



**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**

R. H. DeHaven ..... Clovis, N.M.

D. E. Beauchamp ..... Belen, N.M.

**TRAINMASTER-ROAD FOREMAN OF ENGINES**

W. M. Orr ..... El Paso, Tex.

W. D. Curtis ..... Clovis, N.M.

**ASST. TRAINMASTERS**

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

H. P. Mueller ..... Albuquerque, N.M.

W. J. Cummings ..... Belen, N.M.

B. D. Byrd ..... Clovis, N.M.

**ROAD FOREMEN OF ENGINES**

G. T. JOHNSON ..... Belen, N.M.

**CHIEF DISPATCHER**

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

**ASST. CHIEF DISPATCHERS**

C. M. Bonarden ..... Clovis, N.M.

M. R. Jones ..... Clovis, N.M.

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

D. D. Boler  
W. L. Kelley  
J. W. Wooster  
J. E. Young  
R. E. Cooper  
D. H. Williams  
W. H. Rhodes  
D. L. Alderman

I. F. Phillips  
K. L. Miller  
J. A. Maize  
O. N. Hale  
J. D. Cole  
H. E. Boydston  
R. D. Williams  
T. H. Spradley

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

**WESTERN LINES**

**NEW MEXICO DIVISION**

**TIME TABLE**

**No. 7**

**IN EFFECT**

**Sunday, September 27, 1970**

**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 <b>1</b> Passenger	Distance From Atchison	Ruling Grade Ascending	TIME TABLE No. 7 September 27, 1970	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD First Class <b>2</b> 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	<b>CLOVIS</b> } 5.9 } <b>GALLAHER</b> } <i>Two</i> 18.2 } <i>Tracks</i> <b>MELROSE</b> } 6.8 } <b>CANTARA</b> } 5.8 } <b>KRIDER</b> } 5.1 } <b>TOLAR</b> } 4.3 } <b>TAIBAN</b> } 7.3 } <b>LA LANDE</b> } 6.7 } <b>FORT SUMNER</b> } 6.8 } <b>AGUDO</b> } 5.7 } <b>RICARDO</b> } 7.3 } <b>EVANOLA</b> } 7.3 } <b>YESO</b> } 5.7 } <b>LARGO</b> } 6.5 } <b>BUCHANAN</b> } 5.3 } <b>CARDENAS</b> } 7.6 } <b>DUORO</b> } 6.7 } <b>JOFFRE</b> } 11.8 } <b>VAUGHN YL</b> } <i>Two</i> } <i>Tracks</i>	12.7	CR	9.00
70	114	7.10	662.6	26.4		13.7		8.35
84	109	7.25	680.8	26.0		26.4	CR	8.18
6	216	7.32	687.6	0		31.7		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	702.8	26.4		31.7		7.55
10	201	7.53	710.1	26.4		31.7		7.47
63	156	8.01	716.8	31.7		0	YRC	7.40
8	231	8.07	723.6	31.7		15.8		7.30
19	218	8.14	729.3	31.7		0		7.23
5	216	8.21	736.6	31.7		0		7.16
39	220	8.28	743.9	31.7		0	B	7.08
2	218	8.35	749.6	31.7		0		7.01
26	218	8.42	756.1	31.7		0		6.54
4	217	8.49	761.4	31.7		31.7		6.48
15	237	8.56	769.0	31.7		10.2		6.40
15	125	9.02	775.7	31.7		10.6		6.32
Yard		9.20 AM	787.5				CR Y	6.20 PM
		Arrive Daily				(130.8)		Leave Daily
		56.1			Average speed per hour		49.0	

**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. 788.5

**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 crossover Joffre, M.P. 776.2, except on sidings Gallaher and Melrose.

**RULE 251 IN EFFECT:** Between crossover Joffre, M.P. 776.2, and Vaughn, M.P. 788.5

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 Vaughn, First Class trains register by Form 903.

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.

# NEW MEXICO DIVISION

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

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

\*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

### EXCEPTIONS

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH

### (B) SPEED REGULATIONS - CURVES AND BRIDGES

Location	MPH
4 Curves, M.P. 716.5 to 720.6	70
Curve, M.P. 726.8 to 727.6	70
4 Curves, M.P. 750.9 to 757.5	70
3 Curves, M.P. 762.9 to 764.6	70
2 Curves, M.P. 769.5 to 771.3	70
<b>WESTWARD TRACK:</b>	
2 Curves, M.P. 778.8 to 779.9	65
Curve, M.P. 780.0 to 780.5	70
Curve, M.P. 786.6 to 787.2	60
<b>EASTWARD TRACK:</b>	
Curve, M.P. 786.6 to 787.2	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

Station or M.P.	Type	Location	MPH
Clovis	I	EAST END YARD Turnout from Psgr. Yard Track 1 to industry lead	15

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

Station or M.P.	Type	Location	MPH
Clovis	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
Clovis	I	WEST END YARD 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 South Main Track to No. 5 yard lead	40
	I	Crossover between South and North Main Tracks	40
MP 669.7	I	Crossovers between North and South Main Tracks	50
Melrose	I	End Two Tracks M.P. 681.2	70
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. 788.5	30
	I	West switch, freight yard lead	30

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

### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P.	NAME
656.7	Overhead foot bridge Ice House Track 17 Clovis.

### 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 Atchison	Ruling Grade Ascending	TIME TABLE No. 7 September 27, 1970	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 } Tracks 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000								
6	214	9.30	792.7	31.7	TEJON	0		6.05					
3	181	9.37	798.7	31.7	CARNERO	0		6.01					
46	120	9.42	803.8	10.5	ENCINO	31.7	B	5.55					
17	239	9.47	808.8	31.7	NEGRA	31.7		5.50					
3	229	9.53	815.6	31.7	PEDERNAL	31.7		5.43					
3	116	9.58	819.5	31.7	DUNMOOR	31.7		5.38					
5	191	10.02	824.0	31.7	CULEBRA	31.7		5.32					
13	213	10.07	828.8	12.1	LUCY	31.7		5.27					
3	159	10.12	836.1	30.5	SILIO	31.7		5.21					
102	128	10.18	842.1	30.3	WILLARD	0	B	5.15					
3	246	10.23	848.6	31.7	BRONCHO	0		5.08					
274	338	10.35	855.7	31.7	MOUNTAINAIR	66.0	Y C	5.01					
6	270	10.44	863.2	3.2	ABO	66.0		4.50					
20	301	10.52	868.9	0	SCHOLLE	66.0		4.42					
3	166	11.05	875.9	0	SATS	66.0		4.32					
67	186	11.13	881.6	0	BECKER	66.0		4.25					
3	186	11.20	886.6	0	BODEGA	31.7		4.20					
7	187	11.25	891.3	0	MADRONE	31.7		4.15					
Yard		11.40	932.6	12.1	BELEN } Tracks 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000								4.05
		Arrive Daily			(109.9)			Leave Daily					
		47.1			Average speed per hour			48.8					

TWO TRACKS: At Vaughn, between M.P. 787.2 and M.P. 788.5; 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. 788.5, 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

# NEW MEXICO DIVISION

# SECOND DISTRICT 5

## 1. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED

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

\*Maximum authorized speed for freight trains 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

### EXCEPTIONS

(1) Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 to 100 tons per car	55 MPH
Over 100 tons per car or total consist exceeds 7,000 tons	45 MPH
(2) Westward trains consisting of 6,000 tons or more between Mountainair and Becker	35 MPH

### (B) SPEED REGULATIONS - CURVES & BRIDGES

Location	MPH
8 Curves, M.P. 788.6 to 796.7	70
Curve, M.P. 843.9 to 844.7	75
9 Curves, M.P. 856.3 to 865.6	55
6 Curves, M.P. 865.8 to 870.1	50
7 Curves, M.P. 870.5 to 872.8	40
2 Curves, M.P. 873.6 to 875.0	55
Curve, M.P. 893.1 to 893.6	65
Curve, M.P. 894.0 to 894.6	60
Curve, M.P. 894.9 to 895.6	40
8 Curves, M.P. 932.3 to 932.9	15

### (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

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. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

M.P.	NAME
932.8	Overhead foot bridge Belen Yard

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Clovis	Feet Per Mile	TIME TABLE No. 7 September 27, 1970		Rolling Grade Ascending	Feet Per Mile	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings				Mile Post	STATIONS				
Yard			0		<b>CLOVIS</b>		19.5		Y C R	
			37.0		0.7 <b>CLOVIS JCT. YL</b>		52.8			
2	110		7.6		7.6 <b>CAMEO</b>		52.8		B	
98	134		17.6		10.0 <b>PORTALES YL</b>		52.8		C R	
2	110		29.8		12.2 <b>DELPHOS</b>		52.8		B	
2	115		37.2		7.4 <b>KERMIT</b>		52.8		B	
39	50		42.2		5.0 <b>ELIDA</b>		52.8		B	
2	110		47.6		5.4 <b>TORNERO</b>		52.8		B	
7	72		52.5		4.9 <b>KENNA</b>		47.5		B	
	200		65.5		13.0 <b>BOAZ</b>		52.8		B	
	110		82.1		16.6 <b>CAMPELL</b>		52.8		B	
	110		94.9		8.2 <b>MELENA</b>		52.8		B	
40	110		103.1		8.7 <b>POE</b>		52.8		B	
Yard	83		107.8		4.7 <b>ROSWELL YL</b>		52.8		C R Y	
9	21		112.6		4.8 <b>SOUTH SPRING</b>		35.2			
	110		118.8		6.2 <b>CHISUM</b>		41.7		B	
61	51		124.2		5.4 <b>DEXTER</b>		21.1		C	
50			126.6		7.8 <b>GREENFIELD</b>		42.2		B	
40	51		130.5		3.9 <b>HAGERMAN</b>		52.8		C R	
	36		139.1		8.6 <b>LAKE ARTHUR</b>		31.7		B	
22	200		143.8		4.7 <b>ESPUELA</b>		31.7		B	
284	64		149.9		5.1 <b>ARTESIA YL</b>		41.7		C R	
22	110		155.1		5.2 <b>ATOKA</b>		41.7		B	
44	25		157.9		2.8 <b>DAYTON</b>		52.8		B	
13	110		165.2		7.3 <b>LAKWOOD</b>		48.8		B	
	61		177.5		12.3 <b>AVALON</b>		52.8		B	
Yard			183.0		5.5 <b>CARLSBAD YL</b>				Y 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.

At Carlsbad, switchers must get numbered clearance card when go on duty.

1. SPEED REGULATIONS

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

(A) MAXIMUM AUTHORIZED SPEED

Location	MPH
Clovis to Carlsbad	49
Carlsbad Industrial Spur	30

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 8.7 to 9.0	45
Curve, M.P. 49.9 to 50.2	45
11 Curves, M.P. 84.1 to 90.9	30
Curve, M.P. 128.9 to 129.2	40
2 Curves & Bridge M.P. 167.2 to 168.2	35
Main Track M.P. 181.3 to 183.0	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:

"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	15
		Carlsbad Industrial Spur	
	S	Tail of wye M.P. 0.3	15
	S	Lead switch west end (PCA End) La Huerta Yard	15
	S	Jct. switch, Getty wye	15
	S	Duval Spur Getty wye connection	15

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)

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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity
Yerba	20.9	10
Acme	90.0	10
Roswell Industrial Air Center	113.0	153
Pecos Valley Feed Co.	117.1	22
Callens Flying Service	121.9	5
Bowman Fertilizer Co.	142.4	11
Carlsbad Industrial Spur		
Getty	12.8	107
Gulf Oil Spur	13.5	7
National Potash Co. Getty	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 Corporation		
Shaft 3 and 4	5.6	40
Run Around Track	4.7	30
Duval Refinery	7.1	218
U. S. Potash & Chemical		
Company Shaft 3	2.9	26
DuPont Spur	2.6	5
Kerr McGee Corporation	6.1	248
National Potash Company	8.9	230
Run Around Track	8.5	44

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Clovis	Ruling Grade Ascending	TIME TABLE No. 7 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings				Mile Post	Feet Per Mile			
			183.0			<b>CARLSBAD YL</b>	18.5	Y C R	
			189.1	29.3	T.C.S.	6.1 OTIS			
19			189.1	29.3		5.3			
			194.4	29.3		<b>LOVING JCT. YL</b>	39.6	Y B	
			194.4	29.3	0.9				
33			195.3	39.1		<b>LOVING YL</b>	39.6		
			195.3	39.1	4.5				
24			199.8	39.6		<b>MALAGA</b>	39.6		
			199.8	39.6	15.1				
			214.9	39.6		<b>PECOS JCT. YL</b>	39.6	Y B	
			214.9	39.6	2.3				
			217.2	39.6		(State Line)	39.6		
			217.2	39.6	7.4				
13			224.6	39.6		<b>ANGELES</b>	39.6		
			224.6	39.6	6.1				
28			230.7	39.6		<b>ORLA</b>	39.1		
			230.7	39.6	10.5				
24			241.2	26.4		<b>RIVERTON</b>	34.8		
			241.2	26.4	10.1				
26			251.3	36.4		<b>ARNO</b>	31.7	Y C	
			251.3	36.4	20.2				
Yard			271.5			<b>PECOS YL</b>			

(88.5)

**RULE 261—TCS IN EFFECT:** On main track between M.P. 183.2, Carlsbad, and M.P. 194.3, Loving Jct.

Proceed indication on eastward control signal at Loving Jct. authorizes movement eastward extras from Loving Jct.

At Carlsbad, before movement into TCS territory is made on main track, it must be ascertained from the control station, Carlsbad, that signal can be cleared before moving west of Orchard Lane or before departing La Huerta yard.

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

At Carlsbad, trains before leaving and switchers when go on duty, must secure a numbered clearance card.

At Loving Jct., east wye switch normally lined for Pecos District.

At Pecos Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

No switch lights Carlsbad to Pecos.

Rules 83 and 83(A): Train register at Carlsbad will be accepted that trains shown thereon have arrived and left Loving Jct. When identification of a superior train cannot be made between Carlsbad and Loving Jct., the inferior train must not enter single track where Rule 261 is not in effect, 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) MAXIMUM AUTHORIZED SPEED

Location	MPH
Carlsbad to Pecos Jct.	49
Pecos Jct., to Pecos	20
Loving Industrial Spur	30

(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES

Location	MPH
Main Track, M.P. 183.0 to 185.6	20
Main Track, M.P. 194.4 over spring switch Loving Jct.	20
Bridge, M.P. 198.9 to 199.0	30
3 Curves, M.P. 201.5 to 202.4	45
6 Curves, M.P. 209.9 to 212.1	45
Main Track, M.P. 264.4 to 264.7	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:

"S"—Spring Switch

Station	Type	Location	MPH
Loving Jct.	S	East wye switch	15

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

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)**

M.P.	NAME
198.9	PECOS DISTRICT Bridge, Black River
14.4	Loving Industrial Spur Conveyor over KCL loading track International Minerals & Chemical Co.

**3. TRACKS BETWEEN STATIONS**

Location	Mile Post	Car Capacity
<b>PECOS DISTRICT</b>		
Continental Spur	183.4	13
Carlsbad Industrial Block Co.	183.9	7
Southern New Mexico Warehouse	184.7	13
West Storage Track	184.9	60
West Storage Track No. 2	184.9	60
Stock Track	184.9	27
Continental Oil Co.	222.4	12
Northwestern Refinery	236.4	10
<b>Loving Industrial Spur</b>		
U.S. Potash & Chemical Company	4.3	295
Duval Nash Draw	8.6	172
International Minerals & Chemicals Corporation	14.4	310

**RUSTLER SPRINGS DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance From Pecos Junction	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings				No. 7	September 27, 1970			
			Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
			0	52.8	PECOS JCT. YL 2.0	0	Y B		
			2.0	78.0	(State Line) 23.5	52.8			
200			25.5		RUSTLER SPRINGS YL (25.5)		Y		

No switch lights on Rustler Springs District.

At Pecos Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

**DEMING DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance from Atchison and Deming	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sid- ings				No. 7	September 27, 1970			
			Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
			1079.6		RINCON YL 5.2		Y C		
43	41		1084.8	26.4	HATCH 9.1	26.4	C		
	59		1093.9	63.9	HOCKETT 11.0	16.8	B		
75	44		1104.9	63.4	NUTT 13.3	26.4	Y B		
	36		1118.2	26.4	FLORIDA 7.6	26.4	B		
	61		1126.8	26.4	MIRAGE 7.1	26.4			
Yard			1132.9	26.4	DEMING YL 4.0	26.4	C		
46	41		3.1	57.0	PERUHILL 13.6	62.3			
	53		16.7	57.0	SPALDING 13.6	62.3	B		
Yard			30.3	73.9	WHITEWATER YL 3.7	29.0	Y B		
25			34.0	105.6	Burro Mountain Jct. YL 12.6	79.2	Y		
Yard			46.6	105.6	SILVER CITY YL (100.8)	9.5	Y C		

TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN WHITEWATER AND SILVER CITY.

Trains must get numbered clearance card before leaving Deming.

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

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.

**1. SPEED REGULATIONS**

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

**(A) MAXIMUM AUTHORIZED SPEED**

Location	MPH
<b>RUSTLER SPRINGS DISTRICT</b>	
Pecos Jct., to Rustler Springs	49
<b>DEMING DISTRICT</b>	
Rincon to Deming	45
Deming to Burro Mountain Jct.	30
Burro Mountain Jct. to Silver City	20
Tyrone Industrial Spur	30

**(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES**

Location	MPH
<b>RUSTLER SPRINGS DISTRICT</b>	
Duval track scale, M.P. 20.8 to 20.9	2
All tracks beyond M.P. 25.5	5
<b>DEMING DISTRICT</b>	
4 Curves, M.P. 1103.8 to 1105.2	35

**(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:

"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, M.P. 45.5 and depot	10

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)**

MP	NAME
<b>DEMING DISTRICT</b>	
1082.9	Bridge, Rio Grande
39.6	Bridge, San Vincente
45.3	Bridge, San Vincente

**3. TRACKS BETWEEN STATIONS**

Location	Mile Post	Car Capacity
<b>DEMING DISTRICT</b>		
Tyrone Industrial Spur (11 Miles)	34.0	56
Hawkins	44.4	24



**MAGDALENA DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance from Socorro	Ruling Grade Ascending	TIME TABLE No. 7 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings				Mile Post	Feet Per Mile			
101	83					SOCORRO YL		Y C	
Yard			26.8	132.0		MAGDALENA YL	31.7	O	
(26.8)									

**TRAINS AND ENGINES WILL OPERATE PER RULE 93.**

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.

**ESTANCIA DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance from Willard	Ruling Grade Ascending	TIME TABLE No. 7 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings				Mile Post	Feet Per Mile			
102	128					WILLARD YL		B	
37	26		11.8	42.2		ESTANCIA YL	42.2	C	
8	31		27.8	66.0		CALVERT YL	44.9	C	
(27.8)									

**TRAINS AND ENGINES WILL OPERATE PER RULE 93.**

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

No switch lights on Estancia District.

Derail on main track 720 feet east of east switch at Calvert.

**SANTA RITA DISTRICT**

Track Capacity 50 ft. Per Car		WESTWARD ↓	Distance from Whitewater	Ruling Grade Ascending	TIME TABLE No. 7 September 27, 1970		Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD ↑
Other Tracks	Sidings				Mile Post	Feet Per Mile			
Yard						WHITWATER YL		Y B	
Yard			8.3	105.6		HURLEY YL	0	Y C R	
23	29		12.9	101.4		BAYARD YL	42.2	B	
			14.4	132.0		HANOVER JCT. YL	0	B	
45			14.7	0		COBRE YL	0		
Yard			16.7	168.4		SANTA RITA YL	0		
(16.7)									

**TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN WHITEWATER AND SANTA RITA.**

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.

**1. SPEED REGULATIONS**

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

**(A) MAXIMUM AUTHORIZED SPEED**

Location	MPH
MAGDALENA DISTRICT	20
SANTA RITA DISTRICT:	
Whitewater to Hurley	30
Hurley to Santa Rita	20
Fierro Industrial Spur	10
ESTANCIA DISTRICT	20

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.

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

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)**

MP	NAME
	ESTANCIA DISTRICT
28.0	Cement conveyor belt at Calvert

**3. TRACKS BETWEEN STATIONS**

Location	Mile Post	Car Capacity
MAGDALENA DISTRICT		
Socorro Planing & Lumber Co. ....	1.9	6
SANTA RITA DISTRICT		
Star Shaft .....	15.5	21
Precipitate Spur .....	15.6	22
Fierro Industrial Spur		
(6.5 miles) .....	14.4	
Bullfrog Mine .....	0.2	10
Kearney .....	2.6	19
Hanover .....	3.3	41
U.S.S.R. & M. ....	6.5	44
ESTANCIA DISTRICT		
Atlas Spur .....	8.0	4

Track Capacity 50 ft. Per Car		WESTWARD		Distance From Atchison	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Communications Tables and Turn Tables and Wyes	EASTWARD	
		First Class				No. 7				First Class	
		17	23			September 27, 1970				18	24
Other Tracks	Sidings	Pagr.	Pagr.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	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	PM	AM	922.4	21.1	LOS LUNAS 5.0	25.3	PM	PM		
8	83			927.4	19.0	CHLOE 5.2	21.1				
Yard				932.6	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				
	63			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	TONUCO 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	26.4	MONTOYA 10.7	26.4				
Yard				1156.0		EL PASO YL					
		Arrive Daily	Arrive Daily			(253.6)		Leave Daily	Leave Daily		
		50.4	50.4			Average speed per hour		50.4	41.0		

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 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 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) MAXIMUM AUTHORIZED SPEED**

Location	MPH	
	Psg.	Fr.
Albuquerque to Isleta	79	60
Isleta to El Paso	59	49

**(B) SPEED REGULATIONS - CURVES, TRACK & BRIDGES**

Location	MPH	
	Psg.	Fr.
2 Curves, M.P. 905.2 to 905.4	70	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	70	55
Location		MPH
8 Curves, M.P. 932.3 to 932.9		15
Main Track, M.P. 949.4 to 952.0		30
18 Curves, M.P. 957.9 to 966.3		30
2 Curves, M.P. 973.1 to 973.5		45
2 Curves, M.P. 985.3 to 986.3		40
Curve, M.P. 987.5 to 987.7		30
23 Curves, M.P. 1006.8 to 1022.3		40
Curve, M.P. 1022.9 to 1023.1		30
2 Curves, M.P. 1036.4 to 1037.0		45
13 Curves, M.P. 1075.8 to 1079.1		30
2 Curves, M.P. 1079.4 to 1079.8		20
2 Curves, M.P. 1079.9 to 1080.4		40
11 Curves, M.P. 1082.8 to 1086.0		40
2 Curves, M.P. 1088.4 to 1088.6		45
15 Curves, M.P. 1090.1 to 1092.9		20
6 Curves, M.P. 1093.3 to 1094.7		30
8 Curves, M.P. 1096.0 to 1101.6		45
15 Curves, M.P. 1147.5 to 1154.7		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:

"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.	40
		Eastward trains from El Paso Dist.	20

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

Station	Type	Location	MPH
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	
	I	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 Mountain Road, M.P. 901.8, and Trumbull Avenue, M.P. 903.4.	30
Las Cruces	All crossings between McClure Road, M.P. 1111.5, and Truck Bypass, M.P. 1114.4.	30

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 761)**

M.P.	NAME
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	7
Briner Rust Proofing Co.	908.5	18
Bates Lumber Company	910.6	12
Edmunds Chemical Co.	935.3	6
Tiffany Stock Yards	1002.1	19
Mesilla Park	1115.0	64
Hanes Knitting Mill	1118.2	10
Brazito Packing Co.	1120.6	10
Santa Tomas	1123.5	15
Vado	1127.8	18
Anthony Growers, Inc.	1135.6	10
W. Silver Co.	1137.0	6
Mountain Pass Canning Co.	1137.5	6
Border Steel Co.	1138.9	179
Vinton	1139.8	18
Darbyshire Steel Co.	1141.1	26
Tre-Pol	1144.2	4
El Paso Feed & Stock Yards	1144.5	14
White	1147.9	4
El Paso Moulding & Mfg. Co.	1148.0	6
Harbin Sales, Inc.	1148.0	20
Howery Lumber Co.	1148.0	6
Southwest Frame & Millwork Co.	1150.2	28

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.

Location of such hand thrown, main track, switches are as follows:

FIRST DISTRICT

M.P. 655.2 (South Track) Safeway Milk Plant.  
M.P. 667.2 (North Track) Grier.

PECOS DISTRICT

M.P. 189.0 Otis.

6. MAXIMUM SPEED OF ENGINES

Engines	Forward MPH	Light Forward MPH	Backing or When not Controlled From Lead Unit MPH	Dead In Train MPH
16-48, 300-314, 325-344, 5900-5948, 8000-8005	90	90	45	90
5590-5614, 7900-7909, 8500-8524	90	90	*45	90
200-289	70	70	45	70
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2300-2399, 2404-2441	45	45	45	45

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

Engines authorized at maximum speed of 90 MPH, when used in freight service, will have Overspeed Control set at 73 MPH, except when all units of the locomotive consist on Trains 99 and 100 (Super C) are 90 MPH engines, the Overspeed Control will be set at 83 MPH to permit Trains 99 and 100 to operate at maximum speed of 79 MPH.

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:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Engines: 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9110-9160, 9800-9849	3	5	5

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

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
650-653, 2310-2321,	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2404-2441, 2649, 2650-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5948	5	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

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 and Pile Driver 199456 MPH
First, Second, El Paso, Carlsbad, Rustler Springs Districts, between Carlsbad and Pecos Jct. on Pecos District and between Rincon and M.P. 34 on Deming District	40	45	30
Estancia, between M.P. 34 and Silver City on Deming District and between Pecos Jct. and Pecos on Pecos 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.

Maximum authorized speed for trains consisting entirely of bunk, outfit and work equipment cars 40 MPH.

Maximum authorized speed for trains handling outfit cars stenciled "Rear End Movement Only" 40 MPH.

## 9. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
<b>FIRST DISTRICT</b>		
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. 725.5	Hot Box	Rotating white light—Eastward M.P. 725.5—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
<b>SECOND DISTRICT</b>		
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		
<b>EL PASO DISTRICT</b>		
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. 1054.1 to M.P. 1056.8 M.P. 1080.9 to M.P. 1095.0	High Water	} 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.
<b>CARLSBAD DISTRICT</b>		
M.P. 175.2 to M.P. 178.1	High Water	} 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 is actuated signals indicated will display their most restrictive indication. When signals so displayed trains must stop and make thorough inspection to ascertain bridges and track are safe before proceeding and notify train dispatcher at first opportunity.

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

9. TRACK SIDE WARNING DEVICES—(Cont'd)

Hot Box Detectors: Detectors will detect and locate as many as four or eight hot boxes; two or four on either side of train. When actuated by an overheated journal, detector will cause an "Indicator" (rotating white light) to be lighted at the detector, at the Hot Box Locator and, at a few locations at indicators located between the detector and locator. "Hot Box Locator" in signal case, suitably marked, will count the axles passing over the detector behind each overheated journal. To locate a hot box, the number registered on the "axle counters" will represent the number of axles between the overheated journal and the rear of the train. The type of hot box locators which register four overheated journals, two on either side of train, detecting more than two overheated journals on either side of the train, will illuminate the large RED LIGHT on locator in signal case. When the RED LIGHT is illuminated entire train must be inspected to locate all overheated journals.

When a hot box indicator is illuminated train must stop immediately for inspection and "Hot Box Locator" observed. If the train is stopped short of the locator, engine may be cut off to proceed to locator to obtain reading on the counter and reset the counter. A thorough inspection must be made of each car designated by the locator. If overheated journal is not found on car, or cars, designated, make a close inspection of the ten cars on each side of the designated car, or cars. In the event crew is unable to locate car, or cars, with overheated journals within this location of train, if the counter has failed to register or if the counter is obviously incorrect, crew will make a close inspection of the engine and a roll-by inspection of the entire train. In case the head end is unable to reset the counter, when train is ready to proceed it will be necessary for member of crew on rear of train to operate reset on counter after train clears detector circuit.

After observing Hot Box Locator, door must be closed and locked. Hot Box Detector Report must be filed at first office of communication and Form 1523 must indicate the designated car, or locomotive unit that actuated the Hot Box Detector.

When it is indicated that an overheated journal is on a locomotive, the engineman in charge must personally inspect all journals on the locomotive in his charge and make decision as to whether or not the unit with overheated journal should be set out. When possible, engineman must contact the Mechanical Foreman at next terminal in advance, advising of condition and report on Form 1226-A Standard that hot box detector had been actuated and indicate overheated journal on locomotive unit, specifying unit number.

When a train approaches a hot box detector and the rotating white light is lighted prior to reaching the scanner, it will indicate there is a malfunction of the detector.

A train observing the rotating white indicator light, at scanner, lighted before train reaches the scanner, or notified by the train dispatcher of a malfunction of the detector, will not be required to stop for the detector. Train must be watched closely and not depend upon the detector to locate overheated journals.

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

10. YARD LIMITS

Abajo	Loving	Socorro (Extends to and includes Magdalena)
Albuquerque	Loving Jct.	Vaughn
Artesia	Pecos	Whitewater (Extends to and includes Silver City)
Belen (MP 933.7 to MP 931.3 only)	Pecos Jct.	Willard (Estancia District only, extends to and includes Calvert)
Carlsbad	Portales	
Clovis Jct.	Rincon	
Deming	Roswell	
El Paso	Rustler Springs	
Las Cruces	Santa Rita (Extends to and includes White-water)	

11. BULLETIN BOOKS

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

12. STANDARD CLOCKS

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

TIME SERVICE

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

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

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

**SURGEONS OF**

**THE A.T.&S.F. EMPLOYEES' BENEFIT ASSOCIATION**

DR. R. M. BROOKER, 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. 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. PAUL W. PENDELL ..... Santa Rosa
- DR. F. R. HUNT ..... Santa Rosa
- DR. ROBERT J. SAUL ..... Mountainair
- DR. R. P. BROWER, D.O. .... Belen
- DR. R. E. BRUBAKER, D.O. .... Belen
- DR. A. W. LLEWELYN, 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. S. S. MAXEY ..... Carlsbad
- DR. R. H. PATE ..... 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. J. L. LAPP, D.O. .... Truth or Consequences
- DR. D. E. STOOPS, D.O. .... Truth or Consequences
- DR. W. D. SEDGWICK ..... Las Cruces
- DR. J. A. STEELE ..... Hatch
- DR. PAUL A. FEIL ..... Deming
- DR. J. P. WILSON ..... Bayard
- DR. W. R. FOWLER ..... Bayard
- DR. J. E. ROBINSON ..... Bayard
- DR. L. E. LINSLEY ..... Bayard
- 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. H. J. H. MARSHALL ..... El Paso
- DR. W. R. GADDIS ..... El Paso
- DR. JOHN H. JOHNSTONE ..... El Paso
- DR. H. D. GARRETT ..... El Paso

**EYE, EAR, NOSE AND THROAT SPECIALISTS**

- DR. R. L. CURRY ..... Clovis
- DR. JOHN H. CAMERON ..... Clovis
- DR. E. E. CROME (Eyes only) ..... Clovis
- DR. GEORGE S. MORRISON ..... Roswell
- DR. G. S. RICHARDSON ..... Roswell
- DR. CLAY GWINN ..... Carlsbad
- DR. B. G. HEWETT, Ophthalmologist ..... El Paso
- DR. R. C. LANE (Eyes only) ..... 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!**