



**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.)

**TRAINMASTERS**

J. K. Hastings ..... Clovis, N.M.  
J. A. Carrier ..... Belen, N.M.  
E. B. Jones ..... Albuquerque, N.M.  
H. G. Crawford ..... El Paso, Tex.  
R. M. Champion, Jr. .... Carlsbad, N.M.

**ASST. TRAINMASTER**

J. W. Fellabaum ..... Hurley, N.M.

**ROAD FOREMEN OF ENGINES**

J. E. Gill ..... Clovis, N.M.  
G. O. Lotspeich ..... Albuquerque, N.M.  
W. K. Fry ..... Slaton, Tex.

**CHIEF DISPATCHER**

E. V. Church ..... Clovis, N.M.

**ASST. CHIEF DISPATCHERS**

J. A. Elrod ..... Clovis, N.M.  
M. R. Jones ..... Clovis, N.M.

**DISPATCHERS - CLOVIS, N.M.**

J. C. Collins ..... W. H. Rhodes  
D. D. Boler ..... D. L. Alderman  
B. E. Wrather ..... I. F. Phillips  
W. L. Kelley ..... C. M. Bonarden  
J. W. Wooster ..... E. W. Vance  
H. R. Moots ..... K. L. Miller  
J. E. Young ..... J. A. Maize  
R. E. Cooper ..... O. N. Hale  
D. H. Williams

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

**Panhandle and Santa Fe Railway Co.**

**WESTERN LINES**

**Southern District**

**NEW MEXICO DIVISION**

**TIME TABLE No.**

**2**

**IN EFFECT**

**Sunday, October 28, 1962**

**At 12:01 A. M.**

**Mountain Standard Time**

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

**F. N. STUPPI,  
Vice-President and  
General Manager,  
Amarillo, Texas.**

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

**W. A. J. CARTER,  
Superintendent,  
Clovis, New Mexico.**

FIRST DISTRICT

NEW MEXICO DIVISION

2

Track Capacity 50 ft. Per Car		WESTWARD First Class			Mile Post	Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Table and Wye	Communications.	EASTWARD First Class	
		3	1	2							4	
		Passenger	San Francisco Chief	San Francisco Chief							Passenger	
Other Tracks	Sidings	Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	
Yard		PM 8.40	AM 11.40	656.7	28.0	CLOVIS YL 5.9	12.7	T Y	C	PM 2.40	AM 12.35	
70	114	8.45	11.45	662.6	28.1	GALLAHER 4.8	11.1		B	2.30	12.26	
18	110	8.49	11.49	667.4	26.4	GRIER 5.4	18.7		B	2.25	12.22	
26	110	8.54	11.54	672.8	19.0	ST. VRAIN 8.0	11.1		B	2.20	12.17	
84	109	9.01	PM 12.01	680.8	26.0	MELROSE 6.4	26.4		C	2.12	12.10	
6	216	9.07	12.07	687.6	0	CANTARA 5.8	31.7		B	2.06	12.03 AM	
57	220	9.12	12.12	693.4	0	KRIDER 5.1	31.7		B	2.01	11.57	
9	161	9.16	12.16	698.5	0	TOLAR 4.3	31.7		B	1.56	11.51	
37	260	9.20	12.20	702.8	26.4	TAIBAN 7.3	31.7		B	1.52	11.46	
10	201	9.26	12.26	710.1	26.4	LA LANDE 6.7	31.7		B	1.45	11.40	
70	156	9.31	12.31	716.8	31.7	FORT SUMNER 6.8	0	Y	C	1.39	11.34	
4	231	9.37	12.37	723.6	31.7	AGUDO 5.7	15.8		B	1.33	11.29	
19	216	9.42	12.42	729.3	31.7	RICARDO 7.3	0		B	1.28	11.24	
5	216	9.48	12.48	736.6	31.7	EVANOLA 7.3	0		B	1.22	11.18	
44	220	9.54	12.55	743.9	31.7	YESO 5.7	0		C	1.16	11.12	
2	216	9.59	1.00	749.6	31.7	LARGO 6.5	0		B	1.11	11.07	
26	216	10.04	1.06	756.1	31.7	BUCHANAN 5.3	0		B	1.06	11.02	
4	217	10.10	1.12	761.4	31.7	CARDENAS 7.6	31.7		B	1.00	10.57	
15	237	10.16	1.18	769.0	31.7	DUORO 6.7	10.2		B	12.53	10.51	
15	125	10.23	1.25	775.7	31.7	JOFFRE 11.8	10.6		B	12.47	10.45	
Yard		10.37 PM	1.45 PM	787.5		VAUGHN YL Two Tracks		Y	C	12.35 PM	10.33 PM	
		Arrive Daily	Arrive Daily			(130.8)				Leave Daily	Leave Daily	
		67.1	62.8			Average speed per hour				62.8	64.3	

SIGNAL SYSTEM TWO IN EFFECT.

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.

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 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.

Track Capacity 50 ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	TIME TABLE No. 2 October 28, 1962	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD	
		First Class		Passenger							First Class	
		1	3								2	4
Other Tracks	Sidings	Leave Daily	Leave Daily			STATIONS				San Francisco Chief	Passenger	
Yard		PM 1.45	PM 10.37	787.5	31.7	VAUGHN YL 5.2	0	Y	C	Arrive Daily PM 12.35	Arrive Daily PM 10.33	
5	214	1.51	10.44	792.7	31.7	TEJON 6.0	0		B	12.30	10.27	
8	181	1.57	10.52	798.7	10.5	CARNERO 5.1	31.7		B	12.25	10.21	
46	120	2.02	10.57	803.8	31.7	ENCINO 5.0	31.7		B	12.21	10.17	
19	239	2.07	11.02	808.8	31.7	NEGRA 6.7	31.7		B	12.17	10.13	
3	229	2.13	11.08	815.5	31.7	FEDERNAL 4.0	31.7		B	12.11	10.07	
8	116	2.17	11.12	819.5	31.7	DUNMOOR 4.5	31.7		B	12.07	10.03	
5	191	2.21	11.17	824.0	12.1	CULEBRA 4.8	31.7		B	12.03 PM	9.59	
39	218	2.25	11.22	828.8	30.5	LUCY 7.3	31.7		B	11.59	9.55	
8	159	2.31	11.28	836.1	30.3	SILIO 6.0	31.7		B	11.53	9.49	
235	128	2.36	11.33	842.1	31.7	WILLARD 6.4	0	Y	C	11.48	9.44	
8	246	2.42	11.40	848.5	31.7	BRONCHO 7.2	0		B	11.43	9.39	
220	54 125 336	2.50	11.47	856.7	31.7	MOUNTAINAIR 7.5	66.0	Y	C	11.37	9.33	
6	270	2.57	11.54 AM	863.2	3.2	ABO 5.7	66.0		B	11.29	9.24	
20	301	3.04	12.01	868.9	0	SCHOLLE 7.9	66.0		B	11.22	9.17	
3	166	3.16	12.13	875.9	0	SAIS 5.7	66.0		B	11.10	9.05	
67	186	3.21	12.18	881.6	0	BECKER 5.0	31.7		B	11.05	9.00	
8	186	3.26	12.22	886.6	0	BODEGA 4.7	31.7		B	11.01	8.56	
7	187	3.31	12.27	891.3	12.1	MADRONE 6.1	31.7		B	10.57	8.52	
Yard		3.45 PM	12.38 AM	897.4		BELEN YL		T	Y	C	10.50 AM	8.45 PM
		Arrive Daily	Arrive Daily			(109.9)					Leave Daily	Leave Daily
		54.9	54.5			Average speed per hour					62.8	61.0

TRAFFIC CONTROL SYSTEM

**SIGNAL SYSTEM TWO IN EFFECT.**

**TWO TRACKS:** At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6.

**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 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 regular and extra trains and engines.

At Mountainair, Westward passenger trains not making station stop, will make service test of air brakes as prescribed by Rule 945 (E).

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

**CARLSBAD DISTRICT**

**NEW MEXICO DIVISION**

Track Capacity 50 ft. Per Car		WEST- WARD First Class <b>25</b> Passenger		Rolling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD First Class <b>26</b> Passenger
Other Tracks	Buildings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
Yard		PM 1.45		0	<b>CLOVIS YL</b> 0.7	19.5	T Y	C	PM 1.00
			0.0	37.0	Clovis Jct. 7.6	52.8			
2	110	1.56	7.8	52.8	<b>CAMEO</b> 10.0	52.8		B	12.41
96	134	2.09	17.8	52.8	<b>PORTALES YL</b> 3.3	52.8		C	12.29
	27	2.14	20.9	52.8	<b>YERBA</b> 8.9	16.7			12.24
2	110	2.24	29.8	52.8	<b>DELPHOS</b> 7.4	37.0		B	12.14
2	115	2.33	37.2	52.8	<b>KERMIT</b> 5.0	52.8		B	12.05 -PM-
39	50	2.40	42.2	52.8	<b>ELIDA</b> 5.4	52.8		C	11.59
2	110	2.47	47.6	48.1	<b>TORNERO</b> 4.9	52.8		B	11.52
7	72	2.54	52.5	42.2	<b>KENNA</b> 13.0	47.5		B	11.45
	110	3.11	65.5	52.8	<b>BOAZ</b> 6.3	40.7		B	11.28
	84	3.20	71.8	52.8	<b>ELKINS</b> 10.3	52.8		B	11.19
	110	3.32	82.1	45.9	<b>CAMPBELL</b> 7.9	52.8		C	11.07
	18	3.42	90.0	37.0	<b>ACME</b> 4.9	52.8		B	10.54
	110	3.48	94.9	52.8	<b>MELINA</b> 8.2	52.8		B	10.47
40	110	3.59	103.1	52.8	<b>POE</b> 4.7	52.8		B	10.37
Yard	83	4.15	107.8	47.0	<b>ROSWELL YL</b> 4.8	52.8	Y	C	10.30
9	21	4.22	112.6	30.1	<b>SOUTH SPRING</b> 6.2	35.2			10.16
	110	4.29	118.8	0	<b>CHISUM</b> 5.4	41.7		B	10.08
61	51	4.36	124.2	0	<b>DEXTER</b> 2.4	21.1		C	10.01
50		4.40	126.6	46.2	<b>GREENFIELD</b> 3.9	42.2		B	9.57
40	51	4.45	130.5	32.7	<b>HAGERMAN</b> 8.6	52.8		C	9.52
18	19	4.55	139.1	38.5	<b>LAKE ARTHUR</b> 4.7	31.7		B	9.41
22	110	5.01	143.8	8.5	<b>ESPUELA</b> 6.1	31.7		B	9.35
287	64	5.11	149.9	45.8	<b>ARTESIA YL</b> 5.2	41.7		C	9.27
22	110	5.18	155.1	29.0	<b>ATOKA</b> 2.8	41.7		B	9.20
44	25	5.22	157.9	18.6	<b>DAYTON</b> 7.3	52.8		B	9.16
13	110	5.31	165.2	50.2	<b>LAKWOOD</b> 12.3	48.8		B	9.08
	61	5.48	177.5	52.8	<b>AVALON</b> 3.3	52.8		B	8.53
Yard		6.00 PM Arrive Daily	183.0		<b>CARLSBAD YL</b>		Y	C	8.45 AM Leave Daily.
		43.1			(183.0)				43.1
					Average speed per hour				

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

Trains must get numbered clearance card before leaving Clovis and 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 regular and extra trains and engines.

5 NEW MEXICO DIVISION

EL PASO DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD FIRST CLASS					Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	EASTWARD FIRST CLASS							
		123	17	19	7	13				14	20	124	18	8			
		The Grand Canyon	Super Chief-El Capitan	The Chief	Fast Mail Express	El Pasoan				El Pasoan	The Chief	The Grand Canyon	Super Chief-El Capitan	Fast Mail Express			
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Turn Table as Wyes	Communication	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		PM 5.00	PM 4.40	AM 7.55	AM 12.55	PM 6.00	902.4	0	Albuquerque YL 1.5	14.9	T	C	PM 1.00	AM 5.30	AM 9.50	PM 1.20	PM 8.45
		5.05	4.45	8.00	1.00	6.05	908.9	21.1	ABAJO YL 11.1	26.4	Y	B	12.54	5.24	9.44	1.14	8.35
34	70	5.15 PM	4.55 PM	8.10 AM	1.10 AM	6.15	915.0	10.6	ISLETA 7.4	26.4		B	12.45	5.15 AM	9.35 AM	1.05 PM	8.25 PM
70	88					6.22	922.4	21.1	LOS LUNAS 5.0	25.8		C	12.35				
8	83					6.27	927.4	19.0	CHLOE 5.2	21.1		B	12.28				
Yard						6.40	932.6	21.1	BELEN YL 9.2	26.4	T	Y	12.20 PM				
29	83					6.50	942.6	15.8	SABINAL 11.0	26.4		B	11.53				
13	88					7.01	958.5	16.3	LA JOYA 10.0	25.3		B	11.40				
7	80					7.11	968.6	19.5	SAN ACACIA 7.2	41.0		B	11.27				
12	83					7.19	970.9	19.2	LIMITAR 6.5	26.4		B	11.17				
101	83					7.35	977.8	26.4	SOCORRO YL 10.4	26.4	Y	C	11.08				
42	83					7.46	988.2	31.7	SAN ANTONIO 10.8	31.7		B	10.50				
	82					7.57	999.0	0	ELMENDORF 6.1	31.7		B	10.38				
	119					8.07	1005.1	26.4	SAN MARCIAL 7.2	12.8		B	10.29				
	68					8.17	1012.8	26.4	POPE 9.1	26.4		B	10.19				
1	55					8.28	1021.4	26.4	LAVA 10.1	26.4		B	10.06				
	82					8.38	1031.5	26.4	CROCKER 11.7	26.4		C	9.53				
85	63					8.52	1048.2	0	ENGEL 3.7	26.4			9.40				
41	41					8.56	1046.9	26.4	JORNADA 4.3	26.4		B	9.30				
	82					9.01	1051.4	26.4	CUTTER 5.0	26.4		B	9.25				
	47					9.06	1056.4	26.4	ALEMAN 6.3	26.4		B	9.20				
8	83					9.13	1068.8	9.8	UPHAM 3.3	26.4		B	9.11				
	82					9.17	1067.1	5.4	ALIVIO 6.6	26.4		B	9.07				
44	49					9.24	1078.7	26.4	GRAMA 5.0	63.4	Y	C	8.59				
Yard						9.35	1079.6	26.4	RINCON YL 7.7	26.4		B	8.50				
	83					9.47	1087.8	26.4	TONUCCO 8.4	26.4		B	8.40				
	83					10.03	1095.7	26.4	MEDLER 0.4	0		B	8.28				
						10.04	1096.1	26.4	RADIUM SPRINGS 5.0	26.4		B	8.27				
	62					10.10	1101.1	21.5	LEASBURG 5.8	26.4		B	8.20				
33	62					10.18	1106.9	16.5	DONA ANA 5.6	26.4		B	8.11				
Yard						10.35	1112.5	1.6	LAS CRUCES YL 2.5	26.4		C	8.05				
63						10.38	1115.0	24.6	MESILLA PARK 8.0	29.5			7.55				
83	83					10.48	1128.9	0	MESQUITE 3.9	12.1		C	7.44				
18						10.53	1127.8	0	VADO 3.6	10.6		B	7.39				
26	26					10.57	1131.4	9.5	BERINO 5.0	6.8		B	7.35				
42	51					11.03	1136.4	26.4	ANTHONY 3.4	26.4		C	7.29				
18						11.08	1139.8	26.4	VINTON 2.6	26.4			7.23				
18	85					11.12	1142.4	26.4	CANUTILLO 3.9	26.4		C	7.20				
	63					11.16	1145.3	8.7	MONTTOYA 2.6	21.1		B	7.15				
4						11.20	1147.9	26.4	WHITE 7.3	26.4			7.10				
						11.40 PM	1155.2	0	EL PASO Union Station YL 0.8	0			7.00 AM				
Yard							1156.0	0	EL PASO Freight Station YL 0.5	0	T	C					
							1156.5		International Bridge End of Track YL								
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(254.1)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		50.4	50.4	50.4	50.4	44.8			Average speed per hour				42.2	50.4	50.4	50.4	37.8

# EL PASO DISTRICT—CONTINUED

# NEW MEXICO DIVISION 6

TWO TRACKS: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5.

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 Dalles.

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 regular and extra trains and engines.

## DEMING DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			1079.6		RINCON YL		Y	C	
23	41		1084.8	26.4	5.2	26.4		C	
	59		1093.9	63.9	HATCH			B	
	75		1104.9	68.4	9.1	16.8			
	36		1118.2	26.4	HOCKETT		Y	B	
	61		1125.8	26.4	11.0	26.4		B	
Yard			1182.9	26.4	NUTT				
46	41		8.1	57.0	13.3	26.4		C	
	53		16.7	57.0	FLORIDA			B	
Yard			30.3	78.9	7.6	26.4			
Yard			46.6	117.2	MIRAGE				
					7.1	26.4			
					DEMING YL				
					4.0	62.3			
					PERHILL				
					13.6	62.3		B	
					SPALDING				
					13.6	29.0			
					WHITEWATER YL		Y	B	
					16.1	7			
					SILVER CITY YL		Y	C	
					(100.7)				
					Average speed per hour				

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.

## PECOS DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			183.0		CARLSBAD YL		Y	C	
19			189.1	29.3	6.1	18.5			
			194.4	29.3	OTIS			B	
65			195.3	39.1	5.3	39.0			
24			199.3	39.6	LOVING JCT. YL		Y	C	
36			210.8	39.6	0.9	39.6			
23			216.5	39.6	LOVING YL				
13			224.6	39.6	4.5	39.6			
20			230.7	39.6	MALAGA				
24			241.2	39.6	11.0	39.1			
26			251.3	26.4	RED BLUFF				
Yard			271.5	36.4	5.7	31.7			
					CORRAL				
					8.1				
					ANGELES				
					6.1				
					ORLA				
					10.5				
					RIVERTON				
					10.1				
					ARNO				
					20.3				
					PECOS YL		Y	C	
					(88.5)				
					Average speed per hour				

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 regular and extra 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.

Loving Jct. is register station for Westward trains only.

# 7 NEW MEXICO DIVISION

## MAGDALENA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
101	88	0.0	182.0	SOCORRO YL 15.9	0	Y	C	
17		15.9	182.0	WATER CANYON 10.9	31.7			
Yd.		26.8		MAGDALENA YL (26.8)		Y	C	

Trains must get numbered clearance card before leaving Socorro and Magdalena.  
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.

## SANTA RITA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard		0.0	105.6	WHITEWATER YL 8.3	0	Y	B	
Yard		8.8	101.4	HURLEY YL 4.6	42.2	Y	C	
29	29	12.9	132.0	BAYARD YL 1.5	0		C	
		14.4	0	HANOVER JCT. YL 0.3	0		B	
45		14.7	168.4	COBRE YL 2.0	0			
Yard		16.7		SANTA RITA YL (16.7)			C	

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.

## ESTANCIA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
235	128	0.0	42.2	WILLARD YL 11.8	42.2	Y	C	
87	26	11.8	66.0	ESTANCIA YL 16.0	44.9		C	
8	81	27.8		CALVERT YL (27.8)				

At Willard, trains will be governed by Second District time table rules.  
No switch lights on Estancia District.

## SPECIAL RULES

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

2. (A) Within Traffic Control System limits, a train, or engine, must not clear the main track through a hand thrown switch not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine.

(B) Employees are prohibited from riding, or walking, on the roof of any moving car except where it is not practicable to do otherwise.

(C) Rule 19, Rules Operating Department, 1959 is amended as follows:

19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Note:—The single red light of prescribed type, referred to in above two paragraphs, is the constantly illuminated standard issue tail light in use on most passenger trains and should not be confused with the gyrating tail light used on certain business cars which is automatically extinguished at certain speeds.

(D) Rule 813, Rules Operating Department, 1959, is supplemented as follows:

When radio communication is being used in lieu of hand signals to direct a train or yard movement, proper identification must be made, and continuous contact must be maintained. Should radio contact be lost with the employe directing the movement, immediate stop must be made until communication is restored or other signals used to complete the movement.

# SPECIAL RULES

## 3. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN-GER * *	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT:</b>		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
<b>SECOND DISTRICT:</b>		
Main Tracks	79	*60
Sidings where Rule 261 is in effect	40	40
<b>CARLSBAD DISTRICT:</b>		
Clovis and M.P. 56	59	45
M.P. 56 and M.P. 114	59	30
M.P. 114 and M.P. 139	59	45
M.P. 139 and M.P. 155	59	30
M.P. 155 and Carlsbad	59	45
<b>PECOS DISTRICT:</b>		
Carlsbad and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		30
Loving and Pecos	20	20
<b>ESTANCIA DISTRICT</b>		
	20	20
<b>EL PASO DISTRICT:</b>		
Albuquerque and Isleta	79	60
Isleta and El Paso	59	45
<b>DEMING DISTRICT:</b>		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	20	20
<b>MAGDALENA DISTRICT</b>		
	20	20
<b>SANTA RITA DISTRICT:</b>		
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 Operative Dynamic 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 Operative Dynamic 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
		90 or more	70
	3751 to 4000	73 to 109	65
		110 or more	70
4001 to 4250	80 or more		65
			65
4251 to 4500	90 or more		65
			65
4501 to 4750	100 or more		65
			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 to 75 per cent	70 MPH
76 per cent, or more, freight train speed.	

## 3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSEN-GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT</b>		
Turnout, End of Two Tracks M.P. 681.2	70	65
Curve, M.P. 695.6 to M.P. 695.8	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
<b>WESTWARD TRACK:</b>		
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
M.P. 782.5 to M.P. 784.8	79	65
2 Curves, M.P. 786.6 to M.P. 787.1	65	60
<b>EASTWARD TRACK:</b>		
2 Curves, M.P. 785.4 to M.P. 787.1	75	65
<b>SECOND DISTRICT</b>		
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. 811.3 to M.P. 811.5	70	65
Curve, M.P. 843.9 to M.P. 844.7	70	65
Curve, M.P. 856.4 to M.P. 856.5	75	60
4 Curves, M.P. 857.3 to M.P. 859.8	65	50
4 Curves, M.P. 860.2 to M.P. 865.6	75	50
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	35
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
<b>CARLSBAD DISTRICT</b>		
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



## 9 NEW MEXICO DIVISION

### 3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>PECOS DISTRICT</b>		
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
<b>EL PASO DISTRICT</b>		
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
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
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
<b>DEMING DISTRICT</b>		
4 Curves, M.P. 1103.8 to 1105.2	35	35

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

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.

## SPECIAL RULES

### 3. SPEED REGULATIONS—(Cont'd)

(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 Forward	Backing Or When not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	*45	75
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

\*Note: Forward speed applies when backing handling train.

### (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	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
450-451 .....	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1607, 2099-2162 .....	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 3000-3019 ..	4	5	5
460-468 .....	4½	5	5

# SPECIAL RULES

## 3. SPEED REGULATIONS—(Cont'd)

### (D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817) —(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 16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1234, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 .....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars .....	3	5	5
Passenger Cars Roller Bearings .....	8	5	0
Friction Bearings .....	12	5	0

### (E) DERRICKS, CRANES, ETC.

Derricks, power 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 be handled in trains except on instructions of the trainmaster, and trains handling such equipment must not exceed the following speeds:

DISTRICT	All Except Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 (MPH)	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 (MPH)
First, Second and El Paso districts and between Rincon and MP 34 on Deming district .....	30	45
Carlsbad District .....	30	45
Pecos, Estancia and between MP 34 and Silver City on Deming district .....	20	20
Santa Rita and Magdalena districts .....	15	15

### (F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnout, 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
EAST END YARD			
Clovis	I	Turnout from Psgr. Yard Track 1 to industry lead	15
	I	Turnouts from Psgr. Yard Track 2 to long tail	30
	I	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
WEST END YARD			
Clovis	I	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
	I	Turnout from Psgr. Yard Track 2 to long tail	15
	I	Turnout from Eastward Main Track to No. 5 yard lead	40

# NEW MEXICO DIVISION 10

## 3. SPEED REGULATIONS—(Cont'd)

### (F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
Clovis	I	Crossover between Eastward and Westward Main Tracks	40
Melrose	I	Crossover between Two Tracks at east end siding	20
	I	Both ends siding	30
	I	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
	I	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
	I	Both ends siding	30
	I	Crossover between Two Tracks	40
Vaughn	I	Crossover between Two Tracks east end yard	30
	I	West end Two Tracks	30
	I	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
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
Carlsbad	I	West end tracks 23 and 24	30
	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	Both lead switches Potash yard	15

# 11 NEW MEXICO DIVISION

# SPECIAL RULES

## 3. SPEED REGULATIONS—(Cont'd)

### (F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

STATION	TYPE	LOCATION	MILES
			PER HOUR
		"I"—Interlocked Switch.	
		"S"—Spring Switch.	
Getty Spur	S	Jct. switch	15
	S	Duvall Spur Wye Connection	15
Abajo	I	End of two tracks	40
Isleta	I	Albuquerque Division Jct. Westward trains to El Paso Dist. Eastward trains from El Paso Dist.	40
Rincon	S	East end No. 2 track	15

## 4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
FIRST DISTRICT	
656.7 786.6	Elevated platform Ice House Track 17 Clovis. Overhead highway bridge near Vaughn.
SECOND DISTRICT	
787.7 800.5 897.1	Sand Conveyor Pipe over Eastward Main Track Vaughn Sand House. Overhead highway bridge near Encino. Overhead foot bridge Belen Yard.
ESTANCIA DISTRICT	
27.7	Beet Loader Conveyor Belt Calvert.
CARLSBAD DISTRICT	
167.6 181.7	Pecos River. Pecos River.
PECOS DISTRICT	
198.9	Black River.
LOVING INDUSTRIAL SPUR	
14.4	Conveyor over KCL loading track International Minerals & Chemical Co.
EL PASO DISTRICT	
902.5 951.5 961.3 1006.2 1112.5	Coal Avenue Viaduct. Rio Puerco. Rio Salado. Rio Grande. Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT	
1082.9 39.6 45.3	Rio Grande. San Vincente. San Vincente.
SANTA RITA DISTRICT	
3.7	Loading chute over Peru Mining Co. track, Hanover.

## 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	Switch Connection
<b>FIRST DISTRICT</b>			
Gallaher Airport Spur.....	662.8	79	East
<b>SECOND DISTRICT</b>			
Sais Crusher Tracks .....	874.2	152	West
<b>ESTANCIA DISTRICT</b>			
Witt Spur .....	17.3	10	West
<b>CARLSBAD DISTRICT</b>			
Builders Block and Stone Co.	110.6	7	East
AAA Alfalfa .....	110.9	7	East
Industry .....	111.5	24	East & West
Roswell Airport Spur .....	113.0	153	West
Mossman .....	135.0	10	East & West
<b>PECOS DISTRICT</b>			
Continental Oil Co.....	222.4	12	East & West
Northwestern Refinery .....	236.4	10	East & West
<b>CARLSBAD INDUSTRIAL SPUR</b>			
Getty .....	12.8	107	East & West
Wills Spur .....	16.2	10	East
Potash Company of America	19.2	340	East
Run Around Track.....	18.5	100	East & West
Southwest Potash Corpora- tion.....	6.1	111	East
Run Around Track .....	5.4	62	East & West
Duval Sulphur & Potash Company Shaft 3 and 4	5.6	40	East
Run Around Track...	4.7	30	East & West
Duval Sulphur & Potash Company .....	7.1	218	East
United States Borax & Chemical Company Shaft 3 .....	2.9	26	East
Du Pont Spur .....	2.6	5	East
National Potash Company	8.9	230	East
Run Around Track .....	8.5	44	East & West
<b>LOVING INDUSTRIAL SPUR</b>			
United Borax & Chemical Company .....	4.3	295	East & West
International Minerals & Chemicals Corporation ..	14.4	310	East
<b>EL PASO DISTRICT</b>			
A. R. Hebenstreit.....	905.6	50	East
Home Planners, Inc.....	905.9	20	East
M. Lieberman.....	906.0	21	East
Kinney .....	907.1	6	East
American Pipe & Constr. Co. ....	907.8	18	West
Industrial Park .....	908.2	109	West
Briner Rust Proofing Co..	908.5	13	West
Bates Lumber Company....	910.6	10	East
Edmunds Chemical Co. ....	935.3	6	East
Polvadero .....	966.7	None	
United M&M Corp.....	983.7	6	East & West
Tex Mex Mining Co.....	989.0	7	East
Tiffany Stock Yards.....	1002.1	19	East & West
Barker .....	1113.9	1	East
Santa Tomas .....	1123.5	15	East & West
Mountain Pass Canning Co.	1137.5	6	West
Border Steel Co. ....	1138.9	179	West
El Paso Feed & Stock Yards	1144.5	14	East & West
<b>DEMING DISTRICT</b>			
Asarco .....	2.0	Yard	East
<b>MAGDALENA DISTRICT</b>			
Socorro Planing & Lumber Co. ....	1.9	6	East

# SPECIAL RULES

## 6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
<b>MAGDALENA DIST.—</b>			
(Cont'd)			
Great Lakes Carbon Corp...	4.8	30	East & West
Quarry Tracks .....	11.0	36	East & West
Kelly .....	28.5	29	East & West
<b>SANTA RITA DISTRICT</b>			
Star Shaft .....	15.5	21	West
Precipitate Spur .....	15.6	22	West
Fierro Industrial Spur 5.8			
Miles: .....	14.4		East
Bullfrog Mine .....	0.2	10	East & West
Black Hawk .....	2.3	12	East & West
Kearney .....	2.6	19	East & West
Hanover .....	3.3	41	East & West
Peru Mining Co. ....	3.8	20	East & West
Fierro .....	5.8	12	East & West

## 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
- MP 908 plus 3601 feet — 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 1097.7

Semaphore arm at 45 degrees above horizontal position or a lunar 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.

(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.

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

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

## 8. YARD LIMITS

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

## 9. BULLETIN BOOKS

Albuquerque	Clovis	Rincon
Belen	El Paso	Roswell
Carlsbad	Hurley	Vaughn

## 10. STANDARD CLOCKS

Albuquerque	Clovis	Rincon
Belen	El Paso	Roswell
Carlsbad	Hurley	Vaughn

## 11. STANDARD THERMOMETERS

Albuquerque	Deming	Roswell
Belen	El Paso	Socorro
Carlsbad	Rincon	Vaughn
Clovis		

A. J. STROBEL, General Watch Inspector.....Topeka

## LOCAL TIME INSPECTORS

RICHARD BLUESTEIN .....	Albuquerque
JAMES PECH .....	Albuquerque
M. E. TREMBLY .....	Belen
RICHARD EALY .....	Belen
G. M. MCCOY .....	Carlsbad
H. C. EDWARDS .....	Clovis
WAYNE PERKINS .....	Clovis
H. E. MILLER .....	El Paso
IRVING A. ROTH .....	El Paso
D. H. WEBB .....	Portales
J. T. COLEMAN .....	Roswell
P. R. GANTZ .....	Silver City
H. F. RUTISHAUSER .....	Silver City
RAY CROOKS .....	Truth or Consequences

# 13 NEW MEXICO DIVISION

# SPECIAL RULES

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	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Umbarger Black	Clovis and beyond	Beyond Amarillo	2	Encino Yeso Ft. Sumner Taiban Melrose	Clovis and beyond	Belen and beyond
	Melrose Ft. Sumner	Belen and beyond	Beyond Clovis		Black Umbarger	Beyond Amarillo	Clovis and beyond
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
	Thatcher	Trinidad and beyond	La Junta and beyond		18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	19		St. John Garden City Lamar	Albuquerque and beyond
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Trinidad		Kansas City and east and north of La Junta
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	20	Trinidad	North of La Junta Kansas City and east	Arizona and California
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond		Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond	27-(C&S)	Palmer Lake	Pueblo and beyond	Denver
	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 shipments of which they are in charge, when provided with proper transportation

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

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

### ALBUQUERQUE HOSPITAL

DR. H. A. DANEMANN.....Doctor in Charge

### LOCAL SURGEONS

DR. V. SCOTT JOHNSON..... Clovis  
DR. JOEL ZEIGLER..... Clovis  
DR. LEWIS THOMAS..... Clovis  
DR. WALTER D. DABBS..... Clovis  
DR. J. E. MOSS, JR..... Clovis  
DR. ROBERT R. BOESE..... Clovis  
DR. LANE E. MOORE, D.O..... Ft. Sumner  
DR. EDWARD D. FIKANY..... Ft. Sumner  
DR. J. L. LAPP, D.O..... Vaughn  
DR. ROBERT J. SAUL..... Mountainair  
DR. JOHN N. TOKE..... Belen  
DR. W. D. RADCLIFFE..... Belen  
DR. R. P. BROWER, D.O..... Belen  
DR. H. T. BRASELL..... Portales  
DR. HERMAN O. LEHMAN..... Portales  
DR. J. P. WILLIAMS..... Roswell  
DR. EARL A. LATIMER, JR..... Roswell  
DR. C. P. BUNCH..... Artesia  
DR. J. W. HILLSMAN..... Carlsbad  
DR. JOSEPH R. MANSFIELD..... Carlsbad  
DR. EARL B. FLANAGAN..... Carlsbad  
DR. THEODORE E. HAUSER..... Carlsbad  
DR. JIM CAMP..... 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. STEEL..... 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. GEORGE L. SMITH..... Hurley  
DR. L. R. GADDIS..... El Paso  
DR. H. J. H. MARSHALL..... El Paso  
DR. W. R. GADDIS..... El Paso  
DR. JOHN H. JOHNSTONE..... Ysleta

### 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

### 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	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0
.. 57	63.2	1 38	36.8	12 ..	5.0

### 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"/>	2½ 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!**

### THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

