

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

DR. G. S. HOPKINS, Chief Surgeon.....Topeka.

ALBUQUERQUE HOSPITAL.

DR. T. A. KOONS.....Doctor in Charge.
 DR. JOHN D. ABRUMS.....Assistant Surgeon.
 DR. LAWRENCE WILKINSON.....Assistant Surgeon.
 DR. CHARLES BEESON.....Assistant Surgeon.
 DR. GEORGE SIMSON.....Assistant Surgeon.
 DR. ALAN L. FRANKEL.....Assistant Surgeon.
 DR. H. B. WOODWARD.....Assistant Surgeon.
 DR. J. W. WIGGINS.....Consultant, Gynecology.
 DR. ROBERT FRIEDENBERG.....Consultant, Internal Medicine.
 DR. ALBERT L. MAISEL.....Consultant, Internal Medicine.
 DR. F. H. HANOLD.....Consultant, Internal Medicine.
 DR. GORDON STRANCE.....Thoracic Surgeon.
 DR. WILLIAM J. LANGLOIS.....Thoracic Surgeon.
 DR. THEODORE SPITZ.....Anesthetist.
 DR. HOMES S. MUSGRAVE.....Anesthesiologist.
 DR. J. R. VAN ATTA.....X-Ray and Laboratory Consultant.
 DR. C. M. THOMPSON.....X-Ray, Consultant.
 DR. JOHN A. CRAIG.....X-Ray Consultant.
 DR. JOHN J. CORCORAN.....Dermatologist.
 DR. S. J. JELSO.....Dermatologist.
 DR. L. J. MILLER.....Neurosurgical Consultant.
 DR. M. R. KLEBANOFF.....Neurological Consultant.
 DR. CLINTON W. MORGAN, JR.....Neurological Consultant.
 DR. JOHN GRIFFIN.....Neurological Consultant.
 DR. ALLEN JACOBSEN.....Neuropsychiatric Consultant.
 DR. WARREN T. BROWN.....Neuro-Psychiatrist.
 DR. P. S. JOHNSON.....Anesthesiologist.
 DR. JUANA M. RUIZ.....Anesthesiologist.
 DR. GLENN R. MARGARD.....Anesthesiologist.
 DR. A. J. FISHER.....Anesthesiologist.
 DR. A. J. MCQUEENEY.....Pathologist.
 DR. GEORGE CHANEY.....Pathologist.
 DR. L. C. DELAMBRE.....Urologist.
 DR. JOHN F. GRIFFIN.....Orologist.
 DR. LEWIS M. OVERTON.....Orthopedist.
 DR. R. E. FORBIS.....Orthopedic Consultant.
 DR. GEORGE C. ANISON.....Ear, Nose, Throat
 DR. HOWARD B. PECK.....Eye Specialist.
 DR. JACK A. DILLAHUNT.....Eye Specialist.
 DR. JAMES T. MCGUCKIN.....Eye Specialist.

LOCAL SURGEONS.

DR. W. R. SISSON.....La Junta.
 DR. J. ALAN SHAND.....La Junta.
 DR. GORDON H. VANDIVER.....La Junta.
 DR. RICHARD L. DAVIS.....La Junta.
 DR. H. E. ABRUMS.....Trinidad.
 DR. NELSON B. COPLEY.....Trinidad.
 DR. C. B. ELLIOTT.....Raton.
 DR. V. K. ADAMS.....Raton.
 DR. G. O. POSEY.....Cimarron.
 DR. J. S. GUNTER.....Springer.
 DR. C. H. GELLENTHIEN.....Valmora.
 DR. J. A. EVANS.....Las Vegas.
 DR. W. A. STARK.....Las Vegas.
 DR. E. H. DELLINGER.....Las Vegas.
 DR. C. L. BLANCHARD.....Las Vegas.
 DR. WILLIS W. PICKEL.....Santa Fe.
 DR. S. M. GONZALEZ.....Santa Fe.
 DR. LOUIS J. LEVIN.....Belen.
 DR. W. D. RADCLIFFE.....Belen.
 DR. V. E. FRANKLIN.....Socorro.
 DR. BERNARD PERLMAN.....Socorro.
 DR. CHARLES E. LONG.....Socorro.
 DR. W. P. SEDGWICK.....Las Cruces.
 DR. J. A. STEEL.....Hatch.
 DR. LOWELL D. BAXTER.....Hatch.
 DR. PAUL A. FEIL.....Deming.
 DR. CLARAN C. COBB.....Silver City & Bayard.
 DR. ROY C. WILLE.....Silver City & Bayard.
 DR. L. R. GADDIS.....El Paso.
 DR. H. J. H. MARSHALL.....El Paso.
 DR. JOHN H. JOHNSTONE.....Ysleta.

EYE, EAR, NOSE and THROAT SPECIALISTS

DR. R. P. BEAUDETTE, Ophthalmologist.....Raton.
 DR. J. D. MARTIN.....El Paso.
 DR. R. N. CAYLOR.....El Paso.
 DR. H. D. HATFIELD.....El Paso.
 DR. R. C. LANE.....Silver City.

The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES
Northern District**

NEW MEXICO DIVISION

TIME TABLE No.

95

IN EFFECT

Sunday, July 22, 1956

**At 12:01 A. M.
Mountain Standard Time**

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

G. R. BUCHANAN,
General Manager,
Amarillo, Texas.

T. J. ANDERSON,
Asst. General Manager,
La Junta, Colorado.

W. H. JONES,
Superintendent,
Las Vegas, N. M.

Hall 6 56 6500 387

Timetable 94 eff 30 Oct 55
96 25 Nov 56

CONDITI . . . STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Alva Woodward Canadian Hereford Fort Sumner Vaughn	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
					Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
2	Vaughn Fort Sumner Hereford Canadian Woodward Alva Kiowa	Kansas City and beyond	North of Barstow	124	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
					Thatcher	La Junta and beyond	Trinidad and beyond
3	Canadian Hereford Vaughn	Barstow and beyond	Kansas City and beyond	191-190	La Junta to Hutchinson	Newton and beyond	La Junta and beyond
4	Vaughn Hereford Canadian	Kansas City and beyond	Barstow and beyond		La Junta to Denver		Beyond La Junta
23	Hazelton	Waynoka and beyond	Wellington and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
	Umbarger Black	Clovis and beyond	Beyond Amarillo	18	Hutchinson	Chicago and beyond	
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond
	Black Umbarger	Beyond Amarillo	Clovis and beyond		Littleton	Colorado Springs, Pueblo and beyond	
	Hazelton	Wellington and beyond	Waynoka and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	21	Garden City	Albuquerque and beyond	Kansas City and beyond, and South of Newton
	Thatcher	Trinidad and beyond	La Junta and beyond		Trinidad	Raton and beyond	Dodge City and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	22	Trinidad	Dodge City and beyond	Any scheduled station stop
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Garden City	Kansas City and beyond and South of Newton	Albuquerque and beyond
				Hutchinson	Kansas City and beyond	La Junta and beyond	
				19	St. John Garden City Lamar	Albuquerque and beyond, and North of La Junta	Emporia, Kansas City and beyond, and South of Newton
				20	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond, and North of La Junta
				27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
					Palmer Lake	Any station	Any station
				28-(C&S)	Palmer Lake	Any station	Any station

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

E. W. NOTGRASS, Trainmaster..... Las Vegas, N.M.
 H. G. CRAWFORD, Trainmaster..... El Paso, Texas.
 J. W. FELLABAUM, Ass't Trainmaster..... Hurley, N.M.
 E. J. BARNES, Chief Dispatcher..... Las Vegas, N.M.
 O. R. KING, Ass't Chief Dispatcher..... Las Vegas, N.M.
 J. C. HOPE, Ass't Chief Dispatcher..... Las Vegas, N.M.

TRAIN DISPATCHERS - LAS VEGAS, N. M.

W. E. ROSE	J. Z. CLOUD	R. E. COOPER
A. F. MATHIS	W. L. KELLEY	W. H. RHODES
L. B. MAY	J. W. WOOSTER	D. A. POINTER
W. J. WINN	A. WHITE	D. L. ALDERMAN

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

LOCAL TIME INSPECTORS—NEW MEXICO DIVISION.

G. SCHACKTERLE.....	La Junta.
A. J. BRADLEY.....	La Junta.
A. T. KAPELKE.....	Trinidad.
JAS. A. WHITED.....	Raton.
SOL AZOUZ.....	Las Vegas.
FRANK MINDLIN.....	Albuquerque.
VIRGIL H. HALL.....	Santa Fe.
RICHARD EALY.....	Belen.
M. E. TREMBLY.....	Belen.
RAY CROOKS.....	Truth or Consequence.
P. R. GANTZ.....	Silver City.
H. F. RUTISHAUSER.....	Silver City.
C. E. ROSS.....	El Paso.
IRVING A. ROTH.....	El Paso.

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Rating Grade Ascending.	TIME TABLE No. 95, July 22, 1956.
		First Class.							
		19	7	17	123	21			
Other Tracks.	Sidings.	The Chief.	Fast Mail Express.	The Super Chief.	The Grand Canyon.	El Capitan.	Mile Post.	STATIONS.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard	PM 11.55 AM	PM 4.50	AM 9.50	AM 8.25	AM 8.15	554.9	59.7	LA JUNTA. YL 3.1
98	82	12.01	4.56	9.56	8.31	8.21	558.0	58.1	ORMEGA. 5.5
5	82	12.06	5.01	10.01	8.36	8.26	563.5	58.9	BENTON. 4.6
4	61	12.10	5.05	10.05	8.40	8.30	568.0	81.0	RENE. 4.3
19	81	12.13	5.08	10.08	8.45	8.33	572.3	59.7	TIMPAS. 5.8
7	82	12.17	5.12	10.12	8.50	8.37	578.2	59.7	AYER. 4.9
5	82	12.21	5.16 ¹²⁴	10.16	8.55	8.41	583.0	59.7	MINDEMAN. 3.0
52	59	12.24	5.19	10.18	9.00	8.44	586.0	59.7	BLOOM. 5.5
9	63	12.29	5.24	10.23	9.05	8.49	591.5	59.7	DELHI. 4.0
7	81	12.33	5.28	10.27	9.09	8.53	595.5	59.7	HOUGHTON. 4.3
66	107	12.37	5.32	10.31	9.15	8.57	599.8	59.7	THATCHER. 4.5
27	70	12.42	5.37	10.36	9.20	9.02	604.7	0	SIMPSON. 4.5
8	81	12.46	5.41	10.40	9.25	9.07	609.2	59.2	TYRONE. 5.8
9	100	12.50	5.45	10.44	9.29	9.11	615.0	59.7	MODEL. 3.4
5	60	12.53	5.48	10.47	9.33	9.14	618.4	59.4	EARL. 3.9
5	62	12.58	5.53	10.51	9.38	9.19	622.8	57.6	KADREW. 3.9
58	83	1.03	5.58	10.57	9.44	9.24	626.3	59.4	HOEHNES. 6.0
	82	1.08	6.03	11.02	9.49	9.29	632.3	59.7	EL MORO. 3.5
		1.12	6.07 ¹⁸	11.06	9.53	9.33	635.8	28.1	C.&S. CROSSING. YL 0.9
	Yard	1.16	6.20	11.10	10.01	9.37	636.7	59.4	TRINIDAD. 1.9
30		1.19	6.24	11.13	10.04	9.40	638.6	105.6	JANSEN. 3.4
41		1.25	6.30	11.19	10.10	9.46	642.0	105.6	STARKVILLE. 5.4
		1.34	6.40	11.28	10.19	9.55	647.3	184.8	GALLINAS. 0.8
206				11.31	10.22	9.58	648.1	184.8	MORLEY. 3.6
41		1.47	6.53	11.41	10.32	10.08	651.8	184.8	WOOTTON. 1.0
36		1.51	6.58	11.45	10.36	10.12	652.8	0	LYNN. 1.4
		1.55	7.02	11.49	10.40	10.16	654.2	0	KEOTA. 5.3
	Yard	2.10 AM	7.21 PM	12.05 PM	10.55 AM	10.32 AM	659.5		RATON. YL
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(104.2)
		46.3	41.4	46.3	41.6	45.6			Average speed per hour.

Signal System Two in effect between La Junta and Raton.

Automatic Block System between La Junta and C&S Crossing, and between Keota and Raton.

Rule 261 (CTC) in effect between C&S Crossing, M.P. 635.8, and Keota, M.P. 654.2. Rule 251 (ABS) in effect between Keota, M.P. 654.2, and Raton, M.P. 659.5.

Two main tracks between C&S Crossing and Wootton and between Lynn and Raton.

Time at C&S Crossing, Wootton and Lynn applies at end of two tracks.

Wye on eastward main track 0.9 mile west of Jansen. Spring switch at tail track of wye. Point indicator governs reverse movements against this switch.

Trains or engines originating at La Junta, Trinidad or Raton must secure numbered clearance card before leaving. Trains or engines originating between Raton and Trinidad will move on signal indication, displaying signals as prescribed by Rule 21.

Between M.P. 554.3 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

At Trinidad between crossover opposite freight station and crossover west of passenger station trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

AUTOMATIC BLOCK SYSTEM
 AUTOMATIC TRAIN STOP
 TWO TRACKS
 TWO TRACKS
 ABS

FIRST DISTRICT.

TIME TABLE No. 95, July 22, 1956.		Ruling Grade Ascending	Fuel, Water, Tubs, Tables and Wyes.	Communications.	EASTWARD.				
					First Class.				
					8	22	124	18	20
					Fast Mail Express.	El Capitan.	The Grand Canyon.	The Super Chief.	The Chief.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
LA JUNTA. YL 3.1		0	W F T Y	C	s AM 7.10	s PM 1.50	s PM 5.50	s PM 7.25	s PM 9.55
ORMEGA. 5.5		0		B	6.58	1.42	5.37	7.17	9.42
BENTON. 4.6		0		B	6.53	1.38	5.33	7.13	9.37
RENE. 4.3		0		B	6.48	1.34	5.29	7.09	
TIMPAS. 5.8		0		B	f 6.43	1.30	5.25	7.05	9.31
AYER. 4.9		0		B	6.38	1.26	5.20	7.01	
MINDEMAN. 3.0		0		B	6.33	1.22	5.16 ⁷	6.57	9.23
BLOOM. 5.5		0		B	6.28	1.19	5.09	6.54	
DELHI. 4.0		0		B	6.23	1.15	5.04	6.50	9.17
HOUGHTON. 4.3		0		B	6.13	1.12	5.00	6.47	
THATCHER. 4.5		0	Y	C	f 6.05	1.08	4.55	6.43	9.11
SIMPSON. 4.5		31.7		B	5.55	1.04	4.51	6.39	
TYRONE. 5.8		31.7		B	5.46	1.00	4.47	6.35	9.04
MODEL. 3.4		31.1		B	5.37	12.55	4.42	6.30	8.59
EARL. 3.9		31.7		B	5.30	12.51	4.38	6.27	8.55
KADREW. 3.9		30.8		B	5.26	12.46	4.33	6.22	8.50
HOEHNES. 6.0		31.7		C	5.20	12.40	4.28	6.17	8.45
EL MORO. 3.5		0		B	5.13	12.35	4.23	6.12	8.40
C. & S. CROSSING. 0.9		0		B	5.08	12.32	4.18	6.07 ⁷	8.37
TRINIDAD. 1.9		0		C	s 5.05	12.30	s 4.15	6.04	8.34
JANSEN. 3.4		0		B	4.51	12.25	4.08	5.58	8.30
STARKVILLE. 5.4		0		B	4.44	12.18	4.01	5.49	8.23
GALLINAS. 0.8		0		B	4.35	12.06	3.49	5.39	8.14
MORLEY. 3.6		0		B	4.33	12.04 PM	3.47	5.37	
WOOTTON. 1.0		175.3		B	4.23	11.55	3.38	5.28	8.03
LYNN. 1.4		175.3		B	4.18	11.50	3.34	5.23	7.59
KEOTA. 5.3		174.2		B	4.12	11.43	3.28	5.16	7.53
RATON. YL (104.2)			W F T Y	C	3.55 AM	11.31 AM	3.15 PM	5.04 PM	7.41 PM
Average speed per hour.					32.0	44.9	40.3	44.3	46.7

Signal System Two in effect between La Junta and Raton.

Automatic Block System between La Junta and C&S Crossing, and between Keota and Raton.

Rule 261 (CTC) in effect between C&S Crossing M.P. 635.8, and Keota, M.P. 654.2. Rule 251 (ABS) in effect between Keota, M.P. 654.2, and Raton, M.P. 659.5.

Two main tracks between C&S Crossing and Wootton and between Lynn and Raton.

Time at C&S Crossing, Wootton and Lynn applies at end of two tracks.

Wye on eastward main track 0.9 mile west of Jansen. Spring switch at tail track of wye. Point indicator governs reverse movements against this switch.

Trains or engines originating at La Junta, Trinidad or Raton must secure numbered clearance card before leaving. Trains or engines originating between Raton and Trinidad will move on signal indication, displaying signals as prescribed by Rule 21.

Between M.P. 554.3 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

At Trinidad between crossover opposite freight station and crossover west of passenger station trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

5 NEW MEXICO DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Huling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.					Huling Grade Ascending.	Fuel, Water, Tuna Tables and Wyes.	Communications.	EASTWARD.				
		First Class.							First Class.												
		7	17	123	21	19			8	22	124	18	20								
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	The Grand Canyon.	El Capitan.	The Chief.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
	Yard	PM 7.24	PM 12.08	AM 11.00	AM 10.35	AM 2.13	659.5					AM 3.45	AM 11.28	PM 3.10	PM 5.01	PM 7.38					
112	80	7.30 ²⁰	12.12	11.04	10.39	2.17	662.4	0				B 3.29	11.20	3.00	4.52	7.30 ⁷					
283	94	7.36	12.21	11.13 ²²	10.46	2.25	671.8	0				Y B 3.21	11.13 ¹²³	2.51	4.45	7.23					
5	82	7.42	12.27	11.19	10.53	2.31	678.8	0				B 3.13	11.06	2.43	4.38	7.17					
59	61	7.48	12.33	11.28	11.00 ²²	2.38	686.0	66.5				C f 3.03	11.00 ³¹	2.34	4.32	7.10					
66	68	7.53	12.38	11.34	11.05	2.44	691.0	69.7				B 2.53	10.55	2.29	4.28	7.05					
8	67	7.56	12.41	11.38	11.08	2.48 ⁸	693.4	70.2				B 2.48 ¹⁹	10.52	2.25	4.25	7.03					
148	128	8.03	12.47	11.45	11.16	2.54	699.4	72.2				C s 2.38	10.47 ^f	2.18	4.20	6.58					
7	52	8.08	12.53	11.52	11.22	2.59	705.8	70.0				B 2.27	10.42	2.12	4.15	6.53					
9	81	8.12	12.58	11.57 ^{PM}	11.27	3.03	710.0	71.2				B 2.22	10.38	2.06	4.11	6.49					
4	51	8.16	1.02	12.02	11.31	3.07	714.8	70.9				B 2.16	10.34	2.01	4.07	6.45					
11	125	8.21	1.07	12.08	11.35	3.12	719.7	44.0				B 2.10	10.29	1.56	4.02						
80	81	8.26	1.12	12.15	11.40	3.17	725.8	70.2				C s 2.04	10.24	1.51	3.57	6.36					
9	80	8.30	1.16	12.20	11.44	3.21	730.2	69.7				B 1.55	10.20	1.46	3.53	6.32					
8	80	8.35	1.21	12.25	11.49	3.26	735.8	70.0				B 1.49	10.15	1.41	3.48	6.28					
8	100	8.45	1.31 ¹²⁴	12.34	11.58 ^{PM}	3.35	742.8	52.8				B f 1.38	10.05	1.31 ¹⁷	3.38	6.18					
		8.48	1.34	12.37	12.01	3.38	744.8	52.8				B f 1.32	10.02	1.27							
69	79	8.55	1.41	12.44	12.08	3.45	750.2	70.0				C f 1.24	9.55	1.20	3.28	6.08					
	83	9.00	1.46	12.49	12.15	3.50	755.4	70.7				B 1.16	9.51	1.16	3.24	6.04					
17	82	9.05	1.51	12.54	12.21	3.54	759.5	69.7				B 1.11	9.47	1.12	3.20	6.00					
17	104	9.09	1.55	12.58	12.27	3.58	764.0	0				B 1.06	9.43	1.08	3.16	5.56					
8	82	9.13	1.59	1.04 ¹²⁴	12.31	4.02	767.7	0				B 1.01	9.39	1.04 ¹²³	3.12	5.52					
	Yard	9.20 ^s PM	2.07 ^s PM	1.15 ^s PM	12.37 ^s PM	4.10 ^s AM	770.1					W F Y C	12.55 AM	9.35 AM	1.00 PM	3.08 PM	5.48 PM				
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.						Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
		56.8	55.3	48.8	53.9	56.3						38.7	58.3	50.7	58.3	59.8					
												Average speed per hour.									

Signal System Two in effect between Raton and Las Vegas.
 Automatic Block System between Raton and Las Vegas.
 Trains must secure numbered clearance card before leaving Raton
 and Las Vegas.

THIRD DISTRICT.

NEW MEXICO DIVISION. 6

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
		First Class.											First Class.				
		7	17	123	21	19							22	124	18	20	8
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	The Grand Canyon.	El Capitan.	The Chief.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	El Capitan.	The Grand Canyon.	The Super Chief.	The Chief.	Fast Mail Express.	
	Yard	PM 9.23	PM 2.10	PM 1.20	PM 12.40	AM 4.13						AM 9.32	PM 12.55	PM 3.05	PM 5.45	AM 12.45	
9	78	9.29	2.17	1.27	12.47	4.20	774.6	51.7	LAS VEGAS. YL 4.5	74.9	Y	C	9.32	12.55	3.05	5.45	12.45
6	52	9.34	2.23	1.33	12.53	4.26	778.5	87.1	ROMERO. 3.9	75.0		B	9.22	12.47	2.55	5.36	12.32
13	51	9.39	2.29	1.39	1.00	4.31	783.2	0	OJITA. 4.6	75.0		B	9.17	12.40	2.50	5.31	12.25
8	115	9.47	2.37	1.46	1.08	4.38	788.8	89.8	MYERS. 5.5	75.0		B	9.10	12.33	2.44	5.26	12.18
8	90	9.56	2.45	1.55	1.17	4.46	793.6	89.8	CHAPELLE. 4.8	0		C	9.04	12.26	2.37	5.20	12.10
15	60	10.06	2.55	2.05	1.27	4.56	799.4	0	BLANCHARD. 5.8	75.0		B	8.58	12.20	2.29	5.14	12.03 AM
13	64	10.12	3.01	2.15	1.33	5.02	803.8	89.8	RIBERA. 4.0	0		B	8.49	12.10	2.20	5.04	11.50
19	57	10.17	3.06	2.22	1.38	5.07	807.0	89.1	SANDS. 3.4	0		B	8.45	12.05	2.15	4.59	11.40
16	56	10.23	3.11	2.29	1.43	5.12	811.0	89.8	ILFELD. 4.0	0		B	8.41	12.02 PM	2.10	4.56	11.34
84	81	10.29	3.16	2.36	1.49	5.18	816.0	89.8	GISE. 4.8	61.2		B	8.37	11.58	2.06	4.52	11.28
	61	10.35	3.21	2.43	1.56	5.24	820.4	89.8	ROWE. 4.4	0		C	8.32	11.52	2.01	4.46	11.22
102	114	10.43	3.29	2.51	2.03	5.32	825.2	0	FOX. 4.8	0		B	8.27	11.46	1.56	4.41	11.16
13	102	10.55	3.40	3.02	2.14	5.43	830.0	0	GLORIETA. YL 4.6	158.4	Y	C	8.22	11.40	1.51	4.35	11.08
378	179	11.15	3.53	3.20	2.26	5.55	835.2	0	CANYONCITO. 5.1	158.4		B	8.10	11.27	1.40	4.25	10.55
6	105	11.21	4.04	3.30	2.32	6.01	843.8	0	LAMY. YL 8.5	75.0	FY	C	8.00	11.15	1.30	4.15	10.45
	82	11.26	4.09	3.37	2.36	6.04	848.7	0	KENNEDY. 4.8	70.7		B	7.49	11.00	1.19	4.04	10.28
37	68	11.30	4.14	3.43	2.40	6.08	852.8	0	GALISTEO. 3.5	75.0		B	7.44	10.54	1.14	3.58	10.22
121	97	11.33	4.18	3.53	2.43	6.11	853.9	47.6	LOS CERRILLOS. 1.7	75.0		C	7.41	10.50	1.11	3.55	10.17
84	88	11.45	4.30	4.05	2.55	6.23	863.8	21.1	WALDO. 11.9	73.1		B	7.39	10.48	1.09	3.53	10.11
	135	11.54 AM	4.38	4.13	3.03	6.31	876.6	26.4	DOMINGO. 11.1	26.4		C	7.27	10.34	12.57	3.41	9.58
50	125	12.02	4.45	4.20	3.10	6.41	886.0	0	NUEVE. 9.4	52.8		B	7.19	10.26	12.49	3.33	9.50
7	52	12.10	4.52	4.29	3.20	6.48	894.7	21.1	BERNALILLO. 8.6	26.4		C	7.12	10.18	12.42	3.26	9.42
155		12.15	5.00	4.35	3.30	6.55	898.8	18.5	ALAMEDA. 4.1	26.4		B	7.06	10.12	12.36	3.20	9.36
	Yard	12.40 AM	5.15 PM	4.50 PM	3.45 PM	7.10 AM	902.4		HAHN. 3.6	26.4		B	7.01	10.06	12.31	3.16	9.31
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			Albuquerque. YL		W T	C	6.55 AM	10.00 AM	12.25 PM	3.10 PM	9.25 PM
		40.0	42.6	37.5	42.6	44.5			(131.4)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
									Average speed per hour.				50.2	46.3	49.2	50.8	39.4

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Hahn. When opposing superior trains are met between Albuquerque and Hahn, Eastward trains will consult train dispatcher by telephone from Hahn as to their identity.

Two Main Tracks between Fox and Glorieta and between Hahn and Albuquerque. Time of trains at Fox and Hahn applies at end of two tracks. Time of Westward trains at Glorieta applies at end of two tracks.

Rule 251 in effect between end of two tracks Fox and end of two tracks Glorieta. Rule 261 in effect on main track between East siding switch Rowe and end of two tracks Fox.

Trains or engines stopped by interlocked signals this location will be governed by Rules 652 and 653. Telephones connected with control station are located on signals at each end of Rowe and Fox sidings.

Trains must secure numbered clearance card before leaving Las Vegas and Lamy. Trains originating at Albuquerque and Abajo must secure numbered clearance card before leaving point of origin.

Between Automatic block signals 9013 and 9032 at Albuquerque there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

7 NEW MEXICO DIVISION.

EL PASO DISTRICT.

Signal System Two in effect between Albuquerque and Rincon.

Automatic block system between: MP 902.4 and MP 915.0 MP 931.3 and MP 933.5 MP 1077.6 and MP 1078.7.

Two main tracks between Albuquerque and Abajo and at Belen between MP 932.3 and MP 933.5.

Between Automatic block signals 9013 and 9032 Albuquerque, and between Albuquerque Division Junction MP 932.3 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 932.3 to MP 933.5.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 934.4 and end of two main tracks MP 933.5.

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Abajo.

Time of trains at Abajo applies at end of two tracks.

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen.

Trains originating Albuquerque, Abajo, Isleta, Socorro and Rincon must secure numbered clearance card before leaving point of origin.

At Isleta, Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalies, will be governed by the indication of the train order signal.

Albuquerque Division trains originating at Albuquerque or Abajo must secure numbered clearance card from both Albuquerque and New Mexico Divisions before leaving point of origin. Such clearance cards will specify whether issued by Albuquerque or New Mexico Division.

Deming district Junction switch at Rincon: Normal position for El Paso district.

Track Capacity 50 ft. Per Car		WESTWARD.						Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	
		FIRST CLASS.									
		13	17	123	21	19	7				
Other Tracks.	Sidings.	El Pasoan.	The Super Chief.	The Grand Canyon.	El Capitan.	The Chief.	Fast Mail Express.			STATIONS.	
	Yard	Leave Daily. PM 6.00	Leave Daily. PM 5.25	Leave Daily. PM 5.00	Leave Daily. PM 3.55	Leave Daily. AM 7.20	Leave Daily. AM 12.55	902.4	0	Albuquerque. YL 1.5	
	Yard	6.05	5.30	5.10	4.00	7.25	1.00	903.9	21.1	ABAJO. YL 5.9	
3	104	6.10	5.35	5.15	4.05	7.30	1.05	909.8	15.8	BARR. 5.2	
84	70	f 6.15	5.40	5.20	4.10	7.35	1.10	915.0	10.6	ISLETA. 7.4	
70	83	s 6.22						922.4	21.1	LOS LUNAS. 5.0	
8	83	6.27						927.4	19.0	CHLOE. 5.2	
	Yard	s 6.40						932.6	21.1	BELEN. YL 9.9	
29	83	f 6.50						942.5	15.8	SABINAL. 11.0	
13	83	7.01						953.5	16.3	LA JOYA. 10.0	
7	80	f 7.11	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	963.5	19.5	SAN ACACIA. 7.4	
12	83	7.19						970.9	19.2	LIMITAR. 6.9	
101	83	s 7.35						977.8	26.4	SOCORRO. YL 10.4	
42	83	f 7.46						988.2	81.7	SAN ANTONIO. 10.8	
	82	7.57						999.0	0	ELMENDORF. 6.1	
8	119	8.07						1005.1	26.4	SAN MARCIAL. 7.2	
	53	8.17						1012.3	26.4	POPE. 9.1	
1	55	f 8.28						1021.4	26.4	LAVA. 10.1	
	82	8.38						1031.5	26.4	CROCKER. 11.7	
35	63	f 8.52						1043.2	0	ENGEL. 3.7	
41	41	8.56						1046.9	26.4	JORNADA. 4.5	
22	82	f 9.01						1051.4	26.4	CUTTER. 5.0	
	47	9.06						1056.4	26.4	ALEMAN. 6.9	
8	83	9.13						1063.3	9.8	UPHAM. 3.3	
	82	9.17						1067.1	5.4	ALIVIO. 6.6	
44	49	f 9.24						1073.7	26.4	GRAMA. 5.9	
	Yard	s 9.35 PM						1079.6		RINCON. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(177.2)	
		49.5	50.4	50.4	50.4	50.4	50.4			Average speed per hour.	

EL PASO DISTRICT.

TIME TABLE No. 95, July 22, 1956.		Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.					
					FIRST CLASS.					
					22	124	18	14	20	8
					El Capitan.	The Grand Canyon.	The Super Chief.	El Pascan.	The Chief.	Fast Mail Express.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
A. B. S.	Albuquerque. YL 1.5	14.9	WFT	C	s 6.45 AM	s 9.50 AM	s 12.15 PM	s 1.45 PM	s 3.00 PM	s 9.10 PM
	ABAJO. YL 5.9	26.4	Y	C	6.39	9.44	12.08	1.37	2.54	9.04
	BARR. 5.2	26.4		B	6.34	9.39	12.03 PM	1.29	2.49	8.59
	ISLETA. 7.4	26.4		C	6.30 AM	9.35 AM	11.59 AM	f 1.21	2.45 PM	8.55 PM
	LOS LUNAS. 5.0	25.3		C				s 1.12		
	CHLOE. 5.2	21.1		B				1.06		
	BELÉN. YL 9.9	26.4	WFTY	C				s 1.00		
	SABINAL. 11.0	26.4		B				f 12.36		
	LA JOYA. 10.0	25.3		B				12.25		
	SAN ACACIA. 7.4	41.0		B				f 12.12		
	LIMITAR. 6.9	26.4		B				12.03 PM		
	SOCORRO. YL 10.4	26.4	Y	C				s 11.55		
	SAN ANTONIO. 10.8	31.7		B				f 11.38		
	ELMENDORF. 6.1	31.7		B				11.26		
	SAN MARCIAL. 7.2	12.8		B				11.18		
	POPE. 9.1	26.4		B				11.08		
	LAVA. 10.1	26.4		B				f 10.56		
	CROCKER. 11.7	26.4		B				10.44		
	ENGEL. 3.7	26.4		C				s 10.31		
	JORNADA. 4.5	26.4						10.22		
	CUTTER. 5.0	26.4		B				f 10.17		
	ALEMAN. 6.9	26.4		B				10.12		
	UPHAM. 3.8	26.4		B				10.05		
	ALIVIO. 6.6	26.4		B				10.01		
	GRAMA. 5.9	63.4		B				f 9.54		
RINCON. YL		Y	C				9.45 AM			
(177.2)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					50.4	50.4	47.3	44.3	50.4	50.4

Signal System Two in effect between Albuquerque and Rincon.

Automatic block system between: MP 902.4 and MP 915.0 MP 931.3 and MP 933.5 MP 1077.6 and MP 1078.7.

Two main tracks between Albuquerque and Abajo and at Belen between MP 932.3 and MP 933.5.

Between Automatic block signals 9013 and 9032 Albuquerque, and between Albuquerque Division Junction MP 932.3 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 932.3 to MP 933.5.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 934.4 and end of two main tracks MP 933.5.

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Abajo.

Time of trains at Abajo applies at end of two tracks.

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen.

Trains originating Albuquerque, Abajo, Isleta, Socorro and Rincon must secure numbered clearance card before leaving point of origin.

At Isleta, Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalles, will be governed by the indication of the train order signal.

Albuquerque Division trains originating at Albuquerque or Abajo must secure numbered clearance card from both Albuquerque and New Mexico Divisions before leaving point of origin. Such clearance cards will specify whether issued by Albuquerque or New Mexico Division.

Deming district junction switch at Rincon: Normal position for El Paso district.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class 13	WEST- WARD. NDeM 147		Railing Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	Railing Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class 14	EAST- WARD. NDeM 148
Other Tracks.	Slidings.	El Pasoan.	Pass- enger.	Mile Post.						El Pasoan.	Pass- enger.
	Yard	PM 9.40		1079.6		STATIONS				AM 9.45	
	83	9.52		1087.8	26.4	RINCON. YL 7.7	26.4	Y	C	9.32	
	53	10.08		1095.7	26.4	TONUCO. 8.4	26.4		B	9.16	
		10.09		1096.1	26.4	MEDLER. 0.4	0		B	9.15	
	62	10.15		1101.1	26.4	RADIUM SPRINGS. 5.0	26.4		f	9.10	
33	62	10.23		1106.9	21.5	LEASBURG. 5.8	26.4		B	9.03	
	Yard	10.35		1112.5	16.5	DONA ANA. 5.6	26.4		B	8.57	
53		10.38		1115.0	1.6	LAS CRUCES. YL 2.5	26.4		C	8.47	
83	83	10.48		1123.9	24.6	MESILLA PARK. 8.9	29.5		f	8.37	
18		10.53		1127.8	0	MESQUITE. 3.9	12.1		C	8.33	
26	26	10.57		1131.4	0	VADO. 3.6	10.6		B	8.29	
42	62	11.03		1136.4	9.5	BERINO. 5.0	6.8		B	8.24	
18		11.08		1139.8	26.4	ANTHONY. 3.4	26.4		C	8.20	
18	35	11.12		1142.4	26.4	VINTON. 2.6	26.4			8.17	
	63	11.16		1145.3	26.4	CANUTILLO. 1.9	26.4		C	8.13	
4		11.20		1147.9	3.7	MONTOYA. 2.6	21.1		B	8.10	
		11.40	AM	1155.2	26.4	WHITE. 7.3	26.4			8.00	PM
	Yard	11.40	10.30	1156.0	0	EL PASO Union Station. YL 0.8	0			8.00	3.30
				1156.5	0	EL PASO. Freight Station. YL 0.5	0	FT	C		
			10.45 AM			International Bridge End of Track. YL					3.15 PM
		Arrive Daily.	Arrive Daily.			(76.9)				Leave Daily.	Leave Daily.
		38.5	5.2			Average speed per hour.				43.9	5.2

Signal System Two in effect between Rincon and El Paso.

Automatic Block:
M.P. 1151.6 to M.P. 1155.9.

Trains originating at Rincon, El Paso Freight Station and El Paso Union Station must secure numbered clearance card before leaving point of origin.

National Railways of Mexico Trains 147 and 148 shown on this page have no time table superiority and must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH. Time shown for these trains as information only.

Deming district junction switch at Rincon: Normal position for El Paso district.

Deming District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.		Mile Post.		STATIONS				
	Yard		1079.6	26.4	RINCON. YL 5.2	26.4	Y	C	
23	41		1084.8	63.9	HATCH. 9.1	16.8		C	
	59		1093.9	63.4	HOCKETT. 11.0	26.4		B	
75	44		1104.9	26.4	NUTT. 13.3	26.4	Y	B	
	36		1118.2	26.4	FLORIDA. 7.6	26.4		B	
	61		1125.8	26.4	MIRAGE. 7.1	26.4			
	Yard		1132.9	57.0	DEMING. YL 4.0	62.3		C	
46	41		8.1	57.0	PERUHILL. 13.6	62.3			
	53		16.7	73.9	SPALDING. 6.8	29.0		B	
	12		23.5	69.2	FAYWOOD. 6.8	0		B	
139	Yard		30.3	117.2	WHITEWATER. YL 16.1	7	Y	B	
	Yard		46.6		SILVER CITY. YL		Y	C	
					(100.7)				
Average speed per hour.									

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

Junction switch at east wye Whitewater—normal position for Santa Rita District.

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

Mile Posts between Deming and Silver City indicate distance from Deming.

No switch lights Whitewater to Silver City.

Deming district junction switch at Rincon—normal position for El Paso district.

Santa Rita District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.		Mile Post.		STATIONS.				
139	Yard		0.	105.6	WHITEWATER. YL 8.3	0	Y	B	
	Yard		8.3	101.4	HURLEY. YL 4.6	42.2	FY	C	
23	29		12.9	182.0	BAYARD. YL 1.5	0		C	
			14.4	0	HANOVER JCT. YL 0.3	0		B	
45			14.7	168.4	COBRE. YL 2.0	0			
	Yard		16.7		SANTA RITA. YL			C	
					(16.7)				
Average speed per hour.									

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

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

Junction switch at east wye Whitewater—normal position for Santa Rita District.

West wye switch Hurley—normal position for wye.

No switch lights on Santa Rita District east of Hurley.

Santa Fe District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		93									94
		Mixed.									Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.						Arrive Daily Ex. Sun.
		AM 6.10	0	105.6	LAMY. YL 18.1	105.6	FY	C		AM 11.30	
	Yard	7.10 AM	18.1		SANTA FE. YL		Y	C		10.30 AM	
		Arrive Daily Ex. Sun.			(18.1)					Leave Daily Ex. Sun.	
		18.1		Average speed per hr.						18.1	

No. 93 is superior to No. 94.
Trains must secure numbered clearance card before leaving Lamy and Santa Fe.
No switch lights on Santa Fe District.
Santa Fe District junction switch at Lamy.
Normal position for Third District.

Rocky Mountain District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.	Mile Post.			STATIONS.						
305		0	105.6	HEBRON. YL 4.4	0	Y	B				
93		4.4		PRESTON. YL 6.8	52.8						
113		11.2		KOEHLER JCT. YL (11.2)		Y					

No switch lights on Rocky Mountain District.

Magdalena District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		43									44
		Mixed.									Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed., Fri.	Mile Post.		STATIONS.						Arrive Tues., Thur., Sat.
101	83	AM 10.00	0.	132.0	SOCORRO. YL 15.9	0	Y	C		AM 9.15	
		10.45	15.9		132.0	WATER CANYON. 10.9	31.7				8.30
	Yd.	11.15 AM	26.8		MAGDALENA. YL		Y	C		8.00 AM	
		Arrive Mon., Wed., Fri.			(26.8)					Leave Tues., Thurs. and Sat.	
		21.4	Average speed per hr.							21.4	

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

No switch lights on Magdalena District.
Magdalena District Junction switch at Socorro:

Normal position for El Paso district.

Fierro District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Trks.	Sidings.	Mile Post.			STATIONS.						
		0.	158.4	HANOVER Jct. YL 3.3	0		B				
41		3.8		158.4	HANOVER. YL 2.5	0		B			
12		5.8		FIERRO. YL							
				(5.8)							

No switch lights on Fierro District.
Fierro district junction switch at Hanover Junction:
Normal position for Santa Rita district.

SPECIAL RULES.

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

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e): Canceled.

(l): ————— When standing — apply or release air brakes.

(m): ————— When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

2. YARD LIMITS.

Abajo.	Hurley.
Albuquerque.	La Junta.
Bayard.	Lamy.
Belen.	Las Cruces.
Cobre.	Las Vegas.
C & S Crossing.	Magdalena.
Deming.	Raton.
El Paso.	Rincon.
Glorieta.	Santa Fe.
Hanover Jct. (Extends to and includes Fierro).	Santa Rita.
Hebron (Applies on Rocky Mountain District only and extends to end of tracks at Koehler and Van Houten).	Silver City.
	Socorro.
	Whitewater.

3. SPEED REGULATIONS.

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSEN-GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
La Junta and Trinidad	100	55
Trinidad and Raton	79	55
SECOND DISTRICT		
	79	55
THIRD DISTRICT:		
Las Vegas and Lamy	79	55
Lamy and Albuquerque	100	55
EL PASO DISTRICT:		
Albuquerque and Isleta	79	55
Isleta and El Paso	59	45
ROCKY MOUNTAIN DISTRICT		
	20	20
SANTA FE DISTRICT		
	20	20
DEMING DISTRICT:		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	20	20
MAGDALENA DISTRICT		
	20	20
SANTA RITA DISTRICT		
	20	20
FIERRO DISTRICT		
	20	20

Speed limit Ninety (90) miles per hour trains handling cars equipped with friction bearings.

LOCATION	PASSEN-GER	FREIGHT AND MIXED
LA JUNTA YARD		
Curve, M.P. 555.6 to 555.8	30	30

NEW MEXICO DIVISION. 12

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	PASSEN-GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT.		
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	90	55
Curve, M.P. 560.2 to 560.5	95	55
3 Curves, M.P. 575.5 to 577.2	85	55
3 Curves, M.P. 578.6 to 580.4	95	55
Curve, M.P. 581.1 to 581.5	85	55
Curve, M.P. 582.1 to 582.5	95	55
Curve, M.P. 584.4 to 584.6	95	55
3 Curves, M.P. 587.0 to 589.3	85	55
3 Curves, M.P. 589.5 to 590.6	95	55
Curve, M.P. 591.0 to 591.4	85	55
2 Curves, M.P. 593.2 to 594.1	85	55
2 Curves, M.P. 595.1 to 596.5	85	55
3 Curves, M.P. 597.8 to 600.6	95	55
Curve, M.P. 602.2 to 602.6	95	55
2 Curves, M.P. 604.1 to 605.5	85	55
Curve, M.P. 606.6 to 607.3	85	55
Curve, M.P. 608.7 to 608.8	85	55
Curve, M.P. 615.5 to 615.9	85	55
Curve, M.P. 618.0 to 618.5	85	55
Curve, M.P. 619.5 to 619.7	40	30
3 Curves, M.P. 620.2 to 622.2	45	45
7 Curves, M.P. 622.3 to 624.7	40	30
Curve, M.P. 629.6 to 629.8	95	55
Curve, M.P. 632.8 to 633.3	95	55
Curve, M.P. 633.5 to 633.8	85	55
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
WESTBOUND TRACK.		
14 Curves, M.P. 649.0 to 651.2		
	{Ascending	25
	{Descending	15
Curve, M.P. 655.4 to 655.5	25	15
11 Curves, M.P. 656.3 to 657.7	25	15
EASTBOUND TRACK		
14 Curves, M.P. 649.0 to 651.2		
	{Ascending	25
	{Descending	15
16 Curves, M.P. 655.4 to 657.7	25	25
SECOND DISTRICT.		
2 Curves, M.P. 660.0 to 660.4	40	40
Curve, M.P. 690.2 to 690.4	50	50
Curve, M.P. 690.9 to 691.1	55	50
Curve, M.P. 691.6 to 692.0	65	50
Curve, M.P. 696.0 to 696.2	70	55
2 Curves, M.P. 698.3 to 700.3	65	50
2 Curves, M.P. 736.1 to 736.5	40	40
4 Curves, M.P. 736.9 to 739.3	45	45
4 Curves, M.P. 739.5 to 740.5	40	40
3 Curves, M.P. 740.8 to 742.2	45	45
2 Curves, M.P. 742.5 to 743.0	40	40
7 Curves, M.P. 743.3 to 745.5	45	45

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—
(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED	
	Miles Per Hour	Miles Per Hour	
SECOND DISTRICT—(Cont'd).			
2 Curves, M.P. 745.6 to 746.4	45	45	
4 Curves, M.P. 746.6 to 748.4	45	45	
4 Curves, M.P. 748.7 to 749.4	40	40	
THIRD DISTRICT.			
3 Curves, M.P. 770.7 to 772.0	70	55	
5 Curves, M.P. 772.6 to 774.7	45	45	
12 Curves, M.P. 775.2 to 779.5	45	45	
4 Curves, M.P. 779.6 to 781.9	50	50	
4 Curves, M.P. 782.3 to 784.1	45	45	
4 Curves, M.P. 784.7 to 787.0	50	50	
Curve, M.P. 788.4 to 788.7	55	50	
4 Curves, M.P. 789.0 to 789.9	45	45	
4 Curves, M.P. 790.0 to 791.3	50	50	
2 Curves, M.P. 791.4 to 791.7	45	45	
7 Curves, M.P. 792.1 to 795.1	50	50	
5 Curves, M.P. 795.2 to 796.6	30	30	
7 Curves, M.P. 796.9 to 799.9	35	35	
Curve, M.P. 800.4 to 800.7	70	55	
Curve, M.P. 801.5 to 801.6	55	50	
2 Curves, M.P. 802.2 to 802.8	50	50	
11 Curves, M.P. 804.0 to 808.8	55	50	
2 Curves, M.P. 809.4 to 811.5	75	55	
2 Curves, M.P. 812.3 to 812.9	40	40	
2 Curves, M.P. 813.0 to 813.4	50	50	
3 Curves, M.P. 813.5 to 814.1	35	35	
Curve, M.P. 814.3 to 814.4	50	50	
2 Curves, M.P. 815.0 to 817.1	70	55	
4 Curves, M.P. 818.5 to 819.5	45	45	
9 Curves, M.P. 819.6 to 822.6 E&WB	40	40	
Curve, M.P. 822.7 to 823.2 E&WB	45	45	
2 Curves, M.P. 823.6 to 824.6 E&WB	55	50	
Curve, M.P. 824.7 to 824.8 E&WB	30	30	
32 Curves, M.P. 825.0 to 829.5	{EB	25	25
	{WB	25	15
4 Curves, M.P. 830.3 to 831.8	40	40	
5 Curves, M.P. 832.1 to 832.7	{EB	20	20
	{WB	20	15
2 Curves, M.P. 833.1 to 835.0	55	50	
Curve, M.P. 836.0 to 836.2	95	55	
Curve, M.P. 838.2 to 838.6	85	55	
2 Curves, M.P. 839.7 to 840.9	85	55	
Curve, M.P. 842.1 to 842.4	85	55	
2 Curves, M.P. 842.6 to 844.3	95	55	
3 Curves, M.P. 845.4 to 847.3	85	55	
2 Curves, M.P. 849.8 to 850.4	85	55	
2 Curves, M.P. 850.7 to 851.5	70	55	
3 Curves, M.P. 852.5 to 853.2	50	50	
2 Curves, M.P. 853.3 to 853.7	40	40	
2 Curves, M.P. 854.4 to 855.1	65	50	
2 Curves, M.P. 855.4 to 856.6	70	55	
5 Curves, M.P. 857.1 to 858.3	40	40	
3 Curves, M.P. 858.4 to 859.0	35	35	

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—
(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd).		
3 Curves, M.P. 860.2 to 862.3	80	55
Curve, M.P. 863.7 to 863.9	95	55
9 Curves, M.P. 865.8 to 872.1	85	55
3 Curves, M.P. 873.9 to 875.6	85	55
Curve, M.P. 877.5 to 877.7	90	55
3 Curves, M.P. 878.2 to 879.6	85	55
Curve, M.P. 880.8 to 881.1	90	55
3 Curves, M.P. 883.7 to 885.1	95	55
Curve, M.P. 888.7 to 889.3	95	55
Curve, M.P. 890.8 to 891.1	95	55
Curve, M.P. 895.7 to 896.1	95	55
Curve, M.P. 900.2 to 900.5	95	55
EL PASO DISTRICT.		
2 Curves, M.P. 905.2 to 905.4	75	55
Curve, M.P. 912.2 to 912.7	75	55
Bridge, M.P. 913.1	75	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	75	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	40
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
Soft Track		
M.P. 993.7 to 994.3	45	45
M.P. 1002.0 to 1007.8	40	30
7 Curves, M.P. 1007.8 to 1011.0	50	40
3 Curves, M.P. 1014.1 to 1015.1	50	40
4 Curves, M.P. 1015.7 to 1017.8	50	40
3 Curves, M.P. 1018.7 to 1019.5	50	40
Curve, M.P. 1020.7 to 1020.8	40	40
Curve, M.P. 1022.1 to 1022.3	50	45
Curve, M.P. 1022.9 to 1023.1	45	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	50	45
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
9 Curves, M.P. 1092.4 to 1094.7	35	35

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
EL PASO DISTRICT—(Cont'd).		
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
6 Curves, M.P. 1151.2 to 1152.9	45	45
4 Curves, M.P. 1153.7 to 1154.7	40	40
DEMING DISTRICT.		
4 Curves, M.P. 1103.8 to 1105.2	35	35

Passenger trains must not exceed speed of twenty-five (25) miles per hour descending grades between Raton and Gallinas, and thirty (30) miles per hour between Gallinas and Jansen.

Trains and engines running light must not exceed speed of thirty (30) miles per hour ascending grades between Raton and Jansen.

Trains and engines running light must not exceed speed of fifteen (15) miles per hour through tunnel between Wootton and Lynn.

Freight trains must not exceed speed of fifteen (15) miles per hour descending grades between Raton and Jansen.

Diesel electric engines not equipped with the dynamic brake running light or handling caboose cars only must not exceed speed of twenty (20) miles per hour descending grades between Raton and Jansen. Other engines running light or handling caboose cars only must not exceed speed of twenty-five (25) miles per hour descending grades between Raton and Jansen.

Trains and engines running light must not exceed speed of thirty (30) miles per hour between east switch at Glorieta and Mile Post 833.

Freight trains must not exceed speed of fifteen (15) miles per hour descending grade between Glorieta and Lamy.

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

On Fierra District, and between Bayard and Santa Rita on the Santa Rita District, trains and engines running light must not exceed speed of fifteen (15) miles per hour on curves.

3. SPEED REGULATIONS—(Cont'd).

(C) While head of train is passing the highway crossings of cities and towns named below, indicated speed must not be exceeded.

STATIONS	STREETS	MILES PER HOUR
Trinidad	Commercial Street, Linden, Nevada, and University Avenues	15
Las Vegas	Jackson and University Streets	15
Albuquerque	All crossings between Trumbull Avenue and Mountain Road	30
Silver City	All crossings between Garden Crossing and Passenger Depot	10

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

(E) Movements Over Submerged Track.

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:

15 NEW MEXICO DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 - 600 - 2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 281 - 300 - 325 - 500 - 501 - 503 - 541 - 625 - 700 - 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

(F) Steam Cranes, etc.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed 30 miles per hour at any point on First, Second, Third and El Paso Districts and between Rincon and MP 34 on Deming District, 20 miles per hour on Rocky Mountain and Santa Fe Districts and between MP 34 and Silver City on Deming District, and 15 miles per hour on other Districts.

(G) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail fifteen (15) miles per hour;

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour;

Trains handling steam engines from Albuquerque shop to Belen, must not exceed speed of twenty (20) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	All Locomotives
0-4-0	2-6-2	2-10-0	Mountain Type Includes	Except Mountain Type Include
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2
				4-6-4

(H) Spring Switches, Turnouts, and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein on First, Second, Third, and El Paso Districts trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts and crossovers trains or engines must not exceed speed of ten (10) miles per hour.

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT.			
La Junta	Spring	West end crossover between freight yard and NM Division main track	10
Omega	Spring	East end siding	30

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT—(Cont'd).			
Benton	Spring	Both ends siding	15
Timpas	Spring	Both ends siding	15
Mindeman	Spring	West end siding	15
Bloom	Spring	Both ends siding	15
Delhi	Spring	Both ends siding	15
Houghton	Spring	Both ends siding	15
Thatcher	Spring	Both ends siding	30
Simpson	Spring	East end siding	30
Earl	Spring	East end siding	15
Kadrew	Spring	Both ends siding	15
Hoehnes	Spring	West end siding	15
El Moro	Spring	Both ends siding	15
C&S Crossing	Interlock	End of two tracks	30
	Interlock	East end No. 6 track	15
Trinidad	Interlock	West end No. 6 track	20
Jansen	Interlock	Both ends of two crossovers	30
	Interlock	Connection, Jansen yard	20
	Spring	Tail of wye switch	15
Gallinas	Interlock	Both ends of two crossovers	30
Wootton			
(MP 650-651)	Interlock	Both ends of crossover	30
	Interlock	End of two tracks	30
Lynn	Interlock	End of two tracks	30
Keota	Interlock	Both ends of two crossovers	30
Raton	Spring	End of two tracks	15
	Spring	Both ends East No. 1 track	15

SECOND DISTRICT.

Dillon	Spring	Both ends siding	30
Hebron	Spring	Both ends siding	30
Schomberg	Spring	East end siding	30
	Spring	West end siding	15
Maxwell	Spring	East end siding	15
French	Spring	East end siding	30
Gato	Spring	Both ends siding	30
Springer	Spring	Both ends siding	30
Robinson	Spring	West end siding	30
Colmor	Spring	Both ends siding	30
Nolan	Spring	Both ends siding	30
Levy	Spring	Both ends siding	30
Wagon Mound	Spring	Both ends siding	15
Bond	Spring	Both ends siding	15
Optimo	Spring	East end siding	15
	Spring	West end siding	30
Shoemaker	Spring	East end siding	30
	Spring	West end siding	15
Watrous	Spring	Both ends siding	30
Kroenigs	Spring	Both ends siding	30
Onava	Spring	Both ends siding	30
Azul	Spring	Both ends siding	15
Arriba	Spring	Both ends siding	15

THIRD DISTRICT.

Las Vegas	Spring	East end freight yard	30
	Spring	West end freight yard	15
	Spring	Both ends Passenger tracks	30
Romero	Spring	Both ends siding	15
Ojita	Spring	Both ends siding	15
Myers	Spring	Both ends siding	15
Chapelle	Spring	Both ends siding	15
Ribera	Spring	Both ends siding	30
Sands	Spring	Both ends siding	30

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR
THIRD DISTRICT—(Cont'd).			
Ifeld	Spring	Both ends siding	30
Gise	Spring	Both ends siding	30
Rowe	Spring	Both ends siding	30
Fox	Spring	East end siding	15
	Spring	End of two tracks	30
Glorieta	Spring	West ends siding	15
	Interlock	End of two tracks	30
Canyoncito	Spring	East end siding	15
	Spring	West end siding	30
Lamy	Spring	Both ends siding	30
Kennedy	Spring	Both ends siding	30
Galisteo	Spring	Both ends siding	30
Los Cerrillos	Spring	Both ends siding	30
Waldo	Spring	West end siding	15
Domingo	Spring	Both ends siding	30
Nueve	Spring	Both ends siding	30
Bernalillo	Spring	Both ends siding	30
Alameda	Spring	West end siding	30
Hahn	Spring	End of two tracks	30

EL PASO DISTRICT.

Abajo	Interlock	End of two tracks	40
Barr	Spring	Both ends siding	30
Isleta	Interlock	Albuquerque Division Jct. Westward trains to El Paso Dist. Eastward trains from El Paso Dist.	40
			20
Belen	Interlock	Pecos Division main track	30
	Interlock	Pecos Division To and from Yard	15
Rincon	Spring	East end No. 2 track	15

(I) Speed Table. Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
—	36	100	1	18	46.1
—	37	97.3	1	20	45.0
—	38	94.7	1	22	43.9
—	39	92.3	1	24	42.9
—	40	90.0	1	26	41.9
—	41	87.8	1	28	40.9
—	42	85.7	1	30	40.0
—	43	83.7	1	32	39.1
—	44	81.8	1	34	38.3
—	45	80.0	1	36	37.5
—	46	78.3	1	38	36.8
—	47	76.6	1	40	36.0
—	48	75.0	1	42	35.3
—	49	73.5	1	44	34.6
—	50	72.0	1	46	34.0
—	51	70.6	1	48	33.3
—	52	69.2	1	50	32.7
—	53	67.9	1	52	32.1
—	54	66.6	1	54	31.6
—	55	65.5	1	56	31.0
—	56	64.2	1	58	30.5
—	57	63.2	2	—	30.0
—	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

Mile Posts	Names
SECOND DISTRICT.	
689.6	Vermejo River.
691.2	Overhead Crossing, S.P. Ry.
748.4	Mora River.
THIRD DISTRICT.	
785.1	Tecolote River.
831.8	Apache Creek.
865.5	Pumice chute located on Pumice Loading Track, Domingo.
EL PASO DISTRICT.	
902.5	Coal Avenue Viaduct.
951.5	Rio Puerco.
961.8	Rio Salado.
1006.2	Rio Grande.
1112.5	Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT.	
1082.9	Rio Grande.
39.6	San Vincente.
45.8	San Vincente.
FIERRO DISTRICT.	
3.7	Loading chute over Peru Mining Co. track, Hanover.

5. SPECIAL RULES AND FACILITIES.

(A) Service test of air brakes as prescribed by Rule 945 (e) must be made on passenger trains and light engines at Glorieta and Lynn eastward, and Wootton and Glorieta westward.

Air test as prescribed by Rule 947 will be made on freight trains at Glorieta westward.

On Raton Mountain, freight trains will be governed as follows:

Eastward at Raton, after air test completed, retainers will be turned up before leaving. Passing Lynn the conductor and each engineman will observe air gauge and if prescribed brake pipe pressure is indicated, may proceed through tunnel without stopping; otherwise Rule 947 will apply.

Westward, after last mountain power is attached to train and air test completed, retainers will be turned up before leaving. Passing Wootton the conductor and each engineman will observe air gauge, and if prescribed brake pipe pressure is indicated, may proceed through tunnel without stopping; otherwise Rule 947 will apply.

Tonnage of freight trains on descending grades where the ruling grade descending is 3% or over must not exceed seventy-five (75) tons per operative brake, unless cars being handled are equipped with empty-load brake, the load brake being cut in and in service.

Brakeman must be on top of cars descending grades of two (2) per cent or over.

Use of retainers on freight trains descending grades will be left to the judgment of conductors and enginemen, except on descending grades between Raton and M.P. 644, and between Glorieta and Canyoncito, retainers will be used on all loaded cars and on not less than 50% of the empty cars in the train.

6. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS.

C&S CROSSING, M.P. 635.8—C.T.C. controlled interlocking plant.

ISLETA—Junction between New Mexico and Albuquerque Divisions, both ends of siding on Albuquerque and east end of siding on New Mexico Division protected by interlocking.

Following whistle signals will indicate routes:

WESTWARD

Albuquerque Division main track ————
 New Mexico Division main track ———— 0
 New Mexico Division siding ———— 0 0 ————
 Albuquerque Division siding ———— 0 ————

EASTWARD

Albuquerque Division main track ————
 New Mexico Division main track ———— 0

BELEN—Junction between Pecos and New Mexico Divisions and between New Mexico and Albuquerque Divisions protected by interlocking.

7. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

Location	Mile Post.	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT Jansen Wye (Eastward track) ..	639.5	3	East & West	None.
SECOND DISTRICT Toril.....	697.5	44	East & West	Fr. only.
Union.....	741.5	13	East & West	Fr. only.
THIRD DISTRICT Spiess.....	837.8	61	East & West	Fr. only.
Plains Electric.....	878.4	40	East	Fr. only.
ROCKY MOUNTAIN DISTRICT Van Houten Mine....	4.4	Yard	East	Fr. only.
Koehler Mine.....	11.2	Yard	East	Fr. only.
EL PASO DISTRICT Kinney.....	907.1	6 No siding	East	Fr. only.
Polvadero.....	966.7			Pass. only.
McNierney Stock Yards.....	968.3	11	East & West	Fr. only.
United M&M Corp....	983.7	6	East & West	Fr. only.
Tex Mex Mining Co..	989.0	7	East	Fr. only.
Tiffany Stock Yards..	1002.1	19	East & West	Pass. and freight.
Newalpitt.....	1086.0	2	East	Fr. only.
Fort Selden.....	1097.3	5	West	Pass. and freight.
Barker.....	1113.9	1	East	Fr. only.
DEMING DISTRICT Asarco.....	2.0	Yard	East	Fr. only.
MAGDALENA DISTRICT Socorro Planing & Lumber Co.....	1.9	6	East	Fr. only.
Great Lakes Carbon Corp.....	4.8	20	East & West	Fr. only.
Quarry Tracks.....	11.0	36	East & West	Fr. only.
Kelly.....	28.5	29	East & West	Fr. only.
FIERRO DISTRICT Bullfrog Mine.....	0.2	10	East & West	Fr. only.
Black Hawk.....	2.3	12	East & West	Fr. only.
Kearney.....	2.6	19	East & West	Fr. only.
Peru Mining Co.....	3.8	20	East & West	Fr. only.
Union Hill.....	4.7	37	East & West	Fr. only.
SANTA RITA DISTRICT Star Shaft.....	15.5	21	West	Fr. only.
Precipitate Spur.....	15.6	22	West	Fr. only.

8. BULLETIN BOOKS.

- LA JUNTA..... Roundhouse Register Room, Telegraph office.
- RATON..... Roundhouse Register Room, Passenger station.
- LAS VEGAS..... Roundhouse Register Room, Engineman's Wash Room, Yard Office.
- LAMY..... Passenger station.
- ALBUQUERQUE.. Roundhouse Register Room, Yard Office.
- ABAJO..... Yard Office, Switch Shanty Trumbull Ave.
- BELEN..... Yard Office, Roundhouse Register Room.

8. BULLETIN BOOKS—(Cont'd).

- RINCON..... Passenger Station.
- EL PASO..... Freight station, Roundhouse Register Room and Union Depot.
- HURLEY..... Passenger Station, Switch Shanty at Chino Dumper.

9. STANDARD CLOCKS.

- LA JUNTA..... Telegraph Office and Roundhouse Register Room.
- RATON..... Passenger Station.
- LAS VEGAS..... Telegraph Office and Roundhouse Register Room.
- LAMY..... Passenger Station.
- ALBUQUERQUE.. Telegraph Office and Roundhouse Register Room.
- ABAJO..... Telegraph Office.
- BELEN..... Yard Office and Passenger Station.
- RINCON..... Passenger Station.
- EL PASO..... Freight Station, Roundhouse Register Room and Union Depot.
- HURLEY..... Telegraph Office.

10. STANDARD THERMOMETERS.

- | | | | |
|-----------|--------------|----------|--------------|
| La Junta. | Springer. | Lamy. | El Paso. |
| Thatcher. | Wagon Mound. | Abajo. | Santa Fe. |
| Trinidad. | Las Vegas. | Belen. | Deming. |
| Raton. | Glorieta. | Socorro. | Silver City. |
| | Hurley. | Rincon. | |

11. STATUTORY REGULATIONS.

In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

In New Mexico the statute authorizes the Company to expel from its trains at any stopping-place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous or disorderly manner towards other passengers or the employes of such Company in charge of such cars, or who, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars; and Conductors in New Mexico will be guided by a strict compliance with this statute.

In Texas a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

12. AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY JUDGING SPEED.

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second. Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. 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.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS.

	Car Coupled at	Units of Destructive Force		Car Coupled at	Units of Destructive Force
Safe	1 mph	1	Damaging	5 mph	25
	2 "	4		6 "	36
	3 "	9		7 "	49
	4 "	16		8 "	64
				9 "	81
				10 "	100



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

