SAN ACACIA. 7.4
12	83	6.55						970.9	19.2	LIMITAR. 6.9
101	83	s 7.10						977.8	26.4	SOCORRO. YL 10.4
42	83	f 7.21						988.2	31.7	SAN ANTONIO. 10.8
	82	7.32						999.0	0	ELMENDORF. 6.1
3	119	7.42						1005.1	26.4	SAN MARCIAL. 7.2
	53	7.52						1012.3	26.4	POPE. 9.1
1	55	f 8.03						1021.4	26.4	LAVA. 10.1
	82	8.13						1031.5	26.4	CROCKER. 11.7
35	63	f 8.27						1043.2	0	ENGEL. 3.7
41	41	8.31						1046.9	26.4	JORNADA. 4.5
22	82	f 8.36						1051.4	26.4	CUTTER. 5.0
	47	8.41						1056.4	26.4	ALEMAN. 6.9
8	83	8.48						1063.3	9.8	UPHAM. 3.8
	82	8.52						1067.1	5.4	ALIVIO. 6.6
44	49	f 8.59						1073.7	26.4	GRAMA. 5.9
	Yard	s 9.12 PM						1079.6		RINCON. YL
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(177.2)
		48.3	50.4	50.4	50.4	50.4	50.4			Average speed per hour

EL PASO DISTRICT.

NEW MEXICO DIVISION. 8

TIME TABLE No. 88, January 10, 1954.		Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD. FIRST CLASS.					
					22	20	124	14	18	8
					El Capitan.	The Chief.	The Grand Canyon.	Express.	The Super Chief.	Fast Mail Express.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
A. B. S.	Albuquerque. YL 1.5	14.9	WFT	C	s 6.45	s 9.15	s 9.45	s 1.00	s 1.15	s 8.35
	ABAJO. YL 5.9	26.4	Y	C	6.39	9.09	9.39	12.52	1.09	8.30
	BARR. 5.2	26.4		B	6.34	9.04	9.34	12.44	1.04	8.24
	ISLETA. 7.4	26.4		C	6.30 AM	9.00 AM	9.30 AM	f12.36	1.00 PM	8.20 PM
	LOS LUNAS. 5.0	26.3		C				f12.27		
	CHLOE. 5.2	21.1		B				12.21		
	BELEN. YL 9.9	26.4	WFT TY	C				s 12.15 - PM		
	SABINAL. 11.0	26.4		B				f11.57		
	LA JOYA. 10.0	26.3		B				11.46		
	SAN ACACIA. 7.4	41.0		B				f11.32		
	LIMITAR. 6.9	26.4		B				11.23		
	SOCORRO. YL 10.4	26.4	WY	C				s11.15		
	SAN ANTONIO. 10.8	31.7		B	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	f10.58	Via Albuquerque Division.	Via Albuquerque Division.
	ELMENDORF. 6.1	31.7		B				10.43		
	SAN MARCIAL. 7.3	12.8		B				10.33		
	POPE. 9.1	26.4		B				10.23		
	LAVA. 10.1	26.4		B				f10.11		
	CROCKER. 11.7	26.4		B				9.59		
	ENGEL. 3.7	26.4		C				f 9.46		
	JORNADA. 4.5	26.4						9.37		
CUTTER. 5.0	26.4	W	B				f 9.32			
ALEMAN. 6.9	26.4		B				9.27			
UPHAM. 3.8	26.4		B				9.20			
ALIVIO. 6.6	26.4		B				9.16			
GRAMA. 5.9	33.4		B				f 9.09			
RINCON. YL		WFY	C				9.00 AM			
(177.2)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					50.4	50.4	50.4	45.2	50.4	50.4

Signal system 2 in effect Albuquerque to Rincon.

Automatic block system between:
MP 902.4 and MP 915.0
MP 931.3 and MP 933.5
MP 1077.6 and MP 1078.7.

Two main tracks between Albuquerque and Abajo and at Belen between MP 932.3 and MP 933.5.

Between Automatic block signals 9013 and 9032 Albuquerque, and between Albuquerque Division Junction MP 932.3 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 932.3 to MP 933.5.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 934.4 and end of two main tracks MP 933.5.

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

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

Trains not originating at Abajo register there by form 903.

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

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

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

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

Track Capacity 50 ft. Per Car.		WEST- WARD.	WEST- WARD.		Railing Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Railing Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.	EAST- WARD.
Other Tracks.	Slidings:	First Class	NDeM	Express.						Pass- enger.	First Class
		13	147							14	148
		Express.	Pass- enger.							Express.	Pass- enger.
		Leave Daily.	Leave Daily.	Mile Feet.		STATIONS				Arrive Daily.	Arrive Daily.
	Yard	PM 9.15		1079.6	26.4	RINCON. YL 7.7	26.4	WFY	C	s AM 9.00	
	83	9.27		1087.3	26.4	TONUCO. 8.4	26.4		B	8.47	
	53	9.43		1095.7	26.4	MEDLER. 9.4	0		B	8.31	
		f 9.44		1096.1	26.4	RADIUM SPRINGS. 5.0	26.4		f	8.30	
45	62	9.50		1101.1	21.5	LEASBURG. 2.4	26.4	Y	B	8.25	
4		9.54		1108.5	26.4	HILL. 3.4	26.4			8.22	
42	62	9.58		1106.9	16.5	DONA ANA. 5.6	26.4		B	8.18	
	Yard	s 10.10		1112.5	1.6	LAS CRUCES. YL 2.5	26.4	W	C	s 8.12	
63		f 10.13		1115.0	24.6	MESILLA PARK. 8.9	29.5		C	f 8.02	
33	83	f 10.23		1123.9	0	MESQUITE. 3.9	12.1		C	f 7.52	
18		10.27		1127.8	0	VADO. 3.5	10.6		B	7.48	
26	26	10.32		1131.4	9.5	BERINO. 5.0	6.8		B	7.44	
42	62	f 10.39		1136.4	26.4	ANTHONY. 3.4	26.4		C	f 7.39	
18		10.43		1139.8	26.4	VINTON. 2.5	26.4			7.35	
18	35	f 10.46		1142.4	26.4	CANUTILLO. 2.9	26.4		C	f 7.32	
	63	10.49		1145.3	3.7	MONTOYA. 2.6	21.1		B	7.28	
4		10.52		1147.9	26.4	WHITE. 7.5	26.4			7.25	PM
		s 11.10	10.30	1155.2	0	EL PASO Union Station. YL 0.8	0			7.15	s 3.30
	Yard	PM		1156.0	0	EL PASO. Freight Station. YL 0.5	0	WFT	C		
			10.45 AM	1156.5		International Bridge End of Track. YL					3.15 PM
		Arrive Daily.	Arrive Daily.			(76.9)				Leave Daily.	Leave Daily.
		39.3	5.2			Average speed per hour.				43.6	5.2

Signal System 2 in effect Rincon to El Paso.

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

Trains must secure numbered clearance card before leaving Rincon.

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

National Railways of Mexico Trains 147 and 148 shown on this page have no time table superiority and must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH. Time shown for these trains as information only.

Deming District.

Track Capacity 80 ft. Per Car.		WESTWARD. Second Class.		Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		47	Mixed.						48	Mixed.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS				Arrive Daily.	
	Yard	AM 4.30	1079.6	26.4	RINCON. YL 5.2	26.4	WFY	C	PM 10.20	
23	41	s 4.50	1084.8	63.9	HATCH. 9.1	16.8		C	s 10.01	
	59	f 5.10	1093.9	63.4	HOCKETT. 11.0	26.4		B	f 9.42	
75	44	f 5.32	1104.9	26.4	NUTT. 13.3	26.4	Y	B	f 9.20	
	38	f 5.59	1118.2	26.4	FLORIDA. 7.6	26.4	W	B	f 8.55	
	61	f 6.15	1125.8	26.4	MIRAGE. 7.1	26.4			f 8.40	
	Yard	s 7.10	1132.9	57.0	DEMING. YL 4.0	62.3	WF	C	s 8.25	
46	41	f 7.25	3.1	57.0	PERUHILL. 13.6	62.3			f 7.37	
	53	f 7.55	16.7	73.9	SPALDING. 6.8	28.0	W	B	f 7.15	
	12	f 8.10	23.6	69.2	FAYWOOD. 6.8	0		B	f 7.03	
88	61	s 8.45	30.3	117.2	WHITEWATER. YL 16.1	7	Y	B	s 6.50	
	Yard	s 11.05 AM	46.6		SILVER CITY. YL		Y	C	6.00 PM	
		Arrive Daily.			(100.7)				Leave Daily.	
		15.2			Average speed per hour.				21.2	

No. 47 is superior to No. 48.

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

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

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

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

No switch lights Whitewater to Silver City.

Santa Rita District.

Track Capacity 80 ft. Per Car.		WESTWARD. Second Class.		Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		57	55						56	58
Other Tracks.	Sidings.	Leave Daily	Leave Daily	Mile Post.	STATIONS.				Arrive Daily	Arrive Daily
88	51	PM 3.05	AM 10.05	0.	WHITEWATER. YL 8.3	0	Y	B	s 9.30	s PM 2.45
	Yard	s 3.30 PM	s 10.35 11.01	8.3	HURLEY. YL 4.6	42.2	WFY	C	s 9.05 AM	s 2.20 1.55
23	29		s 11.25	12.9	BAYARD. YL 1.5	0		C		s 1.35
			s 11.35	14.4	HANOVER JCT. YL 0.3	0		B		s 1.30 12.25
45		f 11.40	14.7	168.4	COBRE. YL 2.0	0			f 12.20	
	Yard	s 11.50 AM	16.7		SANTA RITA. YL			C		12.10 PM
		Arrive Daily	Arrive Daily		(16.7)				Leave Daily	Leave Daily
		16.5	12.5		Average speed per hour.				19.9	16.4

No. 55 is superior to No. 58.

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

Trains must secure numbered clearance card before leaving Santa Rita.

Derail in main track 408 feet east of east switch No. 5 track and 82 feet west of west switch No. 4 track Santa Rita.

Junction switch at east wye Whitewater—normal position for Santa Rita District.

West wye switch Hurley—normal position for wye.

No switch lights on Santa Rita District east of Hurley.

11 NEW MEXICO DIVISION.

Santa Fe District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		93						94	
		Mixed.						Mixed.	
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.			Arrive Daily Ex. Sun.	
	Yard	AM 6.10	0	105.8	LAMY. YL 18.1	105.8	WFY C	AM 11.30	
	Yard	AM 7.10	18.1		SANTA FE. YL		W Y C	10.30 AM	
		Arrive Daily Ex. Sun.			(18.1)			Leave Daily Ex. Sun.	
		18.1			Average speed per hr.			18.1	

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

Rocky Mountain District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.			Arrive Daily Ex. Sun.	
305			0	105.8	HEBRON. YL 4.4	0	Y C		
93			4.4	52.8	PRESTON. YL 6.8	52.8			
113			11.2		KOEHLER JCT. YL (11.2)		Y		

No switch lights on Rocky Mountain District.

Blossburg District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.			Arrive Daily Ex. Sun.	
112			0	105.8	DILLON. 3.3	0		B	
15			3.3	95.0	GARDINER. YL 1.7	0			
113			5.0		BRILLIANT. YL (5.0)				

No switch lights on Blossburg District.

Magdalena District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		43						44	
		Mixed.						Mixed.	
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.			Arrive Daily Ex. Sun.	
101	83	AM 8.45	0.	132.0	SOCORRO. YL 15.9	0	WY C	AM 11.45	
	17	AM 9.35	15.9	132.0	WATER CANYON. 10.9	31.7	W	11.00	
	Yd.	AM 10.00	26.8		MAGDALENA. YL		WY C	10.30 AM	
		Arrive Daily Ex. Sun.			(26.8)			Leave Daily Ex. Sun.	
		21.4			Average speed per hr.			21.4	

No. 43 is superior to No. 44.
Trains must secure numbered clearance card before leaving Socorro and Magdalena.

No switch lights on Magdalena District.
Magdalena District Junction switch at Socorro:
Normal position for El Paso district.

Fierro District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		53						54	
		Mixed.						Mixed.	
Other Trks.	Sidings.	Leave Daily	Mile Post.		STATIONS.			Arrive Daily	
		PM 12.25	0.	158.4	Hanover Jct. YL 3.3	0		B PM 1.30	
41		AM 12.40	3.3	158.4	HANOVER. 2.5	0		C 1.15	
12		PM 12.55	5.8		PIERRO. YL			1.00 PM	
		Arrive Daily			(5.8)			Leave Daily	
		11.6			Average speed per hr.			11.6	

No. 53 is superior to No. 54.
No switch lights on Fierro District.
Derail in main track 100 feet east of stock pens at Fierro.
Fierro district junction switch at Hanover Junction:
Normal position for Santa Rita district.

SPECIAL RULES.

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

2. YARD LIMITS.

Abajo.	Hurley.
Albuquerque.	La Junta.
Bayard.	Lamy.
Belen.	Las Cruces.
Blossburg Dist.	Las Vegas.
Cobre.	Magdalena.
C & S Crossing.	Raton.
Deming.	Rincon.
El Paso.	Santa Fe.
Fierro.	Santa Rita.
Glorieta.	Silver City.
Hanover Jct.	Socorro.
Hebron (Applies on Rocky Mountain District only and extends to end of tracks at Koehler and Van Houten).	Whitewater.

3. SPEED REGULATIONS.

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
La Junta and Trinidad	100	55
Trinidad and Raton	79	55
SECOND DISTRICT		
	79	55
THIRD DISTRICT:		
Las Vegas and Lamy	79	55
Lamy and Albuquerque	100	55
EL PASO DISTRICT:		
Albuquerque and Isleta	79	55
Isleta and El Paso	59	45
ROCKY MOUNTAIN DISTRICT		
	30	30
BLOSSBURG DISTRICT		
	15	15
SANTA FE DISTRICT		
	20	20
DEMING DISTRICT:		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	30	30
MAGDALENA DISTRICT		
	25	25
SANTA RITA DISTRICT		
	25	25
FIERRO DISTRICT		
	25	25
Speed limit Ninety (90) miles per hour trains handling cars equipped with friction bearings.		
LA JUNTA YARD		
Curve, M.P. 555.6 to 555.8	30	30
FIRST DISTRICT.		
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	90	55
Curve, M.P. 560.2 to 560.5	95	55
3 Curves, M.P. 575.5 to 577.2	85	55
3 Curves, M.P. 578.6 to 580.4	95	55
Curve, M.P. 581.1 to 581.5	85	55
Curve, M.P. 582.1 to 582.5	95	55

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd).		
Curve, M.P. 584.4 to 584.6	95	55
3 Curves, M.P. 587.0 to 589.3	85	55
3 Curves, M.P. 589.5 to 590.6	95	55
Curve, M.P. 591.0 to 591.4	85	55
2 Curves, M.P. 593.2 to 594.1	85	55
2 Curves, M.P. 595.1 to 596.5	85	55
3 Curves, M.P. 597.8 to 600.6	95	55
Curve, M.P. 602.2 to 602.6	95	55
2 Curves, M.P. 604.1 to 605.5	85	55
Curve, M.P. 606.6 to 607.3	85	55
Curve, M.P. 608.7 to 608.8	85	55
Curve, M.P. 615.5 to 615.9	85	55
Curve, M.P. 618.0 to 618.5	85	55
Curve, M.P. 619.5 to 619.7	40	30
3 Curves, M.P. 620.2 to 622.2	40	40
7 Curves, M.P. 622.3 to 624.7	40	30
Curve, M.P. 629.6 to 629.8	95	55
Curve, M.P. 632.8 to 633.3	95	55
Curve, M.P. 633.5 to 633.8	85	55
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
WESTBOUND TRACK.		
14 Curves, M.P. 649.0 to 651.2		
	{ Ascending	25
	{ Descending	25
Curve, M.P. 655.4 to 655.5		
	{ Ascending	25
	{ Descending	25
11 Curves, M.P. 656.3 to 657.7		
	{ Ascending	25
	{ Descending	25
EASTBOUND TRACK		
14 Curves, M.P. 649.0 to 651.2		
	{ Ascending	25
	{ Descending	25
9 Curves, M.P. 655.4 to 656.8		
	{ Ascending	25
	{ Descending	25
Curve, M.P. 656.8 to 656.9		
	{ Ascending	20
	{ Descending	20
6 Curves, M.P. 656.9 to 657.7		
	{ Ascending	25
	{ Descending	25
SECOND DISTRICT.		
2 Curves, M.P. 660.0 to 660.4	40	40
Curve, M.P. 690.2 to 690.4	50	50
Curve, M.P. 690.9 to 691.1	55	50
Curve, M.P. 691.6 to 692.0	65	50
Curve, M.P. 696.0 to 696.2	70	55
2 Curves, M.P. 698.3 to 700.3	65	50
2 Curves, M.P. 736.1 to 736.5	40	40
4 Curves, M.P. 736.9 to 739.3	45	45

13 NEW MEXICO DIVISION.
SPECIAL RULES.
3. SPEED REGULATIONS—(Cont'd).
**(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—
(Cont'd).**

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT—(Cont'd).		
4 Curves, M.P. 739.5 to 740.5	40	40
3 Curves, M.P. 740.8 to 742.2	45	45
2 Curves, M.P. 742.5 to 743.0	40	40
7 Curves, M.P. 743.3 to 745.5	45	45
2 Curves, M.P. 745.6 to 746.4	40	40
4 Curves, M.P. 746.6 to 748.4	45	45
4 Curves, M.P. 748.7 to 749.4	30	30
THIRD DISTRICT.		
3 Curves, M.P. 770.7 to 772.0	70	55
5 Curves, M.P. 772.6 to 774.7	45	45
2 Curves, M.P. 775.2 to 775.6	45	45
6 Curves, M.P. 775.8 to 778.4	45	45
4 Curves, M.P. 778.7 to 779.5	45	45
4 Curves, M.P. 779.6 to 781.9	50	50
4 Curves, M.P. 782.3 to 784.1	40	40
4 Curves, M.P. 784.7 to 787.0	50	50
Curve, M.P. 788.4 to 788.7	55	50
4 Curves, M.P. 789.0 to 789.9	45	45
4 Curves, M.P. 790.0 to 791.3	50	50
2 Curves, M.P. 791.4 to 791.7	45	45
7 Curves, M.P. 792.1 to 795.1	50	50
5 Curves, M.P. 795.2 to 796.6	30	30
7 Curves, M.P. 796.9 to 799.9	35	35
Curve, M.P. 800.4 to 800.7	70	55
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	50
11 Curves, M.P. 804.0 to 808.8	55	50
2 Curves, M.P. 809.4 to 811.5	75	55
2 Curves, M.P. 812.3 to 812.9	40	40
2 Curves, M.P. 813.0 to 813.4	50	50
3 Curves, M.P. 813.5 to 814.1	35	35
Curve, M.P. 814.3 to 814.4	50	50
2 Curves, M.P. 815.0 to 817.1	70	55
4 Curves, M.P. 818.5 to 819.5	45	45
9 Curves, M.P. 819.6 to 822.6 E&WB	35	35
Curve, M.P. 822.7 to 823.2 E&WB	40	40
2 Curves, M.P. 823.6 to 824.6 E&WB	55	50
Curve, M.P. 824.7 to 824.8 E&WB	30	30
32 Curves, M.P. 825.0 to 829.5	{EB	25
	{WB	25
4 Curves, M.P. 830.3 to 831.8	40	40
5 Curves, M.P. 832.1 to 832.7	{EB	20
	{WB	20
2 Curves, M.P. 833.1 to 835.0	55	50
Curve, M.P. 836.0 to 836.2	95	55
Curve, M.P. 838.2 to 838.6	85	55
2 Curves, M.P. 839.7 to 840.9	85	55
Curve, M.P. 842.1 to 842.4	85	55
2 Curves, M.P. 842.6 to 844.3	95	55
3 Curves, M.P. 845.4 to 847.3	85	55
2 Curves, M.P. 849.8 to 850.4	85	55
2 Curves, M.P. 850.7 to 851.5	70	55
3 Curves, M.P. 852.5 to 853.2	50	50

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd).		
2 Curves, M.P. 853.3 to 853.7	40	40
2 Curves, M.P. 854.4 to 855.1	65	50
2 Curves, M.P. 855.4 to 856.6	70	55
5 Curves, M.P. 857.1 to 858.3	40	40
3 Curves, M.P. 858.4 to 859.0	30	30
3 Curves, M.P. 860.2 to 862.3	80	55
Curve, M.P. 863.7 to 863.9	95	55
9 Curves, M.P. 865.8 to 872.1	85	55
3 Curves, M.P. 873.9 to 875.6	85	55
Curve, M.P. 877.5 to 877.7	90	55
3 Curves, M.P. 878.2 to 879.6	85	55
Curve, M.P. 880.8 to 881.1	90	55
3 Curves, M.P. 883.7 to 885.1	95	55
Curve, M.P. 888.7 to 889.3	95	55
Curve, M.P. 890.8 to 891.1	95	55
Curve, M.P. 895.7 to 896.1	95	55
Curve, M.P. 900.2 to 900.5	95	55
EL PASO DISTRICT.		
2 Curves, M.P. 905.2 to 905.4	75	55
Curve, M.P. 912.2 to 912.7	75	55
Bridge, M.P. 913.1	75	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	75	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	45
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
Soft Track		
M.P. 993.7 to 994.3	45	45
M.P. 1002.0 to 1007.8	40	30
7 Curves, M.P. 1007.8 to 1011.0	50	40
3 Curves, M.P. 1014.1 to 1015.1	50	40
4 Curves, M.P. 1015.7 to 1017.8	50	40
3 Curves, M.P. 1018.7 to 1019.5	50	40
Curve, M.P. 1020.7 to 1020.8	40	40
Curve, M.P. 1022.1 to 1022.3	50	45
Curve, M.P. 1022.9 to 1023.1	45	30
2 Curves, M.P. 1036.2 to 1037.0	50	40
13 Curves, M.P. 1075.8 to 1079.6	40	30
2 Curves, M.P. 1079.6 to 1079.8	30	20
Curve, M.P. 1080.0 to 1080.2	35	35
3 Curves, M.P. 1082.8 to 1083.2	50	45
5 Curves, M.P. 1083.7 to 1085.1	55	40
Curve, M.P. 1085.2 to 1085.3	45	35

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
EL PASO DISTRICT—(Cont'd).		
Curve, M.P. 1085.8 to 1086.0	50	45
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
9 Curves, M.P. 1092.4 to 1094.7	35	35
2 Curves, M.P. 1096.0 to 1096.6	55	40
Curve, M.P. 1098.8 to 1099.0	55	40
2 Curves, M.P. 1100.7 to 1101.6	55	40
Curve, M.P. 1150.0 to 1150.1	50	45
6 Curves, M.P. 1151.2 to 1152.9	45	45
4 Curves, M.P. 1153.7 to 1154.7	40	40
DEMING DISTRICT.		
4 Curves, M.P. 1103.8 to 1105.2	35	35

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

3800 and 5000 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour descending grade between Raton and Gallinas, and twenty (20) miles per hour descending grades between Gallinas and Jansen. 900 and 1600 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour descending grades between Raton and Gallinas, and twenty-five (25) miles per hour descending grades between Gallinas and Jansen. Other engines running light or handling caboose cars only must not exceed speed of twenty-five (25) miles per hour descending grades between Raton and Jansen.

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

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

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

Trains and engines running light must not exceed speed of thirty (30) miles per hour between east switch at Glorieta and Mile Post 833.

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

Eastward freight trains must not exceed speed of thirty (30) miles per hour between Hockett and Hatch.

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

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

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

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

NEW MEXICO DIVISION. 14

3. SPEED REGULATIONS—(Cont'd).

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

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

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Con- trolled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-280, 400-430	65	45	45	60
2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569	35	35	25	
885-898, 3102-3158	45	35	25	
1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035	60	40	25	
3516-3520, 3751-3775	90	40	25	
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3746	70	40	25	
3801-3940	50	40	25	

(E) Movements Over Submerged Track.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

3. SPEED REGULATIONS—(Cont'd).

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
11 - 50 - 80 -			
2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 -			
2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 100 - 200 - 300 -			
325 - 500 - 501 - 503 - 625 -			
1500 - 2201 - 2207 - 2260 -			
2303 - 2322 - 2394 - 2403 -			
2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

(F) Steam Wrecking Cranes, etc.

Trains handling wrecking outfits, Derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed 30 miles per hour at any point on First, Second, Third and El Paso Districts and between Rincon and MP 34 on Deming District, 20 miles per hour on Rocky Mountain and Santa Fe Districts and between MP 34 and Silver City on Deming District, and 15 miles per hour on other Districts.

(G) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour:

With side rods all removed and all drivers on rail fifteen (15) miles per hour:

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour:

Trains handling engines from Albuquerque shop to Belen, must not exceed speed of twenty (20) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH		25 MPH		35 MPH	
All Freight and Switch Locomotives include types:		Passenger Locomotives		All Locomotives	
0-4-0	2-6-2	2-10-0	Includes	Except Mountain	Type Include
0-6-0	2-8-0	2-10-2	4-8-2		
0-8-0	2-8-2	2-10-4	4-8-4	4-4-0	
2-6-0	2-8-4			4-4-2	
				4-6-0	
				4-6-2	
				4-6-4	

(H) Spring Switches, Turnouts, and Crossovers.

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

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
LaJunta	Spring	West end crossover between freight yard and NM Division main track.....	10	10

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Ormeza	Spring	East end siding.....	25	20
Benton	Spring	East and West ends siding.	15	15
Timpas	Spring	East and West ends siding.	15	15
Mindeman	Spring	West end siding.....	15	15
Bloom	Spring	East and West ends siding.	15	15
Delhi	Spring	East and West ends siding.	15	15
Houghton	Spring	East and West ends siding.	15	15
Thatcher	Spring	East and West ends siding.	25	20
Simpson	Spring	East end siding.....	25	20
Earl	Spring	East end siding.....	15	15
Kadrew	Spring	East and West ends siding.	15	15
Hohnes	Spring	West end siding.....	15	15
El Moro	Spring	East and West ends siding.	15	15
C&S Crossing	Dual	End of two tracks.....	30	30
C&S Crossing	Dual	East end No. 6 track.....	15	15
Trinidad	Dual	West end No. 6 track.....	20	20
Jansen	Dual	East and West ends of two crossovers.....	30	30
Jansen	Dual	Connection, Jansen yard..	20	20
Jansen	Spring	Tail of wye switch.....	15	15
Gallinas	Dual	East and West ends of two crossovers.....	30	30
Wootton	Dual	East and West ends of crossover.....	30	30
Wootton	Dual	End of two tracks.....	30	30
Lynn	Dual	End of two tracks.....	30	30
Keota	Dual	East and West ends of two crossovers.....	30	30
Raton	Spring	End of two tracks.....	15	15
Dillon	Spring	East and West ends siding.	25	20
Hebron	Spring	East and West ends siding.	25	20
Schomberg	Spring	East end siding.....	25	20
Schomberg	Spring	West end siding.....	15	15
Maxwell	Spring	East end siding.....	15	15
French	Spring	East end siding.....	25	20
Gato	Spring	East and West ends siding.	25	20
Springer	Spring	East and West ends siding.	25	20
Robinson	Spring	West end siding.....	25	20
Colmor	Spring	East and West ends siding.	25	20
Nolan	Spring	East and West ends siding.	25	20
Levy	Spring	East end siding.....	25	20
Wagon Mound	Spring	East and west ends siding.	15	15
Bond	Spring	East and west ends siding.	15	15
Optimo	Spring	East end siding.....	15	15
Optimo	Spring	West end siding.....	25	20
Shoemaker	Spring	East and west ends siding.	15	15
Watrous	Spring	East and west ends siding.	25	20
Kroenigs	Spring	East and west ends siding.	25	20
Onava	Spring	East and west ends siding.	25	20
Azul	Spring	East and West ends siding.	15	15
Arriba	Spring	East and West ends siding.	15	15
Las Vegas	Spring	East end freight yard....	25	20
Las Vegas	Spring	East and West ends Passenger tracks.....	30	20
Romero	Spring	East and west ends siding.	15	15
Ojita	Spring	East and west ends siding.	15	15
Myers	Spring	East and west ends siding.	15	15
Chapelle	Spring	East and west ends siding.	15	15
Ribera	Spring	East and west ends siding.	25	20
Sands	Spring	East and west ends siding.	25	20
Ilfeld	Spring	East and west ends siding.	25	20
Gise	Spring	East and west ends siding.	25	20
Rowe	Spring	East and west ends siding.	25	20
Fox	Spring	East end siding.....	15	15
Fox	Spring	End of two tracks.....	30	20
Glorieta	Spring	West end siding.....	15	15
Glorieta	Interlock	End of two tracks.....	30	15
Canyoncito	Spring	East end siding.....	15	15
Canyoncito	Spring	West end siding.....	25	20
Lamy	Spring	East and west ends No. 1 track.....	30	20
Kennedy	Spring	East and West ends siding.	25	20
Galisteo	Spring	East and West ends siding.	25	20

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Los Cerrillos	Spring	East and West ends siding.	25	20
Waldo	Spring	West end siding.....	15	15
Rosario	Spring	East end siding.....	15	15
Domingo	Spring	East and West ends siding.	15	15
Elota	Spring	West end siding.....	15	15
Nueve	Spring	East and West ends siding.	15	15
Ruiz	Spring	West end siding.....	15	15
Bernalillo	Spring	East end siding.....	15	15
Bernalillo	Spring	West end siding.....	25	20
Alameda	Spring	West end siding.....	25	20
Hahn	Spring	End of two tracks.....	30	20
Abajo	Dual	End of Two tracks.....	40	30
Barr	Spring	East and west ends siding.	15	15
Isleta	Dual	Albuquerque Division Jct. Westward trains to El Paso Dist.....	40	30
		Eastward trains from El Paso Dist.....	20	20
Belen	Interlock	Pecos Division Main track	30	30
Belen	Interlock	Pecos Division To and from Yard	15	15
Rincon	Spring	East end No. 2 track	15	15

(I) Speed Table. Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

Mile Posts	Names
SECOND DISTRICT.	
689.6	Vermejo River.
691.2	Overhead Crossing, S.P. Ry.
748.4	Mora River.
THIRD DISTRICT.	
785.1	Tecolote River.
831.8	Apache Creek.
865.5	Pumice chute located on Pumice Loading Track, Domingo.
EL PASO DISTRICT.	
902.5	Coal Avenue Viaduct.
951.5	Rio Puerco.
961.3	Rio Salado.
1006.2	Rio Grande.
1112.5	Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT.	
1082.9	Rio Grande.
39.6	San Vincente.
45.3	San Vincente.
FIERRO DISTRICT.	
3.7	Loading chute over Peru Mining Co. track, Hanover.

5. SPECIAL RULES AND FACILITIES.

(A) Service test of air brakes as prescribed by Rule 945 (e) must be made on passenger trains and light engines at Glorieta and Lynn eastward, and Wootton and Glorieta westward.

Air test as prescribed by Rule 947 will be made on freight trains at Glorieta westward.

On Raton Mountain, freight trains will be governed as follows:

Eastward at Raton, after air test completed, retainers will be turned up before leaving. Passing Lynn the conductor and each engineman will observe air gauge and if prescribed brake pipe pressure is indicated, may proceed through tunnel without stopping; otherwise Rule 947 will apply.

Westward, after last mountain power is attached to train and air test completed, retainers will be turned up before leaving. Passing Wootton the conductor and each engineman will observe air gauge, and if prescribed brake pipe pressure is indicated, may proceed through tunnel without stopping; otherwise Rule 947 will apply.

6. RAILROAD CROSSINGS AND JUNCTIONS.

GLORIETA—End of two tracks protected by interlocking.

ABAJO—End of two tracks protected by interlocking.

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

Following whistle signals will indicate routes:

WESTWARD

Albuquerque Division main track	—
New Mexico Division main track	— 0 0
New Mexico Division siding	— 0 0 —
Albuquerque Division siding	— 0 —

EASTWARD

Albuquerque Division main track	—
New Mexico Division main track	— — 0

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

7. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

Location	Mile Post.	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Jansen Wye (Eastward track) ..	639.5	3	East & West	None.
SECOND DISTRICT				
Union.....	741.5	13	East & West	Frts. only.
THIRD DISTRICT				
Plains Electric.....	878.4	40	East	Frts. only.
BLOSSBURG DISTRICT				
Gardiner Store Spur..	1.3	36	East	Frts. only.
ROCKY MOUNTAIN DISTRICT				
Van Houten Mine....	4.4	Yard	East	Frts. only.
Koehler Mine.....	11.2	Yard	East	Frts. only.
EL PASO DISTRICT				
Kinney.....	907.1	6 No siding	East	Frts. only.
Polvadero.....	966.7			Pass. only.
McNierney Stock Yards.....	968.3	11	East & West	Frts. only.
United M&M Corp....	983.7	6	East & West	Frts. only.
Tex Mex Mining Co..	989.0	7	East	Frts. only.
Tiffany Stock Yards..	1002.1	19	East & West	Pass. and freight.
Newalpitt.....	1086.0	2	East	Frts. only.
Fort Selden.....	1097.3	5	West	Pass. and freight.
Barker.....	1113.9	1	East	Frts. only.
DEMING DISTRICT				
Asarco.....	2.0	Yard	East	Frts. only.
MAGDALENA DISTRICT				
Socorro Planing & Lumber Co.....	1.9	6	East	Frts. only.
Great Lakes Carbon Corp.....	4.8	20	East & West	Frts. only.
Quarry Tracks.....	11.0	36	East & West	Frts. only.
Kelly.....	28.5	29	East & West	Frts. only.
FIERRO DISTRICT				
Bullfrog Mine.....	0.2	10	East & West	Frts. only.
Black Hawk.....	2.3	12	East & West	Frts. only.
Kearney.....	2.6	19	East & West	Frts. only.
Peru Mining Co.....	3.8	20	East & West	Frts. only.
Union Hill.....	4.7	37	East & West	Frts. only.
SANTA RITA DISTRICT				
Star Shaft.....	15.5	21	West	Frts. only.
Precipitate Spur.....	15.6	22	West	Frts. only.

8. BULLETIN BOOKS.

LA JUNTA..... Roundhouse Register Room, Telegraph office.
 RATON..... Roundhouse Register Room, Passenger station.
 LAS VEGAS..... Roundhouse Register Room, Engineman's Wash Room, Yard Office.
 LAMY..... Passenger station.
 ALBUQUERQUE.. Roundhouse Register Room, Yard Office.
 ABAJO..... Yard Office, Switch Shanty Trumbull Ave.
 BELEN..... Yard Office, Roundhouse Register Room.

8. BULLETIN BOOKS—(Cont'd).

RINCON..... Passenger Station.
 EL PASO..... Freight station, Roundhouse Register Room.
 HURLEY..... Passenger Station, Switch Shanty at Chino Dumper.

9. STANDARD CLOCKS.

LA JUNTA..... Telegraph Office and Roundhouse Register Room.
 RATON..... Passenger Station.
 LAS VEGAS..... Telegraph Office and Roundhouse Register Room.
 LAMY..... Passenger Station.
 ALBUQUERQUE.. Telegraph Office and Roundhouse Register Room.
 ABAJO..... Telegraph Office.
 BELEN..... Yard Office and Passenger Station.
 RINCON..... Passenger Station.
 EL PASO..... Freight Station, Roundhouse Register Room and Union Depot.
 HURLEY..... Telegraph Office.

10. STANDARD THERMOMETERS.

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

11. STATUTORY REGULATIONS.

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

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

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

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

FREIGHT SCHEDULES.

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

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

W. A. J. CARTER, Acting Ass't Supt. El Paso, Tex.
 E. W. NOTGRASS, Trainmaster Las Vegas, N.M.
 C. W. FRASER, Ass't Trainmaster Hurley, N.M.
 E. J. BARNES, Chief Dispatcher Las Vegas, N.M.
 O. R. KING, Ass't Chief Dispatcher Las Vegas, N.M.
 J. C. HOPE, Ass't Chief Dispatcher Las Vegas, N.M.

TRAIN DISPATCHERS - LAS VEGAS, N. M.

C. A. PURCELL W. J. WINN A. WHITE
 E. L. ROBINSON J. W. FELLABAUM R. E. COOPER
 W. E. ROSE J. Z. CLOUD W. H. RHODES
 A. F. MATHIS W. L. KELLEY D. A. POINTER
 L. B. MAY J. W. WOOSTER D. L. ALDERMAN

A. J. STROBEL, General Watch Inspector Topeka.

LOCAL TIME INSPECTORS—NEW MEXICO DIVISION.

G. SCHACKTERLE La Junta.
 A. J. BRADLEY La Junta.
 A. T. KAPELKE Trinidad.
 JAS. A. WHITED Raton.
 ROBERT W. JUNK Las Vegas.
 FRANK MINDLIN Albuquerque.
 VIRGIL H. HALL Santa Fe.
 RICHARD EALY Belen.
 M. E. TREMBLY Belen.
 RAY CROOKS Truth or Consequence.
 P. R. GANTZ Silver City.
 H. F. RUTISHAUSER Silver City.
 G. E. ROSS El Paso.



SANTA FE SAFETY FIRST



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

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

