



SANTA FE
SAFETY FIRST



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

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

ASST. SUPERINTENDENT

J. K. Hastings Carlsbad, N.M.

TRAINMASTERS

L. D. Eidson Clovis, N.M.

D. E. Beauchamp Belen, N.M.

TRAINMASTER-ROAD FOREMAN OF ENGINES

W. M. Orr El Paso, Tex.

ASST. TRAINMASTER

J. W. Fellabaum Hurley, N.M.

ROAD FOREMEN OF ENGINES

E. F. Pollard Clovis, N.M.

CHIEF DISPATCHER

E. V. Church Clovis, N.M.

ASST. CHIEF DISPATCHERS

J. E. Young Clovis, N.M.

M. R. Jones Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

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

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

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

WESTERN LINES

NEW MEXICO DIVISION

**TIME TABLE
No. 6**

IN EFFECT

Sunday, August 4, 1968

At 12:01 A. M.

Mountain Standard Time

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

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

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

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

Track Capacity 50 ft. Per Car		WEST- WARD First Class 1 Passenger	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 6 August 4, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD First Class 2 Passenger	
Other Tracks	Sidings	Leave Daily AM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily PM	
Yard		7.00	656.7	28.0	CLOVIS 5.9 GALLAHER 18.2 MELROSE 6.8 CANTARA 5.8 KRIDER 5.1 TOLAR 4.3 TAIBAN 7.3 LA LANDE 6.7 FORT SUMNER 6.8 AGUDO 5.7 RICARDO 7.3 EVANOLA 7.3 YESO 5.7 LARGO 6.5 BUCHANAN 5.3 CARDENAS 7.6 DUORO 6.7 JOFFRE 11.8 VAUGHN YL		T Y C R s	9.00	
70	114	7.10	662.6	26.4		12.7		8.35	
84	109	7.25	680.8	26.0		13.7	C	8.18	
6	216	7.32	687.6	0		26.4		8.12	
57	220	7.37	693.4	0		31.7		8.06	
9	161	7.42	698.5	0		31.7		8.01	
37	260	7.47	702.9	0		31.7		7.55	
10	201	7.53	710.1	26.4		31.7		7.47	
63	156	8.01	716.8	26.4		31.7	Y C	7.40	
8	231	8.07	723.6	31.7		0		7.30	
19	216	8.14	729.3	31.7		15.8		7.23	
5	216	8.21	736.6	31.7		0		7.16	
39	220	8.28	743.9	31.7		0		7.08	
2	216	8.35	749.6	31.7		0		7.01	
26	216	8.42	756.1	31.7		0		6.54	
4	217	8.49	761.4	31.7		0		6.48	
15	237	8.56	769.0	31.7		31.7		6.40	
15	125	9.02	775.7	31.7		10.2		6.32	
Yard		9.20 AM	787.5			10.6		C R Y	6.20 PM
		Arrive Daily				(130.8)			Leave Daily
		56.1			Average speed per hour			49.0	

TRAFFIC CONTROL SYSTEM

ABS

TWO TRACKS: Between Interlocking west end passenger yard Clovis, M.P. 657.5, and Melrose, M.P. 681.2; and between Joffre, M.P. 773.6, and Vaughn, M.P. 788.4.

RULE 261—TCS IN EFFECT: At Clovis, on passenger yard tracks 1, 2 and 3, between M.P. 655.8 and M.P. 657.5; on main tracks and sidings between Interlocking west end passenger yard Clovis, M.P. 657.5, and west crossover Joffre, M.P. 776.2, except on sidings Gallaher and Melrose.

RULE 251 IN EFFECT: Between west crossover Joffre, M.P. 776.2, and Vaughn, M.P. 788.4.

Trains entering territory where Rule 251 is in effect will continue to display signals previously authorized.

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

At Clovis, between Interlocking east end passenger yard, M.P. 655.8, and Interlocking west end passenger yard, M.P. 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.

At Clovis, speed limit 20 MPH between M.P. 656, east end Clovis yard, and M.P. 657.4, east of Hull Street overpass, on Passenger Yard Tracks 1, 2 and 3. Speed applies only until head end of train has passed permanent resume speed sign at end of restricted area.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Clovis to Vaughn	79	*60

*Where district speed is shown 60 MPH for Freight, with train consists 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
3 or more units 100, 350, 400, 800, 900, 1700, 1800 or 1900 class or 4 or more other classes	3250 or less	Number of Cars	
		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 per cent or more 70 MPH

(B) SPEED REGULATIONS - CURVES AND BRIDGES

Location	MPH	
	Psgr.	Frts.
4 Curves, M.P. 716.5 to 720.6	70	65
Curve, M.P. 726.8 to 727.6	70	65
Curve, M.P. 751.0 to 751.3	70	65
Curve, M.P. 752.9 to 753.9	70	65
Curve, M.P. 755.5 to 755.8	70	65
Curve, M.P. 757.3 to 757.5	70	65
3 Curves, M.P. 763.0 to 764.5	70	65
Curve, M.P. 769.5 to 769.7	70	65
Curve, M.P. 771.0 to 771.3	70	65
WESTWARD TRACK:		
2 Curves, M.P. 778.8 to 779.9	65	60
Curve, M.P. 780.0 to 780.5	70	65
Curve, M.P. 786.6 to 787.2	60	60
EASTWARD TRACK:		
Curve, M.P. 786.6 to 787.2	60	60

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS.

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers, 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

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

Station or M.P.	Type	Location	MPH
Clovis	I	EAST END YARD	
		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
Clovis	I	Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
	I	WEST END YARD	
		Crossovers between Psgr. Yard Track 1 and Psgr. Yard Track 2	40
		Turnout from Psgr. Yard Track 2 to Psgr. Yard Track 3	40
I	Turnout from Psgr. Yard Track 2 to long tail	15	
I	Turnout from South Main Track to No. 5 yard lead	40	
	Crossover between South and North Main Tracks	40	
	MP 669.7	I	Crossovers between North and South Main Tracks
Melrose	I	Both ends siding	30
	I	End Two Tracks M.P. 681.2	70-65
Yeso	I	Crossover	30
Joffre	I	End Two Tracks M.P. 773.6	50
	I	Both ends siding	30
	I	Crossover between Two Tracks	40
Vaughn	I	Crossover between Two Tracks east end yard	30
	I	End Two Tracks M.P. 788.4	30
	I	West switch, freight yard lead	30

Note:—Where two speeds are shown in the MPH column, higher speed applies to passenger trains only.

Switches at each end of sidings Melrose to Vaughn are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

M.P.	NAME
656.7	Overhead foot bridge Ice House Track 17 Clovis.
786.7	Overhead highway bridge near Vaughn.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Gallaher Airbase Spur	662.8	79
Grier	668.0	61
Iden (Eastward main track)	782.2	9

Track Capacity 50 ft. Per Car		WEST- WARD First Class 1 Passenger	Distance From Albuquerque	Ruling Grade Ascending	TIME TABLE No. 6 August 4, 1968	Ruling Grade Ascending	Communications, Turn Tables and Wyes	EAST- WARD First Class 2 Passenger
Other Tracks	Sidings	Leave Daily AM	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily PM
Yard		9.20	787.5		VAUGHN YL		Y C R s	6.20
5	214	9.30	792.7	31.7	5.2	0		6.05
3	181	9.37	798.7	31.7	TEJON	0		6.01
46	120	9.42	803.8	10.5	6.0			6.01
17	239	9.47	808.8	31.7	CARNERO	31.7		5.55
3	229	9.53	815.5	31.7	5.1		B	5.50
3	116	9.58	819.5	31.7	ENCINO	31.7		5.43
5	191	10.02	824.0	31.7	5.0			5.38
13	213	10.07	828.8	12.1	NEGRA	31.7		5.32
3	159	10.12	836.1	30.5	6.7			5.27
102	128	10.18	842.1	30.3	PEDERNAL	31.7		5.21
3	246	10.23	848.5	31.7	4.0		B	5.15
					DUNMOOR	0		5.08
274	125	10.35	855.7	31.7	4.5			5.01
6	270	10.44	863.2	3.2	CULEBRA	31.7	Y C	4.50
20	301	10.52	868.9	0	4.8			4.42
3	166	11.05	875.9	0	LUCY	66.0		4.32
67	186	11.13	881.6	0	7.3			4.25
3	186	11.20	886.6	0	SILIO	66.0		4.20
7	187	11.25	891.3	0	6.0			4.15
Yard		11.40	932.6	12.1	WILLARD	31.7	T Y C R	4.05
		AM			BRONCHO	0		PM
		Arrive Daily			7.2			Leave Daily
		47.1			MOUNTAINAIR			48.8
					7.5			
					ABO			
					5.7			
					SCHOLLE			
					7.0			
					SAIS			
					5.7			
					BECKER			
					5.0			
					BODEGA			
					4.7			
					MADRONE			
					6.1			
					BELEN YL			
					(109.9)			
					Average speed per hour			

TRAFFIC CONTROL SYSTEM

TWO TRACKS: At Vaughn, between M.P. 787.2 and M.P. 788.4; and at Belen between M.P. 933.7 and New Mexico-Albuquerque Division Junction, M.P. 932.4.

RULE 261—TCS IN EFFECT: On main track and sidings between Vaughn, M.P. 788.4, and end of two tracks Belen, M.P. 933.7; at Belen, on freight lead between M.P. 893.9 and M.P. 895.4, and on Tracks 23 and 24 between signs indicating "Begin TCS" and "End TCS" located near New Mexico-Albuquerque Division Junction and at west end new Ice Dock.

At Belen, Tracks 23 and 24 signalled for and must be used for eastward movement only between sign 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 M.P. 787.2 and M.P. 788.4 and at Belen, between M.P. 933.7 and M.P. 932.4.

Trains entering territory where Rule 251 is in effect will continue to display signals previously authorized.

At Belen, between end of two tracks, M.P. 933.7, and New Mexico-Albuquerque Division Junction, M.P. 932.4, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains and engines.

At Mountainair, westward passenger trains not making station stop must make service test of air brakes as prescribed by Rule 41, Air Brake Rules.

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Vaughn to Belen	79	*60

*Where district speed is shown 60 MPH for Freight, with train consists 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
3 or more units 100, 350, 400, 800, 900, 1700, 1800 or 1900 class or 4 or more other classes	3250 or less	Number of Cars	
		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 per cent or more 70 MPH

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
5 Curves, M.P. 788.6 to 793.9	65	60
Curve, M.P. 796.2 to 796.7	65	60
Curve, M.P. 843.9 to 844.7	70	65
9 Curves, M.P. 856.4 to 865.6	65	55
Curve, M.P. 865.8 to 866.0	60	50
3 Curves, M.P. 866.3 to 867.0	50	40
Curve, M.P. 867.6 to 868.6	70	50
Curve, M.P. 869.9 to 870.0	65	45
4 Curves, M.P. 870.5 to 871.3	40	40
3 Curves, M.P. 871.4 to 872.7	45	40
Curve, M.P. 873.6 to 874.1	50	40

(B) SPEED REGULATIONS - CURVES & BRIDGES — (Cont'd)

Location	MPH	
	Psg.	Fr.
Curve, M.P. 874.4 to 875.0	55	45
Curve, M.P. 893.1 to 893.6	65	60
Curve, M.P. 894.0 to 894.6 (West)	65	55
Curve, M.P. 894.6 to 894.6 (East)	65	60
Curve, M.P. 894.9 to 895.6	40	40
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS.

Maximum speed permitted through turnout each end sidings, where Rule 261-TCS in effect, 40 MPH; all other main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

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

Station	Type	Location	MPH
Vaughn	I	Crossover between Two Tracks east end yard	30
	I	West end Two Tracks	30
	I	West switch, freight yard lead	30
Encino	I	Both ends siding	30
Dunmoor	I	Both ends siding	30
Willard	I	Both ends siding	30
Mountainair	I	Both ends No. 2 track	15
Scholle	I	Crossover	30
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen Yard (M.P. 934.4)	15
	I	End Two Tracks (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	East and west end crossover Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 23 and 24	30
	I	Crossover (Albq. Div. M.P. 0.5)	50

Switches at each end of sidings Vaughn to Belen are interlocked. Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

M.P.	NAME
800.5	Overhead highway bridge near Encino
932.8	Overhead foot bridge Belen Yard

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Sais Crusher Tracks	874.2	152

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Clovis Mile Post	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 6 August 4, 1968	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings				STATIONS		
Yard						T Y C R	
				0	CLOVIS		
				0.7	CLOVIS JCT. YL		
2	110		7.6	37.0	7.6		
				52.8	CAMEO	B	
96	134		17.6	52.8	10.0		
				52.8	PORTALES YL	C R	
10			20.9	52.8	3.3		
				52.8	YERBA		
2	110		29.8	52.8	8.9		
				52.8	DELPHOS	B	
2	115		37.2	52.8	7.4		
				52.8	KERMIT	B	
39	50		42.2	52.8	5.0		
				52.8	ELIDA	B	
2	110		47.6	52.8	5.4		
				48.1	TORNERO	B	
7	72		52.5	48.1	4.9		
				42.2	KENNA	B	
	110		65.5	42.2	13.0		
				52.8	BOAZ	B	
	34		71.8	52.8	6.3		
				52.8	ELKINS	B	
	110		82.1	52.8	10.3		
				45.9	CAMPBELL	B	
3			90.0	45.9	7.9		
				37.0	ACME	B	
	110		94.9	37.0	4.9		
				52.8	MELINA	B	
40	110		103.1	52.8	8.2		
				52.8	POE	B	
Yard	83		107.8	52.8	4.7		
				47.0	ROSWELL YL	C R Y	
9	21		112.6	47.0	4.8		
				30.1	SOUTH SPRING		
	110		118.8	30.1	6.2		
				0	CHISUM	B	
61	51		124.2	0	5.4		
				0	DEXTER	C	
50			126.6	0	2.4		
				46.2	GREENFIELD	B	
40	51		130.5	46.2	3.9		
				32.7	HAGERMAN	C R	
	36		139.1	32.7	8.5		
				38.5	LAKE ARTHUR	B	
22	110		143.8	38.5	4.7		
				8.5	ESPUELA	B	
284	64		149.9	8.5	6.1		
				45.8	ARTESIA YL	C R	
22	110		155.1	45.8	5.2		
				29.0	ATOKA	B	
44	25		157.9	29.0	2.8		
				18.6	DAYTON	B	
13	110		165.2	18.6	7.3		
				50.2	LAKWOOD	B	
	61		177.5	50.2	12.3		
				52.8	AVALON	B	
Yard			183.0	52.8	5.5		
					CARLSBAD YL	C R	

(183.0)

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

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

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Clovis to Carlsbad	59	45

(B) SPEED REGULATIONS - CURVES & BRIDGES.

Location	MPH	
	Psgr.	Frts.
Curve, M.P. 8.7 to 9.0	50	45
Curve, M.P. 50.0 to 50.2	50	45
6 Curves, M.P. 84.1 to 86.6	50	45
2 Curves, M.P. 89.6 to 90.9	50	45
Curve, M.P. 129.0 to 129.2	55	40
Bridge, M.P. 167.6	35	35
Curve, M.P. 167.7 to 168.1	55	45
Bridge, M.P. 181.7 to 181.8	20	20

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

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

Station	Type	Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	15
	S	West leg wye M.P. 181.7 (Carlsbad Industrial Spur)	15
	S	Tail of wye M.P. 0.3	15
	S	Lead switch west end (PCA End) La Huerta Yard	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossing of cities and towns named below:

Station	Streets	MPH
Dexter	First, Lincoln and Monroe	45

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

M.P.	NAME
167.6	Bridge, Pecos River
181.7	Bridge, Pecos River

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Industry	111.5	24
Roswell Airport Spur	113.0	153
Janss Cattle Co.	117.1	6
Callens Flying Service	121.9	9
Kerr-McGee Farm Center	142.4	11

PECOS DISTRICT—Carlsbad and Loving Industrial Spurs NEW MEXICO DIVISION 7

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Clovis	Ruling Grade Ascending	TIME TABLE No. 6 August 4, 1968		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings				Mile Post	Feet Per Mile			
			183.0			CARLSBAD YL			
			189.1	29.3	6.1	OTIS	18.5	Y C R	
19			194.4	29.3	5.3	LOVING JCT. YL	39.6	Y B	
			195.3	29.3	0.9	LOVING	39.6		
65			199.8	39.1	4.5	MALAGA YL	39.6		
24			210.8	39.6	11.0	RED BLUFF	39.6		
36			216.5	39.6	5.7	CORRAL	36.1		
23			217.2	39.6	0.7	(State Line)	39.6		
			224.6	39.6	7.4	ANGELES	39.6		
13			230.7	39.6	6.1	ORLA	39.6		
28			241.2	39.6	10.5	RIVERTON	39.1		
24			251.3	26.4	10.1	ARNO	34.8		
26			271.5	36.4	20.2	PECOS YL	31.7	Y C	
Yard									

(88.5)

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

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

Station	Type	Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	15
	S	West leg wye M.P. 181.7 (Carlsbad Industrial Spur)	15
	S	Tail of wye M.P. 0.3	15
	S	Lead switch west end (PCA End) La Huerta Yard (Getty Wye)	15
	S	Jct. switch	15
	S	Duval Spur wye connection	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

M.P.	NAME
	CARLSBAD DISTRICT
181.7	Bridge, Pecos River
	PECOS DISTRICT
198.9	Bridge, Black River
	LOVING INDUSTRIAL SPUR
14.4	Conveyor over KCL loading track International Minerals & Chemical Co.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
PECOS DISTRICT		
Continental Oil Co.	222.4	12
Northwestern Refinery	236.4	10
CARLSBAD INDUSTRIAL SPUR		
Getty	12.8	107
Gulf Oil Spur	13.5	7
National Potash Co. Getty Spur	13.6	136
Wills Spur	16.2	10
Potash Company of America	19.2	340
Run Around Track	18.5	100
Southwest Potash Corporation	6.1	111
Run Around Track	5.4	62
Duval Sulphur & Potash Company Shaft 3 and 4	5.6	40
Run Around Track	4.7	30
Duval Sulphur & Potash Company	7.1	218
United States Borax & Chemical Company Shaft 3	2.9	26
Du Pont Spur	2.6	5
Kermac	6.1	248
National Potash Company	8.9	230
Run Around Track	8.5	44
LOVING INDUSTRIAL SPUR		
United States Borax & Chemical Company	4.3	295
Duval Nash Draw	8.6	172
International Minerals & Chemicals Corporation	14.4	310

Trains must get numbered clearance card before leaving Carlsbad.

At Loving Jct., east wye switch 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.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psgr.	Frts.
Carlsbad to Loving	30	30
Loving to Pecos	20	20
Carlsbad and Loving Industrial Spurs		30

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH	
	Psgr.	Frts.
PECOS DISTRICT		
Bridge, M.P. 198.9 to 199.0	15	15
Bridge, M.P. 210.3 to 210.4	15	15
Bridge, M.P. 213.8 to 213.9	10	10
Main Track, M.P. 264.4 to 264.7	5	5

Track Capacity 50 ft. Per Car		WESTWARD		Distance From Atchison	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD	
		First Class				No. 6				First Class	
		17	23			August 4, 1968				18	24
Other Tracks	Sidings	Pagr.	Pagr.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Pagr.	Pagr.	Arrive Daily PM	Arrive Daily PM
Yard		5.10	11.10	902.4	0	ALBUQUERQUE YL 1.5	14.9			1.10	5.00
Yard				903.9	21.1	ABAJO YL 11.1	26.4				
34	70	5.25	11.25	915.0	10.6	ISLETA 7.4	26.4			12.55	4.40
70	83			922.4	21.1	LOS LUNAS 5.0	25.3				
8	83			927.4	19.0	CHLOE 5.2	21.1				
Yard				932.8	21.1	BELEN YL 9.9	26.4				
29	83			942.5	15.8	SABINAL 11.0	26.4				
13	83			953.5	16.3	LA JOYA 10.0	25.3				
7	80			963.5	19.5	SAN ACACIA 7.4	41.0				
12	83			970.9	19.2	LIMITAR 6.9	26.4				
101	83			977.8	26.4	SOCORRO YL 10.4	26.4				
42	83			988.2	31.7	SAN ANTONIO 10.8	31.7				
	82			999.0	0	ELMENDORF 6.1	31.7				
	119			1005.1	26.4	SAN MARCIAL 7.2	12.8				
	53			1012.3	26.4	POPE 9.1	26.4				
	55			1021.4	26.4	LAVA 10.1	26.4				
	82			1031.5	26.4	CROCKER 11.7	26.4				
35	125			1043.2	26.4	ENGEL 8.2	26.4				
	82			1051.4	26.4	CUTTER 5.0	26.4				
	47			1056.4	26.4	ALEMAN 6.9	26.4				
	83			1063.3	9.8	UPHAM 3.8	26.4				
	82			1067.1	5.4	ALIVIO 6.6	26.4				
44	49			1073.7	26.4	GRAMA 5.9	63.4				
Yard				1079.6	26.4	RINCON YL 7.7	26.4				
	83			1087.3	26.4	TONUCCO 8.4	26.4				
	53			1095.7	26.4	MEDLER 5.4	26.4				
	62			1101.1	21.5	LEASBURG 5.8	26.4				
33	62			1106.9	16.5	DONA ANA 5.6	26.4				
Yard				1112.5	24.6	LAS CRUCES YL 11.4	29.5				
33	83			1123.9	0	MESQUITE 7.5	12.1				
26	26			1131.4	9.5	BERINO 4.9	6.8				
				1136.3	9.5	(State Line) 0.1	6.8				
42	51			1136.4	26.4	ANTHONY 6.0	26.4				
18	35			1142.4	26.4	CANUTILLO 2.9	26.4				
	63			1145.3	3.7	MONTOYA 2.6	21.1				
4				1147.9	26.4	WHITE 8.1	26.4				
Yard				1156.0		EL PASO YL					
		Arrive Daily	Arrive Daily			(253.6)				Leave Daily	Leave Daily
		50.4	49.0			Average speed per hour				41.0	50.4

TWO TRACKS: Between Albuquerque and Abajo; and at Belen, between M.P. 932.4 and M.P. 933.7.

RULE 261—TCS IN EFFECT: On main track between end of two tracks Abajo and east end El Paso District siding at Isleta, Control Station Winslow; and at Belen between junction with Second District, M.P. 934.4, and end of two tracks, M.P. 933.7, and on Tracks 23 and 24 between signs indicating "Begin TCS" and "End TCS" located near New Mexico-Albuquerque Division Junction and at west end new Ice Dock, Control Station Belen.

At Belen, Tracks 23 and 24 signalled for and must be used for eastward movement only between sign 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: Between Albuquerque and Abajo; and at Belen, between M.P. 932.4 and M.P. 933.7.

Proceed indication on eastward control signal Isleta authorizes movement eastward extras from Isleta.

Trains entering territory where Rule 251 is in effect will continue to display signals previously authorized.

Trains must get numbered clearance card before leaving Albuquerque, Belen, Rincon and El Paso.

At Socorro, Magdalena Dist. junction switch normally lined for El Paso District.

At Rincon, Deming District junction switch normally lined for El Paso District.

At El Paso, junction switch to Union Depot normally lined for freight yard.

Train or engine movements east of Albuquerque will be governed by Colorado Division Time Table and Rules.

At Albuquerque, between automatic block signal 9013 and end of two tracks, Abajo, and at Belen, between New Mexico-Albuquerque Division Junction, M.P. 932.4, and end of two tracks, M.P. 933.7, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

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.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
Albuquerque to Isleta	79	60
Isleta to El Paso	59	45

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psg.	Fr.
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	35
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
Curve, M.P. 1018.7 to 1018.8	50	40
Curve, M.P. 1018.9 to 1019.1	45	40
Curve, M.P. 1019.4 to 1019.6	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	45	40
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
2 Curves, M.P. 1092.4 to 1092.7	35	35
Curve, M.P. 1092.7 to 1092.9	25	25
6 Curves, M.P. 1093.3 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
13 Curves, M.P. 1151.2 to 1154.7	30	30

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed herein:

(C) SPEED REGULATIONS - SIDINGS, SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

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

Station	Type	Location	MPH
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 20
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen yard (M.P. 934.4)	15
	I	End Two Tracks (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	East and west end crossover Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 23 and 24	30
	I	Crossover (Albq. Div. M.P. 0.5)	50
Rincon	S	East end No. 2 track	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATIONS	STREETS	MPH
Albuquerque	All crossings between Trumbull Avenue and Mountain Road	30
Las Cruces	All crossings between McClure Road, M.P. 1111.5, and Truck Bypass, M.P. 1114.4	30

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

M.P.	NAME
902.5	Coal Avenue Viaduct.
951.5	Bridge, Rio Puerco
961.3	Bridge, Rio Salado
1006.2	Bridge, Rio Grande

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
A. R. Hebenstreit	905.6	50
Home Planners, Inc.	905.9	20
M. Lieberman	906.0	21
Kinney	907.1	6
American Pipe & Constr. Co.	907.8	18
Industrial Park	908.2	109
Briner Rust Proofing Co.	908.5	18
Bates Lumber Company	910.6	12
Edmunds Chemical Co.	935.3	6
Tex Mex Mining Co.	989.0	7
Tiffany Stock Yards	1002.1	19
Mesilla Park	1116.0	64
Hanes Knitting Mill	1118.2	10
Brazito Packing Co.	1120.6	10
Santa Tomas	1123.5	15
Vado	1127.8	18
Mountain Pass Canning Co.	1137.5	6
Border Steel Co.	1138.9	179
Vinton	1139.8	18
Darbyshire Steel Co.	1141.1	26
Walker Wood Products	1144.2	2
El Paso Feed & Stock Yards	1144.5	14
El Paso Moulding & Mfg. Co.	1148.0	6
Harbin Sales, Inc.	1148.0	20
Southwest Frame & Millwork Co.	1150.2	28

10 NEW MEXICO DIVISION

DEMING, MAGDALENA, SANTA RITA AND ESTANCIA DISTRICTS

DEMING DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Distance from Atchison and Deming	Ruling Grade Ascending	TIME TABLE No. 6 August 4, 1968		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile			STATIONS	Feet Per Mile			Y C	
Yard		1079.6									
43	41	1084.8	26.4	RINCON YL	26.4	Y C					
				5.2 HATCH		C					
	59	1093.9	63.9	9.1 HOCKETT	16.8	B					
75	44	1104.9	63.4	11.0 NUTT	26.4	Y B					
				13.3 FLORIDA	26.4	B					
	36	1118.2	26.4	7.6 MIRAGE	26.4	B					
	61	1125.8	26.4	7.1 DEMING YL	26.4	C					
Yard		1132.9	57.0	4.0 PERUHILL	62.3						
46	41	3.1	57.0	13.6 SPALDING	62.3	B					
	53	16.7	73.9	13.6 WHITewater YL	29.0	Y B					
Yard		30.3	105.6	3.7 Burro Mountain Jct.	79.2	Y					
25		34.0	105.6	12.6 SILVER CITY YL	9.5	Y C					
Yard		46.6									

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

At Whitewater, Santa Rita District junction switch normally lined for Santa Rita District.

At Rincon, El Paso District junction switch normally lined for El Paso District.

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

No switch lights Whitewater to Silver City.

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

MAGDALENA DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Distance from Socorro	Ruling Grade Ascending	TIME TABLE No. 6 August 4, 1968		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile			STATIONS	Feet Per Mile			Y C	
101	83										
17		15.9	132.0	15.9 SOCORRO YL	0	Y C					
Yard		26.8	132.0	10.9 WATER CANYON	31.7	Y C					
				10.9 MAGDALENA YL							

Trains must get numbered clearance card before leaving Socorro.

No switch lights on Magdalena District.

At Socorro, El Paso District junction switch 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		WESTWARD		Distance from Whitewater	Ruling Grade Ascending	TIME TABLE No. 6 August 4, 1968		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile			STATIONS	Feet Per Mile			Y C	
Yard											
					105.6						
				8.3 WHITewater YL		0	Y B				
Yard		8.3		4.6 HURLEY YL		42.2	Y C R				
23	29	12.9		4.6 BAYARD YL			B				
				1.5 HANOVER JCT. YL		0	B				
				0.3 COBRE YL		0					
45		14.7		2.0 SANTA RITA YL		0	C				
Yard		16.7									

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

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

At Whitewater, Deming District junction switch normally lined for Santa Rita District.

At Hurley, west wye switch normally lined for wye.

No switch lights on Santa Rita District east of Hurley.

ESTANCIA DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Distance from Willard	Ruling Grade Ascending	TIME TABLE No. 6 August 4, 1968		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD	
Other Tracks	Sid- ings	Mile Post	Feet Per Mile			STATIONS	Feet Per Mile			Y C	
102	128										
37	26	11.8	42.2	11.8 WILLARD YL	42.2	B					
				16.0 ESTANCIA YL	66.0	C					
8	31	27.8		16.0 CALVERT YL		C					

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

No switch lights on Estancia District.

1. SPEED REGULATIONS

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

(A) DISTRICT SPEED

Location	MPH	
	Psg.	Fr.
DEMING DISTRICT:		
Rincon to Burro Mountain Jct.	45	45
Burro Mountain Jct. to Silver City	20	20
Tyrone Industrial Spur	40	40
MAGDALENA DISTRICT:		
SANTA RITA DISTRICT:	20	20
SANTA RITA DISTRICT:		
Whitewater to Hurley	30	30
Hurley to Santa Rita	20	20
Fierro Industrial Spur	10	10
ESTANCIA DISTRICT:		
	20	20

(B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH	
	Psgr.	Frnt.
DEMING DISTRICT		
4 Curves, M.P. 1103.8 to 1105.2	35	35

Between Bayard and Santa Rita, on the Santa Rita District, trains and engines running light must not exceed speed of 15 MPH on curves.

(C) SPEED REGULATIONS - SIDINGS, SWITCHES,
TURNOUTS AND CROSSOVERS

Maximum speed permitted through main track turnouts and crossovers 15 MPH; other than main track turnouts and crossovers 10 MPH; except as listed below:

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

STATION	TYPE	LOCATION	MPH
Rincon	S	East end No. 2 track	15

Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED REGULATIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings of cities and towns named below:

STATIONS	STREETS	MPH
Silver City	All crossings between Garden Crossing and Passenger Depot	10

2. DANGEROUS OBSTRUCTIONS (See Rule 761)

MP	NAME
DEMING DISTRICT	
1082.9	Bridge, Rio Grande
39.6	Bridge, San Vincente
45.3	Bridge, San Vincente
ESTANCIA DISTRICT	
28.0	Cement Conveyor Belt Calvert

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
DEMING DISTRICT		
Asarco	2.0	Yard
Tyrone Industrial Spur (11 Miles)	34.0	56
Hawkins	44.4	24
MAGDALENA DISTRICT		
Socorro Planing & Lumber Co.	1.9	6
Great Lakes Carbon Corp.	4.8	30
Quarry Tracks	11.0	36
Kelly	28.5	29
SANTA RITA DISTRICT		
Star Shaft	15.5	21
Precipitate Spur	15.6	22
FIERRO INDUSTRIAL SPUR (6.5 MILES)		
Bullfrog Mine	14.4	10
Black Hawk	0.2	12
Kearney	2.3	19
Hanover	2.6	41
U.S.S.R. & M.	3.3	44
6.5		
ESTANCIA DISTRICT		
Atlas Spur	8.0	4

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

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

6. MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Diesel Locomotives and Motor Cars	Forward MPH	Light Forward MPH	Backing or When not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344, 400-405, 1900-1939	90	90	45	90
350-359	90	90	45*	90
1100-1174, 1800-1889	80	80	45*	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	45*	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*Note: Forward speed applies when backing handling train controlled from leading unit.

7. 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 Locomotives 80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5

7. MOVEMENTS OVER SUBMERGED TRACK—(Cont'd) (Rule 817)

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2411, 2650-2893	5	5	5
Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	
Friction Bearings	12	5	

8. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 and Derrick AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, El Paso and Carlsbad Districts; and between Rincon and M.P. 34 on Deming District	40	45	30
Pecos, Estancia and between M.P. 34 and Silver City on Deming District	20	20	20
Santa Rita and Magdalena Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, 199914 or 199915 must not exceed 50 MPH and such equipment must be handled next ahead of caboose.

Pile drivers and derricks AT 199720 and AT 199775 must be handled in train next to engine.

9. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT		
M.P. 684.3	Hot Box	Rotating white light—Eastward M.P. 684.3 and M.P. 682.4 * Westward M.P. 684.3 and M.P. 686.5 *
M.P. 711.4	Dragging Equipment	Westward—Signal 7131 displays letter "E" in bottom unit
M.P. 713.6	Hot Box	Rotating white light—Eastward M.P. 713.6 and M.P. 711.4 * Westward M.P. 713.6 and M.P. 715.8 *
M.P. 722.3	Dragging Equipment	Eastward—Signal 7202 displays letter "E" in bottom unit
M.P. 726.3	Hot Box	Rotating white light—Eastward M.P. 726.3-M.P. 724.8 and M.P. 722.3 *
M.P. 746.4	Hot Box	Rotating white light—Eastward M.P. 746.4 and M.P. 744.5 * Westward M.P. 746.4 and M.P. 748.5 *
M.P. 764.9	Hot Box	Rotating white light—Eastward M.P. 764.9 and M.P. 762.5 * Westward M.P. 764.9 and M.P. 766.9 *
Bridge 779.1	High Water	Eastward—Signal 7802
SECOND DISTRICT		
M.P. 806.1	Hot Box	Rotating white light—Eastward M.P. 806.1-M.P. 804.1 and M.P. 802.9 * Westward M.P. 806.1-M.P.808.0 and M.P. 809.8*
Bridge 806.9	High Water	Eastward—Controlled signals east end siding Negra Westward—Signal 8051
M.P. 832.5	Hot Box	Rotating white light—Eastward M.P. 832.5 and M.P. 830.3 * Westward M.P. 832.5 and M.P. 834.7 *
M.P. 852.2	Hot Box	Rotating white light—Eastward M.P. 852.2 and M.P. 849.9 * Westward M.P. 852.2 and M.P. 853.8 *
Bridge 870.4 and Bridge 871.4	High Water	} Eastward—Signal 8712 Westward—Controlled signals west end siding Scholle
Bridge 875.0	High Water	
M.P. 878.1	Hot Box	Rotating white light—Eastward M.P. 878.1 and M.P. 876.8 * Westward M.P. 878.1 and M.P. 880.1 *
*Location of Hot Box Locator		
EL PASO DISTRICT		
Bridge 908.7	High Water	Eastward—Signal 9092 Westward—Controlled signal M.P. 906.4
M.P. 978.9 to M.P. 987.6 M.P. 1080.9 to M.P. 1095.0	High Water	} (Note: Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions. Semaphore arm in horizontal position or a red light indicate high water)
CARLSBAD DISTRICT		
M.P. 175.2 to M.P. 178.1	High Water	} (Note: Semaphore arm at 45 degrees above horizontal position or a white light indicate normal conditions. Semaphore arm in horizontal position or a red light indicate high water)

Dragging Equipment Detectors: Equipment dragging across detectors will cause the letter "E" to be lighted at bottom unit of signals indicated. When letter "E" illuminated immediate stop must be made, both sides of train and track inspected and train dispatcher notified. Telephones are located at these signals.

High Water Detectors: When high water detector actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop, notify train dispatcher, and make thorough inspection to ascertain bridges and track are safe before proceeding.

When hot box detector actuated stop must be made immediately, locator checked and train inspected.

ENTIRE CREW MUST OBSERVE SIGNALS AND INDICATORS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

10. YARD LIMITS

Abajo	Deming	Rincon
Albuquerque	El Paso	Roswell
Artesia	Estancia	Santa Rita
Bayard	Hanover Jct.	Silver City
Belen (MP 933.7 to MP 931.3 only)	Hurley	Socorro
Calvert	Las Cruces	Vaughn
Carlsbad	Loving	Whitewater
Clovis Jct.	Loving Jct.	Willard (Estancia District only, ex- tends to and in- cludes Calvert)
Cobre	Magdalena	
	Pecos	
	Portales	

11. BULLETIN BOOKS

Albuquerque	Hurley
Belen	Las Cruces
Carlsbad	Rincon
Clovis	Roswell
El Paso	Vaughn

12. STANDARD CLOCKS

Albuquerque	Hurley
Belen	Rincon
Carlsbad	Roswell
Clovis	Vaughn
El Paso	

TIME SERVICE

A. J. STROBEL, General Watch Inspector.....Topeka
 R. W. GOOCH, Assistant General Watch Inspector...Topeka

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

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

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

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

SURGEONS OF

THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION

DR. O. L. HANSON, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE Doctor in Charge

LOCAL SURGEONS

- DR. A. L. HAYNES Clovis
- DR. LYNN W. ABSHERE Clovis
- DR. V. SCOTT JOHNSON Clovis
- DR. JOEL ZEIGLER Clovis
- DR. LEWIS THOMAS Clovis
- DR. T. J. GLENN 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. ROBERT J. SAUL Mountainair
- DR. W. D. RADCLIFFE Belen
- DR. R. P. BROWER, D.O. Belen
- DR. HERMAN O. LEHMAN Portales
- DR. ROBERT C. COLEMAN Portales
- DR. J. P. WILLIAMS Roswell
- DR. EARL A. LATIMER, JR. Roswell
- DR. C. P. BUNCH Artesia
- DR. JOSEPH R. MANSFIELD Carlsbad
- DR. R. H. PATE Carlsbad
- DR. EARL B. FLANAGAN Carlsbad
- DR. THEODORE E. HAUSER Carlsbad
- DR. C. H. PETERSON, JR. Carlsbad
- DR. BRUCE H. HAY Pecos
- DR. V. E. FRANKLIN Socorro
- DR. SIDNEY AUERBACH Socorro
- DR. E. E. HUBBLE Truth or Consequences
- DR. W. D. SEDGWICK Las Cruces
- DR. J. A. STEELE Hatch
- DR. PAUL A. FEIL Deming
- DR. S. H. KING Silver City
- DR. R. A. WALSH Silver City
- DR. R. C. WILLE, JR. Silver City
- DR. C. C. COBB, JR. Silver City
- DR. L. R. GADDIS El Paso
- DR. H. J. H. MARSHALL El Paso
- DR. W. R. GADDIS El Paso
- DR. JOHN H. JOHNSTONE El Paso

EYE, EAR, NOSE AND THROAT SPECIALISTS

- DR. R. L. CURRY Clovis
- 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. B. G. HEWETT, Ophthalmologist 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
				12 ..	5.0

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

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!