



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

L. R. Mitchell Carlsbad, N.M.

TRAINMASTERS

J. K. Hastings Clovis, N.M.
R. E. Johnson Belen, N.M.
E. B. Jones Albuquerque, N.M.
W. M. Orr El Paso, Tex.

ASST. TRAINMASTER

J. W. Fellabaum Hurley, N.M.

ROAD FOREMEN OF ENGINES

A. C. Ricketts Clovis, N.M.
G. T. Johnson 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.

3

IN EFFECT

Sunday, April 26, 1964

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 80 ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	TIME TABLE No. 3 April 26, 1964	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD		
		First Class		Passenger							San Francisco Chief	First Class	
		3	1									2	4
Other Tracks	Sidings	Leave Daily	Leave Daily			STATIONS					Arrive Daily	Arrive Daily	
Yard		PM 8.40	AM 11.40	658.7	28.0	CLOVIS YL 5.9	12.7	T Y C	C		PM 2.40	AM 12.35	
70	114	8.45	11.45	662.8	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	
113		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 6.8	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	281	9.37	12.37	723.6	31.7	AGUDO 5.7	16.8		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	
39	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	287	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		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. 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 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.

3 NEW MEXICO DIVISION

SECOND DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 3 April 26, 1964	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD		
		First Class								First Class		
		1	3							2	4	
Other Tracks	Sidings	San Francisco Chief Leave Daily	Passenger Leave Daily							San Francisco Chief Arrive Daily	Passenger Arrive Daily	
Yard		PM 1.45	PM 10.37	787.5	31.7	STATIONS				PM 12.35	PM 10.33	
5	214	1.51	10.44	792.7	31.7	VAUGHN YL 5.2	0	Y	C			
8	181	1.57	10.52	798.7	10.6	TEJON 6.0	0			B	12.30 10.27	
46	120	2.02	10.57	803.8	31.7	CARNERO 5.1	31.7			B	12.25 10.21	
17	239	2.07	11.02	808.8	31.7	ENCINO 5.0	31.7			B	12.21 10.17	
3	229	2.13	11.08	813.5	31.7	NEGRA 6.7	31.7			B	12.17 10.13	
3	116	2.17	11.12	819.5	31.7	PEDERNAL 4.0	31.7			B	12.11 10.07	
5	191	2.21	11.17	824.0	12.1	DUNMOOR 4.5	31.7			B	12.07 10.03	
89	218	2.25	11.22	828.8	30.5	CULEBRA 4.8	31.7			B	12.03 9.59	
3	159	2.31	11.28	836.1	30.8	LUCY 7.3	31.7			B	11.59 9.55	
235	128	2.36	11.33	842.1	31.7	SILIO 6.0	31.7			B	11.53 9.49	
3	248	2.42	11.40	848.5	31.7	WILLARD 6.4	0	Y	C		11.48 9.44	
220	54 126 836	2.50	11.47	855.7	31.7	BRONCHO 7.2	0			B	11.43 9.39	
6	270	2.57	11.54 AM	863.2	3.2	MOUNTAINAIR 7.5	66.0	Y	C		11.37 9.33	
20	801	3.04	12.01	868.9	0	ABO 5.7	66.0			B	11.29 9.24	
3	166	3.16	12.13	875.9	0	SCHOLLE 7.0	66.0			B	11.22 9.17	
67	186	3.21	12.18	881.6	0	SAIS 5.7	66.0			B	11.10 9.05	
3	186	3.26	12.22	886.6	0	BECKER 5.6	31.7			B	11.05 9.00	
7	187	3.31	12.27	891.3	12.1	BODEGA 4.7	31.7			B	11.01 8.56	
Yard		3.45 PM	12.38 AM	897.4		MADRONE 6.1	31.7			B	10.57 8.52	
		Arrive Daily	Arrive Daily			BELEN YL		T	Y	C	10.50 AM	8.45 PM
		64.9	54.5			(109.9)				Leave Daily	Leave Daily	
						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; 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 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 21, Form 2501-A Standard.

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 25 Passenger	TIME TABLE No. 3 April 26, 1964		Rolling Grade Ascending	Rolling Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD First Class 26 Passenger
Other Tracks	Stings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
Yard		PM 1.45		0	CLOVIS 0.7	19.5	T Y	C	8:1.00
		1.48	0.0	37.0	CLOVIS JCT. YL 7.6	52.8			12.50
2	110	1.56	7.6	52.8	CAMEO 10.0	52.8		B	12.41
96	184	2.09	17.6	52.8	PORTALES YL 3.3	52.8		C	12.29
	27	2.14	20.9	52.8	YERBA 8.9	16.7			12.24
2	110	2.24	29.8	52.8	DELPHOS 7.4	37.0		B	12.14
2	115	2.33	37.2	52.8	KERMIT 5.0	52.8		B	12.05 PM
39	50	2.40	42.2	52.8	ELIDA 5.4	52.8		C	11.59
2	110	2.47	47.6	48.1	TORNERO 4.9	52.8		B	11.52
7	72	2.54	52.5	42.2	KENNA 13.0	47.5		B	11.45
	110	3.11	65.5	52.8	BOAZ 6.3	40.7		B	11.28
	84	3.20	71.8	52.8	ELKINS 10.3	52.8		B	11.19
	110	3.32	82.1	45.9	CAMPBELL 7.9	52.8		C	11.07
	18	3.42	90.0	37.0	ACME 4.9	52.8		B	10.54
	110	3.48	94.9	52.8	MELENA 8.3	52.8		B	10.47
40	110	3.59	108.1	52.8	POE 4.7	52.8		B	10.37
Yard	83	4.15	107.8	47.0	ROSWELL YL 4.8	52.8	Y	C	10.30
9	21	4.22	112.6	30.1	SOUTH SPRING 6.2	35.2			10.16
	110	4.29	118.8	0	CHISUM 8.4	41.7		B	10.08
61	51	4.36	124.2	0	DEXTER 2.4	21.1		O	10.01
50		4.40	126.6	46.2	GREENFIELD 3.9	42.2		B	9.57
40	51	4.45	130.5	32.7	HAGERMAN 8.6	52.8		C	9.52
15	19	4.55	139.1	38.5	LAKE ARTHUR 4.7	31.7		B	9.41
22	110	5.01	148.8	8.5	ESPUELA 6.1	31.7		B	9.35
284	64	5.11	149.9	45.8	ARTESIA YL 5.2	41.7		C	9.27
22	110	5.18	155.1	29.0	ATOKA 2.8	41.7		B	9.20
44	25	5.22	157.9	18.6	DAYTON 7.3	52.8		B	9.16
13	110	5.31	165.2	50.2	LAKEWOOD 12.3	48.8		B	9.08
	61	5.48	177.5	52.8	AVALON 5.5	52.8		B	8.53
Yard		6.00 PM Arrive Daily	183.0		CARLSBAD YL (183.0)		Y	C	8.45 AM Leave Daily.
		43.1			Average speed per hour				43.1

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.

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 regular and extra trains and engines.

5 NEW MEXICO DIVISION

EL PASO DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD FIRST CLASS					Mile Post	Feet Per Mile	Rolling Grade Ascending	TIME TABLE No. 3 April 26, 1964	Feet Per Mile	Rolling Grade Ascending	Turn Tables as Shown	Communications	EASTWARD FIRST CLASS				
		23	17	19	7	13									14	20	24	18	8
		The Grand Canyon	Super Chief-El Capitan	The Chief	Fast Mail Express	ElPasoan									ElPasoan	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			STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		PM 5.00	PM 4.40	AM 8.10	AM 12.55	PM 6.00	902.4	0	Albuquerque YL 1.5	14.0		T	C	AM 11.20	AM 6.00	AM 9.50	PM 1.20	PM 8.35	
Yard		5.05	4.45	8.15	1.00	6.05	908.9	21.1	ABAJO YL 11.1	26.4		Y	B	11.16	4.54	9.44	1.14	8.25	
84	70	5.15	4.55	8.25	1.10	6.15	915.0	10.0	ISLETA 7.4	26.4			B	11.03	4.45	9.35	1.05	8.15	
70	88					6.22	922.4	21.1	LOS LUNAS 5.0	25.8			C	10.54					
8	88					6.27	927.4	19.0	CHLOE 5.2	21.1			B	10.48					
Yard						6.40	932.6	21.1	BELEN YL 9.9	26.4		T	Y	10.40 10.30					
29	88					6.50	942.6	15.8	SABINAL 11.0	26.4			B	10.10					
18	88					7.01	953.6	16.3	LA JOYA 10.0	25.8			B	9.58					
7	80					7.11	963.6	19.6	SAN ACACIA 7.4	41.0			B	9.46					
12	88					7.19	970.9	19.2	LIMITAR 6.9	26.4			B	9.38					
101	88					7.35	977.8	26.4	SOCORRO YL 10.4	26.4		Y	C	9.30					
42	88					7.46	988.2	31.7	SAN ANTONIO 10.8	31.7			B	9.15					
	82					7.57	999.0	0	ELMENDORF 6.1	31.7			B	9.03					
	119					8.07	1005.1	26.4	SAN MARCIAL 7.3	12.8			B	8.55					
	68					8.17	1012.3	26.4	POPE 9.1	26.4			B	8.47					
	55					8.28	1021.4	26.4	LAVA 10.1	26.4			B	8.37					
	82					8.38	1031.6	26.4	CROCKER 11.7	26.4			B	8.25					
35	88					8.52	1043.2	0	ENGEL 3.7	26.4			C	8.11					
41	41					8.56	1046.9	26.4	JORNADA 4.5	26.4			B	8.06					
	82					9.01	1051.4	26.4	CUTTER 5.0	26.4			B	8.01					
	47					9.06	1056.4	26.4	ALEMAN 6.9	26.4			B	7.56					
	88					9.13	1063.3	9.8	UPHAM 3.8	26.4			B	7.48					
	82					9.17	1067.1	5.4	ALIVIO 6.6	26.4			B	7.44					
44	49					9.24	1073.7	26.4	GRAMA 5.9	63.4			B	7.36					
Yard						9.35	1079.6	26.4	RINCON YL 7.7	26.4		Y	C	7.25					
	88					9.47	1087.3	26.4	TONUCO 8.4	26.4			B	7.16					
	58					10.03	1095.7	26.4	MEDLER 5.4	26.4			B	7.03					
	62					10.10	1101.1	21.5	LEASBURG 5.8	26.4			B	6.54					
38	62					10.18	1106.9	16.5	DONA ANA 8.6	26.4			B	6.47					
Yard						10.35	1112.5	1.6	LAS CRUCES YL 7.5	26.4			C	6.40					
52						10.38	1115.0	24.6	MESILLA PARK 8.9	29.5				6.22					
88	88					10.48	1123.9	0	MESQUITE 3.9	12.1			C	6.12					
18						10.53	1127.8	0	VADO 3.6	10.6			B	6.07					
26	26					10.57	1131.4	9.8	BERINO 5.0	6.8			B	6.03					
42	51					11.03	1136.4	26.4	ANTHONY 3.4	26.4			C	5.58					
18						11.08	1139.8	26.4	VINTON 7.6	26.4				5.54					
18	35					11.12	1142.4	26.4	CANUTILLO 3.9	26.4			C	5.50					
	68					11.16	1145.3	8.7	MONTTOYA 2.6	21.1			B	5.45					
4						11.20	1147.9	26.4	WHITE 7.3	26.4				5.42					
Yard						11.40	1155.2	0	EL PASO Union Station YL 0.8	0				5.30 AM					
							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					43.3	50.4	50.4	50.4	37.8	

SIGNAL SYSTEM TWO IN EFFECT: At El Paso, Rincon, Belen and between Isleta and Albuquerque. (El Paso District continued Page 6)

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; 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 regular and extra trains and engines.

DEMING DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Mile Post	Feet Per Mile	TIME TABLE No. 3 April 26, 1964	Feet Per Mile	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		MPs Post		STATIONS				
			1079.6		RINCON YL		Y	C	
			1084.8	26.4	5.2 HATCH	26.4		C	
	41		1093.9	63.9	9.1 HOCKETT	16.8		B	
	59		1104.9	68.4	11.6 NUTT	26.4	Y	B	
	44		1118.2	26.4	13.3 FLORIDA	26.4		B	
			1125.8	26.4	7.6 MIRAGE	26.4			
	61		1132.9	26.4	7.1 DEMING YL	26.4		C	
Yard			1182.9	57.0	4.0 PERUHILL	62.3			
	41		8.1	57.0	13.6 SPALDING	62.3		B	
	53		16.7	78.9	13.6 WHITWATER YL	29.0	Y	B	
Yard			30.3	117.2	16.1 SILVER CITY YL	7	Y	C	
Yard			46.6		(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 ↓	Mile Post	Feet Per Mile	TIME TABLE No. 3 April 26, 1964	Feet Per Mile	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		MPs Post		STATIONS				
Yard			183.0	29.8	CARLSBAD YL	18.5	Y	C	
			189.1		6.1 OTIS				
			194.4	29.8	5.3 LOVING JCT. YL	39.6		B	
			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	26.4	10.5 RIVERTON	84.8			
	26		251.3	36.4	10.1 ARNO	31.7			
Yard			271.5		20.2 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.

7 NEW MEXICO DIVISION

MAGDALENA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Rolling Grade Ascending		TIME TABLE No. 3 April 26, 1964	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
101	83		0.0	132.0	SOCORRO YL 15.9	0	Y	C	
17			15.9	132.0	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	Rolling Grade Ascending		TIME TABLE No. 3 April 26, 1964	Rolling 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	WHITWATER YL 8.3	0	Y	B	
Yard			8.3	101.4	HURLEY YL 4.6	42.2	Y	C	
28	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	Rolling Grade Ascending		TIME TABLE No. 3 April 26, 1964	Rolling 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	44.0		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
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:		
Clovis and M.P. 56	59	45
M.P. 56 and M.P. 114	59	30
M.P. 114 and Carlsbad	59	45
PECOS DISTRICT:		
Carlsbad and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		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 Mile Post 34	45	45
Mile Post 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 Operative Dynamic Brake	Tons	Average Weight Per Car - Tons	Maximum Speed MPH
2 or more	1750 or less	46 to 50 45 or less	65 70
3 or more	3249 or less	46 to 50 45 or less	65 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	
	4251 to 4500	90 or more	65
	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 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
FIRST DISTRICT		
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
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	60
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. 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. 859.3	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
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

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SPECIAL RULES

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
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
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

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.

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				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	80	45	90
325-344 (except units shown below)	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB, 337LAB	90	90	45	90
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, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160	80	65	25	75
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 (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 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

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(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. Pile drivers must be handled in train next to engine. Trains handling such equipment must not exceed the following speeds:

DISTRICTS	SPEED MPH
First, Second, El Paso and Carlsbad districts; and between Rincon and MP 34 on Deming District..	30
Pecos, Estancia and between MP 34 and Silver City on Deming District	20
Santa Rita and Magdalena Districts.....	15

Exception: Wrecking derricks may be moved on First, Second and Carlsbad Districts at a maximum speed of 40 MPH;

Pile Drivers AT 199452, 199453, 199454, and 199455 may be moved on First, Second, El Paso and Carlsbad Districts; and between Rincon and MP 34 on Deming District at a maximum speed of 45 MPH.

(F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnouts, and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, 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.

"I"—Interlocked Switch. "S"—Spring Switch.	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
		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

NEW MEXICO DIVISION 10

3. SPEED REGULATIONS—(Cont'd)

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

"I"—Interlocked Switch. "S"—Spring Switch.	STATION	TYPE	LOCATION	MILES PER HOUR
	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
	Pedernal	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
		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	Both lead switches Potash yard	15
	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
			Dist.	20
	Rincon	S	East end No. 2 track	15

11 NEW MEXICO DIVISION

SPECIAL RULES

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
FIRST DISTRICT	
656.7 786.6	Foot overhead bridge 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	
92.9 167.6 181.7	Loading tipple on Ewell Spur. 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 3.1 39.6 45.3	Rio Grande. West side tipple track. San Vincente. 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	15	15
Main Track		30	30
Yard Lead			

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
FIRST DISTRICT Gallaher Airport Spur.....	662.8	79	East
SECOND DISTRICT Sais Crusher Tracks	874.2	152	West
ESTANCIA DISTRICT Witt Spur	17.3	10	West
CARLSBAD DISTRICT Ewell Spur	92.9	13	West
Builders Block and Stone Co.	110.6	7	East
AAA Alfalfa	110.9	7	East
Industry	111.5	24	East & West

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
CARLSBAD DISTRICT—(Cont'd)			
Roswell Airport Spur	113.0	153	West
Callens Flying Service	121.9	9	West
Mossman	135.0	10	East & West
Wood Chemical Co.	142.4	11	West
PECOS DISTRICT			
Continental Oil Co.....	222.4	12	East & West
Northwestern Refinery	236.4	10	East & West
CARLSBAD INDUSTRIAL SPUR			
Getty	12.8	107	East & West
Wills Spur	16.2	10	East
Potash Company of America Run Around Track.....	19.2	340	East
Southwest Potash Corporation.....	18.5	100	East & West
Run Around Track	6.1	111	East
Duval Sulphur & Potash Company Shaft 3 and 4 Run Around Track....	5.4	62	East & West
Duval Sulphur & Potash Company	5.6	40	East
United States Borax & Chemical Company	4.7	30	East & West
Shaft 3	7.1	218	East
Du Pont Spur	2.9	26	East
National Potash Company Run Around Track	2.6	5	East
.....	8.9	230	East
.....	8.5	44	East & West
LOVING INDUSTRIAL SPUR			
United Borax & Chemical Company	4.3	295	East & West
International Minerals & Chemicals Corporation ..	14.4	310	East
EL PASO DISTRICT			
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	18	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
Santa Tomas	1123.5	15	East & West
Mountain Pass Canning Co.	1137.5	6	West
Border Steel Co.	1138.9	179	West
Walker-Wood Products	1144.2	2	East
El Paso Feed & Stock Yards	1144.5	14	East & West
DEMING DISTRICT			
Asarco	2.0	Yard	East
MAGDALENA DISTRICT			
Socorro Planing & Lumber Co.	1.9	6	East
Great Lakes Carbon Corp..	4.8	30	East & West
Quarry Tracks	11.0	36	East & West
Kelly	28.5	29	East & West
SANTA RITA DISTRICT			
Star Shaft	15.5	21	West
Precipitate Spur	15.6	22	West
Fierro Industrial Spur 5.8 Miles:	14.4		East

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
SANTA RITA DISTRICT—(Cont'd)			
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

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 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.

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 "H" sign	Location of Wheel Counter
MP 711.4	Westward	Signal 7131	East End P't. Sumner
MP 726.3	Eastward	West End Agudo	East End Agudo
MP 830.3	Westward	Signal 8321	East End Silio
MP 834.7	Eastward	Signal 8322	West End Lucy

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

These detectors will detect and designate as many as eight hot boxes; four on either side of a train. When actuated by an overheated box, detector will cause an "H" sign to be illuminated at a point beyond the detector, and a wheel counter located in a signal case, suitably marked, will count the wheels passing over the detector behind each overheated box. To locate a hot box, divide the number, or numbers, registered on the wheel counter plus one, by the figure four; this will give the approximate location of hot boxes in cars ahead of the rear end of train.

When the letter "H" is illuminated on an "H" sign, train must be stopped immediately, wheel counter observed, and a thorough inspection made of all cars in train to find the hot box, or boxes, due consideration being given to any cars with six wheel trucks, or unusual truck assembly, in train.

Not less than two cars on either side of the designated car, or cars, must be specifically inspected for indication of overheated journals.

After observing wheel counters, door must be closed and locked. A wire report must be made to Trainmaster, and to Car Foreman at next terminal.

8. YARD LIMITS

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

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
- R. W. GOOCH, Assistant 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
LEE TABBERT	El Paso
D. H. WEBB	Portales
J. T. COLEMAN	Roswell
P. R. GANTZ	Silver City
H. F. RUTSHAUSER	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 Fort Sumner Taiban Melrose	Clovis and beyond	Belen and beyond
	Melrose Fort Sumner	Belen and beyond	Beyond Clovis		Black Umbarger	Beyond Amarillo	Clovis and beyond
23	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
24	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. C. J. METZLERDoctor 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. FIKANY.....Ft. Sumner
 DR. J. L. LAPP, D.O.....Vaughn
 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. J. W. HILLSMAN.....Carlsbad
 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. 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.....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

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	97.8	.. 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	33.8
.. 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
..				12 ..	5.4

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

4 miles per hour	□	SAFE COUPLING SPEED
5 miles per hour	■	Damage Begins
6 miles per hour	■	2 1/4 times as damaging as 4 MPH
7 miles per hour	■	3 times as damaging as 4 MPH
8 miles per hour	■	4 times as damaging as 4 MPH
9 miles per hour	■	5 times as damaging as 4 MPH
10 miles per hour	■	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!

