

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## NEW MEXICO DIVISION

To Take Effect Sunday, August 18, 1929, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

F. L. BURCKHALTER,  
*General Manager*

R. L. RUBY,  
*Superintendent of Transportation*

A. E. SWEET,  
*Assistant General Manager*

W. B. KIRKLAND,  
*Superintendent*



ALAMOGORDO SUBDIVISION

EASTWARD											WESTWARD													
Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 8 August 18, 1929				Distance from Carrizozo	FIRST CLASS				THIRD CLASS			
	232 Freight	230 Freight	202 Local Freight	228 Freight	226 Freight	2 Californian	4 Golden State Limited	12 Apache	1 Californian	3 Golden State Limited		11 Apache	201 Local Freight	231 Freight	227 Freight		229 Freight							
Yard BKIP	Leave Daily	Leave Daily	Leave Tue. Thurs. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	TO-R EL PASO Union Passenger Depot 1.1	144.0	s 5.35AM	s 10.35AM	s 11.30AM	Arrive Wed. Fri. Sun.	Arrive Daily	Arrive Daily	Arrive Daily					
	6.30PM	12.45PM	7.00AM	6.05AM	12.15AM	9.05PM	6.10PM	12.35PM	1297.0	TO-R EL PASO Octavia St. T. & N. O. Co. yard	142.9	5.28AM	10.28AM	11.28AM										
Trains and Engines moving between Tower 47 and El Paso Union Depot are governed by T & NO El Paso Division time table. Times shown above for information only																								
P	6.35PM	12.50PM	7.05AM	6.10AM	12.20AM	9.07PM	6.12PM	12.37PM	1297.3	Block Signals TO-R EL PASO TOWER 47 T. & N. O. Co. Connection EL PASO Dallas St. Yard 4.5	142.3	5.25AM	10.25AM	11.20AM										
YARD P									1297.0	Block Signals EL PASO Dallas St. Yard 4.5	142.9				2.50PM	11.50AM	7.20PM	3.35AM						
24 P						f			1301.5	Block Signals FORT BLISS (Spur) 0.8	138.4	f												
100 P	7.00	1.15	7.30	6.35	12.45	f 9.25	6.30	12.55	1302.3	Block Signals MATERIAL YARD 6.7	137.6	f 5.06	10.07	11.07	2.30	11.30	7.00	3.13						
69 P	7.12	1.30	7.45	6.50	1.00	f 9.33	6.37	1.03	1309.0	Block Signals PANCHO 7.1	130.9	f 4.56	10.00	11.00	2.15	11.19	6.37	3.02						
99 WP	7.35	1.55	8.10	7.15	1.25	f 9.46	6.45	1.12	1316.1	Block Signals NEWMAN 5.6	123.8	f 4.46	9.52	10.52	1.55	11.08	6.10	2.50						
71 P	7.50	2.10	8.25	7.30	1.40	f 9.54	6.51	1.19	1321.7	Block Signals HUECO 4.5	118.2	f 4.38	9.42	10.41	1.35	10.59	6.00	2.40						
72 P	7.59	2.19	8.33	7.39	1.49	f 9.59	6.56	1.24	1326.2	Block Signals ALVARADO 5.9	113.7	f 4.32	9.37	10.36	1.24	10.52	5.52	2.32						
72 P	8.09	2.29	8.43	7.49	1.59	f 10.07	7.02	1.31	1332.1	Block Signals DESERT 7.1	107.8	f 4.25	9.30	10.30	1.00	10.43	5.42	2.22						
70 P	8.20	2.40	8.55	8.00	2.10	f 10.16	7.10	1.39	1339.2	Block Signals ELWOOD 5.8	100.7	f 4.17	9.22	10.22	12.45	10.32	5.30	2.10						
119 WYP	8.40	3.05	9.15	8.24	2.32	s 10.29	7.23	1.54	1345.0	Block Signals TO OROGRANDE Junction Jarilla Line 6.3	94.9	s 4.09	9.15	10.15	12.30	10.15	5.20	1.45						
71 P	8.55	3.20	9.41 10.04	8.37	2.47	f 10.38	7.32	2.03	1351.3	Block Signals TURQUOISE 5.7	88.6	f 3.57	9.02	10.04	12.01PM	9.41	4.57	1.26						
70 P	9.04	3.30	10.20	8.54	2.57	f 10.46	7.40	2.11	1357.0	Block Signals PAXTON 5.1	82.9	f 3.50	8.54	9.56	11.50AM	9.32	4.47	1.16						
74 P	9.13	3.40	10.30	9.10	3.07	f 10.53	7.46	2.17	1362.1	Block Signals ESCONDIDA 3.9	77.8	f 3.44	8.48	9.50	11.40	9.24	4.38	1.07						
92 P	9.20	3.48	10.38	9.18	3.15	f 10.59	7.50	2.22	1366.0	Block Signals DUNES 6.3	73.9	f 3.39	8.43	9.45	11.31	9.18	4.31	1.00						
71 P	9.31	4.00	10.50	9.38	3.32	f 11.07	7.57	2.29	1372.3	Block Signals VALMONT 5.9	67.6	f 3.32	8.36	9.38	11.20	9.06	4.20	12.49						
109 P	9.41	4.10	10.59AM	9.50	3.45	f 11.14	8.03	2.35	1378.2	Block Signals OMLEE 4.6	61.7	f 3.25	8.29	9.31	11.10	8.57	4.10	12.39						
177 CFBWPK	10.20	4.45	12.30PM	10.30	4.25	s 11.43	s 8.21	s 2.55	1382.3	Block Signals TO-R ALAMOGORDO 1.4	57.1	s 3.12	s 8.14	s 9.17	10.55 9.23	8.50	3.57	12.30						
YP	10.25	4.50	12.35	10.35	4.30	f 11.45	8.23	2.57	1384.2	Block Signals ALAMOGORDO JCT. 4.4	55.7	f 2.58	8.06	9.04	9.18	8.30	3.36	12.01AM						
70 P	10.40	5.10	12.45	10.50	4.45	f 11.53PM	8.31	3.05	1388.6	Block Signals KEARNEY 7.0	51.3	f 2.53	8.01	8.59	9.09	8.23	3.29	11.53PM						
73 P	11.00	5.30	2.00	11.10	5.05	s 12.10AM	8.39	s 3.17	1395.6	Block Signals TO TULAROSA 7.4	44.3	s 2.43	7.52	s 8.50	8.50	8.12	3.17	11.34						
70 P	11.20	5.50	2.15	11.30	5.25	f 12.22	8.48	3.27	1403.0	Block Signals TEMPORAL 4.2	36.9	f 2.25	7.43	8.38	8.10	8.00	3.01	11.20						
70 P	11.30	6.00	2.25	11.40AM	5.35	f 12.28	8.53	3.32	1407.2	Block Signals SALINAS 5.7	32.7	f 2.19	7.37	8.32	7.50	7.50	2.54	11.07						
71 WP	11.50PM	6.20	2.45	12.01PM	5.55	f 12.40	9.00	f 3.42	1412.9	Block Signals TO THREE RIVERS 5.5	27.0	f 2.10	7.29	f 8.24	7.29	7.40	2.45	10.57						
71 P	12.10AM	6.40	3.10	12.20	6.15	f 12.50	9.08	3.51	1418.4	Block Signals NORTH 6.1	21.5	f 2.00	7.22	8.17	6.55	7.30	2.29	10.47						
71 WP	12.30	7.05	3.40	12.45	6.35	f 1.03	9.18	f 4.02	1424.5	Block Signals OSCURA 8.3	15.4	f 1.52	7.15	f 8.10	6.35	7.20	2.19	10.36						
70 P	12.50	7.25	4.00	1.05	7.05	f 1.15	9.28	4.13	1432.8	Block Signals POLLY 7.1	7.1	f 1.41	7.05	8.00	6.00	7.05	2.06	10.22						
YARD CBTWPK	1.20AM	7.50PM	4.20PM	1.30PM	7.30AM	s 1.30AM	s 9.40PM	s 4.25PM	1439.9	Block Signals TO-R CARRIZOZO 7.1	0.0	1.30AM	6.55AM	7.50AM	5.40AM	6.40AM	1.55PM	10.10PM						
	Arrive Daily	Arrive Daily	Arrive Tue. Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(144.0)		Leave Daily	Leave Daily	Leave Daily	Leave Wed. Fri. Sun.	Leave Daily	Leave Daily	Leave Daily						

(6.50)	(7.05)	(9.20)	(7.25)	(7.15)	(4.30)	(3.35)	(3.55)	Time over District				(4.05)	(3.40)	(3.40)	(9.10)	(5.10)	(5.25)	(5.25)
21.07	20.32	15.42	19.41	19.85	30.88	40.18	36.76	Average speed per hour				36.08	39.27	39.27	15.57	27.87	26.58	26.58

Westward trains are superior to trains of the same class in the opposite direction

Westward New Mexico Division freight trains enter Dallas St. Yard El Paso at Missouri St.

Between yard limit board East of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from the Cloudcroft Line may move under authority of block signals only. All trains must move between these points prepared to stop expecting to find main track occupied. Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
11	Any Station	Discharge	Amarillo, Tex. and Hutchinson, Kans.	Hutchinson, Kans. and Amarillo, Tex. Yuma, Ariz
12	Any Station	Receive		
12	Any Station	Discharge		

SANTA ROSA SUBDIVISION

EASTWARD

WESTWARD

Capacity of Siding in Car Lengths	EASTWARD										Distance from San Francisco	Time Table No. 8 August 18, 1929	Distance from Tucumcari	WESTWARD							
	THIRD CLASS		SECOND CLASS				FIRST CLASS							FIRST CLASS			SECOND CLASS		THIRD CLASS		
	206	204	230	228	226	232	4	12	2	3				11	1	227	229	231	205	203	
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Golden State Limited	Apache	Californian	Golden State Limited				Apache	Californian	Freight	Freight	Freight	Local Freight	Local Freight	
Leave Mon. Thur. Sat.	Leave Wed. Fri. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Thur. Sat.	Arrive Tue. Thur. Sat.					
Yard BTOWPK		7.45 AM	8.20 PM	2.00 PM	8.00 AM	2.00 AM	9.55 PM	4.40 PM	1.50 AM	1439.9	TO-R CARRIZOZO	187.5	s 6.45 AM	s 7.40 AM	s 1.15 AM	1.20 PM	9.30 PM	6.20 AM		5 15 PM	
										1440.3	CARRIZOZO JUNCTION	187.1									
71 P		8.00	8.40	2.20	8.20	2.20	10.06	4.52	f 2.02	1446.9	ROBSART	180.5	6.33	7.27	f 1.03	1.00	9.15	6.00		4.52	
70 WP		8.15	9.00	2.35	8.35	2.35	10.15	5.02	f 2.13	1452.2	COYOTE	175.2	6.26	7.21	f 12.52	12.40	9.00	5.40		4.30	
70 P		8.30	9.25	2.55	8.55	2.55	10.24	5.13	f 2.24	1459.2	LARGO	168.2	6.18	7.13	f 12.42	12.25	8.40	5.25		4.15	
80 WP		9.00	9.55	3.25	9.25	3.25	10.31	5.22	s 2.35	1463.5	TO ANCHO	163.9	6.13	7.08	s 12.34	12.15	8.30	5.15		4.05	
100 P		9.20	10.15	3.45	9.45	3.45	10.37	5.30	f 2.44	1467.0	LUNA	160.4	6.08	7.03	f 12.25	12.05 PM	8.15	5.00		3.45	
70 P		9.45	10.40	4.10	10.10	4.10	10.48	5.43	f 2.57	1473.0	TECOLOTE	154.4	6.00	6.55	f 12.15	11.45 AM	7.55	4.40		3.25	
70 P		9.55	10.54	4.20	10.20	4.25	10.54	5.51	f 3.04	1477.8	ELDA	149.6	5.55	6.50	f 12.07 AM	11.35	7.40	4.25		3.15	
125 WP		10.10	11.10	4.35	10.35	4.35	11.00	5.57	f 3.10	1482.5	GALLINAS	144.9	5.50	6.45	f 11.59 PM	11.25	7.30	4.00		3.00	
68 YP		11.00	11.44 PM	5.00	11.00	5.00	11.11	f 6.12	s 3.23	1490.9	TO CORONA	136.5	5.39	f 6.32	s 11.44	11.00	7.05	3.45		2.30	
68 P		11.30	12.05 AM	5.10	11.10	5.31	11.17	6.19	f 3.30	1495.2	VARNEY	132.2	5.31	6.21	f 11.31	10.35	6.55	3.30		1.45	
67 WP		11.45 AM	12.15	5.20	11.20	5.45	11.22	6.24	f 3.36	1499.0	TORRANCE	128.4	5.26	6.14	f 11.22	10.25	6.45	3.10		1.25	
70 P		12.05 PM	12.35	5.40	11.40	6.05	11.28	6.31	f 3.42	1504.4	HELENA	123.0	5.18	6.05	f 11.12	10.10	6.31	2.55		1.05	
Yard WTPBK		12.40	12.45	6.00	11.55 AM	6.20	11.37	f 6.40	s 3.53	1510.6	TO DURAN	116.8	5.10	f 5.57	s 11.06	9.55	6.00	2.40		12.45	
78 P		12.55	12.55	6.15	12.10 PM	6.35	11.44	6.49	f 4.02	1516.6	INDIOLE	110.8	5.02	5.47	f 10.55	9.35	5.40	2.25		12.10 PM	
78 P		1.05	1.05	6.25	12.20	6.45	11.50 PM	6.56	f 4.09	1521.5	EPRIS	105.9	4.55	5.40	f 10.48	9.20	5.25	2.10		11.35 AM	
97 CWP		2.00	1.40	7.10	1.05	7.30	12.01 AM	s 7.10	s 4.30	1525.4	TO VAUGHN	102.0	4.43	s 5.25	s 10.35	8.50	5.05	1.40		11.15	
74 P		2.15	1.50	7.20	1.15	7.35	12.05	7.14	f 4.38	1528.1	TONY	99.3	4.38	5.16	f 10.25	8.05	4.15	1.00		10.10	
70 P		2.35	2.00	7.30	1.25	7.45	12.12	7.21	f 4.48	1533.3	LEONCITO	94.1	4.30	5.08	f 10.17	7.45	3.55	12.40		9.45	
71 P		2.50	2.10	7.40	1.35	7.55	12.20	7.28	f 4.59	1540.0	WINKLE	87.4	4.21	4.59	f 10.07	7.20	3.35	12.20 AM		9.30	
102 WP		3.10	2.25	7.55	1.50	8.10	12.29	7.37	s 5.18	1547.2	TO PASTURA	80.2	4.12	4.50	s 9.57	6.50	3.10	11.50 PM		9.00	
70 P		3.40	2.40	8.05	2.05	8.25	12.36	7.44	f 5.28	1552.4	GUADALUPE	75.0	4.03	4.41	f 9.47	6.25	2.40	11.25		8.25	
70 P		4.00	2.52	8.15	2.20	8.37	12.44	7.52	f 5.40	1558.5	ARABELLA	68.9	3.52	4.30	f 9.36	6.10	2.20	11.10		7.55	
70 CP		4.30	3.05	8.25	2.30	8.50	12.52	7.59	f 5.51	1563.7	PINTADO	63.7	3.41	4.19	f 9.25	5.51	2.00	10.55		7.40	
No.1-72 No.2-67 WYP		7.45 PM	4.45 PM	3.32	8.35	2.45	9.05	1.00	s 8.10	1568.3	TO-R SANTA ROSA	59.1	f 3.32	s 4.10	s 9.15	5.25	1.40	10.35		6.00 PM	7.15 AM
92 P		8.00		3.56	9.00	3.00	9.20	1.09	f 6.22	1574.0	HAWKS	53.4	3.23	3.56	f 9.00	5.12	1.25	10.20		5.30	
70 P		8.10		4.10	9.15	3.15	9.35	1.15	f 6.30	1577.4	LOS TANOS	50.0	3.18	3.52	f 8.55	5.02	1.15	10.12		5.15	
95 P		8.20		4.20	9.25	3.25	9.45	1.20	f 6.36	1580.3	ALCOR	47.1	3.14	3.48	f 8.51	4.55	1.10	10.05		5.00	
100 WP		8.42		4.35	9.40	3.40	10.00	1.27	s 6.48	1585.8	TO CUERVO	41.6	3.06	3.40	s 8.42	4.35	12.55	9.40		4.45	
100 P		9.15		4.50	10.00	4.00	10.20	1.39	f 7.00	1594.7	NEWKIRK	32.7	2.53	3.26	f 8.24	4.05	12.20	9.15		4.00	
69 P		9.35		5.05	10.15	4.15	10.35	1.46	f 7.12	1600.4	SIMMONS	27.0	2.45	3.19	f 8.15	3.55	12.10 PM	9.02		3.35	
100 WP		10.00		5.17	10.30	4.30	10.50	1.53	s 7.22	1606.7	TO MONTOYA	20.7	2.36	3.10	s 8.05	3.40	11.55 AM	8.40		3.15	
70 P		10.15		5.30	10.45	4.45	11.05	2.04	f 7.33	1615.5	PALOMAS	11.9	2.24	3.00	f 7.53	3.20	11.35	8.20		2.45	
70 P		10.30		5.45	11.00	5.00	11.20	2.15	f 7.43	1621.9	HARGIS	5.5	2.15	2.51	f 7.45	3.08	11.20	8.08		2.25	
Yard CFWYTPBK		10.45 PM		6.00 AM	11.20 PM	5.20 PM	11.40 AM	s 2.35 AM	s 9.45 PM	1627.4	TO-R TUCUMCARI	0.0	2.00 AM	2.40 AM	s 7.35 PM	2.50 AM	11.00 AM	7.50 PM		2.00 PM	
		Arrive Mon. Thur. Sat.	Arrive Wed. Fri. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(187.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Thur. Sat.	Leave Tue. Thur. Sat.		
		(3.00) 19.70	(9.00) 14.27	(9.40) 19.39	(9.20) 20.09	(9.20) 20.09	(9.40) 19.39	(4.40) 40.18	(5.05) 36.88	(6.05) 30.82	Time over District..... Average speed per hour.....	(4.45) 39.47	(5.00) 37.50	(5.40) 33.67	(10.30) 18.17	(10.30) 18.17	(10.30) 18.17	(4.00) 14.77	(10.00) 12.84		

Westward trains are superior to trains of the same class in the opposite direction.

No. 4 will hold Main track at Tucumcari to West Connection East Yard against Nos. 3 and 11 and head in on No. 1 track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
11 12 12	Any Station Any Station Any Station	Discharge Receive Discharge	Amarillo, Tex. and Hutchinson, Kans.	Hutchinson, Kans. and Amarillo, Tex. Yuma, Ariz.

SANTA ROSA SUBDIVISION  
DAWSON LINE

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 8 August 18, 1929	Distance from Dawson	SECOND CLASS	
	210	208				207	209
	Local Freight	Mixed				Mixed	Local Freight
	Leave Mon. Wed. Friday	Leave Daily				Arrive Daily	Arrive Tue. Thur. Sat.
Yard TCWYPBKF	7.30AM	9.00AM	1627.4	TO-R TUCUMCARI 7.5	132.0	s 6.10PM	5.30PM
41 P	7.50	f 9.20	1634.9	BASCOM 5.5	124.5	f 5.42	4.40
29 P	8.05	f 9.35	1640.4	CANADIAN 9.7	119.0	f 5.18	4.05
42 P	8.35	f 10.05	1650.1	ATABQUE 5.5	109.3	f 4.55	3.35
2		f	1655.6	TRIGG RANCH (Spur) 6.1	103.8	f	
29 YWP	9.10	s 10.35	1661.7	CAMPANA 5.9	97.7	s 4.25	2.50
29 P	9.35	f 11.00	1667.6	MEDIO 5.4	91.8	f 3.50	2.15
60 OYP	10.15	f 11.25	1673.0	CABEZA 4.9	86.4	f 3.20	1.40
72 P	10.40	s 11.40AM	1677.9	TO MOSQUERO 8.4	81.5	s 2.58	1.20
52 WP	11.15AM	s 12.01PM	1686.3	SOLANA 9.8	73.1	s 2.35	12.55
29 P	12.30PM	f 12.25 12.50	1696.1	TO ROY 10.3	63.3	f 2.10 1.45	12.25PM
58 YP	1.20	s 1.20	1706.4	TO MILLS 4.3	53.0	s 1.20	11.35AM
74 P	1.40	f 1.30	1710.7	ALICIA 4.9	48.7	f 12.55	11.05
58 WP	2.00	s 1.50	1715.6	ABBOTT 6.2	43.8	s 12.30	10.30
51 P	2.15	f 2.05	1721.8	VERNON 8.0	37.6	f 12.05PM	10.00
37 OYP	2.50	s 2.30	1729.8	TO TAYLOR 11.5	29.6	s 11.35AM	9.20
P		3.10 4.10	1741.3	TO FRENCH 0.4	18.1	10.50 10.10	
27 P	3.40	f 4.15	1741.7	LLOYD 12.6	17.7	f 9.55	8.20
Yard PI	4.10	s 4.45	1754.3	COLFAX 5.1	5.1	s 9.25	7.50
Yard YOWTPBK	4.30PM	s 5.20PM	1759.4	TO-R DAWSON	0.0	9.05AM	7.30AM
	Arrive Mon. Wed. Friday	Arrive Daily		(132.0)		Leave Daily	Leave Tue. Thur. Sat.
	(9.00) 14.64	(8.20) 15.84		Time over District		(9.05) 14.53	(10.00) 13.20
				Average speed per hour			

ALAMOGORDO SUBDIVISION  
CLOUDCROFT LINE

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 8 August 18, 1929	Distance from Russia	THIRD CLASS	
	218	214				213	217
	Freight	Mixed				Mixed	Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
177 BCFWPK	12.15PM	7.00AM	1382.8	TO-R ALAMOGORDO 1.4	82.8	s 3.00PM	6.25PM
YP	12.20	7.05	1384.2	ALAMOGORDO JUNCTION 2.8	30.9	2.50	6.15
2			1387.0	OLIVERLEE SPUR 1.8	28.1		
17 P	12.35	f 7.25	1388.8	LA LUZ 3.7	26.3	s 2.35	6.00
14	12.55	f 7.45	1392.5	EL VALLE 2.9	22.6	f 2.10	5.35
15	1.10	f 8.00	1395.4	PINTO 3.2	19.7	f 1.55	5.20
15 P	1.35	s 8.25	1398.6	HIGH ROLLS 0.7	16.5	s 1.35	5.00
9 P	1.40	s 8.30	1399.3	MOUNTAIN PARK 1.6	15.8	s 1.25	4.50
7 WP	1.55	f 8.45	1400.9	WOOTEN 2.6	14.2	f 1.15	4.40
8 YP	2.15	f 9.05	1403.5	TOBOGGAN 0.2	11.6	f 1.00	4.25
			1403.7	SWITCHBACK (South End) 0.6	11.4		
			1404.3	SWITCHBACK (North End) 1.6	10.8		
1			1405.9	BAILEYS (Spur) 2.8	9.2		
14 WPY	2.55PM	s 9.50	1408.7	TO-R CLOUDCROFT 0.7	6.4	s 12.20	3.45PM
41		9.55	1409.4	HOTEL SPUR 1.2	5.7	12.05PM	
11		f 10.05	1410.6	COX CANON (Spur) 2.7	4.5	f 11.55AM	
2			1413.3	HUDMANS SPUR 1.8	1.8		
22 YP		s 10.30AM	1415.1	RUSSIA	0.0	11.30AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(32.3)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.40) 9.71	(3.30) 9.23		Time over District		(3.30) 9.23	(2.40) 9.71
				Average speed per hour			

ALAMOGORDO SUBDIVISION  
CAPITAN LINE

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 8 August 18, 1929	Distance from Capitan	THIRD CLASS	
	216	Mixed				215	Mixed
	Leave Tue. Fri.	Leave Tue. Fri.				Arrive Tue. Fri.	Arrive Tue. Fri.
Yard BTOWYPK	7.00AM		1439.9	TO-R CARRIZOZO 0.4	21.3	s 12.20PM	
	7.02		1440.3	CARRIZOZO JUNCTION 8.7	20.9	12.15PM	
5	f 7.50		1449.0	WALNUT (Spur) 4.4	12.2	s 11.40AM	
			1453.4	SWITCH BACK (N. End) 0.4	7.8		
			1453.8	SWITCH BACK (S. End) 0.7	7.4		
5	f 8.35		1454.5	INDIAN DIVIDE (Spur) 4.2	6.7	f 10.55	
27 Y	f 9.00		1458.7	COALORA (Spur) 2.5	2.5	f 10.25	
32 P	s 9.25AM		1461.2	CAPITAN (Spur)	0.0	10.00AM	
	Arrive Tue. Fri.			(21.3)		Leave Tue. Fri.	
	(2.25) 8.81			Time over District		(2.20) 9.13	
				Average speed per hour			

ALAMOGORDO SUBDIVISION  
JARILLA LINE

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 8 August 18, 1929	Distance from Zora
	210	208			
	Local Freight	Mixed			
	Leave Mon. Wed. Friday	Leave Daily			
119 WYP			1345.0	TO OROGRANDE Junction Jarilla Line 0.5	4.9
40			1345.5	SMELTER (Spur) 2.3	4.4
9			1347.8	MURRAY (Spur) 0.1	2.1
12			1347.9	JARILLA 0.6	2.0
33			1348.5	LUCKY MINE (Spur) 0.4	1.4
4			1348.9	JARILLA RED. CO. (Spur) 0.7	1.0
2			1349.6	PARKER (Spur) 0.3	0.8
			1349.9	ZORA	0.0
				(4.9)	

Westward trains are superior to trains of the same class in the opposite direction.

**RULE D-10 (G).** Where there are two or more main tracks, an unattended red signal, except a fixed signal or fusee, will not apply to the track on which the train is moving if displayed beyond the first rail of an adjoining main track.

**RULE 10 (H).** First paragraph is modified to read: “A yellow signal will be displayed to the right of the track in the direction of movement, one-half mile each side of structure or track over which speed of trains must be restricted.”

**RULE D-11 (A).** Has been changed to read: “Where there are two or more main tracks, a fusee will not apply to the track on which a train is moving if displayed beyond the first rail of an adjoining main track.”

**RULE D-72 (A).** When a section of double track is being used as single track under Form D-S, Westward trains are superior to trains of the same class in the opposite direction.

**RULE 85 (A).** Third-class trains may pass and run ahead of second-class trains.

**RULE 91 (B).** When a train leaves continuously block signaled territory a ten minute fusee will be left immediately after passing last signal for purpose of spacing trains. This will not apply at an open train-order office.

**RULE 99 (C).** Rule 99 will ordinarily be regarded as complied with in protecting rear end of a first-class train standing at station platform at:  
Alamogordo Carrizozo Santa Rosa Tucumcari  
when flagman takes position thirty feet to the rear of his train, provided no first-class train in the same direction is due by time-table. If time of stop be of unusual length, or if vision be obstructed by fog or storm, or other conditions make it necessary to increase the distance, flagman must go back sufficient distance to insure full protection.

**RULE 221.** That portion of Rule 221 reading: “Train-order office hours will be shown in the time-table” is cancelled. When a train-order signal indi-

cates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

**RULE 221 (B).** If the date of a clearance card is incorrect, or omitted, trains will not stop for another clearance card.

**RULE 509.** That portion reading: “—or to enter a terminal yard, provided the switch is set for receiving track and the route is clear to the fouling point of switch,” will also apply to double track.

**RULE 672.** Second sentence of Rule 672 is changed to read: “When so arranged they will be semi-automatic and distinguished by a number plate and the letters ‘SA’ near the number plate.”

**RULE 822.** Modified as follows:  
When main rod only is removed.....30 miles per hour.  
When side rods only are removed.....30 miles per hour.  
When both main and side rods are removed.....20 miles per hour.

**SPECIAL INSTRUCTIONS**

**RULE 2.** The following are designated watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.  
El Paso, First National Bank Bldg. G. D. Davidson Co.  
Alamogordo A. Sorenson.  
Carrizozo J. K. Such.  
Tucumcari E. E. Rivers.

**RULE 83 (A).** Only trains originating or terminating at Santa Rosa will register at that point.

**RULE 83 (C).** Extra trains register at Alamogordo and Cloudcroft, when such stations are open train-order offices.

**RULE 83 (D).** Trains must obtain clearance card before leaving Alamogordo and Cloudcroft when such stations are open train-order offices.

**RULE 98.** Yard limits are defined by yard limit signs at the following stations:

El Paso	Russia	Duran	Tucumcari
Alamogordo	Carrizozo	Santa Rosa	Dawson
Cloudcroft	Capitan	Vaughn	

**RULE 98.** The normal position of switches at junctions will be as follows:  
Alamogordo Junction For Main Track.  
Carrizozo Junction For Main Track.  
Tucumcari (Dawson Line) For Stock Track.  
French Jct. For Main Track.

**RULE 873.** Modified as follows: “Brakemen must be on top of their trains when descending steep grades or under other conditions when the safety of their trains so require.”

**AIR BRAKE AND TRAIN INSPECTION**

**Use of Retainers**

Westward trains will use all retainers from Cabeza to Campana, from Indian Divide to Walnut, and from Zora to Orogrande. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Where retainers are used the rate of speed of freight or mixed trains on any grade of 1% or over will not exceed twenty-five miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Freight trains descending grades will stop at least ten minutes at:

**MEDIO CAMPANA**

Five minutes at:

**HIGH ROLLS LA LUZ WALNUT**

where trainmen will make a careful examination of cars in train.

Engines running light, descending grades of 1½% or over, will make same stops for inspection as are made by freight trains on such grades and Enginemen will know that tires and machinery are in satisfactory condition.

Westward trains between Mosquero and Campana, Dawson Line, and at all points on the Capitan and Cloudcroft lines must use 90 pounds brake pipe pressure.

Westward trains will make rear end test as required by Rule 17, “Rules and Regulations governing Air Brakes,” before leaving Russia, Cloudcroft, High Rolls, Indian Divide, Walnut, Mosquero, Cabeza and Medio.

**INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE AND WATER IN BRAKE PIPES.**

(a) Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

(b) At terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

(c) Before coupling engine to any train, brake pipe must be blown out by opening angle cock wide open on end of engine next to train, with brake valve handle in release position.

(d) When cars are set out enroute the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

(e) Before starting descent of grade with a freight train, the brake pipe at the forward portion of train must be blown out by uncoupling the hose between the first and second cars, leaving both angle cocks open.

(g) Instructions in letters a and d apply irrespective of climatic conditions or time of year. Letters b, c and e must be put into effect when freezing weather is liable to be encountered and apply between November 15th and February 15th, before descending grades as follows:

Gallinas—East and West.  
Mosquero—West.  
Russia, or Cloudcroft.  
Capitan.

**AUTOMATIC BLOCK SYSTEM**

When stopped at block signals 14403 or 14396 Carrizozo, 15250 or 15259 Vaughn, 15682 or 15689 Santa Rosa, trains may then proceed with caution not exceeding six miles per hour to next home signal. In foggy or stormy weather a flagman must precede the train.

Block signals between Tower 47 and Material Yard and between Carrizozo and Santa Rosa operate in the upper quadrant. Home signals indicate stop when the arm is extended horizontally, or in addition a red light is displayed, and indicate proceed when the arm is vertical or in addition a green light is displayed. Distant signals indicate proceed with caution when the arm is extended horizontally, or in addition yellow light is displayed, and indicate proceed when the arm is vertical, or in addition a green light is displayed.

Light signals are used to protect connection between main track and No. 1 track just East of passenger station Tucumcari.

**INTERLOCKING**

**COLFAX, N. M.**

At A. T. & S. F. R. R. crossing, the normal position of signals and derails are for Southern Pacific trains.

**MISCELLANEOUS**

1. Employees of New Mexico Division using tracks of the T. and N. O. Ry. or the El Paso Union Depot Company within their yards in El Paso are governed by the rules, regulations and current time-tables of the above Companies.

2. Trains entering El Paso which become disabled and block street crossings, will, as soon as possible, call Yardmaster in order to secure assistance of yard engine to avoid unnecessary delay in clearing street crossings.

3. Eastward freight trains will take only enough water at Newman to make Orogrande. Westward freight trains will take full tank water at Orogrande and not take water at Newman unless necessary.

4. On passenger trains entering terminals where engines are to be changed, or train switched, rear brakeman will open steam valve on rear of train at Yard Limit board of such terminal and after doing so give one long blast of air whistle as signal to Engineman to shut off steam.

5. Sprinklers on engines handling passenger trains must be used to full extent between Mile Post 1310 and Mile Post 1334 and through full length of station grounds at:

**Newman Orogrande Montoya**  
Also at:

Ancho—Between West siding switch and station.  
Pastura—Between station and East siding switch.  
Pintado—When passing coal chute, and whenever track is dusty account section men disturbing the surface, limits of which will be marked from time to time by sprinkler flags.

Conductors must make wire report to Superintendent when for any reason sprinklers are not used.

6. Look out for drifting sand between Material Yard and Hueco, Turquoise and Paxton, switches at Temporal and at Robsart; and for rocks and trees immediately after rains or thaws between Arabella and Pintado.

7. The following signs when placed at left of page in time-table indicate:  
“C”—Coal Station.  
“F”—Oil Station.

Eastward passenger trains take full tank of coal at Alamogordo and enough at Vaughn to make Tucumcari.

Westward passenger trains take full tank of coal at Vaughn and at Alamogordo if necessary.

8. Ash pans must not be dumped and trains moved over cinders before fire has been extinguished.

9. Report to Chief Train Dispatcher from first point of communication, any leak in water service pipe line between Carrizozo and Pastura.

10. While switching over street crossings just West of station at Alamogordo, flagman must be stationed on crossing.

11. First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections, and time-table schedules and train orders applicable between first class trains only will apply at these connections. Other trains will clear the siding between these connections to avoid delay to first class trains meeting at that point.

12. Normal position of inside cutoff switch East end Pastura siding is lined and locked for stock track.

**CLOUDCROFT LINE**

26. Normal position for switch of wye Cloudcroft end, Alamogordo Junction, will be for the East leg.

27. Trainmen will lock switches at North and South ends of Switchback between Toboggan and Baileys for Westward trains, when cars are left on either end of Switchback.

28. When necessary to turn at Toboggan, enter South leg of wye.

29. Look out for rocks and trees between La Luz and Russia.

30. Cars must not be cut off while in motion.

31. Auxiliary retainer air line must be used on all trains.

32. Enter Cloudcroft and Russia Yard limits expecting to find Lumber Co. trains occupying main track.

33. Maximum tonnage per operative brake between Russia and La Luz 80 Ms.

SPECIAL INSTRUCTIONS, Continued

JARILLA LINE

37. Trains and engines must move with extreme caution account heavy grades and curvature.

CAPITAN LINE

40. Normal position of switch of wye Capitan end, Carrizozo Junction, will be for the West leg.

41. Look out for rocks and trees between Walnut and Coalora.

42. Cars must not be cut off while in motion.

43. Maximum tonnage per operative brake between Indian Divide and Walnut 120 Ms.

DAWSON LINE

50. Look out for drifting sand between Tucumcari and Canadian and between Abbott and Colfax, and rocks and trees between Canadian and Cabeza.

51. Take full tank of coal at Taylor.

52. Take only sufficient water at Solana to make next water station.

53. Westward trains must not follow each other closer than fifteen minutes between Cabeza and Campana.

54. While handling cuts of cars from loading tipples to train yard, Dawson, air brakes must be cut in and used on all cars.

55. Maximum tonnage per operative brake between Cabeza and Campana 160 Ms.

DERAILERS IN MAIN TRACK

JARILLA LINE

Derailing switch 190 feet East of wye switch.

Derailing switch 5975 feet East of wye switch.

DAWSON LINE

Derailing switch 550 feet West of West switch, Dawson yard.

CLOUDCROFT LINE

Derailing switch 150 feet West of West wye switch Cloudercroft.

Derailing switch 427 feet East of main track switch, on East leg of wye, Alamogordo Jct.

Derailing switch 192 feet East of main track switch, on West leg of wye, Alamogordo Jct.

CAPITAN LINE

Derailing switch 283 feet East of main track switch, on West leg of wye, Carrizozo Jct.

Derailing switch 359 feet East of main track switch, on East leg of wye, Carrizozo Jct.

SPEED TABLE

Table with 10 columns: Miles per Hour, 1 Mile in Min. Sec., Miles per Hour, 1 Mile in Min. Sec., Miles per Hour, 1 Mile in Min. Sec., Miles per Hour, 1 Mile in Min. Sec., Miles per Hour, 1 Mile in Min. Sec.

SPEED RESTRICTIONS

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR, EXCEPT BETWEEN FT. BLISS AND TUCUMCARI THE MAXIMUM SPEED IS 60 MILES PER HOUR. WHEN WATER CAPACITY OF ENGINE TENDER IS LESS THAN 9,000 GALLONS, MAXIMUM SPEED IS 50 MILES PER HOUR EXCEPT ENGINES 3100 TO 3109 INCLUSIVE WHICH ARE PERMITTED A MAXIMUM SPEED OF 60 MILES PER HOUR.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD, IS 40 MILES PER HOUR.

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR ON CURVES FROM 2 TO 3 DEGREES AND 45 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD IS 35 MILES PER HOUR ON CURVES FROM 2 TO 3 DEGREES AND 30 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF 2-10-2 CLASS ENGINES IN PASSENGER SERVICE IS AS FOLLOWS:

- (a) Tangent track—45 miles per hour.
(b) On curves of less than 5 degrees—40 miles per hour.
(c) On curves of 5 to 6 degrees—35 miles per hour.
(d) On curves of 6 to 7 degrees—30 miles per hour.
(e) On curves of 7 to 10 degrees—25 miles per hour.

MAXIMUM SPEED OF CONSOLIDATED AND MIKADO TYPE ENGINES (57 AND 63 INCH DRIVERS) IN PASSENGER SERVICE IS 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPEED RESTRICTIONS.

Table with 4 columns: Page, BETWEEN, Passenger, Freight Mixed and light engines moving forward, Light engines backing.

No. 4 reduce speed to twenty miles per hour passing station at Vaughn to permit proper exchange of U. S. Mail.

STRUCTURES LESS THAN STANDARD CLEARANCE

EL PASO TO OROGRANDE—EASTWARD

Table with 3 columns: Mile Post, LOCATION, DESCRIPTION

OROGRANDE TO ZORA—EASTWARD

Table with 3 columns: Mile Post, LOCATION, DESCRIPTION

OROGRANDE TO ALAMOGORDO—EASTWARD

Table with 4 columns: Mile Post, LOCATION, DESCRIPTION, Side

OROGRANDE TO ALAMOGORDO—EASTWARD (CONT'D)

Table with 4 columns: Mile Post, LOCATION, DESCRIPTION, Side

ALAMOGORDO TO RUSSIA—EASTWARD

Table with 4 columns: Mile Post, LOCATION, DESCRIPTION, Side

Note—Look out for narrow rock cuts between La Luz and Russia

ALAMOGORDO TO CARRIZOZO—EASTWARD

Table with 4 columns: Mile Post, LOCATION, DESCRIPTION, Side

CARRIZOZO TO CAPITAN—EASTWARD

Table with 4 columns: Mile Post, LOCATION, DESCRIPTION, Side

CARRIZOZO TO TUCUMCARI—EASTWARD

Table with 4 columns: Mile Post, LOCATION, DESCRIPTION, Side

# SPECIAL INSTRUCTIONS, Continued

CARRIZOZO TO TUCUMCARI—EASTWARD (CONT'D)			
Mile Post	LOCATION	DESCRIPTION	
1528.1	Tony	Stock Pen Platform, Siding	Side
1547.2	Pastura	Water Column, Main Track & Siding	Side
1547.2	Pastura	Cinder Loading Incline & Pastura Trading Co. Platform, Siding	Side
1552.4	Guadalupe	Platform, Ore Loading Spur No. 2	Side
1563.7	Pintaño	Coal Chute, Main Track & Coal Chute Track	Side
1568.3	Santa Rosa	Water Column, Main Track & Siding	Side
1568.3	Santa Rosa	Moise Bros. Store & Warehouse, Ind'y Track No. 18	Side
1568.3	Santa Rosa	Coury Garage, Ind'y Track No. 18	Side
1585.8	Cuervo	Bond & Weiss Platform & Warehouse, Stock Yard Track	Side
1627.4	Tucumcari	Sand House & Coal Chute Eng. House, Track No. 85	Side
1627.4	Tucumcari	Coal Hoist, Tracks Nos. 85 & 20	Side
1627.4	Tucumcari	Coal Hoist, Engine House, Track No. 21	Side
1627.4	Tucumcari	Walls, Cinder Pit, Tracks Nos. 22 & 49	Side
1627.4	Tucumcari	Car Repairers Office, Track No. 86	Side
1627.4	Tucumcari	Roundhouse & Machine Shop Doors, Track No. 45	Over & Side
1627.4	Tucumcari	Roundhouse Doors, Track No. 31	Over & Side
1627.4	Tucumcari	Mach. Shop Coal Bin, Track No. 31	Side
1627.4	Tucumcari	Freight House Platform, Tracks on both sides	Side
1627.4	Tucumcari	Pump House & Cinder Loading Incline, Track No. 43	Side
1627.4	Tucumcari	Sinclair Oil Co. Fence, Track No. 42	Side
1627.4	Tucumcari	Tucumcari Ice Co Building & Coal Bins, both sides, Track No. 42	Side
1627.4	Tucumcari	Electric Light Co. Coal Bin, Track No. 42	Side
1627.4	Tucumcari	Tucumcari Light & Power Co Wire, 5th Street	Over
1627.4	Tucumcari	Goldenberg's old Concrete Vault, Track No. 47	Side

TUCUMCARI TO DAWSON—EASTWARD			
Mile Post	LOCATION	DESCRIPTION	
1639.0	Bridge 1639-A	Steel Bridge over Canadian River, Main Track	Over & Side
1673.0	Cabeza	Coal Chute, Main Track & Coal Chute Track	Side
1686.3	Solana	Stock Pen Platform, Siding	Side
1696.1	Roy	Floersheim Warehouse & Platform, Ind'y Track No. 3	Side
1696.1	Roy	Rocky Mtn. Bean & Elevator Co., Ind'y Track No. 3	Side
1696.1	Roy	Freight House Platform, Ind'y Track No. 3	Side
1706.4	Mills	Wilson Co. Elevator, Spur No. 6	Side
1715.6	Abbott	Wilson Co. Elevator, Spur	Side
1729.8	Taylor	Coal Chute, Main Track & Track No. 3	Side
1759.4	Dawson	Water Column, Tracks Nos. 16 and 17	Side
1759.4	Dawson	Scale House, Tracks Nos. 7 & 9	Side
1759.4	Dawson	Sand House, Tracks Nos. 16 & 17	Side
1759.4	Dawson	Water Loading Crane, Track No. 15	Side
1759.4	Dawson	Walls, Depressed Track No. 18	Side
1759.4	Dawson	Coal Unloading Trestle, Track No. 25	Side
1759.4	Dawson	Oil House, Track No. 38	Side

**Note—Look out for narrow rock cuts between Tucumcari and Cabeza**

Employees are warned that it is dangerous to ride on top or sides of cars at previously mentioned points.  
Bunks on log cars, such as are used on the Cloudcroft Line, will not clear stock pen platforms.

SURGEONS		
Location	Name	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager Hospital Department
El Paso	Dr. R. L. Ramey	Division Surgeon
El Paso	Dr. J. J. Gorman	Assistant Division Surgeon
El Paso	Dr. S. F. King	Assistant Surgeon
El Paso	Dr. H. H. Varner	Assistant Division Surgeon
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon
El Paso	Dr. J. M. Britton	Oculist and Aurist
El Paso	Dr. F. S. Schuster	Oculist and Aurist
El Paso	Dr. W. L. Brown	Consulting Surgeon
(Service limited to consultation with Division Surgeon)		
Alamogordo	Dr. F. B. Evans	District Surgeon
Alamogordo	Dr. J. G. Holmes	District Surgeon
Cloudcroft	Dr. R. J. Thompson	District Surgeon
High Rolls	Dr. W. P. Shelley	District Surgeon
Tularosa	Dr. H. E. Whitacre	District Surgeon
Carrizozo	Dr. F. H. Johnson	District Surgeon
Carrizozo	Dr. M. G. Paden	Consulting Surgeon
(Service limited to consultation with District Surgeons or when they are not available)		
Carrizozo	Dr. P. M. Shaver	District Surgeon
Corona	Dr. R. R. Green	District Surgeon
Duran	Dr. A. A. Sanford	District Surgeon
Vaughn	Dr. J. W. Kinsinger	District Surgeon
Santa Rosa	Dr. Z. E. Funk	District Surgeon
Tucumcari	Dr. O. E. Brown	District Surgeon
Tucumcari	Dr. C. H. Ferguson	Assistant District Surgeon
Mosquero	Dr. D. C. Daniel	District Surgeon
Roy	Dr. M. D. Gibbs	District Surgeon
Dawson	Dr. C. S. Hart	District Surgeon
Dawson	Dr. W. R. Quinn	Assistant District Surgeon

**LOCATION HOSPITAL STRETCHERS**  
ALAMOGORDO, CARRIZOZO, VAUGHN,  
DAWSON, TUCUMCARI.

## RATING OF ENGINES—IN M'S OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	BOILER PRESSURE	El Paso and Tucumcari	Tucumcari to Campana	Campana to Cabeza	Cabeza to Dawson	Dawson to Taylor	Taylor to Mills	Mills to Canadian	Canadian to Tucumcari	Alamogordo to Russia	Russia to Alamogordo	Carrizozo to Capitan	Capitan to Carrizozo		
				SINGLE	SINGLE	HELPER 1.0	SINGLE	SINGLE	HELPER 1.0	SINGLE	HELPER 1.0	SINGLE	HELPER 1.0	SINGLE	SINGLE	HELPER 1.0	SINGLE
				P-11	P—68-24/26-157-S	3100 to 3109	176	1850									
P-12	P—73-27/28-186-S	3120 to 3129	190	2600													
Mk-5, 6	Mk—63-26/28-210-S	3241 to 3277	200	3000	2500	2500	2500	6900	6900	6900	6900						
Mk-7, 8, 9	Mk—63-29/30-247-S	3300 to 3324	176	3400													
Mk-7, 9	Mk—63-29/30-247-SF																
C-18	C—57-22/28-169-S	3400 to 3409	200	2300	1950	1950	1950	5250	5250	5250	5250						
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	2050	2050	2050	5500	5500	5500	5500						
C-20	C—57-25/30-196-S	3440 to 3444	170	2600	2200	2200	2200	6000	6000	6000	6000						
C-23	C—57-23/30-193-S	3450, 3451	200														
C-22	C—57-25/30-193-S	3452 to 3469	170														
F-3	F—63-29½/32-307-S	3653 to 3667	200													4200	
F-4	F—63-29½/32-319/B-62-SF	3668 to 3717	200	4400													
Mt-1, 3, 4	Mt—73-28/30-246/B-60-SF	4300 to 4358	210	3600													
Mt-2	Mt—73-28/30-262-SF	4385 to 4390	210	3550													
C-14	C—46-21/24-125	2504	160									245	8000	760	940		
C-15	C—50-21/26-126	2505 to 2508	160									230	8000	730	930		
C-17	C—51-21½/28-160	2510, 2511	180									320	8000	970	1160		
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS				LESS THAN 40 M's	6	6	6	6	6	6	6	3	3	3	3		
				40 M's TO 50 M's	3	3	3	3	3	3	3	0	0	0	0		
				50 M's AND OVER	0	0	0	0	0	0	0	0	0	0	0		

NOTE: Ratings for districts Gallinas to El Paso and Gallinas to Tucumcari will be car limit instead of Ms.  
These ratings include the total weight of train, exclusive of engine and tender, which the different classes of engines will haul in direction indicated between the stations shown.  
Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 22,000 pounds on Drivers:  
C-57—187  
30

- CLASS "C"—Consolidated engine  
"T"—Ten-wheelers  
"M"—Moguls  
"Mk"—Mikado  
"TW"—Twelve-wheelers  
"E"—Eight-wheelers  
"P"—Pacific Type  
"F"—2-10-2  
"Mt."—Mountain

District	Ruling Grades & Curves		
	Per Cent Grade	Degrees Curve	Equivalent Grade
El Paso to Carrizozo	1.0	4.0	1.0
Carrizozo to Tucumcari	1.0	4.0	1.0
Tucumcari to Dawson	3.0	10.0	3.0
Orogrande to Zora	4.7	18.0	4.7
Alamogordo Jct. to Russia	5.2	30.0	5.2
Carrizozo Jct. to Capitan	4.5	20.0	4.5

- TRAINMASTERS**
- T. W. CARDWELL ..... Carrizozo  
J. W. CORBETT ..... Tucumcari
- CHIEF TRAIN DISPATCHERS**
- W. A. COLLINS ..... Tucumcari  
H. DIXON ..... El Paso
- DISTRICT EXAMINER**
- R. D. BLOSS ..... El Paso
- ROAD FOREMAN OF ENGINES**
- M. L. HULL ..... Tucumcari

