



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

ASST. SUPERINTENDENT

J. K. Hastings Carlsbad, N.M.

TRAINMASTERS

L. D. Eidson Clovis, N.M.

R. E. Johnson Belen, N.M.

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. M. Orr El Paso, Tex.

ASST. TRAINMASTER

J. W. Fellabaum Hurley, N.M.

ROAD FOREMEN OF ENGINES

J. L. Posey Clovis, N.M.

CHIEF DISPATCHER

E. V. Church Clovis, N.M.

ASST. CHIEF DISPATCHERS

J. E. Young Clovis, N.M.

M. R. Jones Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

J. C. Collins
D. D. Boler
B. E. Wrather
W. L. Kelley
J. W. Wooster
H. R. Moots
R. E. Cooper
D. H. Williams
W. H. Rhodes

D. L. Alderman
I. F. Phillips
C. M. Bonarden
E. W. Vance
K. L. Miller
J. A. Maize
O. N. Hale
J. D. Cole

**The Atchison, Topeka and Santa Fe
Railway Co.**

WESTERN LINES

NEW MEXICO DIVISION

**TIME TABLE
No. 5**

IN EFFECT

Sunday, April 24, 1966

At 12:01 A. M.

Mountain Standard Time

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

**F. N. STUPPI,
General Manager,
Amarillo, Texas.**

**J. H. BLAKE,
Asst. General Manager,
Amarillo, Texas.**

**W. E. BRACK,
Superintendent,
Clovis, New Mexico.**

SPEED TABLE

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	5 ..	12.0
.. 56	64.2	1 36	37.5	6 ..	10.0
.. 57	63.2	1 38	36.8	12 ..	5.0

SURGEONS OF

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

DR. O. L. HANSON, Chief Surgeon.....Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE.....Doctor in Charge

LOCAL SURGEONS

- DR. LYNN W. ABSHERE Clovis
- DR. V. SCOTT JOHNSON Clovis
- DR. JOEL ZEIGLER..... Clovis
- DR. LEWIS THOMAS Clovis
- DR. WALTER D. DABBS Clovis
- DR. J. B. MOSS, JR. Clovis
- DR. ROBERT R. BOESE Clovis
- DR. LANE E. MOORE, D.O. Ft. Sumner
- DR. EDWARD D. FLKANY Ft. Sumner
- DR. J. L. LAPP, D.O..... Vaughn
- DR. JAMES VEENSTRA Estancia
- DR. ROBERT J. SAUL Mountainair
- DR. W. D. RADCLIFFE Belen
- DR. R. P. BROWER, D.O. Belen
- DR. HERMAN O. LEHMAN Portales
- DR. ROBERT C. COLEMAN Portales
- DR. J. P. WILLIAMS Roswell
- DR. EARL A. LATIMER, JR. Roswell
- DR. C. P. BUNCH Artesia
- DR. JOSEPH R. MANSFIELD Carlsbad
- DR. EARL B. FLANAGAN Carlsbad
- DR. THEODORE E. HAUSER Carlsbad
- DR. BRUCE H. HAY Pecos
- DR. V. E. FRANKLIN Socorro
- DR. SIDNEY AUERBACH Socorro
- DR. E. E. HUBBLE Truth or
Consequences
- DR. W. D. SEDGWICK Las Cruces
- DR. J. A. STEELE Hatch
- DR. PAUL A. FEIL Deming
- DR. WENDELL S. DOVE Silver City
- DR. R. A. WALSH Silver City
- DR. R. C. WILLE, JR. Silver City
- DR. C. C. COBB, JR. Silver City
- DR. L. R. GADDIS El Paso
- DR. H. J. H. MARSHALL El Paso
- DR. W. R. GADDIS El Paso
- DR. JOHN H. JOHNSTONE El Paso

EYE, EAR, NOSE AND THROAT SPECIALISTS

- DR. JOHN H. CAMERON Clovis
- DR. GEORGE S. MORRISON Roswell
- DR. G. S. RICHARDSON Roswell
- DR. CLAY GWINN Carlsbad
- DR. J. D. MARTIN El Paso
- DR. R. N. CAYLOR El Paso
- DR. H. D. HATFIELD El Paso
- DR. R. C. LANE Silver City

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR — A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

**NEW MEXICO DIVISION
FIRST DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 5	
		First Class		STATIONS				April 24, 1966	
		3	1					Passenger	San Francisco Chief
Other Tracks	Sidings	Leave Daily	Leave Daily						
Yard		PM 8.40	PM 12.01	656.7	28.0	AUTOMATIC BLOCK SYSTEM	(CLOVIS YL)		
70	114	8.45	12.06	662.6	23.1		5.9 GALLAHER	Two Tracks	
18	110	8.49	12.10	667.4	26.4		4.8 GRIER		
113		8.54	12.15	672.8	19.0		5.4 ST. VRAIN		
84	109	9.01	12.22	680.8	26.0		8.0 MELROSE		
6	216	9.07	12.28	687.6	0		6.8 CANTARA		
57	220	9.12	12.33	693.4	0		5.8 KRIDER	TRAFFIC CONTROL SYSTEM	
9	161	9.16	12.37	698.5	0		5.1 TOLAR		
37	260	9.20	12.41	702.8	0		4.3 TAIBAN		
10	201	9.26	12.47	710.1	26.4		7.3 LA LANDE		
63	156	9.31	12.52	716.8	26.4		6.7 FORT SUMNER		
8	231	9.37	12.58	723.6	31.7		6.8 AGUDO		
19	216	9.42	1.03	729.3	31.7		5.7 RICARDO		
5	216	9.48	1.09	736.6	31.7		7.3 EVANOLA		
39	220	9.54	1.16	743.9	31.7		7.3 YESO		
2	216	9.59	1.21	749.6	31.7	5.7 LARGO			
26	216	10.04	1.27	756.1	31.7	6.5 BUCHANAN			
4	217	10.10	1.33	761.4	31.7	5.3 CARDENAS			
15	237	10.16	1.39	769.0	31.7	7.6 DUORO			
15	125	10.23	1.46	775.7	31.7	6.7 JOFFRE			
Yard		10.37 PM	2.05 PM	787.5		11.8 VAUGHN YL	Two Tracks		
		Arrive Daily	Arrive Daily			(130.8)			
		67.1	63.3			Average speed per hour			

TWO TRACKS: Between Interlocking west end passenger yard Clovis, MP 657.5, and Melrose, MP 681.2; and between Joffre, MP 773.6 and Vaughn, MP 788.4. Between MP 658.5, Clovis and MP 679.5, Melrose, and between MP 776.2, Joffre and Vaughn, two tracks are signalled for movement with the current of traffic only.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Interlocking west end passenger yard Clovis, MP 657.5 and Interlocking extreme west end Clovis, MP 658.5; and between east crossover Melrose, MP 679.5, and west crossover Joffre, MP 776.2, except siding Melrose where trains must comply with Rule 105.

RULE 251 IN EFFECT: Between Interlocking extreme west end Clovis, MP 658.5, and east crossover Melrose, MP

(First District continued page 5)

**NEW MEXICO DIVISION
FIRST DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD			Mile Post	Feet Per Mile	Ruling Grade Ascending	Turn Tables and Wyes	Communications	TIME TABLE No. 5	
		First Class		STATIONS						April 24, 1966	
		2	4							San Francisco Chief	Passenger
Other Tracks	Sidings	Leave Daily	Leave Daily								
Yard		PM 2.50	AM 12.35	656.7	28.0	AUTOMATIC BLOCK SYSTEM	(CLOVIS YL)				
70	114	2.40	12.26	662.6	23.1		5.9 GALLAHER	Two Tracks			
18	110	2.36	12.22	667.4	26.4		4.8 GRIER				
113		2.31	12.17	672.8	19.0		5.4 ST. VRAIN				
84	109	2.23	12.10	680.8	26.0		8.0 MELROSE				
6	216	2.16	12.03	687.6	0		6.8 CANTARA				
57	220	2.10	11.57	693.4	0		5.8 KRIDER	TRAFFIC CONTROL SYSTEM			
9	161	2.04	11.51	698.5	0		5.1 TOLAR				
37	260	1.59	11.46	702.8	0		4.3 TAIBAN				
10	201	1.52	11.40	710.1	26.4		7.3 LA LANDE				
63	156	1.45	11.34	716.8	26.4		6.7 FORT SUMNER				
8	231	1.37	11.29	723.6	31.7		6.8 AGUDO				
19	216	1.31	11.24	729.3	31.7		5.7 RICARDO				
5	216	1.24	11.18	736.6	31.7		7.3 EVANOLA				
39	220	1.16	11.12	743.9	31.7		7.3 YESO				
2	216	1.10	11.07	749.6	31.7	5.7 LARGO					
26	216	1.03	11.02	756.1	31.7	6.5 BUCHANAN					
4	217	12.57	10.57	761.4	31.7	5.3 CARDENAS					
15	237	12.49	10.51	769.0	31.7	7.6 DUORO					
15	125	12.42	10.45	775.7	31.7	6.7 JOFFRE					
Yard		12.30 PM	10.33 PM	787.5		11.8 VAUGHN YL	Two Tracks				
		Leave Daily	Leave Daily			(130.8)					
		56.1	64.3			Average speed per hour					

(Continued from page 4)

679.5; and between west crossover Joffre, MP 776.2, and Vaughn, MP 788.4.

Trains entering territory where Rule 251 is in effect at Clovis, Melrose and Joffre will continue the display of signals previously authorized.

Trains must get numbered clearance card before leaving Clovis and Vaughn.

At Clovis, between Interlocking east end passenger yard, MP 655.8, and Interlocking west end passenger yard, MP 657.5, there is no main track. Within these limits the second, third and fourth tracks south of passenger station are designated as passenger yard tracks 1, 2 and 3 respectively. TCS with Rule 261 in effect on passenger yard tracks 1, 2 and 3.

**NEW MEXICO DIVISION
SECOND DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WESTWARD			Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966
		First Class		Mile Post		
		3 Passenger	1 San Francisco Chief			
Other Tracks	Sidings	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	
Yard		PM 10.37	PM 2.05	787.5	31.7	VAUGHN YL
5	214	10.44	2.11	792.7	31.7	5.2 TEJON
3	181	10.52	2.17	798.7	10.5	6.0 CARNERO
46	120	10.57	2.22	803.8	31.7	5.1 ENCINO
17	239	11.02	2.27	808.8	31.7	5.0 NEGRA
3	229	11.08	2.33	815.5	31.7	6.7 PEDERNAL
3	116	11.12	2.37	819.5	31.7	4.0 DUNMOOR
5	191	11.17	2.41	824.0	31.7	4.5 CULEBRA
13	213	11.22	2.45	828.8	12.1	4.8 LUCY
3	159	11.28	2.51	836.1	30.5	7.3 SILIO
235	128	11.33	2.57	842.1	30.3	6.0 WILLARD
3	246	11.40	3.04	848.5	31.7	6.4 BRONCHO
220	54 125 336	11.47	3.13	855.7	31.7	7.2 MOUNTAINAIR
6	270	11.54 AM	3.21	863.2	3.2	7.5 ABO
20	301	12.01	3.29	868.9	0	5.7 SCHOLLE
3	166	12.13	3.42	875.9	0	7.0 SAIS
67	186	12.18	3.48	881.6	0	5.7 BECKER
3	186	12.22	3.54	886.6	0	5.0 BODEGA
7	187	12.27	4.00	891.3	0	4.7 MADRONE
Yard		s 12.38 AM	s 4.15 PM	897.4	12.1	6.1 BELEN YL
		Arrive Daily	Arrive Daily			(109.9)
		54.5	50.7			Average speed per hour

TWO TRACKS: At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6; signalled for movement with the current of traffic only.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Vaughn, MP 788.4 and Belen, MP 896.5, except Track No. 2 Mountainair where trains must comply with Rule 105.

TCS WITH RULE 261 IN EFFECT: At Belen, on freight lead between MP 893.9 and MP 895.4 and on Tracks 23 and 24 between signs indicating "Begin TCS" and "End TCS" located near junction of Albuquerque and New Mexico Divisions and at West end new ice dock. Trains and engines must comply with Rule 105 outside TCS limits on these tracks.

Tracks 23 and 24 at Belen signalled for, and must be used for, Eastward movement only, between signs indicating "End TCS" at West end new ice dock and sign reading "End of Circuit" near East end new ice dock, except trains and engines

(Second District continued page 7)

**NEW MEXICO DIVISION
SECOND DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		EASTWARD			Ruling Grade Ascending	Turn Tables and Wyes	Communications	TIME TABLE No. 5 April 24, 1966	
		First Class		Mile Post					
		2 San Francisco Chief	4 Passenger						
Other Tracks	Sidings	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Arrive Daily	Arrive Daily		
Yard		PM 12.30	PM 10.33		31.7	VAUGHN YL			
5	214	12.23	10.27		0	5.2 TEJON			
3	181	12.17	10.21		0	6.0 CARNERO			
46	120	12.12	10.17		31.7	5.1 ENCINO			
17	239	12.07	10.13		31.7	5.0 NEGRA			
3	229	12.01	10.07		31.7	6.7 PEDERNAL			
3	116	11.56	10.03		31.7	4.0 DUNMOOR			
5	191	11.51	9.59		31.7	4.5 CULEBRA			
13	213	11.46	9.55		31.7	4.8 LUCY			
3	159	11.40	9.49		31.7	7.3 SILIO			
235	128	11.34	9.44		0	6.0 WILLARD			
3	246	11.28	9.39		0	6.4 BRONCHO			
220	54 125 336	11.21	9.33		66.0	7.2 MOUNTAINAIR			
6	270	11.12	9.24		66.0	7.5 ABO			
20	301	11.04	9.17		66.0	5.7 SCHOLLE			
3	166	10.54	9.05		66.0	7.0 SAIS			
67	186	10.48	9.00		66.0	5.7 BECKER			
3	186	10.43	8.56		31.7	5.0 BODEGA			
7	187	10.38	8.52		31.7	4.7 MADRONE			
Yard		10.50 AM	8.45 PM		31.7	6.1 BELEN YL			
		Leave Daily	Leave Daily			(109.9)			
		54.9	61.0			Average speed per hour			

(Continued from page 6)

may use these tracks in Westward direction when authorized by Control Station.

RULE 251 IN EFFECT: At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6.

Trains entering territory where Rule 251 is effective at Vaughn eastward and Belen westward will continue the display of signals previously authorized.

At Belen, between junction with Albuquerque Division MP 897.6 and Block Signal 9324 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains and engines.

At Mountainair, Westward passenger trains not making station stop, will make service test of air brakes as prescribed by Rule 21, Form 2501-A Standard.

Trains must get numbered clearance card before leaving Vaughn and Belen.

**NEW MEXICO DIVISION
CARLSBAD DISTRICT WESTWARD**

Track Capacity 50 ft. Per Car		WEST- WARD	TIME TABLE No. 5 April 24, 1966		
		First Class 25	Ruling Grade Ascending		
		Passenger	Feet Per Mile		
Other Tracks	Sidings	Leave Daily	Mile Post	STATIONS	
Yard		PM 3.30		CLOVIS	
		3.36	0.0	0.7 CLOVIS JCT. YL	
2	110	3.44	7.6	7.6 CAMEO	
96	134	s 3.59	17.6	10.0 PORTALES YL	
	27	4.04	20.9	3.3 YERBA YL	
2	110	4.14	29.8	8.9 DELPHOS	
2	115	4.22	37.2	7.4 KERMIT	
39	50	f 4.28	42.2	5.0 ELIDA	
2	110	4.35	47.6	5.4 TORNERO	
7	72	4.42	52.8	4.9 KENNA	
	110	4.57	65.5	13.0 BOAZ	
	34	5.05	71.8	6.3 ELKINS	
	110	5.17	82.1	10.3 CAMPBELL	
	18	5.26	90.0	7.9 ACME	
	110	5.33	94.9	4.9 MELENA	
40	110	5.42	103.1	8.2 POE	
Yard	83	s 5.55	107.8	4.7 ROSWELL YL	
9	21	6.02	112.6	4.8 SOUTH SPRING	
	110	6.09	118.8	6.2 CHISUM	
61	51	f 6.16	124.2	5.4 DEXTER	
50		6.20	126.6	2.4 GREENFIELD	
40	51	f 6.25	130.5	3.9 HAGERMAN	
17	19	f 6.34	139.1	8.6 LAKE ARTHUR	
22	110	6.40	148.8	4.7 ESPUELA	
284	64	s 6.48	149.9	6.1 ARTESIA YL	
22	110	6.55	155.1	5.2 ATOKA	
44	25	6.59	157.9	2.8 DAYTON	
13	110	f 7.07	165.2	7.3 LAKEWOOD	
	61	7.20	177.5	12.3 AVALON	
Yard		s 7.30 PM Arrive Daily	188.0	5.5 CARLSBAD YL	
(183.0)					
Average speed per hour					
		45.75			

At Clovis, trains will be governed by First District time table rules.

Trains must get numbered clearance card before leaving Clovis and Carlsbad.

Clovis Jct. is register station for First Class trains only.

(Carlsbad District continued page 9)

**NEW MEXICO DIVISION
CARLSBAD DISTRICT EASTWARD**

Track Capacity 50 ft. Per Car		TIME TABLE No. 5 April 24, 1966			EAST- WARD
		Ruling Grade Ascending			First Class 26
		Turn Tables and Wyes			Passenger
Other Tracks	Sidings	Leave Daily	Mile Post	STATIONS	Arrive Daily
Yard				CLOVIS	AM 11.00
				0.7 CLOVIS JCT. YL	19.5 10.52
				7.6 CAMEO	52.8 10.43
				10.0 PORTALES YL	52.8 10.32
				3.3 YERBA YL	52.8 10.27
				8.9 DELPHOS	16.7 10.17
				7.4 KERMIT	37.0 10.09
				5.0 ELIDA	52.8 10.03
				5.4 TORNERO	52.8 9.56
				4.9 KENNA	52.8 9.49
				13.0 BOAZ	47.5 9.33
				6.3 ELKINS	40.7 9.25
				10.3 CAMPBELL	52.8 9.13
				7.9 ACME	52.8 9.03
				4.9 MELENA	52.8 8.56
				8.2 POE	52.8 8.47
				4.7 ROSWELL YL	52.8 8.41
				4.8 SOUTH SPRING	Y 35.2 8.30
				6.2 CHISUM	41.7 8.23
				5.4 DEXTER	21.1 C 8.16
				2.4 GREENFIELD	42.2 B 8.12
				3.9 HAGERMAN	52.8 C 8.07
				8.6 LAKE ARTHUR	31.7 B 7.56
				4.7 ESPUELA	31.7 B 7.50
				6.1 ARTESIA YL	31.7 C 7.43
				5.2 ATOKA	41.7 B 7.36
				2.8 DAYTON	41.7 B 7.32
				7.3 LAKEWOOD	52.8 B 7.24
				12.3 AVALON	48.8 B 7.10
				5.5 CARLSBAD YL	52.8 Y 7.00 AM Leave Daily
(183.0)					
Average speed per hour					
		45.75			

(Continued from page 8)

Train register in booth near East Wye Switch Carlsbad. First Class trains and Westward extras enroute old yard at Carlsbad that do not set out in new yard will register at East Wye Switch, Carlsbad.

At Carlsbad, between Greene Street and East Wye Switch, there is no Superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

Track Capacity 50 ft. Per Car		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings				STATIONS	Feet Per Mile		
Yard		902.4	0	T.C.S. A.B.S. {	Albuquerque YL	14.9	T C R	
Yard		903.9	21.1		1.5	2 Tracks	14.9	
34	70	915.0	10.6		ABAJO YL	26.4	Y B	
70	83	922.4	21.1		11.1	26.4	B	
8	83	927.4	19.0		ISLETA	26.4	C	
Yard		932.6	21.1		7.4	26.4	T Y C R	
29	83	942.5	15.8		LOS LUNAS	25.3	B	
13	83	953.5	16.3		5.0	21.1	B	
7	80	963.5	19.5		CHLOE	21.1	B	
12	83	970.9	19.2		5.2	21.1	B	
101	83	977.8	26.4	BELEN YL	26.4	Y C		
42	83	988.2	31.7	9.9	26.4	B		
	82	999.0	0	SABINAL	26.4	B		
	119	1005.1	26.4	11.0	26.4	B		
	53	1012.3	26.4	LA JOYA	25.3	B		
	55	1021.4	26.4	10.0	41.0	B		
	82	1031.5	26.4	SAN ACACIA	26.4	B		
35	125	1043.2	26.4	7.4	26.4	B		
	82	1051.4	26.4	LIMITAR	26.4	B		
	47	1056.4	26.4	6.9	26.4	Y C		
	83	1063.3	26.4	SOCORRO YL	26.4	B		
	82	1067.1	9.8	10.4	31.7	B		
44	49	1073.7	5.4	SAN ANTONIO	31.7	B		
Yard		1079.6	26.4	10.8	31.7	B		
	83	1087.3	26.4	ELMENDORF	31.7	B		
	53	1095.7	26.4	6.1	12.8	B		
	62	1101.1	21.5	SAN MARCIAL	12.8	B		
33	62	1106.9	16.5	7.2	26.4	B		
Yard		1112.5	24.6	POPE	26.4	B		
33	83	1123.9	0	9.1	26.4	B		
26	26	1131.4	9.5	LAVA	26.4	B		
42	51	1136.4	26.4	10.1	26.4	B		
18	35	1142.4	26.4	CROCKER	26.4	B		
	63	1145.3	3.7	11.7	26.4	C		
4		1147.9	26.4	ENGEL	26.4	B		
			26.4	8.2	26.4	B		
			26.4	CUTTER	26.4	B		
			26.4	5.0	26.4	B		
			26.4	ALEMAN	26.4	B		
			26.4	6.9	26.4	B		
			26.4	UPHAM	26.4	B		
			26.4	3.8	26.4	B		
			26.4	ALIVIO	26.4	B		
			26.4	6.6	26.4	B		
			26.4	GRAMA	63.4	B		
			26.4	5.9	26.4	Y C		
			26.4	RINCON YL	26.4	B		
			26.4	7.7	26.4	B		
			26.4	TONUCO	26.4	B		
			26.4	8.4	26.4	B		
			26.4	MEDLER	26.4	B		
			26.4	5.4	26.4	B		
			26.4	LEASBURG	26.4	B		
			26.4	5.8	26.4	B		
			26.4	DONA ANA	26.4	B		
			26.4	5.6	26.4	C		
			26.4	LAS CRUCES YL	29.5	C		
			26.4	11.4	12.1	C		
			26.4	MESQUITE	6.8	B		
			26.4	7.5	6.8	C		
			26.4	BERINO	26.4	C		
			26.4	5.0	26.4	C		
			26.4	ANTHONY	26.4	C		
			26.4	6.0	26.4	C		
			26.4	CANUTILLO	26.4	B		
			26.4	2.9	21.1	B		
			26.4	MONTOYA	21.1	B		
			26.4	2.6	26.4	B		
			26.4	WHITE	26.4	B		
			26.4	7.3	26.4	B		
			26.4	EL PASO Union Station YL	0	T C R		
			26.4	0.6	0			
Yard		1155.2	0	EL PASO Freight Station YL	0			
		1156.0	0		0			

(El Paso District continued from pages 10 and 11)

For Footnotes El Paso District see page 13.
For Schedules El Paso District see pages 10 and 11.

TWO TRACKS: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5; signalled for Movement with the current of traffic only.

RULE 261 IN EFFECT: On main track only, between end of Two Tracks Abajo and west end Albuquerque Division siding or east end El Paso District siding at Isleta; and at Belen between junction with Second District, MP 934.4, and end of Two Tracks MP 933.5. Trains using either siding at Isleta must comply with Rule 105.

RULE 251 IN EFFECT: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5.

Trains entering territory where Rule 251 is in effect at Belen and Abajo, will continue the display of signals previously authorized.

At Belen, trains will be governed by Second District time table rules.

RULES 83 AND 83(A): Train register at Albuquerque will be accepted to indicate that trains shown thereon have arrived and left Isleta. When identification of a superior train cannot be made between Albuquerque and Isleta, the inferior train must not enter single track, where Rule 261 is not in effect, at Isleta, until it has been ascertained that such superior train has arrived or left.

Time of westward trains at Isleta applies at "End T.C.S."

Trains must get numbered clearance card before leaving Albuquerque, Belen, Rincon, El Paso freight station and El Paso Union station; and eastward Albuquerque Division trains entering New Mexico Division at Isleta must get numbered clearance card from New Mexico Division at Dalies.

Albuquerque Division trains must get numbered clearance card from both Albuquerque and New Mexico Division before leaving Albuquerque.

Deming District junction switch at Rincon normally lined for El Paso District.

Magdalena District junction switch at Socorro normally lined for El Paso District.

Between Automatic Block Signal 9013 and Trumbull Avenue at Albuquerque; and between junction with Albuquerque Division, MP 932.3 and Automatic Block Signal 9324, at Belen, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

ESTANCIA DISTRICT

Track Capacity 50 ft. Per Car		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966		Ruling Grade Ascending	Communications Turn Tables and Wyes
Other Tracks	Sidings				STATIONS	Feet Per Mile		
235	128	0.0	42.2	WESTWARD ↓	WILLARD YL	42.2	Y B	
37	26	11.8	66.0		11.8	ESTANCIA YL	44.9	C
8	31	27.8			16.0	CALVERT YL		

(27.8)

At Willard, trains will be governed by Second District time table rules.

No switch lights on Estancia District.

**NEW MEXICO DIVISION
SANTA RITA DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings							
Yard			0.0		WHITWATER YL	0	Y B	
Yard			8.3	105.6	8.3 HURLEY YL	0	Y C	
23	29		12.9	101.4	4.6 BAYARD YL	42.2	C	
			14.4	132.0	1.5 HANOVER JCT. YL	0	B	
45			14.7	0	0.3 COBRE YL	0		
Yard			16.7	168.4	2.0 SANTA RITA YL	0	C	
					(16.7)			

Trains must get numbered clearance card at Santa Rita and Hurley.

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.

Deming District junction switch at Whitewater normally lined for Santa Rita District.

West wye switch Hurley normally lined for wye.

No switch lights on Santa Rita District east of Hurley.

PECOS DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings							
Yard			183.0		CARLSBAD YL	18.5	Y C R	
19			189.1	29.3	6.1 OTIS			
			194.4	29.3	5.3 LOVING JCT. YL	39.6	B	
65			195.3	39.1	0.9 LOVING YL	39.6	Y C	
24			199.8	39.6	4.5 MALAGA	39.6		
36			210.8	39.6	11.0 RED BLUFF	36.1		
23			216.5	39.6	5.7 CORRAL	39.6		
13			224.6	39.6	8.1 ANGELES	39.6		
20			230.7	39.6	6.1 ORLA	39.1		
24			241.2	39.6	10.5 RIVERTON	34.8		
26			251.3	36.4	10.1 ARNO	31.7	Y C	
Yard			271.6		20.2 PECOS YL			
					(88.5)			

At Carlsbad, between Greene Street and East Wye Switch, there is no Superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains and engines.

Trains must get numbered clearance card before leaving Carlsbad and Pecos.

East Wye switch Loving Jct. normally lined and locked for wye. Stop Board 200 feet west of this switch, at M.P. 194.4, governs Eastward movements on Main Track.

No switch lights Carlsbad to Pecos.

Trains must stop before crossing Delaware River Bridge M.P. 213.8 and a member of crew will precede the train before crossing.

**NEW MEXICO DIVISION
DEMING DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings							
Yard			1079.6		RINCON YL	26.4	Y C	
23	41		1084.8	26.4	5.2 HATCH	63.9	C	
			59	1093.9	9.1 HOCKETT	63.4	B	
75	44		1104.9	63.4	11.0 NUTT	26.4	Y B	
			36	1118.2	13.3 FLORIDA	26.4	B	
			61	1125.8	7.6 MIRAGE	26.4		
Yard			1132.9	26.4	7.1 DEMING YL	26.4	C	
46	41		3.1	57.0	4.0 PERUHILL	62.3		
			53	16.7	13.6 SPALDING	62.3	B	
Yard			30.3	73.9	13.6 WHITWATER YL	29.0	Y B	
Yard			46.6	117.2	16.1 SILVER CITY YL	7	Y C	
					(100.7)			

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

Santa Rita District junction switch at Whitewater normally lined for Santa Rita District.

El Paso District junction switch at Rincon normally lined for El Paso District.

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

No switch lights Whitewater to Silver City.

At Rincon, trains will be governed by El Paso District time table rules.

MAGDALENA DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD ↓	Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 24, 1966	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings							
101	83		0.0		SOCORRO YL	0	Y C	
17			15.9	132.0	15.9 WATER CANYON	31.7		
Yard			26.8	132.0	10.9 MAGDALENA YL		Y C	
					(26.8)			

Trains must get numbered clearance card before leaving Socorro.

No switch lights on Magdalena District.

El Paso District junction switch at Socorro normally lined for El Paso District.

At Socorro, trains will be governed by El Paso District time table rules.

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

2. (A) Within Traffic Control System limits, where maximum authorized speed exceeds 20 MPH, a train or engine, must not clear the main track through a hand thrown switch not electrically locked, for any purpose.

3. SPEED REGULATIONS

Note:—Where there is a difference in speed restrictions for trains and engines, the most restrictive speed will govern.

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER **	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
SECOND DISTRICT:		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
CARLSBAD DISTRICT:		
Main Track	59	45
PECOS DISTRICT:		
Carlsbad and Loving (Carlsbad and Loving Industrial Spurs)	50	30
Loving and Pecos	20	20
ESTANCIA DISTRICT		
	20	20
EL PASO DISTRICT:		
Albuquerque and Isleta	79	60
Isleta and El Paso	59	45
DEMING DISTRICT:		
Rincon and Whitewater	45	45
Whitewater and M.P. 34	45	45
M.P. 34 and Silver City	20	20
MAGDALENA DISTRICT		
	20	20
SANTA RITA DISTRICT:		
Whitewater and Hurley	30	30
Hurley and Santa Rita	20	20
Fierro Industrial Spur	10	10

*On First and Second Districts where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

Units Oper- ative Dy- namic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50	65
		45 or less	70
3 or more	3249 or less	46 to 50	65
		45 or less	70

or:

Units Oper- ative Dy- namic Brake	Tons	Number of Cars	Maximum Speed MPH
4 or more	3250 or less	50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
3501 to 3750	68 to 89	65	65
		90 or more	70

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd)

Units Oper- ative Dy- namic Brake	Tons	Number of Cars	Maximum Speed MPH
4 or more	3751 to 4000	73 to 109	65
		110 or more	70
	4001 to 4250	80 or more	65
		4251 to 4500	90 or more
	4501 to 4750	100 or more	65

** When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded: 25 per cent, or less, maximum authorized passenger train speed.

26 to 45 per cent 80 MPH
46 per cent or more 70 MPH

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
Turnout, End of Two Tracks M.P. 681.2	70	65
Curve, M.P. 700.0 to M.P. 700.2	70	65
4 Curves, M.P. 716.5 to M.P. 720.6	70	65
Curve, M.P. 726.8 to M.P. 727.6	70	65
Curve, M.P. 751.0 to M.P. 751.3	70	65
Curve, M.P. 752.9 to M.P. 753.9	70	65
Curve, M.P. 755.5 to M.P. 755.8	70	65
Curve, M.P. 757.3 to M.P. 757.5	70	65
3 Curves, M.P. 763.0 to M.P. 764.5	70	65
Curve, M.P. 769.5 to M.P. 769.7	70	65
Curve, M.P. 771.0 to M.P. 771.3	70	65
WESTWARD TRACK:		
Curve, M.P. 778.8 to M.P. 779.1	65	60
Curve, M.P. 779.5 to M.P. 779.9	65	60
Curve, M.P. 779.9 to M.P. 780.5	70	65
2 Curves, M.P. 786.6 to M.P. 787.1	65	55
EASTWARD TRACK:		
2 Curves, M.P. 785.4 to M.P. 787.1	75	65
SECOND DISTRICT		
5 Curves, M.P. 788.6 to M.P. 793.7	65	60
Curve, M.P. 796.2 to M.P. 796.7	65	60
Curve, M.P. 843.9 to M.P. 844.7	70	65
Curve, M.P. 856.4 to M.P. 856.5	65	55
4 Curves, M.P. 857.3 to M.P. 859.8	65	55
4 Curves, M.P. 860.2 to M.P. 866.6	65	55
Curve, M.P. 865.8 to M.P. 866.0	65	50
3 Curves, M.P. 866.3 to M.P. 867.0	50	40
Curve, M.P. 867.6 to M.P. 868.6	70	50
Curve, M.P. 869.9 to M.P. 870.0	65	45
3 Curves, M.P. 870.5 to M.P. 871.0	40	40
4 Curves, M.P. 871.2 to M.P. 872.7	45	40
Curve, M.P. 873.6 to M.P. 874.1	50	40
Curve, M.P. 874.4 to M.P. 875.0	55	45
Curve, M.P. 893.1 to M.P. 893.6	65	60
Curve, M.P. 894.0 to M.P. 894.6 (West.)	65	60
Curve, M.P. 894.6 to M.P. 894.0 (East.)	65	60
2 Curves, M.P. 894.9 to M.P. 895.6	45	40
3 Curves, M.P. 897.1 to M.P. 897.6	15	15

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS
—(Cont'd)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
CARLSBAD DISTRICT		
Curve, M.P. 8.7 to M.P. 9.0	50	45
Curve, M.P. 50.0 to M.P. 50.2	50	35
Curve, M.P. 84.1 to M.P. 84.6	55	30
3 Curves, M.P. 84.6 to M.P. 85.9	35	30
Curve, M.P. 85.9 to M.P. 86.6	55	30
2 Curves, M.P. 89.6 to M.P. 90.9	55	30
Curve, M.P. 129.0 to M.P. 129.2	55	40
Bridge, M.P. 167.6	35	35
Curve, M.P. 167.7 to M.P. 168.1	55	45
Bridge, M.P. 181.7 to M.P. 181.8	20	20

PECOS DISTRICT

Bridge, M.P. 198.9 to M.P. 199.0	15	15
Bridge, M.P. 210.3 to M.P. 210.4	15	15
Bridge, M.P. 213.8 to M.P. 213.9	10	10
Main Track, M.P. 264.4 to M.P. 264.7	5	5

EL PASO DISTRICT

2 Curves, M.P. 905.2 to 905.4	70	55
Curve, M.P. 912.2 to 912.7	70	55
Bridge, M.P. 913.1	70	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	70	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	40
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
11 Curves, M.P. 993.7 to 1001.4	55	45
Curve, M.P. 1006.8 to 1007.0	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	45	45
Curve, M.P. 1022.9 to 1023.1	40	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
Curve, M.P. 1085.8 to 1086.0	55	40
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

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS
—(Cont'd)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
EL PASO DISTRICT—(Cont'd)		
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
10 Curves, M.P. 1151.2 to 1154.7	30	30

DEMING DISTRICT

4 Curves, M.P. 1103.8 to 1105.2	35	35
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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.

(B) WHILE HEAD OF TRAIN IS PASSING THE STREET CROSSINGS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED:

STATIONS	STREETS	MILES PER HOUR
Dexter	First, Lincoln, and Monroe . . .	45
Albuquerque	All crossings between Trumbull Avenue and Mountain Road . .	30
Silver City	All crossings between Garden Crossing and Passenger Depot	10
Las Cruces	All crossings between McClure Road and Truck Bypass	30

(C) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel Locomotives and Motor Cars				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
350-359	95	95	45	95
325-344. (Except as listed below)	80	80	45	80
325LAB, 326LAB, 328 LAB, 329 LAB, 330 LAB, 331LAB, 332L, 333AB, 334LAB, 335 LAB, 336A, 337LAB	90	90	45	90
200-289	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45

3. SPEED REGULATIONS—(Cont'd)

(C) MAXIMUM SPEED OF ENGINES—(Cont'd)

	MILES PER HOUR			
	Forward	Light	Backing Or When Con- trolled From Rear Unit	Dead In Train
Diesel Locomotives and Motor Cars—(Cont'd)				
800-849, 900-979, 1100- 1174, 1200-1284, 1300- 1460, 1600-1615, 1700- 1719, 1800-1829	75	75	45	75
RDC 191, 192	85	85	50	85
M160, M190	80	65	25	75

(D) MOVEMENTS OVER SUBMERGED TRACK—
(Rule 817)

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:

Types of Equipment	Maxi- mum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines:			
11-15, 80-87, 350-359, 600-611, 800-849, 1600- 1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 200-344, 500- 564, 625-633, 700-751, 900-979, 1100-1174, 1200- 1284, 1300-1460, 1500- 1537, 1700-1719, 1800- 1829, 2200-2299, 2303- 2304, 2322-2399, 2403- 2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wreck- ing Der- ricks	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720	Other Machines Including Derrick AT-199775
	MPH	MPH	MPH
First, Second, El Paso and Carlsbad Districts; and between Rincon and MP 34 on Deming Dis- trict	40	45	30
Pecos, Estancia and be- tween MP 34 and Silver City on Deming District	20	20	20
Santa Rita and Magda- lena Districts	15	15	15

Pile drivers must be handled in train next to engine.

3. SPEED REGULATIONS—(Cont'd)

(F) SPRING SWITCHES, TURNOUTS AND CROSS-
OVERS

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, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour. Where two speeds shown in miles per hour column, higher speed applies to passenger trains only.

STATION	TYPE	LOCATION	MILES PER HOUR
Clovis	I	EAST END YARD	
		Turnout from Psgr. Yard Track 1 to industry lead	15
		Turnouts from Psgr. Yard Track 2 to long tail	30
		Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
Clovis	I	WEST END YARD	
		Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
		Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
		Turnout from Psgr. Yard Track 2 to long tail	15
		Turnout from Eastward Main Track to No. 5 yard lead	40
		Crossover between Eastward and Westward Main Tracks	40
Melrose	I	Crossover between Two Tracks at east end siding	20
		Both ends siding	30
		End Two Tracks M.P. 681.2	70-65
Cantara	I	Both ends siding	40
Krider	I	Both ends siding	40
Tolar	I	Both ends siding	40
Taiban	I	Both ends siding	40
LaLande	I	Both ends siding	40
Fort Sumner	I	Both ends siding	40
Agudo	I	Both ends siding	40
Ricardo	I	Both ends siding	40
Evanola	I	Both ends siding	40
Yeso	I	Both ends siding	40
		Crossover	30
Largo	I	Both ends siding	40
Buchanan	I	Both ends siding	40
Cardenas	I	Both ends siding	40
Duoro	I	Both ends siding	40
Joffre	I	East end Two Tracks	50
		Both ends siding	30
		Crossover between Two Tracks	40
Vaughn	I	Crossover between Two Tracks east end yard	30
		West end Two Tracks	30
		West switch, freight yard lead	30
Tejon	I	Both ends siding	40
Carnero	I	Both ends siding	40
Encino	I	Both ends siding	30
Negra	I	Both ends siding	40
Pederal	I	Both ends siding	40
Dunmoor	I	Both ends siding	30

3. SPEED REGULATIONS—(Cont'd)
(F) SPRING SWITCHES, TURNOUTS AND CROSS-OVERS—(Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
		"I"—Interlocked Switch. "S"—Spring Switch.	
Culebra	I	Both ends siding	40
Lucy	I	Both ends siding	40
Silio	I	Both ends siding	40
Willard	I	Both ends siding	30
Broncho	I	Both ends siding	40
Mountainair	I	Both ends east siding	40
	I	Both ends No. 2 track	15
	I	Both ends west siding	40
Abo	I	Both ends siding	40
Scholle	I	Both ends siding	40
	I	Crossover	30
Sais	I	Both ends siding	40
Becker	I	Both ends siding	40
Bodega	I	Both ends siding	40
Madrone	I	Both ends siding	40
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	El Paso Dist. Jct.	15
	I	East end Two Tracks	30
	I	Albuquerque Div. Jct.	30
	I	East and west end crossover Albuquerque Div. Jct.	15
	I	West end tracks 23 and 24	30
Carlsbad	S	East leg wye M.P. 181.3	15
	S	West leg wye M.P. 181.7 (Carlsbad Industrial Spur)	15
	S	Tail of wye M.P. 0.3	15
	S	Lead Switch west end (PCA End) La Huerta Yard	15
Getty Spur	S	Jct. switch	15
	S	Duval Spur Wye Connection	15
Abajo	I	End of two tracks	40
Isleta	I	Albuquerque Division Jct. Westward trains to El Paso Dist.	40
		Eastward trains from El Paso Dist.	20
Rincon	S	East end No. 2 track	15

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
	FIRST DISTRICT
656.7	Foot overhead bridge Ice House Track 17 Clovis.
786.7	Overhead highway bridge near Vaughn.
	SECOND DISTRICT
787.7	Sand Conveyor Pipe over Eastward Main Track Vaughn Sand House.
800.5	Overhead highway bridge near Encino.
897.1	Overhead foot bridge Belen Yard.
	ESTANCIA DISTRICT
27.2	Cement Conveyor Belt Calvert.
27.7	Beet Loader Conveyor Belt Calvert.
	CARLSBAD DISTRICT
92.9	Loading tipple on Ewell Spur.
167.6	Pecos River.
181.7	Pecos River.
	PECOS DISTRICT
198.9	Black River.
	LOVING INDUSTRIAL SPUR
14.4	Conveyor over KCL loading track International Minerals & Chemical Co.

4. DANGEROUS OBSTRUCTIONS—(Cont'd)

MILE POST	NAME
	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.
3.1	West side tipple track.
39.6	San Vincente.
45.3	San Vincente.

5. RAILROAD CROSSINGS AND JUNCTIONS
(A) LOCATION OF INTERLOCKINGS

LOCATION	TYPE	MAXIMUM SPEED	
		PSGR.	FRT.
Belen: Junction New Mexico and Albuquerque divisions	Interlocking		
Main Track		15	15
Yard Lead		30	30

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
FIRST DISTRICT		
Gallaher Airport Spur	662.8	79
SECOND DISTRICT		
Sais Crusher Tracks	874.2	152
CARLSBAD DISTRICT		
Ewell Spur	92.9	13
Builders Block and Stone Co.	110.6	7
AAA Alfalfa	110.9	7
Industry	111.5	24
Roswell Airport Spur	113.0	153
Callens Flying Service	121.9	9
Wood Chemical Co.	142.4	11
PECOS DISTRICT		
Continental Oil Co.	222.4	12
Northwestern Refinery	236.4	10
CARLSBAD INDUSTRIAL SPUR		
Getty	12.8	107
National Potash Co. Gettys Spur	13.6	136
Wills Spur	16.2	10
Potash Company of America	19.2	340
Run Around Track	18.5	100
Southwest Potash Corporation	6.1	111
Run Around Track	5.4	62
Duval Sulphur & Potash Company		
Shaft 3 and 4	5.6	40
Run Around Track	4.7	30
Duval Sulphur & Potash Company	7.1	218
United States Borax & Chemical Company Shaft 3	2.9	26
Du Pont Spur	2.6	5
Kermac	6.1	248
National Potash Company	8.9	230
Run Around Track	8.5	44
LOVING INDUSTRIAL SPUR		
United Borax & Chemical Company	4.3	295
Duval Nash Draw	8.6	172
International Minerals & Chemicals Corporation	14.4	310

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity
EL PASO DISTRICT		
A. R. Hebenstreit	905.6	50
Home Planners, Inc.	905.9	20
M. Lieberman	906.0	21
Kinney	907.1	6
American Pipe & Constr. Co.	907.8	18
Industrial Park	908.2	109
Briner Rust Proofing Co.	908.5	18
Bates Lumber Company	910.6	10
Edmunds Chemical Co.	935.3	6
Polvadero	966.7	None
Tex Mex Mining Co.	989.0	7
Tiffany Stock Yards	1002.1	19
Mesilla Park	1116.0	52
Hanes Knitting Mill	1118.2	10
Brazito Packing Co.	1120.6	10
Santa Tomas	1123.5	15
Vado	1127.8	18
Mountain Pass Canning Co.	1137.5	6
Border Steel Co.	1138.9	179
Vinton	1139.8	18
Walker-Wood Products	1144.2	2
El Paso Feed & Stock Yards	1144.5	14
DEMING DISTRICT		
Asarco	2.0	Yard
MAGDALENA DISTRICT		
Socorro Planing & Lumber Co.	1.9	6
Great Lakes Carbon Corp.	4.8	30
Quarry Tracks	11.0	36
Kelly	28.5	29
SANTA RITA DISTRICT		
Star Shaft	15.5	21
Precipitate Spur	15.6	22
Fierro Industrial Spur 5.8 Miles: ...	14.4	
Bullfrog Mine	0.2	10
Black Hawk	2.3	12
Kearney	2.6	19
Hanover	3.3	41

7. SPECIAL RULES AND FACILITIES

(A) High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with the train dispatcher and every precaution for safety should be taken.

High water detectors located at:

- Bridge 779.1 — Near Joffre
- Bridge 806.9 — Near Negra
- Bridge 870.4 — Near Scholle
- Bridge 871.4 — Near Scholle
- Bridge 875.0 — Sais
- Bridge 908.7 — Near Abajo

(B) Automatic Flood Indicators on Carlsbad and El Paso Districts protect following areas:

- MP 175.2 to MP 178.1
- MP 978.9 to MP 987.6
- MP 1080.9 to MP 1095.0

Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions.

Semaphore arm in horizontal position or a red light warn of high water or washout.

Trains receiving warning indication must stop, then proceed prepared to stop short of high water or washout through the protected area.

Full report must be made at first open office of communication.

7. SPECIAL RULES AND FACILITIES—(Cont'd)

(C) Dragging equipment detectors located at points shown below. Equipment dragging across these detectors will cause the letter "E" to be lighted in bottom unit of next governing signal.

When the letter "E" is illuminated, immediate stop must be made, both sides of train, as well as track must be inspected and dispatcher notified. Telephones are located at these signals.

LOCATION	DIRECTION	SIGNAL DISPLAYING "E"
MP 711.4	Westward	7131
MP 722.3	Eastward	7202

(D) Hot box detectors are located as follows:

Detector Location	Direction	Location of Indicator	Hot Box Locator
MP 684.3	Westward	MP 684.3	MP 686.5
MP 684.3	Eastward	MP 686.5	MP 682.4
		MP 684.3	
MP 711.4	Westward	MP 682.4	MP 715.8
		MP 713.6	
MP 726.3	Eastward	MP 724.8	MP 722.4
MP 764.9	Eastward	MP 762.5	MP 760.3
		MP 766.9	MP 769.2
MP 806.1	Eastward	MP 804.1	MP 802.9
		MP 807.9	MP 809.8
MP 832.5	Westward	MP 832.5	MP 834.7
		MP 834.7	MP 830.3
MP 832.5	Eastward	MP 832.5	
MP 878.1	Westward	MP 830.3	MP 880.1
		MP 878.1	
MP 878.1	Eastward	MP 880.1	MP 876.8
		MP 878.1	

Detectors will detect and locate as many as eight hot boxes; four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" to be lighted at a point beyond detector and "Hot Box Locator" in signal case, suitably marked, will count the axles passing over the detector behind each overheated journal. To locate a hot box, take the number, or numbers, registered on the "axle counters" and add one. This figure will represent the overheated journal in number of axles from rear of train.

When an "indicator" is illuminated, train must be stopped immediately, "Hot Box Locator" observed, and a thorough inspection made of all cars in train to find the hot box, or boxes. Box lids must be raised, and close visual inspection made, of each designated car and the two cars on either side.

After observing Hot Box Locator, door must be closed and locked. HOT BOX DETECTOR REPORT must be filed at first open office of communication and Form 1523, required by Rule 806, must indicate that the designated car actuated the Hot Box Detector.

8. YARD LIMITS

Abajo	El Paso	Rincon
Albuquerque	El Paso Union	Roswell
Artesia	Station	Santa Rita
Bayard	Estancia	Silver City
Belen	Hanover Jct.	Socorro
Calvert	Hurley	Vaughn
Carlsbad	Las Cruces	Whitewater
Clovis (on First District only)	Loving	Willard (Estancia District only, extends to and includes Calvert)
Clovis Jct.	Loving Jct.	Yerba
Cobre	Magdalena	
Deming	Pecos	
	Portales	

9. BULLETIN BOOKS

Albuquerque	Hurley
Belen	Rincon
Carlsbad	Roswell
Clovis	Vaughn
El Paso	

10. STANDARD CLOCKS

Albuquerque	Hurley
Belen	Rincon
Carlsbad	Roswell
Clovis	Vaughn
El Paso	

11. STANDARD THERMOMETERS

Albuquerque	El Paso
Belen	Rincon
Carlsbad	Roswell
Clovis	Socorro
Deming	Vaughn

TIME SERVICE

A. J. STROBEL, General Watch Inspector Topeka

R. W. GOOCH, Assistant General Watch Inspector Topeka

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

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Attica	Amarillo and beyond	Kansas City and beyond
	Umbarger Black	Clovis and beyond	Beyond Amarillo
	Melrose Fort Sumner	Belen and beyond	Beyond Clovis
2	Encino Yeso Fort Sumner Taiban Melrose	Clovis and beyond	Belen and beyond
	Black Umbarger	Beyond Amarillo	Clovis and beyond
	Attica	Kansas City and beyond	Amarillo and beyond
	17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond
18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond	Albuquerque and beyond

CONDITIONAL STOPS—(Cont'd)

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

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

TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
	Syracuse		Topeka, Lawrence, Kansas City and beyond
	Trinidad		Kansas City and east and north of La Junta
20	Trinidad	North of La Junta, Kansas City and east	Arizona and California
	Syracuse	Topeka, Lawrence, Kansas City and beyond	
	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
23	Newton to Las Animas	La Junta and beyond	Newton and beyond
	Thatcher	Trinidad and beyond	La Junta and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond
24	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond
	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
27-(C&S)	Thatcher	La Junta and beyond	Trinidad and beyond
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond
27-(C&S)	Palmer Lake	Pueblo and beyond	Denver

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