TERMINAL SUPERINTENDENT L. F. TADLOCK...... El Paso, Texas ASSISTANT TERMINAL SUPERINTENDENT L. C. CODY......El Paso, Texas TRAINMASTERS J. A. REYNOLDS...... Tucumcari, N. M. W. H. FERGUSON...... El Paso, Texas T. T. HURLEY......Douglas, Arizona LEONARD WISE......Douglas, Arizona W. T. HABERLY...... Carrizozo, N. M. TERMINAL TRAINMASTERS D. J. McFATE.....Lordsburg, N. M. J. W. TAYLOR.....Lordsburg, N. M. CHARLES E. MEDEMA......Carrizozo, N. M. SAM W. MATTHEWS..... Carrizozo, N. M. W. E. BRITTON.....Lordsburg, N. M. ROAD FOREMEN OF ENGINES F. A. DRISCOLL.....Tucumcari, N. M. R. U. McNELLY......Douglas, Arizona HARRY NATIONS......El Paso, Texas ASSISTANT TRAINMASTER-DIVISION EXAMINER F. M. DUFFY...... El Paso, Texas CHIEF TRAIN DISPATCHERS W. A. GLENN...... El Paso, Texas H. F. WILSON...... Tucumcari, N. M.

W. R. ADAIR
Assistant Superintendent, El Paso

SOUTHERN PACIFIC COMPANY



RIO GRANDE DIVISION TIMETABLE

32

AT 12:01 A. M.

MOUNTAIN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

J. W. CORBETT, General Manager.

> R. E. HALLAWELL, H. R. HUGHES, Assistant General Managers.

> > G. C. BAKER, General Superintendent of Transportation.

> > > C. H. GRANT,
> > > Superintendent of Transportation.

V. M. PETTERSON, Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Tueson	Dr. C. A. Thomas Dr. N. K. Thomas	Assistant to Chief Surgeon Division Physician and Surgeon
Tueson	Dr. R. G. Drver	District Physician and Surgeon
Tueson	Dr. R. F. Oyler	District Physician and Surgeon
Tueson	Pr. C. C. Whittle	Oculist and Anrist
Benson	Dr. J. M. Hesser Dr. C. B. Austin	District Physician and Surgeon District Physician and Surgeon
Duncan	Dr. K. L. Fife	Emergency Physician and Surgeon
Clifton	Dr. C. H. Laugharn	District Physician and Surgeon
Deming	Dr. J. G. Moyer	District Physician and Surgeon
Deming	Dr. L. J. Whitaker Dr. B. D. Rodgers	Asst. Dist. Physician and Surgeon Asst. Dist. Physician and Surgeon
Deming	Dr. N. D. Frasip	Emergency Physician and Surgeon
	(Silver City)	
El Paso	Dr. E. W. Reinheimer.	Division Physician and Surgeon
III Paso	Dr. F. G. Evans	District Physician and Surgeon
El Paso	Dr. Russell Holt	District Physician and Surgeon District Physician and Surgeon
El Paso	Dr. H. W. Dietrich	Asst. Dist. Physician and Surgeon
El Paso	Dr. F. G. Sebuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
El Paso	Dr. B. d. Irvin	Oculist and Aurist
El Paso	Dr. J. D. Martin Dr. A. L. Oxford	Assistant Oculist and Aurist District Physician and Surgeon
Douglas	Dr. N. V. Alessi	District Physician and Surgeon
Douglas	Dr A. K. Duneau	Asst. Dist. Physician and Surgeon
Douglas	Dr. H. M. Helm	Asst. Dist. Physician and Surgeon
Bishoe	Dr. H. W. Rice	District Physician and Surgeon Asst. Dist. Physician and Surgeon
Bisbee	Dr. Joseph Saba Dr. W. F. Hass	District Physician and Surgeon
Tombstone	De G O Webb	District Physician and Surgeon
Patagonia	Dr. J. H. Bryant	Emergency Physician and Surgeon
Alamogordo	Dr. F. B. Evans	District Physician and Surgeon
Alamogordo	Dr. E. P. Simms	Asst. Dist. Physician and Surgeon Asst. Dist. Physician and Surgeon
Alamogordo.	Dr. E. T. Faigle Dr. P. M. Shaver	District Physician and Surgeon
Carrisoso	Dr. J. P. Turner	Asst. Dist. Physician and Surgeon
Corona	Dr. L. H. Borry	District Physician and Surgeon
Santa Rosa	Dr. Z. E. Funk	District Physician and Surgeon
Pucumcari	Dr. O. E. Brown	District Physician and Surgeon Asst. Dist. Physician and Surgeon
Tucumeari	Dr. C. H. Ferguson Dr. W. M. Thaxton	Asst. Dist. Physician and Surgeon
Roy		District Physician and Surgeon
Dawson	Dr. C. S. Hart	District Physician and Surgeon

Note.—Energency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

eneral hos			SAN FRAI	YCISCO, CALIF.
. Maki 5	 (* * * * * * * * * * * * * * * * * * *	**********	X X 4 R 8 R 8 F 8 F 8	TUCSON, ARIZ.
VPP-F 131111				L PASO, TRXAS

2						MESO	CAL SI	JBDIV	ISION						
				EA	STWA	RD									
			SECON	D CLASS	- h		FI	RST CLA	SS		# = #		Timetable No. 32	İ	m n
	Capacity of sidings in car lengths	964 Freight	942 Mixed	962 Freight	960 Freight			48 Mail and Express	44 Californian	4 Golden State Limited	Mile Post Location		June 2, 1946		Distance from Tucson
		Leave Daily	Leave Tues., Fri.	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily			STATIONS		
J.d.	вкисотур										983.9		TO-R TUCSON		0.0
Tucson yd.											984.7		T&NRR JCT.		0.8
F		*****									987.7		POLVO	S.	3.8
74	P										997.8		10.1 RITA	1 Track	13.9
74	<u> </u>										1003.7		5.9 VAIL	2	19.8
66		PM		- AM	AM			PM	PM		1012.9		9.2 MARSH		29.0
8 85 N 9	Yard Limits CIYP	6.10	***************************************	9.05	3.10			2.15	12.25	AM 1.35	1022.2		TO-R MESCAL	_	38.3
74	P	6.18		9.15	3.18			2.18	12.28	1.38	1024.5		2.3 MIRAMONTE 4.1	_	40.6
74	WP	6.26		9.25	3.26			2.23	12.32	1.42	1028.6		WHETSTONE 6.9	_	44.7
83	Р	6.39		9.38	3.38			2.30	12.39	1.49	1035.5	g	SAN JUAN 7.6	_	51.6
75	Р	6.52		9.55	3.51			2.39	12.47	1.57	1043.1	System	BOQUILLAS 3.3		59.2
Lmts.	P	6.58	РМ	10.01	3.57			2.43	12.51	2.01	1046.4	Block	BENSON JCT.	_	62.5
<u> </u>	4 KWOYP	7.13	12.40	10.16	4.12			s 2.50	s 12.53	2.03	1048.2	atic]	TO-R FAIRBANK	_	64.3
71	P Yard Limits	7.25	12.52	10.28	4.24			3.00	1.02	2.12	1054.7	utomatic	CHARLESTON 4.1	_	70.8
75	YP YP	7.35	1.00 PM	10.38	4.34			f 3.10	1.07	2.17	1058.8		LEWIS SPRINGS	_ -	74.9
76	P	7.50		10.50	4.49			3.18	1.15		1064.9		SAN PEDRO	_	81.0
60	WP	8.05		11.02	5.04			s 3.25	f 1.21	2.30	1069.0		TO HEREFORD	_	85.1
74	P	8.20		11.17	5.19			3.34	1.29	2.38	1075.1		STARK 6.1	_ -	91.2
66	P Bisbee yard	8.34		11.32	5.33			s 3.43	f 1.37	2.46	1081.2		NĂĈO 3.8	- -	97.3
66	WYP WYP	8.42		11.47 AM	5.41			s 3.53	s 1.42	f 2.51	1085.0		TO-R BISBEE JCT.	_ -	101.1
75	P	8.54		11.59 PM	5.53			4.01	1.49	2.58	1089.7		CROOK	- -	105.8
75	WP	9.09		12.14	6.08			4.11	1.59	3.08	1096.9		FORREST 7.4	-	113.0
69	P Douglas yard	9.22		12.28	6.21			4.20 s 4.24	2.08 s 2.12	3.17 s 3.21	1104.3		CALUMET	_ -	120.4
	BKWOTYP	9.30 PM	Arrive	12.35 PM	6.30 AM			s 4.24 PM	s 2.12 FM	s 3.21 AM	1107.0	<u> </u>	2.7 TO-R DOUGLAS	4	123.1
_		Arrive Daily	Tues., Fri.					Arrive Daily	Arrive Daily	Arrive Daily			(123.1)	_	
		(3.20) 25.44	(0.20) 31.80	(3.30) 24.22	(3.20) 25.44			(2.09) 39.45	(1.47) 47.55	(1.46) 48.00			Time over District Average Speed per Hour		

Westward trains will use No. 1 Track, Rio Grande Division, Mescal to Tucson, and eastward trains will use No. 2 Track, Tucson Division, Tucson to Mescal, under double track rules.

All trains will move with caution between west yard limit and

east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Doug-

las and west switch Calumet.

RULE 5. Schedule time and train-order time for westward trains at Mescal apply at west end of westward crossover, and for eastward trains apply at east end eastward crossover.

		· · · · · · · · · · · · · · · · · · ·			MESC	AL SU	JBDIV.	ISION			3
								WE	STWARD		
		Timetable No. 32	Ħ			FIRST	CLASS			THIRD	CLASS
Mile Post Location		June 2, 1946	Distance from Douglas	3 Golden State Limited	47 Mail and Express	43 Californian	5 Argonaut	1 Sunset Limited	943 Mixed		
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Fri.		
983.9		TO-R TUCSON 0.8	123.1	8 9.16	AM s 11.20	PM s 4.40	PM s 4.55	PM s 9.30			
984.7		T&NRR JCT. 3.0	122.3								
987.7		POLVO 10.1	119.3	9.05	11.09	4.30	4.45	9.20			
997.8		RITA ⊢	109.2		10.57	4.18	4.33	9.08			
1003.7		5.9 Tack VAIL 9.2	103.3	8.49	10.48	4.10	4.25	9.00			
1012.9		MARSH 9.3	94.1	8.40	10.35	3.58	4.13	8.48			
1022.2		TO-R MESCAL 2.3	84.8	8.31	f 10.22	3.45 PM	4.00	8.35 PM			
1024.5		MIRAMONTE 4.1	82.5	8.28	10.17		3.55				
1028.6		WHETSTONE 6.9	78.4	8.24	10.12		3.50				
1035.5	e e	SAN JUAN 7.6	71.5	8.17	10.04		3.43				
1043.1	System	BOQUILLAS 3.3	63.9	8.09	9.55		3.35				
1046.4	lock E	BENSON JCT. 1.8	60.6	8.05	9.50		3.30				
1048.2	tic B	TO-R FAIRBANK 6.5	58.8	8.03	s 9.47		s 3.27		PM s 3.46		
1054.7	Automatic	CHARLESTON 4.1	52.3	7.54	9.37		3.15		f 3.34		
1058.8	Ψ	LEWIS SPRINGS	48.2	7.49	f 9.31		3.10		3.25 PM		
1064.9		SAN PEDRO 4.1	42.1		9.23		3.02				· [
1069.0		TO HEREFORD 6.1	38.0	7.36	s 9.16		s 2.56				
1075.1		STARK 6.1	31.9		9.06		2.46				
1081.2		NACO 3.8	25.8	7.20	s 8.58		s 2.38				
1085.0		TO-R BISBEE JCT.	22.0	f 7.15	s 8.52		s 2.30				
1089.7		CROOK 7.2	17.3	7.08	8.39		2.13				
1096.9		FORREST 7.4	10.1	6.58	8.27		1.59				
1104.3		CALUMET 2.7	2.7		8.15		1.45				
1107.0		TO-R DOUGLAS	0.0	6.45 AM	8.10 AM		1.40 PM				
		(123.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Fri.		
		Time over District Average Speed per Hour		(2.31) 48.91	(3.10) 38.76	(0.55) 41.78	(3.15) 37.87	(0.55) 41.78	(0.21) 30.29		

Westward trains will use No. 1 Track, Rio Grande Division, Mescal to Tucson, and eastward trains will use No. 2 Track, Tucson Division, Tucson to Mescal, under double track rules.

All trains will move with caution between west yard limit and

east switch Fairbank.

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Trains except first class, must move with caution between Doug-

las and west switch Calumet.

RULE 5. Schedule time and train-order time for westward trains at Mescal apply at west end of westward crossover, and for eastward trains apply at east end eastward crossover.

4	4 MESCAL SUBDIVISION													
	EASTWAF	D						WI	ESTWA	RD				
	SEC	ND CLASS		n st	Timetable No. 32	ron k	THIRD CLASS							
Capacity of sidings	94	942	940	Timetable No. 32 June 2, 1946 June 2, 1946		Distance from Fairbank	941	943	945					
in car lengths	Mix	i Mixed	Mixed		Benson-Fairbank Branch	ā	Mixed	Mixed	Mixed					
	Leave I		Leave Wed., Sat.		STATIONS		Arrive Wed., Sat.	Arrive Tues., Fri.	Arrive Mon., Thurs.					
Yard Limits BKWOYP	AN 8.		AM 11.00	1032.6	TO-R BENSON	19.8		PM s 5.25						
Yard Limits P	s 8.	15 s 11.45	s 11.45	1039.8	TO CURTISS	12.6			s 4.55					
10		AM 53 11.55	AM		2.6 LAND	10.0	3.15	4.35	4.35					
right P	9.	PM 12.20		1	²² ∫ BENSON JCT.	1.8	2.50	4.10	4.10		·			
Zi Z	8 9. AN	s 12.30 PM	s 12.30 PM	1048.2	TO-R FAIRBANK	0.0	2.40 PM	4.00 PM	4.00 PM					
	Arrive Thu		Arrive Wed., Sat.		(19.8)		Leave Wed., Sat.	Leave Tues., Fri.	Leave Mon., Thurs.					
	(1.3 13.2) (1.30) 13.20	(1.30) 13.20		Time over District		(1.25) 13.98	(1.25) 13.98	(1.25) 13.98					

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul main track until authorized by train dispatcher. Apache Powder Co. Spur MP 1039.6 Nos. 940, 942, 944, 941, 943 and 945, stop on signal.

	EAST	WARD				WEST	WARD	
		SECOND CLASS	a st	Timetable No. 32	from	THIRD	CLASS	
	Capacity of sidings	944	Mile Post Location	June 2, 1946	Distance from Patagonia	945		
l	in car lengths	Mixed		Patagonia Branch	A	Mixed		
		Leave Mon., Thurs.		STATIONS		Arrive Mon., Thurs.		
	Yard Limits 74 KWOYP	AM 10.00	1048.2	TO-R FAIRBANK	43.8	PM s 3.30		
	36 P	f 10.40	1062.5	11.2 CAMPSTONE	32.6	f 2.50		
	32 P	f 11.15	1073.8	11.3 ELGIN	21.3	f 2.16		
Ī	Yard Limits P	AM s 11.35	1082.1	SONOITA	13.0	s 1.46		
		f	1088.4	ASHBURN	6.7	f		
	Yard Limits 34 WTP	s 12.30	1095.1	6.7 Patagonia	0.0	1.01 PM		
ĺ		Arrive Mon., Thurs.		(43.8)		Leave Mon., Thurs.		
		(2.30) 17.52		Time over District		(2.29) 17.64		

Trains 944 and 945 stop on signal at Perrin Trust Ranch House MP 1069.2.

RULE 82 (A). Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

Westward trains Patagonia Branch must not foul main track Fairbank until authorized by train dispatcher.

MESCAL SUBDIVISION

EAST	`WARD				WEST	WARD
	SECOND CLASS		Timetable No. 32	g g	THIRD	CLASS
Capacity of sidings in car lengths	940	Mile Post Location	June 2, 1946	Distance from Tombstone	941	
III CAL TENEDIES	Mixed	. ∑17	Tombstone Branch	Dist	Mixed	
	Leave Wed., Sat.		STATIONS		Arrive Wed., Sat.	
74 KWOYP	PM 1.10	1048.5	TO-R FAIRBANK	9.0	PM s 2.30	
12	s 1.40 PM	1057.5	TOMBSTONE	0.0	2.00 PM	
	Arrive Wed., Sat.		(9.0)		Leave Wed., Sat.	
	(0.30) 18.00		Time over DistrictAverage Speed per Hour		(0.30) 18.00	

RULE 82 (A). Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

	EAST	WARD				WEST	WARD
		SECOND CLASS		Timetable No. 32	_	THIRD	CLASS
	Capacity of sidings in car lengths	942	Mile Post Location	June 2, 1946	Distance from Ft. Huachuca	943	
	•	Mixed		Arriva		Mixed	
L		Leave Tues., Fri.		STATIONS		Arrive Tues., Fri.	
_	75 YP	PM 1.10	1058.8	LEWIS SPRINGS	13.2	PM s 3.15	
Yd.Lmts.	40 W	f 1.35	1068.9	GARDEN CANON	3.1	f 2.50	
Yd	35 YB	s 1.50 PM	1072.0	TO-R FT. HUACHUCA	0.0	2.40 PM	
_		Arrive Tues., Fri.		(13.2)		Leave Tues., Fri.	
		(0.40) 19.80		Time over District		(0.35) 22.63	

RULE 82 (A). Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

If no operator on duty extra trains originating at Ft. Huachuca may leave without obtaining clearance.

l==					
		EAST- V WARD	/ Timetable No. 32	WEST- WARD	
	Capacity of sidings in car lengths	Post tion	June 2, 1946	Distance from Lowell	
		Mile Post Location	Bisbee-Lowell Cutoff	tance	
_			STATIONS	Dis	
yard	75 P	1088.3	CORTA	2.8	
Bisbee		1089.6	1.3 WARREN	1.5	
A		1091.7	LOWELL	0.0	
_			(2.8)		

	Capacity of sidings in car lengths		EAST- ¥ WARD Timetable No. 32					WEST- WARD
			Mile Post Location		June 2, 1946	Distance from Bisbee		
			Mile		Bisbee Branch	Bisb		
_					STATIONS	_ sid		
	66	WYP	1085.0	то	BISBEE JCT.	7.9		
-	75	P	1088.3		3.3 CORTA	4.6		
e yard		BOYP	1089.8	_ ا	DON LUIS	3.1		
Bisbee	22		1090.8	zá	1.0 Galena	2.1		
			1091.7	A. B.	0.9 LOWELL	1.2		
	16	KP	1092.9		1.2 BISBEE	0.0		

6					J	HACH.	ITA S	UBDIV	ISION					
			13"	EA	STWAR	SD.				ļ	"]
		SEC	OND CLA	iss			FIRST	CLASS					Timetable No. 32	#
	of sidings	964 Freight	962 Freight	960 Freight				48 Mail and Express	44 Californian	4 Golden State Limited	Mile Post Location		June 2, 1946	Distance from Douglas
in car i	lengths				 -		·	Leave Daily	Leave Daily	Leave Daily		_	STATIONS	1
		Leave Daily PM	Leave Daily PM	Leave Daily AM	-			PM	PM	AM				
Dougla BK	as yard KWOTYP	10.30	1.30	8.00	 -		l'	4.40	2.20	3.28	7		TO-R DOUGLAS	4.8
68	P	10.48	1.50	8.20	-		i'	4.48	2.29	3.33			ACACIA 3.9 LEE	8.7
75	P	11.03	2.05	8.35			 '	4.55	2.38	3.38			5.4 CAZADOR	14.1
75	WP	11.28	2.30	9.00			 	5.05	2.48	3.46	1121.1		5.5 PERILLA	19.6
74	P	11.43 PM	2.45	9.15			 	5.14	2.57	3.54			TO BERNARDINO	23.6
75	P	11.55 AM	2.57	9.27				f 5.19	3.03	3.58			7.1 CHIRICAHUA	30.7
75	P	12.10	3.13	9.43			 	5.28	3.13	115	1137.7		9.4 APACHE	40.1
75	P	12.24	3.27	9.57				5.38	3.23	4.15	1147.1		5.6 MORA	45.7
74	P	12.37	3.40					5.44	3.30	4.20			TO RODEO	51.7
103	WP	12.56	3.59					s 5.52		4.27	1158.7		5.2 APAN	56.9
74	P	1.08	4.11	10.42				6.01	3.47	1 12	1		6.6 PRATT	63.5
44	P	1.28	4.31	11.02				6.11	3.57	4.42			TO ANIMAS	68.9
54	P	1.38	4.41	11.12	-		-	s 6.17	4.04	4.48		1	5.5 ANTELOPE	74.4
74	P	1.50	4.53		-		-	6.24	4.11	4.54		1	6.4 PLAYAS	80.8
74	P	2.02	5.05	AM	<u> </u>		-	6.33	4.20	5.02	-		5.6 GRADE	86.4
74	P	2.12		11.50 PM	 			6.40	-	5.09		System	4.7 VISTA	91.1
78	P	2.24		12.02	 		-	6.48				Block S.	4.8 MINERO	95.9
74 Yard	P Limits	2.32					-	6.54	4.41	5.21		ic Bi	TO HACHITA	99.3
75	WOYP	2.47					-	s 6.59		5.25		tomat	CONTINENTAL	105.6
74	P	3.07					-	7.10		- 30	1212.6	Auto	VICTORIO	111.1
74	P	3.19			 		-	7.17				╢ :	7.5 SAVOYA	118.6
71	P	3.35			 			7.26	5.15			1	5.3 HERMANAS	123.9
36	WP	3.45			ļ		-	7.33				1	5.1 FORD	129.0
74	P	4.03						7.40				1	6.9 MIMBRES	135.9
74	P	4.29		_			-	7.49			1242.9	\parallel	7.4	143.3
83	WP	4.50						s 8.02			1250.3	1	TO COLUMBUS 6.5 MIRIAM	149.8
74	P	5.00					-	8.11			1256.8	1	6.8 ARENA	156.6
75	P	5.13					-	8.20			1263.6	\parallel	5.3 ALTAIR	161.9
75	P	5.24					-	8.27			1268.9	\parallel	5.6 MALPAIS	167.5
72	P	5.34	8.14			İ	-	8.34			1274.5	\parallel	4.0	171.5
75	P	5.42						8.39	-		1278.5	\parallel	MARK 7.1 TO MT PHEY	171.5
74	WP	5.54				 	-	f 8.49			1285.6	+	TO MT. RILEY 5.6 POTRILLO	184.2
75	P	6.04	8.46					8.58		_	1291.2		7.8	192.0
75	WP	6.20	9.02					9.08			1299.0	-	NORIA 9.9 WASTODON	201.9
74	P	6.38					ļ	9.20 9.32		7.32 7.44 AM		1	MASTODON 8.8	201.9
75	P	7.00 AM					<u> </u>	9.32 PM		-		1	(210.7)	
		Arrive Daily		y Arrive Daily				Arrive Daily		Arrive Daily	-	#	Time over District	
		(8.30) 24.78	(8.10) 25.80	(8.15) 25.53				(4.52) 43.29	(4.58) 42.42	(4.16) 49.38		<u> </u>	Average Speed per Hour	

RULE 5 Schedule time and train-order time at Anapra apply as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

				HACH	ITA S	UBDIV	ISION						7
							WE	STWA	RD				
	Timetable No. 32					······································	F	RST CL	455				
Post tion		e fron	3	47		-]	1		Ī	1	
Mile Post Location	June 2, 1946	Distance from Anapra	Golden State	Mail and	5 Argonaut								1
	STATIONS		Limited	Express Arrive Daily									-
1107.0	TO-R DOUGLAS	210.7	<u> </u>		PM						·		ļ
1111.8	4.8 ACACIA	205.9	s 6.38	s 7.50 7.42	s 1.25 1.19								ļ
1115.7	3.9 LEE	202.0	6.28	7.37	1.14								
1121.1	5.4 CAZADOR	196.6	6.20	7.28	1.05								-
1126.6	5.5 PERILLA	191.1	6.11	7.18	12.56								
1130.6	TO BERNARDING	187.1	6.07	f 7.12	12.51								
1137.7	7.1 CHIRICAHUA 9.4	180.0	5.59	7.04	12.43								
1147.1	APACHE 5.6	170.6	5.49	6.51	12.31								
1152.7	MORA 6.0	165.0		6.44	12.25								
1158.7	TO RODEO 5.2	159.0	5.37	s 6.34	s 12.18								
1163.9	APAN 6.6	153.8		6.24	12.10					·			
1170.5	PRATT 5.4	147.2	5.22	6.15	12.01 PM								
1175.9	TO ANIMAS 5.5	141.8	5.16	s 6.09	11.55 AM								
1181.4	ANTELOPE 6.4	136.3	5.10	6.01	11.48								
1187.8	PLAYAS 5.6	129.9	5.02	5.51	11.40			<i>3</i> ,					
1193.4	GRADE 4.7	124.3	4.55	5.44	11.33					***************************************			
1198.1	## 4.7 VISTA 4.8	119.6	4.49	5.38	11.27				***************************************				
1202.9	MINERO 3.4	114.8	4.43	5.31	11.21								
1206.3	TO HACHITA 6.3 CONTINENTAL 5.5 VICTORIO	111.4	4.39		f 11.16								
1212.6	CONTINENTAL 5.5	105.1		5.13	11.08								
	7.5	99.6	4.25	5.04	11.01								
1225.6	SAVOYA 5.3	92.1	4.16	4.54	10.52								
1230.9	HERMANAS 5.1	86.8	4.09	4.46	10.45								
1236.0	FORD 6.9	81.7	4.03	4.38	10.38							•	
1242.9	MIMBRES 7.4 TO COLUMBUS	74.8	3.54	4.29	l i								
1250.3	6.5 MIRIAM	67.4		s 4.17									
1263.6	6.8 ARENA	60.9 54.1	3.37	4.06	10.10				₽.				
1268.9	5.3 ALTAIR	48.8	3.22	3.57	10.01								
1274.5	5.6 MALPAIS	43.2	3.15	3.49	9.54						······································		
1278.5	4.0 MARK	39.2	3.10	3.37	9.47						-		
1285.6	7.1 TO MT. RILEY	32.1	3.01		9.42								
1291.2	5.6 POTRILLO	26.5	2.54	3.20	9.33								
1299.0	7.8 NORIA	18.7	2.44	3.09	9.16								<u> </u>
1308.9	9.9 MASTODON	8.8	2.32	2.57	9.04]-							<u> </u>
1317.7	TO-R ANAPRA	0.0	2.20 AM	2.43 AM	8.52 AM								<u> </u>
	(210.7)		AM Leave Daily										
	Time over District	<u> </u>		Leave Daily (5.07)	Leave Daily								
	Average Speed per Hour	.]]	(4.18) 49.00	41.17	(4.33) 46.3 0								

RULE 5. Schedule time and train-order time at Anapra apply as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULES 86, 87 and 98. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 3 and 4.

No. 5 stop at Animas when necessary for U. S. mail.

8		DEMI	NG SI	UBDIV	ISION				
	EASTW	ARD] '		i ,
		FIRST CLA	ss				#	Timetable No. 32	Tom
Capacity of sidings in car lengths		48 Mail and Express	6 Argonaut	44 Californian	2 Sunset Limited	4 Golden State Limited	Mile Post Location	June 2, 1946	Distance from Lordsburg
J		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	<u> </u>
BKWCOYP			PM 4.12		AM 7.10		1148.3	TO-R LORDSBURG	0.0
BK BK			4.14		7.12		1149.5	TO-R EAST LORDSBURG	1.2
107 P			4.18		7.17		1153.0	ULMORIS	4.7
64 P			4.24		7.24		1159.0	6.0 LISBON	10.7
67 P			4.31		7.31		1164.4	5.4 HAWKINS	16.1
103 WP			f 4.37		7.36		1168.0	TO SEPAR	19.7
68 P	,		4.44	<u> </u>	7.42		1173.8	5.8 LADIM	25.5
106 P			4,51		7.49		1179.6	5.8 WILNA	3 1.3
69 P			4.58	[!	7.53	[!	1183.5	QUINCY	35.2
69 P			f 5.04	ļ	7.58	[]	1188.5	TO GAGE	40.2
96 P			5.10		8.03	(1193.2	MONGOLA	44.9
68 P			5.17		8.10	/	1199.6	TUNIS	51.3
68 P			5.22		8.14		1203.3	3.7 PARMA	55.0
68 P			5.25	[!	8.17		1206.1	CAMP CODY	57.8
Yard Limits 229 WCYP			s 5.33		s 8.24		1208.0	TO DEMING	59.7
68 P			5.41		8.30		1212.5	H LUXOK	64.2
69 P			5.48		8.37		1218.9	EUXOR 6.4 CARNE	70.6
68 P			5.56		8.44		1225.7	MYNDUS 3.9 AKELA	77.4
103 WP			6.01		8.48		1229.6	[81.3
65 P			f 6.06	,	8.53		1233.9	TO CAMBRAY	85.6
64 P			6.11		8.58		1238.4	d.5 DONA	90.1
102 P			6.16		9.03		1243.0	CHAPPEL	94.7
77 P			6.21	'	9.08		1247.4	A.4 ADEN	99.1
69 P			6.26		9.12		1251.3	PRONTO	103.0
69 P			6.30	1	9.16		1254.6	3.3 KENZIN	106.3
103 WOP			f 6.36	1 1	9.21		1259.4	TO AFTON	111.1
67 P			6.43		9.27		1264.7	RUTTER	116.4
104 P			6.50		9.32	<u> </u>	1269.5	LANARK	121.2
68 P			6.56		9.37	[]	1274.5	5.0 VEVAY	126.2
63 WYP			f 7.04		9.43		1279.7	TO STRAUSS	131.4
100 P			7.14		9.51		1285.2	LIZARD	136.9
79 P		PM 9.32	7.23	PM 7.18	9.58	AM 7.44	1289.9 1317.7	TO-R ANAPRA	141.6
ī		9.42	7.32	7.27	10.07	7.53	1322.9	TOWER 6	
Pass yard BKIP		s 9.45 PM	s 7.35 PM	s 7.30	s 10.10 AM	s 7.55	1323.3 1295.9	R EL PASO (Union Depot)	
Pase P							1297.0	EL PASO (OCCAVIA SC.)	147.7
BKWCOTYP				1			1297.6	TO-R EL PASO (Cotton Ave.)	148.3
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.3)	
		(0.13) 25.84	(3.23) 43.83	(0.12) 28.00	(3.00) 49.43	(0.11) 30.54		Time over District	

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RULES 86, 87 and 98. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized

orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

Tracks between Anapra and Tower 47, will be numbered and unless otherwise authorized will be used as double track:

No. 1 for Westward trains;

No. 2 for Eastward trains.

Track between El Paso, Campbell St. Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

			T =	T		NG SU			COTTAND			
		1	-						ESTWARD			
		Timetable No. 32	ош Ауе.					FIF	RST CLASS			
Mile Post Location		June 2, 1946	Distance from Paso (Cotton Ave.)	3 Golden State Limited	47 Mail and Express	43 Californian	5 Argonaut	Sunset Limited				
		STATIONS	E	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
148.3		TO-R LORDSBURG	148.7			PM s 12.01		PM s 5.25				
149.5		TO-R EAST LORDSBURG	147.5			11.57 AM		5.22				
53.0		ULMORIS 6.0	144.0			11.52		5.18				
59.0		LISBON 5.4	138.0			11.46		5.12				
64.4		HAWKINS 3.6	132.6			11.40		5.07				
68.0		TO SEPAR 5.8	129.0			f 11.36		5.03				
73.8		LADIM 5.8	123.2			11.27		4.57				
79.6		WILNA 3.9	117.4			11.20		4.51				
83.5		QUINCY 5.0	113.5			11.15		4.47				
88.5		TO GAGE 4.7	108.5			f 11.08		4.41				
3.2		MONGOLA 6.4	103.8			11.02		4.35				
9.6		TUNIS 3.7	97.4			10.54		4.28				
3.3		PARMA 2.8	93.7			10.50		4.23				
6.1		CAMP CODY 1.9	90.9			10.47		4.20				
8.0		TO DEMING 4.5	89.0			s 10.43		s 4.17				
2.5	stem	LUXOR 6.4	84.5		<u> </u>	10.28		4.07				
	ck Syst	CARNE 6.8	78.1]		10.20		4.00				
	E Block	MYNDUS 3.9	71.3			10.13		3.53				
	omatic	AKELA 4.3	67.4			10.09		3.49	_			
	Autor	TO CAMBRAY 4.5	63.1			f 10.04		3.44				
88.4	.	DONA 4.6	58.6			9.58		3.38	i			
3.0		CHAPPEL . 4.4	54.0			9.53		3.33				
17.4		ADEN 3.9	49.6			9.48		3.28	1			
1.3		PRONTO 3.3	45.7	_		9.44		3.24	l			
4.6		KENZIN 4.8	42.4		<u> </u>	9.40		3.20				
9.4		TO AFTON 5.3	37.6	_		f 9.35		3.15				
34.7		RUTTER 4.8	32.3	_	<u> </u>	9.27		3.10	_			
69.5		LANARK 5.0	27.5			9.17		3.00				
74.5		VEVAY 5.2	22.5 17.3			f 9.02	.	2.54		_		
79.7		TO STRAUSS 5.5 LIZARD	17.3			8.52	·	2.45		_	-	
35.2		4.7	7.1		AM	8.43	AM	2.43				
39.9 17.7		TO-R ANAPRA 5.6 TOWER 6	1.5	2.20	2.43 2.33		8.52 8.43	2.28				
23.3	_	0.4	5				i				1	
23.3	R	EL PASO (Union Depot) 0.5 EL PASO (Octavia St.)		2.10 AM	2.30 AM	8.30 AM	8.40 AM	2.25 PM	-	ADDITIONAL ST	ATIONS	1
97.0 97.6	TC	O-R EL PASO (Cotton Ave.)	0.0							NAME	Mile Post	Ca
	<u> </u>	(148.7)	1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	-	*Bowen (Siding) Brickland	1319.1 1291.9	3
	-	Time over District		(0.10) 36.00	(0.13) 27.68	(3.31) 42.28	(0.12) 30.00	(3.00) 49.56	= = = = = = = = = = = = = = = = = = = =	*On No. 2 Track.	1320.9	.

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10			DEM	ING S	UBDIV	ISION					
	E	ASTWA	RD								
		SI	ECOND C	LASS	*			.		Timetable No. 32	E
Capacity of sidings in car lengths		984 Freight	962 Freight	960 Freight	982 Freight	964 Freight	980 Freight	Mile Post Location		June 2, 1946	Distance from Lordsburg
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
BKWCOYP								1148.3	1	TO-R LORDSBURG	0.0
₹ BK		PM 4.20			AM 8.20		AM 12.10	1149.5	1	TO-R EAST LORDSBURG	1.2
107 P		4.30			8.30		12.20	1		ULMORIS	4.7
64 P		4.40			8.40		12.30	1159.0		6.0 LISBON	10.7
67 P		5.07			9.00		12.50	1164.4		5.4 HAWKINS	16.1
103 WP		5.17			9.10		1.00	1168.0		TO SEPAR	19.7
68 P		5.29	-		9.22		1.12	1173.8		5.8 LADIM	25.5
106 P		5.39			9.34		1.22	1179.6		WILNA	31.3
69 P		5.47	-		9.42		1.30	1183.5		QUINCY	35.2
69 P		5.55			9.50		1.38	1188.5		TO GAGE	40.2
96 P		6.04			9.59		1.47	1193.2		MONGOLA	44.9
68 P		6.15			10.10		1.58	1199.6		6.4 TUNIS 3.7	51.3
68 P		6.22			10.17		2.05	1203.3		PARMA 2.8	55.0
68 P Yard Limits		6.28			10.23		2.11	1206.1		CAMP CODY	57.8
Yard Limits 229 WCYP		6.55			10.43		2.35	1208.0	Block System	TO DEMING	59.7
68 P		7.05			11.00		2.46	1212.5	ock 8	LUXOR	64.2
69 P		7.17	ļ <u></u>		11.11		2.58	1218.9	tie B	6.4 CARNE	70.6
68 P		7.29			11.23	ļ	3.10	1225.7	Automatic	MYNDUS	77.4
103 WP		7.36			11.31		3.17	1229.6	7	3.9 AKELA	81.3
65 P		7.45			11.39		3.26	1233.9		TO CAMBRAY	85.6
64 P		7.54			11.47 AM		3.38	1238.4		4.5 DONA 4.6	90.1
102 P		8.03		<u> </u>	11.55 PM		3.45	1243.0	$\ $	4.6 CHAPPEL 4.4	94.7
77 P		8.15			12.06		3.55	1247.4	-	4.4 ADEN 3.9	99.1
69 P		8.23			12.16		4.03			3.9 PRONTO 3.3	103.0
69 P 103 WOP		8.30			12.23		4.10			KENZIN 4.8	106.3
67 P		8.39			12.31		4.19			TO AFTON 5.3 RUTTER	111.1
104 P		8.49			12.41		4.29			4.8	116.4
68 P		8.59			12.51		4.39			LANARK 5.0 VEVAY	121.2
63 WYP		9.10			1.01		4.51			5.2	126.2
100 P		9.21			1.12		5.02			TO STRAUSS 5.5	131.4
79 P		9.33	PM	PM	1.23	AM 7.00	5.14	1285.2 1289.9		LIZARD	136.9
, I		9.45	9.40	4.15	1.35		5.25	1317.7		TO-R ANAPRA 5.2	141.6
BKIP		10.00	9.55	4.30	1.50	7.15	5.40	1323.3	<u> </u>	TOWER 6	146.8
BKIP		-						1295.9	R	EL PASO (Union Depot) 0.5 EL PASO (Octavia St.)	147.2
BKWCOTYP		10.10 PM	10.05 PM	4.40 PM	2.00 PM	7.25 AM	5.50 AM	1297.0 1297.6	т-	-R EL PASO (Octavia St.) -R EL PASO (Cotton Ave.)	147.7
		Arrive Daily		Arrive Daily		AM Arrive Daily	AM Arrive Daily	1691.0	10	(148.3)	170.0
		(5.50) 25.44	(0.25) 16.08		(5.40)	(0.25)	(5.40)		_	Time over District	
	chedule time and train-order	25.44	16.08	(0.25) 16.08	26.14	16.08	26.14			Average Speed per Hour	<u></u>

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 	DE	MIN	SUBDIVISION				
EAST	WARD		Timetable No. 32		WEST		
	SECOND CLASS	# .	1 interable No. 32	E C	THIRD	CLASS	
Capacity of sidings in car lengths	952	Mile Post Location	June 2, 1946	Distance from Clifton	953		
III Can Tongula	Mixed		Clifton Branch	Ä	Mixed		
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday		
Yard Limits BKWCOYP	AM 8.30	1148.3 1146.4	TO-R LORDSBURG	69.9	PM s 4.35		
44 P	f 9.17	1165.3	18.9 Summit	51.0	f 3.51		
40	f 9.42	1176.2	10.9 THOMSON	40.1	f 3.24		
9	s 9.53	1180.9	4.7 Franklin	35.4	s 3.13		
Yard Limits 50 WP	s 10.06		TO DUNCAN	32.0	s 3.04		
17	f 10.14	1186.9	2.6 FOX	29.4	f 2.52		
35	f 10.32	1192.6	5.7 SHELDON	23.7			
43	f 10.52	1199.1	YORK	17.2	f 2.09		
25 WP	f 11.12	1205.2	GUTHRIE	11.1	f 1.47		
25 P	f 11.28	1209.8	SOUTH SIDING	6.5	f 1.31		
	AM f 11.44	1214.2	4.4 SMELTER	2.1	f 1.15		
Yard Limits TP	s 12.05 PM	1216.3	m {TO-R CLIFTON	0.0	1.05 PM		
	Arrive Daily Ex. Sunday		(69.9)		Leave Daily Ex. Sunday		
	[(3.35) 19.51		Time over District		(3.30) 19.97		

		EAST- WARD	Ti	metable No. 32	WEST- WARD
C	apacity of sidings in ear lengths	Mile Post Location		June 2, 1946	Distance from
		Kille Loca	1	Lawrence Branch	stanc Lawr
Limts.	вкусочр	1148.3 1146.9	TO-R	LORDSBURG	5.2
로 달		1148.3 1146.9		01L SIDING	3.8
		1150.7		3.8 LAWRENCE	0.0
	<u> </u>			(5.2)	

ADDITIONAL STATIONS										
NAME	Mile Post	Capac- ity								
Shakespeare(Spur)	1150.1	8								

ADDITIONAL STATIONS										
NAME	Mile Post	Capac- ity								
Veitch(Spur) Nos. 953 and 952 stop at Veitch on flag.	1156.2	39								

12	2				ALAMOO	ORDO	SUBI	DIVISI	ON				
					EASTWA	ARD			,				
		SE	COND CL	ASS		FIRST	CLASS			#2.		Timetable No. 32	ПО.
(Capacity of sidings in car lengths	994	992	990			48	44	4	Mile Post Location		June 2, 1946	Distance from El Paso
	III (41 Ichento	Freight	Freight	Freight			Mail and Express	Californian	Golden State	E.E.		· ·	Dists
		Leave Daily	Leave Daily	Leave Daily	· · ·		Leave Daily	Leave Daily	-			STATIONS	
	BKIP	 		:			PM 10.30	PM 7.55	AM	1005.0	-		0.0
yard	BKIP P	PM 3.30	AM 8.40	AM 12.05			10.30	7.55	8.10	1295.9	R_	EL PASO (Union Depot) 0.5 EL PASO (Octavia St.)	1.1
El Paso yard	BKWCOTYP	3.30	0.70	12.00	п п					1297.6		TO-R EL PASO (Cotton Ave.)	1.7
	I	3.35	8.45	12.10			10.35	8.00	8.15	1297.6		0.0 TOWER 47	1.7
	P				,					1301.5		FORT BLISS	5.6
103		4.05	9.15	12.40			10.45	8.10	8.25	1302.3		TO PLANEPORT	6.4
74	4 P	4.16	9.27	12.59			10.52	8.16	8.31	1309.0		6.7 PANCHO	13.1
102	2 P	4.28	9.39	1.15			f 10.59	8.23	8.38	1316.1		7.1 NEWMAN	20.2
76	6 P	4.38	9.49	1.25			11.08	8.29	8.44	1321.7		5.6 HUECO	25.8
77	7 P	4.45	10.02	1.45			11.14	8.34	8.49	1326.2		ALVARADO	30.3
103	3 P	4.54	10.14	1.55			11.21	8.40	8.55	1332.1		DESERT	36.2
75	5 P	5.06	10.25	2.07			11.29	8.47	9.02	1339.2		ELWOOD	43.3
121	WYP	5.25	10.45	2.25			s 11.40	8.53	9.08	1345.0		TO OROGRANDE	49.1
75	<u> P</u>	5.37	10.55	2.37			PM 11.50 AM	9.00	9.15	1351.3	E E	TURQUOISE	55.4
75	5 P	5.47	11.05	2.47			12.01	9.06	9.21	1357.0	System	5.7 PAXTON 5.1	61.1
79	Р	5.56	11.14	2.56			12.12	9.11	9.26	1362.1	Block	ESCONDIDA 3.9	66.2
96	B P	6.04	11.21	3.03			12.18	9.15	9.30	1366.0	utomatic	DUNES	70.1
74	P	6.15	11.33 AM	3.15			12.33	9.21	9.36	1372.3	Auton	VALMONT 5.9	76.4
110		6.26	AM 11.45 PM	3.25			12.42	9.27	9.43			5.9 OMLEE 4.6	82.3
Yd.Lmts.	191 BKWCOP	6.55	12.10	4.05			s 1.00	s 9.40	f 9.50	1382.8		TO ALAMOGORDO	86.9
. "	YP	7.00	12.15	4.10						1384.2		ALAMOGORDO JCT. 4.4 KEARNEY	88.3
75		7.15	12.30	4.25			1.10	9.50	9.57	1388.6		7.0	92.7
		7.27	12.42	4.37			s 1.23	10.00	10.04	1395.6		TO TULAROSA 7.4	99.7
75	***************************************	7.40	12.54	4.50			1.33	10.09	10.11	1403.0		TEMPORAL 4.2	107.1
		7.48	1.01	4.57			1.38	10.14				SALINAS 5.7	111.3
102		8.10	1.18	5.12			f 1.46	10.20	10.21			TO THREE RIVERS	117.0
76		8.30	1.38	5.35			1.57	10.30	10.27			NORTH 6.1 OSCURA	122.5
76		8.50	1.58	5.55			2.08	10.40	10.34			8.3 POLLY	136.9
107	Yard Limits BKWCOYP	9.08 9.30 PM	2.18 2.40 PM	6.15 6.35 AM			2.19 s 2.30 AM	10.50 s 11.00 PM	10.44 s 10.53	1432.8		TO-R CARRIZOZO	144.0
	BKWCOYP		Arrive Daily						Arrive Daily	1439.9	<u> </u>	(144.0)	144.0
-			(6.00)									Time over District	
		(6.00) 26.77	26.77	(6.30) 22.25			(4.00) 36.00	(3.05) 46.70	(2.43) 53.00			.Average Speed per Hour	

Between main track yard limit board east of Alamogordo Jct. and east switch of siding Alamogordo, trains to and from Cloudcroft Branch may move under authority of block signal indications after receiving authority from train dispatcher to occupy main track. All trains must move with caution between these points expecting to find main track occupied.

RULES 5 and 105. That portion of siding at Alamogordo between crossovers east and west of station building is designated as Passenger siding, and must not be unnecessarily blocked by freight trains. Schedule time and train-order time for first-class trains apply at Passenger siding.

AD	DITIONAL FLAG ST	OPS TO RECEIVE OR D	ISCHARGE REVENU	E PASSENGERS
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
44	Newman	East of Tucumcari		Daily

				AI	LAMO(GORDO	SUB	DIVISI	ON					13
								WE	STWA	RD				
	7 72 1 - 1	1 3T 00	l e						RST CLA					
Mile Post Location		le No. 32	ce fro	40	47	0		1	1	<u> </u>		1	<u> </u>	1
Loc	June :	2, 1946	Distance from Cartizozo	43	47 Mail and	3 Golden State							100	
			1	Californian	Express	Limited								
1295.9	R EL PASO (U		144.0	Arrive Daily		Arrive Daily					-			
1297.0	`0	.5 Octavia St.)	144.0 142.9	8.10	s 1.30	s 2.00								
1297.6	1 / 0	(Cotton Ave.)	L		 									
1297.6	0	ER 47	142.3	8.03	1.17	1.53								
1301.5	3	BLISS	138.4	8.03	1.17	1.55								
1302.3		.8	137.6	7.53	1.05	1.43								
1309.0		.7	130.9	7.47	12.59	1.37								·
1316.1		.1	123.8	7.40	f 12.52	1.31								
1321.7		.6	118.2	7.34	12.46	1.25							ļ	
1326.2		.5 RADO	113.7	7.29	12.41	1.20								
1332.1	DES		107.8	7.23	12.35	1.14								
1339.2	ELW	.1 QOD	100.7	7.15	12.28	1.07								
1345.0	TO OROGI	.8 RANDE	94.9	7.09	s12.19	1.01								
1351.3	TURQ		88.6	7.02	12.09	12.54								
1357.0	PAX		82.9	6.56	12.01 AM	12.48								
1362.1	평 ESCOI	.1 NDIDA .9	77.8	6.50	11.54 PM	12.43								
1366.0		NES .3	73.9	6.45	11.48	12.39								
1372.3	VALN		67.6	6.39	11.40	12.33								
1378.2	OM		61.7	6.33	11.32	12.27								
1382.8	TO ALAMO		57.1	s 6.27	s11.25	f 12.22								
1384.2	ALAMOGO		55.7					<u> </u>						
1388.6	KEAF	RNEY .0	51.3	6.13	11.00	12.15								
1395.6	TO TULA	.4	44.3	()	s 10.50	12.08								
1403.0	TEMP	.2	36.9	5.54	10.36	12.01 AM								
1407.2	SALI 5.	.7	32.7	5.49	10.30	11.57 PM								
1412.9		.5	27.0	l	f 10.20	1 1								
1418.4		.1	21.5	5.35	10.04									
1424.5		3	15.4	5.27	9.55	11.39								
1432.8		1	7.1	5.18	9.45	11.31								
1439.9	TO-R CARRI		0.0	5.10 AM	9.35 PM	11.23 PM								
	(144			Leave Daily	Leave Daily	Leave Daily								
	Average Spe	r Districted per Hour		(3.00) 48.00	(3.55) 36.86	(2.37) 55.03								

Between main track yard limit board east of Alamogordo Jct. and east switch of siding Alamogordo, trains to and from Cloudcroft Branch may move under authority of block signal indications after receiving authority from train dispatcher to occupy main track. All trains must move with caution between these points expecting to find main track occupied.

RULES 5 and 105. That portion of siding at Alamogordo between crossovers east and west of station building is designated as Passenger siding, and must not be unnecessarily blocked by freight trains. Schedule time and train-order time for first-class trains apply at Passenger siding.

Frain	At	Receivs To (or Beyond)	Discharge From (or Beyond)	Frequency
43	Three Rivers	El Paso	East of Tucumcari	Daily

14					SANT	Ά	ROSA	SUBD	IVISIO	N	T			
				EA	STWARD		····							
		SEC	OND CLA	lss			FIRST	CLASS	1	r	# a		Timetable No. 32	10 0 20 E
Capacity of in car)	of sidings lengths	994 Freight	992 Freight	990 Freight				44 Californian	4 Golden State Limited	48 Mail and Express	Mile Post Location		June 2, 1946	Distance from Carrizozo
		Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily			STATIONS	
Yard I	Limite CWCOYP	PM 10.00	PM 3.20	AM 7.20				PM 11.15	AM 11.00	AM 2.45	1439.9		TO-R CARRIZOZO	0.0
110	Р	10.20	3.40	7.38				11.25	11.10	2.55	1446.9		7.0 ROBSART	7.0
75	WP	10.35	3.55	7.53				11.33	11.16	3.03	1452.2		COYOTE	12.3
75	P	10.55	4.15	8.13				11.42	11.23	3.11	1459.2		7.0 LARGO	19.3
126	WP	11.15	4.35	8.30				11.48	11.28	f 3.16	1463.5		TO ANCHO	23.6
102	P	PM 11.30	4.50	8.45				PM 11.54	11.33	3.23	1467.0		3.5 LUNA	27.1
74	Р	12.05	5.10	9.05				12.05	11.41	3.33	1473.0		TO TECOLOTE	33.1
74	P	12.20	5.20	9.15				12.11		3.40	1477.8		4.8 ELDA	37.9
126	WP	12.30	5.29	9.23				12.16	11.51	3.46	1482.5		GALLINAS 8.4	42.6
103	ΥP	12.45	5.44	9.38				12.27	PM 12.01	s 4.01	1490.9		TO CORONA	51.0
72	P	12.53	5.52	9.46				12.33	12.06	4.09	1495.2		VARNEY	55.3
71	WP	1.00	5.59	9.53				12.37	12.10	4.14	1499.0		3.8 TORRANCE 5.4	59.1
74	P	1.10	6.09	10.03				12.43	12.16	4.20	1504.4		HELENA	64.5
87	P	1.20	6.20	10.14				12.50	12.23	f 4.27	1510.6		TO DURAN 6.0	70.7
82	P	1.30	6.30	10.25				12.58	12.30	4.35	1516.6	8	INDIOLE	76.7
82 E 116 Yard	P	1.38	6.40	10.34				1.04	12,36	4.43	1521.5	System	4.9 EPRIS 3.9	81.6
W 101	KCWOP	2.10	7.10	11.00				s 1.15	12.40	s 4.55	1525.4	lock	TO VAUGHN	85.5
78	P	2.17	7.18	11.10				1.20	12.43	4.59	1528.1	tic B	2.7 TONY 5.2	88.2
107	P	2.27	7.30	11.22				1.27	12.50	5.07	1533.3	Automatic	LEONCITO 6.7	93.4
76	P	2,40	7.42	11.34				1.34	12.57	5.14	1540.0	¥	WINKLE	100.1
105	WP	2.52	8.00	11.46				1.42	1.05	f 5.24	1547.2		TO PASTURA 5.2	107.3
75	P	3.02	8.10	AM 11.56 PM				1.48	1.11	5.32	1552.4		GUADALUPE 6.1	112.5
106	P	3.13	8.22	12.07				1.56	1.19	5.40	1558.5	1	ARABELLA	118.6
75 E 107 Yard	CP	3.23	8.32	12.17				2.03	1.26	5.47	1563.7		5.2 PINTADO 4.6	123.8
W 113	WYP	3.33	8.45	12.27				2.15	1.32	s 6.00	1568.3		TO SANTA ROSA	128.4
95	P	3.46	9.00	12.40				2.25	1.40	6.10	1574.0		5.7 HAWKS	134.1
106	P	3.55	9.12	12.48				2.30	1.44	6.15	1577.4		LOS TANOS	137.5
98	P	4.03	9.20	12.56				2.35	1.48	6.19	1580.3		ALCOR 5.5	140.4
103	WP	4.15	9.30	1.08				2.43	1.55	s 6.28	1585.8		TO CUERVO	145.9
102	P	4.31	9.45	1.23				2.57	2.06	s 6.42	1594.7		NEWKIRK 5.7	154.8
73	P	4.43	9.55	1.33				3.08	2.13	1	1600.4		SIMMONS 6.3	160.5
102	P	4.55	10.07	1.45				3.16	2.20				TO MONTOYA	166.8
112	P	5,10	10.22	2.00				3,27	2.30		1615.5		PALOMAS 6.4	175.6
103	P	5.22						3.35	2.38	7.19	1621.9	-	HARGIS 5.5	182.0
BKV	ari yard WCOTYP	5.35 AM	10.45 PM	2.25 PM				s 3.45		s 7.30 AM		<u> </u>	TO-R TUCUMCARI	187.5
				Arrive Daily						Arrive Daily		-	(187.5)	
		(7.35) 24.72	(7.25) 25.28	(7.05) 26.47				(4.30) 41.66	(3.44) 50.22	(4.45) 39.47		-	Time over District Average Speed per Hour	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS							
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency			
44	Santa Rosa	East of Tucumcari		Daily			

				S	ANTA	ROSA	SUBL	IVISIO	ON					15
				WESTWARD										
Timetable No. 32					RST GLASS									
Mile Post Location		June 2, 1946	Distance from Tucumcari	43	47	3]				1	Ī	<u> </u>
M J			Dist	Californian	Mail and Express	Golden State Limited								
	-	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily								
1439.9		TO-R CARRIZOZO 7.0	187.5	AM s 5.01	PM s 9.20	PM s 11.15						-		
1446.9		ROBSART 5.3	180.5	4.54	9.08	11.08						 		
1452.2		COYOTE 7.0	175.2	4.48	9.01	11.02								
1459.2		LARGO 4.3	168.2	4.41	8.53	10.55	· · · · · · · · · · · · · · · · · · ·							
1463.5		TO ANCHO 3.5	163.9	4.36	f 8.47	10.51	****					-		
1467.0		LUNA 6.0	160.4	4.31	8.42	10.46								
1473.0		TO TECOLOTE 4.8	154.4	4.23	8.33	10.38								-
1477.8		ELDA 4.7	149.6	4.17	8.27	10.32								
1482.5		GALLINAS 8.4	144.9	4.12	8.22	10.27								•
1490.9		TO CORONA 4.3	136.5	4.01	s 8.12	10.17								***************************************
1495.2		VARNEY 3.8	132.2	3.51	8.00	10.12								
1499.0		TORRANCE 5.4	128.4	3.45	7.53	10.08								
1504.4		HELENA 6.2	123.0	3.37	7.44	10.02								
1510.6		TO DURAN 6.0 INDIOLE	116.8	3.29	f 7.35	9.55								
1516.6	_	4.9 EPRIS	110.8	3.20	7.26	9.48			Y					
1521.5	System	3.9 TO VAUGHN	105.9	3.13	7.18	9.42								
1525.4	Block 8	TONY	102.0 99.3	s 3.05 2.55	s 7.10 6.58	9.38 9.35								
1533.3	atic Bl	5.2 LEONCITO	94.1	2.48	6.50	9.33								
1540.0	utoma	6.7 WINKLE	87.4	2.40	6.40	9.21								
1547.2	~	7.2 TO PASTURA	80.2	2.29	s 6.30	9.13								
1552.4		5.2 GUADALUPE	75.0	2.20	6.20	9.13					 	ļ		 -
1558.5		6.1 ARABELLA	68.9	2.10	6.08	8.59	•							
1563.7		5.2 PINTADO	63.7	2.03	5.58	8.52	····							
1568.3		4.6 TO SANTA ROSA	li	f 1.51		8.45								
1574.0		5.7 HAWKS	53.4	1.38	5.32	8.37						<u> </u>		<u> </u>
1577.4		3.4 LOS TANOS	50.0	1.31	5.25	8.33								ļ
1580.3		2.9 ALCOR	47.1	1.26	5.20	8.29								
1585.8		TO CUERVO	41.6	1.18		8.22								
1594.7		8.9 NEWKIRK	32.7		s 5.00	8.11								
1600.4		5.7 SIMMONS	27.0	12.55	4.51	8.05								
1606.7		6.3 TO MONTOYA 8.8	20.7	12.46	f 4.41	7.58								
1615.5		PALOMAS 6.4	11.9	12.35	4.30	7.48								
1621.9		HARGIS 5.5	5.5	12.25	4.20	7.41								
1627.4	[TO-R TUCUMCARI	0.0	12.15 AM	4.10 PM	7.35 PM								
		(187.5)		Leave Daily	Leave Daily	Leave Daily								
		Time over District		(4.46) 39.33	(5.10) 36.29	(3.40) 51.13								***************************************
<u> </u>		.Average Speed per Hour		39.33	36.29	51.13								

16	SANTA ROSA SUBDIVISION									
	EAST	WARD				WESTWARD				
		SECOND CLASS		Timetable No. 32	шо	SECOND CLASS				
	Capacity of sidings	974	Mile Post Location	June 2, 1946	Distance from Dawson	975	-			
	in car lengths	Mixed	M	Dawson Branch	Dis	Mixed	:			
		Leave Mon., Wed., Fri.		STATIONS		Arrive Tues., Thurs., Sat.				
·	Tucumcari yard BKWCOTYP	AM 6.10	1627.4	TO-R TUMCUCARI	132.0	PM s 5.00				
	44 P	f 6.27	1634.9	7.5 BASCOM	124.5	f 4.35				
	34 P	f 6.41	1640.4	ÇANADIAN	119.0	f 4.10				
	45 P	f 7.03	1650.1	9.7 ATARQUE	109.3	f 3.40				
	34 WYP	s 7.40	1661.7	11.6 CAMPANA	97.7	s 3.05				
	34 P	f 8.05	1667.6	5.9 MEDIO	91.8	f 2.35				
	63 CYP	f 8.30	1673.0	5.4 CABEZA	86.4	f 2.05				
	36 P	s 8.45	1677.9	TO MOSQUERO	81.5	s 1.45	·			
	31 P	f 9.05	1686.3	8.4 SOLANA	73.1	f 1.23				
	Yard Limits 34 WP	s 9.30 10.05	1696.1	9.8 TO ROY	63.3	1.00 s 12.25				
	29 YP	f 10.30	1706.4	10.3 MILLS	53.0	f 12.01 PM				
	37 WP	f 11.05	1715.6	9.2 ABBOTT	43.8	f 1 1.10				
	30 P	f 11.20	1721.8	VERNON	37.6	f 10.55				
	CYP	AM f 11.40		TAYLOR	29.6	f 10.25				
	Yard Limits P	PM s 12.30	1741.3	11.5 FRENCH	18.1	s 9.40				
	38 P	f 1.10	1754.3	13.0 COLFAX	5.1	f 8.50				
	Dawson yard BKWTCYP	s 1.30	1759.4	TO-R DAWSON	0.0	8.30 AM				
		Arrive Mon., Wed., Fri.		(132.0)		Leave Tues., Thurs., Sat.	_			
I		1			I	(0.00)				

(132.0) Time over District...... Average Speed per Hour..

French—Time shown at French applies at AT&SFRy station.

(7.20) 18.00

ADDITIONAL STATIONS					
NAME	Mile Post	Capac- ity			
Trigg Ranch(Spur) Dioxice(Spur) Nos. 974 and 975 will stop at Trigg Ranch and Dioxice on flag.	1655.6 1684.7	3 9			

(8.30) 15.53

ALAMOGORDO SUBDIVISION

EAST	WARD				WEST	WARD
	SECOND CLASS	Mile Post Location	Timetable No. 32	5 H	THIRD	CLASS
Capacity of sidings in car lengths			June 2, 1946	Distance from Russia	971	
in car lenguis	Freight		Cloudcroft Branch	ă	Freight	
	Leave Mon., Wed., Frl.		STATIONS		Arrive Mon., Wed., Fri.	
191 BKWCOP	AM 7.35	1382.8	TO-R ALAMOGORDO	32.3	PM 3.00	
Ab Ab	7.40	1384.2	ALAMOGORDO JCT.	30.9	2.50	
14 P	8.00	1388.8	4.6 LA LUZ	26.3	2.35	
13	8.35	1395.4	6.6 PINTO	19.7	1.55	
12 P	8.55	1398.6	HIGH ROLLS	16.5	1.35	
9 P	9.00	1399.3	0.7 Mountain Park	15.8	1.25	
6 P	9.10	1400.9	WOOTEN	14.2	1.15	
8 YP	9.30	1403.5	TOBOGGAN	11.6	1.00	
		1403.7	0.2 SWITCHBACK (West End)	11.4		
		1404.3	0.6 SWITCHBACK (East End)	10.8		
Yard Limits 7 WYP	10.15	1408.7	TO CLOUDCROFT	6.4	12.20 PM	
Yard Limits 19 YP	10.55 AM	1415.1	6.4 RUSSIA	0.0	11.30 AM	
	Arrive Mon., Wed., Fri.		(32.3)		Leave Mon., Wed., Fri.	
	(3.20) 9.69		Time over District		(3.30) 9.23	

RULE 82 (A). Schedule of No. 971 may be assumed by crew arriving Russia on No. 970 without clearance.

ADDITIONAL STATIONS				
NAME	Mile Post	Capac- ity		
Hotel(Spur) Cox Canon(Spur)	1409.4 1410.6	8 10		

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco. Tucson....Grunewald & Adams Alamogordo. . A. Sorenson & Son Tucson......R. W. Hemkin Tucumcari......Wm. D. Coon Douglas..........Hoyal Jewelers

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train-order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover.

RULE 10 (J). Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

RULE 15. Second paragraph is changed to read as follows: "The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars signal light on engines shall be used when engine is moving at night, and in foggy and stormy weather. It must be dimmed or extinguished approaching passenger stations and at other points as prescribed by rules.

RULE 26 is revised to read as follows:

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars, or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him

"On designated tracks (repair, cleaning, servicing, etc.) where Mon at Work' must be placed employes work, a sign reading 'Stop-Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must be displayed. Employes placing

such sign and locking switches, only are authorized to change same.
"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the enginemen of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemen.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 99. Third, fourth and sixth paragraphs are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes

on the rail three rail-lengths apart.

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows:

"When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal.

RULE 271 is revised to read as follows:

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm.

"The number plate on a distant light signal will bear the pre-

fix 'D'.

"Interlocking signals will not bear number plates."

"Interlocking signals will not bear number plates, bear number plates, bear number plates, bear number plates, bear number plates, bear number plates, bear number plates, bear number plates, bear number plates. "Absolute signals will not bear number plates, but will have plates bearing the letter 'A'

"Interlocking and absolute semaphore home signal arms will be

painted red.

Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

RULE 295 is revised to read as follows:

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'semi-automatic' and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509 (F) or 509 (J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

RULE 297. Following paragraph is added: A train, if delayed in the block, must proceed with caution to

the next signal.

RULE 505. AUTOMATIC BLOCK SYSTEM

Signals displaying indication in both upper and lower quadrants are in service. Upper quadrant signal arm extending upward parallel to signal mast indicates "proceed".

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within interlocking limits signal operator's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator

in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within interlocking limits signal operator must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start timerelease must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addi-

tion to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

RULE 535. A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULES 705 and 707 are revised to read as follows:

"LETTER TYPE INDICATORS "705. Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

"S—Take siding (Fig. 1).
"M—Proceed on main track (Fig. 2).

"Other letters, or combinations of letters may be used.
"S-707. When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restriction that may

main track at the station, but must observe any restriction that may be imposed by automatic block or other signals.

"D-707. When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track and in either case train is thereby given superiority over all following trains to the point designated in timetable but must observe any restriction that may be imposed by automatic block or other signals."

GENERAL REGULATIONS

RULE 825. Fifth paragraph: Applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

RULE 831. The term "wooden frame outfit cars" includes wooden superstructure outfit cars with steel underframe.

Fifth paragraph is revised to read as follows: "Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together.'

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Blow-off cocks must not be opened while passing over steel or wooden structures, nor between switches at Fairbank.

RULE 827. TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points. Freight trains must be inspected at each water stop. Inspection must be made at any intermediate stop.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Constant observation must be made by trainmen to detect any-

thing dragging on train or possibility of derailment, so train may be brought to stop as quickly as possible. Close observation of train and track behind train must be made while train is moving.

When practicable, trainmen must ride rear platform or in rear car on all trains, in position where he can observe fire that might be set from moving train, when passing through wooden-lined tunnels and over long, open-deck wooden trestles.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULES

RULE 17. Speed of trains will be reduced at points where

trainmen are required to handle retainers.

Conductor and engineer after consulting may use necessary retainers on train of less than 100 Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack. MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or fuel, including that required to spot second engine of doubleheader, engines of heavy freight trains must be cut off

before spotting.

Ash pans must be kept closed on coal burning engines while running. Dump cinders only at water columns or coaling stations, except in emergency. Enginemen must thoroughly wet same and know that fire is extinguished, except where cindermen are on duty. If dumped where ties are exposed, must be shoveled from track, and must not be dumped close to coal chutes constructed of wood. Cinders must not be dumped on switches or frogs.

Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind

steel underframe cabooses.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction, and when practicable should be placed behind a loaded car.

Air will be cut in on all helper engines, and engine must not

be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine

if it can be avoided.

Helper engine coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

(a). For the purpose of pushing trains out of yards: No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine,

as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

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7. Capacity of sidings between clearance points is based on an average car length of 49 feet, not including engines and caboose.

9. When openings have been made at street or highway crossings by trains on main track or siding, traffic must be protected against trains on other tracks.

When coupling to cars near a street or highway crossing not

protected, a member of crew must protect the crossing.

In performing work at stations, engines or cars must not stand

on crossings.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen

can pass through them.

No car containing passengers is to be handled next to engine of a steam passenger train, except a steel combination car or par-titioned car may be handled with baggage or unoccupied end next to engine. Cars containing passengers may be handled next to engine in special trains or sections of regular trains handling all-steel equipment and when the consist of such trains does not include head end cars or deadhead equipment.

Passenger equipment (except official cars), moved in freight trains, must be placed next to caboose if rear end freight cars in

train will permit.

Wooden piledrivers, locomotive cranes with boom disconnected and heavy end forward, steam shovels and ditchers transported on their own wheels, must be trained on rear of trains.

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

25. Electric lamps may be used for displaying white light only, except herders and switch tenders will use green light when heading

trains into and out of yards during night hours.

SPEED RESTRICTIONS

*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470; F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

3634, 3636, 3638, 3643, 3647, 3652;
F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;
F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;
F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769

3768, 3769;

All T&NO F-1 to F-5 class. AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for C-15-17-32 and Mk-10-11 class engines 35 MPH when handling freight and mixed train.

MM-3 class engines must not exceed maximum speed of 30 MPH

in any class of service or when running light.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed per-

mitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted freight and mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engine backing where such permitted speed is less than 30 MPH: Running Forward Running Rackward

Classification	With Train:		With Train or Light
DES-200		30	30
DES-1 to 7—100 to 107	. 40	40	40
When all weight has be	in train, modern removed verseem removed removed removed removed removed ide rods are	st not d from of from of the control	exceed: any one pair
MAXIMUM S	PEED PERI	SAME OF STREET, STREET	WITH

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed: On tangent main tracks, except	35 25 25
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): On tangent main tracks On curves and on branch tracks Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train	20 15
when practicable): On tangent main tracks On curves and on branch tracks Trains handling steel pile-drivers may make maximum freight train speed.	25 15
Trains handling relief outfit with steam derrick: On tangent main tracks	35 25

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH. Wooden equipment must not be handled in regular passenger trains. Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Trains handling logs loaded on flat or logging cars must not

exceed 25 MPH.

Trains handling rotary snow plows must not exceed 15 MPH.

Maximum speed of deadhead equipment or passenger trains
with standard caboose is 50 MPH.

Trains consisting of engine and caboose only restricted to freight train speed.

net in the control of

RULES 10 (G) and 10 (H). On No. 1 and No. 2 tracks between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 14 (d). As specified below, - - - o sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99: Mescal......Trains on Mescal Subdivision.

RULE 14 (e). As specified below, — — — — sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99:

Mescal.....Trains on Mescal Subdivision.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Douglas.

RULES 30 and 31. Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

RULE 83 (A). At the following stations only the trains indicated will register: Fairbank......Trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Mescal......All trains. Bisbee Jct.....All trains.

Tucson. Engineers of light engines from east will leave register ticket with engine dispatcher for delivery to operator for registration.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West M		East MP
981.96	Tucson (No. 2 Track—Tucson Div.)	989.00
	" (No. 1 Track)	988.09
	" (Nogolog Dr.)	
1022.89	" (Nogales Br.)	987.42
March Control (Control Mescal (No. 2 Track—Tucson Div.)	1024.13	
1021.24	" (No. 1 Track—Rio Grande Div.)	1023.13
1046.32	Fairbank	1048.89
	" (Tombstone Br.)	1049.42
1050.33	" (Benson-Fairbank Br.)	1010.12
2000.00	" (Detector Dr.)	10-0-0
1058.30	" (Patagonia Br.)	1052.32
1099.30	Lewis Springs	1059.88
	(rt. Huachuca Br.)	
1084.27	Bisbee Junction	1085.78
	" (Bishee-Lowell Cutoff)	1091.07
	" (Bisbee Br.)	1093.14
1106.02	Douglas	Charles and the College Control of
1068.00	Cordon Conon	1109.06
the first test test to the first test to the	Garden Canon	1071.55
1071.55	Ft. Huachuca	1073.01
1081.48	Sonoita	1082.63
1094.49	Patagonia	1095.71
1031.60	Benson (Tucson Div.)	1034.01
	" (Benson-Fairbank Br.)	
1039.29	Curties	1034.00
1000.20	Curtiss	1040.28

RULE 98. Railroad crossings at grade not interlocked:

Lowell.....Phelps Dodge narrow gauge track crossings as follows: Fixed crossing on loading tracks 1 and 2 at tipple at Junction shaft;

Movable crossing on track leading to Denn Mine, 20

feet west of Naco highway crossing; Movable crossing on Campbell shaft loading track, 240 feet west of Naco highway crossing;

Movable crossing on Campbell shaft lumber spur, 190 feet west of No. 1 loading track switch;

The movable type crossings are narrow gauge turn-back rails, normally clear of SP track and locked when not in use. See that turn-back rails are in normal position clear of SP track, and crossing clear of obstructions before operating over crossing location. Stop signs are located each side of locations desig-

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

Curtiss......Crossing track leading to Apache Powder plant;
Bisbee......Crossing in vicinity of switchback near Phelps Dodge machine shop:

Calumet Crossings at Phelps Dodge smelter on tracks 1 and 2; on track 5 near office; on lead to acid loading plant; and on lead to calcine track;

Douglas...... Crossing of main track and Nacozari lead at 16th St., when bell is not operating;

All crossings on Queen track;

Park and 14th St., crossing on Nacozari lead.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

T&NRR Jct. T&NRR yard track, for No. 1 Track; Benson Benson-Fairbank Br., for helper lead; Benson Jct..... Benson-Fairbank Br., for Mescal line;

Fairbank. Patagonia Br., for Mescal line; Fairbank. Tombstone Br., for Mescal line; Lewis Springs. Ft. Huachuca Br., for Mescal line; Bisbee Jct. Bisbee Br., for Mescal line;

Bisbee Jct. Bisbee Br., east end of west leg of wye must be left lined for west leg of wye; east leg of wye is main track;

Douglas...... Nacozari RR, for SP yard track; Tombstone..... Switch on stem of wye leading to Bunker Hill

Mining Co., for east leg of wye; Corta Bisbee Br., for Bisbee-Lowell Cutoff; Lowell Bisbee-Lowell Cutoff, for Bisbee Br.;

Don Luis..... Bisbee Br., east and west wye switches, for yard tracks.

DERAILS IN MAIN TRACK

Benson Jct. On Benson-Fairbank Br., 284 feet west of junction switch:

FairbankOn Patagonia Br., 260 feet east of junction switch; Fairbank On Tombstone Br., 300 feet east of junction switch; Lewis Springs...On Ft. Huachuca Br., 237 feet east of junction

switch: Bisbee 225 feet west of station building.

RULE 105. Following tracks are designated for use as sidings: Lewis Springs. Siding located east of station building on north side of main track.

Hereford. Siding located opposite station building on north side of main track, extending eastward from turnout east of stock

Naco. Siding located east of station building on north side of main track.

RULE 221. Light will not be displayed in train-order signal at Curtiss, except when train-order operator is on duty.

METHOD OF DISPATCHING TRAINS BETWEEN TUCSON AND MESCAL

Dispatching on Mescal Subdivision in its entirety will be handled by Rio Grande Division.

No. 1 Track Mescal Subdivision and No. 2 Track Bowie Subdivision will be operated under double track rules, No. 1 Track westward track and No. 2 Track eastward track.

Limits of double track operation between Tucson and Mescal

will be as follows:

Eastward—Via No. 2 Track to west interlocking limit at Mescal. Westward—Via No. 1 Track from west interlocking limit, Mescal to Tucson.

RULE D-97 (A). Will apply on No. 1 and No. 2 Tracks between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train

dispatcher before using either track.

Trains from Bowie Subdivision moving to Mescal Subdivision, and trains on Mescal Subdivision moving through Mescal, with the same conductor and engineer operating through Mescal, may be issued train orders on one subdivision that affect their movements on either, or both subdivisions. Any such train orders issued by one division to a train on the other division must be transmitted to the other division addressed to Dispatcher before complete is given to the order addressed to the train; and such orders must be shown on clearance issued by the division on which train originates.

RULE 82 (A). Regular trains and sections of schedules authorized on Bowie or Mescal Subdivisions are authorized to assume corresponding schedules or sections of schedules on Bowie or Mescal Subdivisions at Mescal without clearance.

Westward trains may leave Mescal without clearance provided

train is properly cleared by train-order signal.

RULE 83 (B). When a regular train is checked on Bowie or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 505. AUTOMATIC BLOCK SYSTEM

Signals displaying indication in both upper and lower quadrants are in service. Upper quadrant signal arm extending upward parallel

to signal mast indicates "proceed".

Westward trains on No. 1 Track between Mescal and Tucson finding a signal indicating "stop" will apply Rule 509 (i). Eastward trains on No. 1 Track will have no block signal protection between Tucson and Signal 10078; and eastward trains on No. 1 Track between Signal 10078 and Mescal finding a signal indicating "stop" will

apply Rule 509 (g), 509 (h), or 509 (J).

When Signal 9875 displays stop indication, approach to within 150 feet of signal and stop. Signal may then display proceed indication. tion after 45 seconds after which proceed signal from yardman (white flag by day, green light by night) must be received.

RULE 605. INTERLOCKING

Mescal. Interlocking signals of Rio Grande Division will display indication in upper quadrant. Signal arm extending upward parallel to signal mast indicates "proceed".

over and Tucson Division to No. 1 Track, o —

Limits are between home signals at east switch of east crossover and west switch of west crossover on Rio Grande Division, and home signals at east and west ends of north and south sidings on Tucson Division. Switches are under control of signal operator, except switch leading from north siding to water and outfit spurs, and from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must

not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in the event remote control appliance is inoperative.

WHISTLE SIGNALS Eastward trains to Tucson Division, o o — o o. Eastward trains to Rio Grande Division, - 0 0 0 0. Eastward trains to south siding, o — o. Eastward trains south siding to Tucson Division, o o — o. Eastward trains south siding to Rio Grande Division, o — o o. Westward trains north siding to No. 1 Track, — - 0 0. Westward trains Tucson Division to No. 1 Track, o — Westward trains Tucson Division to north siding, o o -Westward trains Rio Grande Division to No. 1 Track, — o -Westward trains from Rio Grande Division through east cross-

GENERAL REGULATIONS

RULE 836. If it can be avoided engines must not push trains between Bisbee Jct. and Don Luis.

RULE 827. TRAIN INSPECTION

When conditions are favorable and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles. Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five

minutes for inspection at Campstone.

AIR BRAKE RULES

RULE 17. Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty percent of retainers Don Luis to Bisbee Jct. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Jct. and fifty percent of retainers Bisbee Jct. to Forrest.

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

Sonoita. Tombstone.......Westward. Ft. Huachuca..... Westward.

RULE 33. Bisbee Branch, Bisbee-Lowell Cutoff, Ft. Huachuca Branch, Tombstone Branch and all tracks at Curtiss Powder plant: Air brakes must be used on all cars in all operations.

Naco. Air brakes must be used when switching pumping plant

Forrest. Air brakes must be used on all cars in switching Paul's spur.

Douglas. Phelps Dodge smelter: Air brakes must be used on all cars placed on unloading trestles at P. D. smelter. Air brakes must be used and rear end test made as per Air Brake Rule 25 on all operations between Douglas yard and the P. D. smelter.

PASSENGER TRAINS

RULE 38. At Douglas when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear end

air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediate ly signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle

momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagman and other mem-

bers of train crew.

MISCELLANEOUS

1. Avoid taking water at following emergency water stations: Whetstone. Garden Canon.

If necessary to take water, take only enough to reach next unrestricted water station.

Engines going to Don Luis must take full tank of water at Bisbee Jct.

9. Naco. Opening of five car lengths must be left each side of crossing west of passenger station.

28. Where bus connection is provided at Bisbee Jct. conductors of passenger trains scheduled to stop will ascertain if bus has arrived or ask for instructions.

TRACK AND CAR RESTRICTIONS

Ft. Huachuca Branch: SP, Mt, and Mk class engs. must not turn on wye Ft. Huachuca or operate beyond MP 1072.

Tombstone Branch: Bunker Hill tracks, Tombstone, must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance."

Bisbee Branch: Campbell shaft track and Denn spur track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations."

Shop spur in Junction Mine yard at Lowell, engines must not pass sign reading: "Engines Must Not Pass This Point."

Lowell: Engines must not operate over trestle 1091.38 on approach to ore bin, Shattuck Denn mine.

Look out for fallen rocks on curve between MP 1053 and MP 1053.8, west of Charleston.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines heavier than 161,000 lbs. on driversTom Engines heavier than 178,000 lbs. on driversCala	nbstoneSchuster track.
and Bisbee-Lowell Cute	ntents): ne, Ft. Huachuca, Bisbee Branches, off210,000 pounds

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR E	ASTWARD TRA	INS	FOR WESTWARD TRAINS			
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	
*1006.7 *1009.4 *1020.1 1044.6 1052.7 1059.4 1065.3 1067.4 1077.0 1080.1 1087.9 1089.4 1091.9	1007.5 1010.2 1020.9 1045.4 1053.5 1060.2 1066.1 1088.2 1077.8 1080.8 1088.7 1090.2 1090.7 1090.7	1008. 4 1017. 7 1021. 2 1045. 9 1053. 8 1060. 4 1066. 3 1089. 5 1078. 1 1081. 0 1089. 3 1091. 8 1093. 1	*1009.2 *1018.5 *1022.0 1046.7 1054.6 1061.2 1067.1 1070.3 1078.8 1081.8 1090.1 1092.6 1093.9 1096.0	1008.4 1017.7 1021.2 1045.9 1053.8 1060.4 1086.3 1089.5 1078.1 1081.0 1089.3 1091.8 1093.1	1007.5 1010.2 1020.9 1045.4 1053.5 1060.2 1066.1 1068.2 1077.8 1080.8 1080.8 1080.7 1090.2	
*Track No. 1			*Track No. 1	1000.2	1000.0	

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
997.8	Rita	Water column—main and	d siding Side
1028.6	Whetstone	Water column-main and	d siding Side
1048.2	Fairbank	Water column-main and	d siding Side
1058.8	Lewis Springs	Water tank spout—main	trackSide
1069.0	Hereford	. Water column-main and	l siding Side
1085.0	Bisbee Jct	Water column-main and	l sidingSide
1089.0	Crook Tunnel.	• • • • • • • • • • • • • • • • • • • •	Over and side
1096.9		Water column-main and	
1107.0	Douglas	East water column-main	and siding Side
		ATAGONIA BRANCH	3
1051.9		. Bridge over San Pedro Ri	iver Over
1055.3		. Bridge over Babacomari	
1067.4		. Bridge over Babacomari	Creek Over
1073.8	Elgin	Platform	Side
	-	HUACHUCA BRANCH	· · · · · · · · · · · · · · · · · · ·
1059.0		. Bridge over San Pedro R	iver. Over and side

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Patagonia Branch: Do not exceed 10 MPH over bridges 1051.96, 1055.29, 1067.41 and 1085.15.

Ft. Huachuca Branch: SP, Mt and Mk class engines will head eastward and back westward and not exceed speed of 20 MPH.

Trains handling loaded ore cars between Bisbee Jct. and Calumet must not exceed 25 MPH.

· · · · · · · · · · · · · · · · · · ·		h Caution
SPEED RESTRICTIONS	Not	Exceeding
FOR OTHER THAN MAIN TRACKS		MPH
Through sidings, yard and other side-tracks, crossov	ers.	
turnouts, and slip-switches, except		15
On wye tracks at Fairbanks, Lewis Springs, Bisbee	Ct	-0
Douglas		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
MescalWest turnout west crossover.		20
East turnout east crossover		20
BensonWye track		10
CurtissMagazine spur		10
TombstoneAll tracks		10
Lewis Springs East end west leg of wye		10
Ft. Huachuca Stem of wye		10
Bisbee All tracks	• • •	10
Lowell All tracks Junction yard	• • •	10
Sacramento spur	• • •	10
Denn Lumber spur Douglas Nacozari connection	• • •	10
		20
Machine shop and industry tra Through any siding, crossover, turnout, or slip-swi	CKS	10
with engine backing	ten	10
with chighle backing		10

2

-MESCAL

SUBDIVISION

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

				٧	VITH TR	AIN — ENGI	NE RU	NNING FORW	ARD		LIGH	TENGIN	E RUNNING FO	RWARD		BACKING TRAIN OR	
Page	TERRITORY	P_R (if	E A P-1-3-		AC-4-5-	T-1-8-9- 23-28-31- 36-57-58	ER	C-2-4-5-8-9- 10-18-19-26- 27-28-29	C-15-17-		F	T-28-	M T-1-8-9-23-28- 31-36-57-58 C-2-4-5-8-9-	- C-15- 17-32 TW	E Mk	M AC	
No.		GS Mt	4-5-8- 11 P-8 (if not CCB*)	-26 -32 -37 -40	7-8-9-	Mk-5-6-7-	M AM-2 B-1	TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	32 Mk-10- 11 MM-3	FREIGHT AND MIXED	P	32-37- 40 F (If CCB*)	10-18-19-26- 27-28-29	Mk-2-4- 10-11 AC AM-2	A F P Mt C GS TW SP B-1	AM-2 MM-3 Gas- elec. cars	
2-3	Tucson-MP 985.26 (W. Sw. PFE Yard). MP 985.26-MP 988.09 (Track No.1). MP 988.09-MP 990.3. MP 990.3-Mescal Mescal through interlocking limits, except. Through Crossovers at east and west ends Mescal Interlocking Plant when moving between Tucson Division and Rio Grande Division main tracks.	15 30 50 65 50	15 30 50 65 50	15 30 50 60 50	15 30 50 55 55	15 30 50 50 50	15 30 45 45 45	15 30 40 40 40	15 30 35 35 35 35	15 25 35 40 35	15 20 40 45 45	15 20 35 40 40	15 20 35 35 35 35	15 20 30 30 30 30	15 20 30 30 30 30	15 20 25 25 25 25	SPECIAI
	Rio Grande Division main tracks Mescal-Fairbank Fairbank-Douglas, except Douglas, over 16th St. Crossing Fairbank-Patagonia. Benson JctBenson	1 60	25 60 50 10 20			25 50 50 10	25 45 45 10	25 40 40 10	25 35 35 10	25 40 40 10 20	25 45 40 10	25 40 35 10	25 35 35 10	25 30 30 10 20	15 30 30 10 15 15	15 25 25 10 15 15 15	INST
	Benson JctBenson. Tombstone-Fairbank. Fort Huachuca-Lewis Springs. Bisbee Branch.	25	20 25	25		25	20 20 25 25	20 20 25 25	20 20 25 25 25	20 20 25 20		20	20 20 25 20	20 20 25 20	15 15 20 15	15 15 20 15	INSTRUCTIO
		-			<u>t</u>	ı						1		I	<u>}</u>		SNC

RATING OF ENGINES-In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Tucson to Naco	Nace to Bishee Jct.	Bisbee Jct. to Douglas Bisbee Jct. to Fairbank Mescal to Tucson	Douglas to Bisbee Jct.	Fairbank to Mescal	
E-23 M-4 M-6, 8 M-9, 11 M-11	1500 and 1502	1200 1650 1950 2050 2150	1550 2100 2500 2650 2750	5000 5000 6000 6000 6000	1300 1750 2100 2200 2300	2550 3350 3950 4200 4350	
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271	1400 990 2000 1750 2250 2300 1500 2050 1850	1800 1250 2600 2250 2900 2950 1950 2600 2350	5000 5000 6000 6000 8000 8000 5000 6000	1500 1050 2200 1900 2450 2450 1650 2200 2000	2900 2050 4150 3650 4600 4650 3100 4150 3750	
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-11 P-12	[2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460] [2400, 2403 to 2407 and 2415	1800 1850 1950 2250 2400 2450 2600 1950 2600	2300 2450 2550 2900 3100 3200 3350 2500 3350	6000 6000 6000 8000 8000 8000 8000 8000	1950 2050 2150 2450 2600 2650 2800 2100 2800	3750 3900 4100 4650 4950 5150 5400 4000 5300	
C-5, 8, 9, 10, 26 to 28 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469 2500, 2505 to 2507 2510 and 2511 3400 to 3409 3410 to 3426 2900 to 2913 2932 to 2952 2926 to 2931 and 2957 2914 to 2923	2500 1600 1950 2350 2400 1900 1500 1400 2100	3200 2050 2500 3000 3100 2400 1950 1800 2650	8000 5000 6000 8000 8000 7000 7000 7000 7000	2700 1700 2150 2500 2600 2050 1650 1550 2250	5100 3250 3950 4700 4850 3850 3100 1900 4250	
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029 3025, 3036, 3052 and 3057 3000 to 3003. 3201 to 3240. 3241 to 3277. 3300 to 3324. 3295. 3297 and 3298.	1350 1450 1700 2750 3150 3500 2700 2600	1800 1900 2250 3550 4050 4450 3450 3300	6000 6000 6000 8000 8000 8000 8000 8000	1500 1550 1850 3000 3400 3800 2900 2800	2950 3100 3600 5650 6400 7050 5400 5200	
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652 3653 to 3667 3668 to 3769 3900 to 3911 3930 and 3931 4000 to 4048 4100 to 4125 3800 to 3811, 4126 to 4294	3700 4200 4750 4150 4800 5050 6550 7400	4750 5400 6100 5300 6150 6450 8400 8700	10000 10000 10000 10000 10000 12000 14000 12000	4000 4550 5150 4500 5200 5450 7100 7500	7450 8500 9550 8400 9700 10100 13000 12000	
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376. 4385 to 4390. 4400 to 4415. 4416 to 4469. 5000 to 5048.	3800 3550 3500 4000 5350	4850 4600 4550 5100 6850	10000 10000 10000 10000 10000	4100 3850 3800 4300 5800	7700 7300 7350 8050 10000	
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

MESCAL SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bisbee Jct. to Don Luis Bisbee Jct. to Warren	Don Luis to Bisbee Warren to Bisbee Fairbank to Tombstone	Bisbee to Don Luis Bisbee to Warren Tombstone to Fairbank	Don Luis to Bisbee Jct. Warren to Bisbee Jct.	Lewis Springs to Ft. Huachuca	Ft. Huachura to Lewis Springs	Fairbanks to Sonoita Patagonia to Elgin	Eigin to Fairbank Sonoita to Patagonia	Benson and Benson Jct.
E-23 M-4 M-6, 8 M-9, 11 M-11	1500 and 1502. 1617 to 1713. 1721 to 1803, 1823 to 1825. 1804 to 1822, 1826 to 1831 and 1836. 1832 to 1835.	950 1050	670 950 1050 1200 1250	5000 5000 6000 6000 6000	5000 5000 6000 6000 6000	670 950 1050 1200 1250	5000 5000 6000 6000 6000	830 1150(A)	5000 5000(A)	830 1150 1360 1450 1500
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271 2161, 2174 and 2178. 2301 to 2310 2283 to 2299 2311 to 2362 2363 to 2384 2103 2105 and 2106 2385 and 2386	550	800 550 1200 1000 1300 1300(E) 870 1150 1050	5000 5000 6000 6000 8000 8000(E) 6000 6000	5000 5000 6000 6000 8000 8000 6000 6000	800 550 1200 1000 1300 1300 870 1150 1050	5000 5000 6000 6000 8000 8000 6000 6000	1000 690	5000 5000 6000	1000 690 1450 1250 1600 1650(E) 1050 1450 1300
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435,} 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415. 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458. 2476 and 2477. 2461 to 2474, 2478 to 2483. 2475, 2484 to 2491 3100 to 3109. 3120 to 3129.	1000 1050 1100 1250 1350 1350 1450 1100 1490	1000 1050 1100 1250 1350	6000 6000 6000 8000 8000	6000 6000 6000 8000 8000 8000 8000 8000	1000 1050 1100 1250 1350 1350 1450 1100 1490	6000 6000 6000 8000 8000 8000 8000 8000			1250 1300 1350 1600 1700
C-5, 8, 9, 10, 26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469 2500, 2505 to 2507 2510 and 2511 3400 to 3409 3410 to 3426 2900 to 2913 2932 to 2952 2926 to 2931 and 2957 2914 to 2923	1470 940 1150 1350 1430 1100 940 820 1200	1470 940 1150 1350 1430 1100 940 820 1200	8000 5000 6000 8000 8000 7000 6000 6000 7000	8000 5000 6000 8000 8000 7000 6000 6000 7000	1470 940 1150 1350 1430 1100 940 820 1200	8000 5000 6000 8000 8000 7000 6000 6000 7000	1150 1000	5000(B) 6000 6000	1770 1150 1400 1650 1700 1350 1150 1000 1500
A-3 A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029 3025, 3036, 3052 and 3057. 3000 to 3003 3201 to 3240 3241 to 3277 3300 to 3324 3295 3297 and 3298	760 800 960 1700 1850 2070 1600 1550			6000 6000 6000 10000 10000 10000 8000 80	760 800 960 1700 1850 2070 1600 1550	6000 6000 6000 10000 10000 10000 8000 80			960 1000 1200 1950(C) 2250(C) 1950 1850
AC-4, 5	3600 to 3652 3653 to 3667. 3668 to 3769. 3900 to 3911. 3930 and 3931. 4000 to 4048. 4100 to 4125. 3800 to 3811, 4126 to 4294.	2190 2490 2770 2450 2900 3100 4000 4200			10000 10000 10000 10000 10000 10000	2190 2490 2770 2450 2900	10000 10000 10000 10000 10000	NOTES: (A) Applies 1627 and 17 (B) Applies 2506 and 28 (C) Applies 3203 to 320	'03 only. to Engine 107 only.	es 2505,
GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4385 to 4390. 4400 to 4415. 4416 to 4469. 5000 to 5048.	1970 2150 2000 2150 2970		$egin{array}{cccccccccccccccccccccccccccccccccccc$.0000 .0000 .0000 .0000 .0000	1970 2150 2970	10000	(C) Applies 3203 to 320 so 3224, 3227, 3241, 3247, 3259, 3266, 3274 only. (E) Applies to 2384 exce	3268,3271,3 to all Engir	1272 and nes 2363
Empty and	Less than 45 Ms 45 Ms to 55 Ms More than 55 Ms					6 3 0	6 3 0	6 3 0		3 3 0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (d). As specified below, --- o sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99:

Anapra, trains on Hachita Subdivision.

RULE 14 (e). As specified below, — — — — — sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99:

Anapra, trains on Hachita Subdivision.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Douglas.

RULE 82 (A). Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules on Deming Subdivision at Anapra without

clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by

train-order signal.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows: Anapra, All trains

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP	East	MP
1106.02	Dungias	9.06
1204.46	Hachita 120	07.96

RULE 95. Sections of schedules may be arranged from El Paso (Union Depot) or Tower 6 by telegram from chief train dispatcher, to Anapra, or to El Paso (Cotton Ave.), where train-order authority will be placed.

Form F train-orders reading to Anapra from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

Crossing of main track and Nacozari lead at 16th Douglas....

St., when bell is not operating; All crossings on Queen track;

Park and 14th St., crossings on Nacozari lead.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows: Douglas.....Nacozari RR, for SP yard track;

Anapra East end of west crossover, and west end of east crossover, for Deming line; these switches will be handled by operator.

RULE 105. Following tracks are designated for use as sidings: Hachita: Siding is on south side of main track. East switch located 1470 feet east of station building, west switch 200 feet west of west wye switch.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train-orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal			P	rote	ction		Westward Signal
<u> </u>	Spring	Switch,	west	end	west	crossover, Anapra	P-13175 P-13177
	Spring	Switch,	east	end	east	crossover, Anapra	P-13189

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

umougn	LUICSC	Switches.		Noi	mal Max	imum Spee	d
Location	n		and the graduate	Posi	ition	Psgr. Fr	t.
Ananra	W	est end w	zest crossov	er No.	2 track	25 2	5

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when passing over the switches in facing movement, or in trailing through them: Normal Maximum Speed

Morinian maximum opeca
Location Position Psgr. Frt.
Docation
AnapraEast end east crossoverNo. 2 track 25 20
Ananga cast end east crossover

RULE 827. TRAIN INSPECTION.

When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles. Inspection must be made at any intermediate stop.

PASSENGER TRAINS

RULE 38. At Douglas, when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear,

rear-end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediately in the character of the chara diately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagmen and

other members of train crew.

MISCELLANEOUS

Avoid taking water at following emergency water stations: Noria Hermanas Cazador

If necessary to take water, take only enough to reach next unrestricted water station.

Mt. Riley: Eastward trains take only enough water to reach El Paso, westward trains take only enough water to reach Columbus.

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

TRACK AND CAR RESTRICTIONS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines bearing then	

Engines heavier than 200,000 pounds on drivers...Douglas..Government spur; Brewery and Gypsum plant tracks.

Look out for drifted sand between Columbus and Anapra.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR	EASTWARD TR	AINS	FOR W	R WESTWARD TRAINS			
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P		
1114.2 1133.7 1138.9 1155.2 1163.9 1178.2 1183.4 1128.4 1128.4 1226.2 1231.2 1264.9 1266.6 1279.2 1282.6 1299.7 1299.7 1293.1 1813.5 •1318.8	1115.0 1134.5 1139.7 1156.0 1164.6 1179.0 1184.2 1227.0 1232.0 1232.0 1265.7 1280.0 1283.4 1280.3 1291.5 1291.5	1126. 2 1135. 2 1140. 2 1163. 4 1163. 4 1189. 0 1183. 4 1185. 0 1226. 4 1231. 0 1264. 5 1266. 2 1272. 0 1272. 0 1272. 0 1282. 4 1285. 3 1292. 9 1309. 9 1309. 9	1109.0 1127.0 1138.0 1141.0 1164.2 1169.8 1184.2 1185.8 1227.2 1231.8 1265.3 1267.0 1272.8 1283.2 1286.1 1291.5 1293.7 1309.7 1309.7	1108. 2 1126. 2 1135. 2 1140. 2 1163. 4 1169. 0 1183. 4 1185. 0 1226. 4 1231. 0 1264. 5 1266. 2 1272. 0 1282. 4 1282. 3 1290. 7 1292. 9 1308. 9 1318. 8 1319. 9	1107. 8 1115. 0 1134. 5 1139. 7 1156. 0 1164. 6 1179. 0 1184. 2 1186. 2 1232. 0 1265. 7 1265. 7 1280. 0 1283. 4 1286. 3 1291. 5 1291. 5 1292. 9 1314. 3		

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
1107.0	Douglas	. East water column — ma	
1121.1	Cazador	and siding	_
1147.1	Apache	main track	
1158.7	Rodeo	main track	
1230.9		main track	Over and side
	neimanas	Water tank and spout main track	
1285.6	Mt. Riley	Water column—main tra	ckSide
1299.0		Water column—main and	

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution, Not Exceeding MPH
Through sidings, yard and other side-tracks, crosso	vers,
turnouts, and slip-switches, except	15
On wye tracks at Douglas	10
On wye tracks at stations not listed above On all turnouts listed below:	6
Douglas Nacozari Connection	20
Machine shop and industry tracks.	10
Through any siding, crossover, turnout, or slip-sy	vitch
with engine backing	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

ľ	1				WI	TH TRAII	N ENGIN	E RUN	VING FORWAR	RD.		LIGHT	ENGINE	RUNNING FO	ORWARD	WITH T	RAIN OR	
l				PASSENGER								1				LIGHT		
	Page No.	TERRITORY	CCB*) P-7-	E A P-1-3- 4-5-6- 11 P-8 (if not CCB*)	-26 -32	10-11-	T-1-8-8- 23-28-31- 36-57-58 Mk-5-6-7- 8-9 F (if CCB*) SP Gas-elec. cars	M AM-2 B-1	TW Mk-2-4 F (if not	C-15-17- 32 Mk-10- 11 MM-3	FREIGHT	ip .	T-26- 32-37- 40 F (if GCB*)	27-28-29	17-32 TW Mk-2-4- 10-11 AC	E Mk A F P Mt C GS TW SP B-1	M AC AM-2 MM-3 Gas- elec. cars	
	5, 6	Douglas-MP 1115, except Douglas, over 16th St. Crossing. MP 1115-Perilla Perilla-MP 1142 MP 1142-MP 1156 MP 1156-Mastodon, except Columbus, over road crossing just west of station. Mastodon-Anapra	40 60 65 60 30	60 10 40 60 65 60 30 50	60 10 40 60 60 60 30 50	55 10 40 55 55 55 55 55 55	50 10 40 50 50 50 50 50	45 10 40 45 45 45 30 45	40 10 40 40 40 40 40 40 40	35 10 35 35 35 35 36 30 35	40 10 40 40 40 40 40 40 20	45 10 40 45 45 45 20 40	40 10 35 40 40 40 20 35	35 10 35 35 35 35 35 20 35	30 10 30 30 30 30 20 30	30 10 30 30 30 30 10 30	25 10 25 25 25 25 25 10 25	

HACHITA SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS AND THE PROPERTY OF THE PROPER	Douglas to Anapra	Anapra to Douglas
E-23	1500 and 1502	1200	1300
M-4	1617 to 1713.	1650	1750
M-6, 8	1721 to 1803, 1823 to 1825.	1950	2100
M-9, 11	1804 to 1822, 1826 to 1831 and 1836.	2050	2200
M-11	1832 to 1835.	2150	2300
T-1	2242 to 2271	1400	1500
T-8, 9		990	1050
T-23		2000	2200
T-26		1750	1900
T-28, 31		2250	2450
T-32, 40		2300	2450
T-36		1500	1650
T-37		2050	2200
T-57, 58		1850	2000
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	(2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435,) 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415. 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458. 2476 and 2477. 2461 to 2474, 2478 to 2483. 2475, 2484 to 2491 3100 to 3109. 3120 to 3129.	1800 1850 1950 2250 2400 2450 2600 1950 2600	1950 2050 2150 2450 2600 2650 2800 2100 2800
C-5, 8, 9, 10, 26 to	29 2513 to 2599, 2624 to 2860, 3440 to 3469	2500	2700
C-15, 32		1600	1700
C-17		1950	2150
C-18		2350	2500
C-19		2400	2600
TW-1		1900	2050
TW-2, 3		1500	1650
TW-4, 6		1400	1550
TW-8		2100	2250
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029. 3025, 3036, 3052 and 3057. 3000 to 3003. 3201 to 3240. 3241 to 3277. 3300 to 3324. 3295. 3297 and 3298.	1350 1450 1700 2750 3150 3500 2700 2600	1500 1550 1850 3000 3400 3800 2900 2800
F-1	3600 to 3652	3700	4000
F-3	3653 to 3667	4200	4550
F-4, 5	3668 to 3769	4750	5150
AM-2	3900 to 3911	4150	4500
MM-3	3930 and 3931	4800	5200
AC-1, 2, 3	4000 to 4048.	5050	5450
AC-4, 5	4100 to 4125	6550	7100
AC-6 to 12	3800 to 3811, 4126 to 4294.	7400	7500
Mt-1, 3, 4, 5	4300 to 4376.	3800	4100
Mt-2	4385 to 4390.	3550	3850
GS-1, 2	4400 to 4415.	3500	3800
GS-3, 4, 5, 6	4416 to 4469.	4000	4300
SP-1, 2, 3	5000 to 5048.	5350	5800
Allowance for	(Less than 45 Ms	6	6
Empty and	45 Ms to 55 Ms	3	3
Underloaded Car	s More than 55 Ms	0	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (d). As specified below, --- o sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99:

Anapra, Trains on Hachita Subdivision.

RULE 14 (e). As specified below, — — — — — sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99:

Anapra, Trains on Hachita Subdivision.

RULE 14 (1). Whistle Signal 14 (1) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at El Paso (except those arriving Union Depot).

RULE 27. Light will not be displayed in switch lamps on Clifton Branch at night.

RULE D-71. Trains may move between Anapra and El Paso (Cotton Ave.) with current of traffic irrespective of time-table superiority, but must avoid delaying passenger trains.

Trains and engines moving via Icehouse Crossover to Tower 6 on T&NO track must run with caution, expecting to find track

occupied.

Semi-automatic signal on No. 2 track west of Icehouse Crossover will display caution indication when switch to crossover from No. 2 track to T&NO track is lined and Signal 8314 at east end of

crossover displays stop indication.

Main tracks between Tower 47 and Tower 6 will be used jointly by Deming and Alamogordo Subdivision trains and T&NO trains, and movement between these points must be made with caution,

expecting to find main track occupied.

RULE 82 (A). Crews ordered for regular trains and sections of schedules at El Paso (Union Depot) may assume those schedules without clearance and proceed to Anapra, or to El Paso (Cotton Ave.) where they must receive train orders and check of trains when necessary, and clearance which must bear dispatcher's O. K.

Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave

Anapra without clearance, provided train is properly cleared by

train-order signal.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

East Lordsburg, westward trains, and eastward first-class trains;

Anapra, All trains

Trains leaving El Paso (Union Depot) show time of departure on ticket left at Anapra.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP	A Line Control of the	East MP
1147.19	Lordsburg	1151.38 1148.38 1148.52
1206.88 1319.87 1291.54	Deming	1209.71
1291.04	" " (Alamogordo Subdivision)	1300.54
1183.67 1215.32	Duncan	1184.81 1216.89

Deming: Cars for Government Airport will be placed on Airport track east of derail 200 feet from initial switch. If instructed to move cars to or from the Airport, engine handling must have all cars in advance of engine as it moves into spur, and must not exceed 15 MPH on tangent, and 10 MPH on curves on this spur.

RULE 95. Sections of schedules may be arranged from El Paso (Union Depot) or Tower 6 by telegram from chief train dis-

patcher, to Anapra, where train-order authority will be placed.

Form F train orders reading to Anapra from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE D-97 (A). Applies between Anapra and Tower 47.

RULE 98. Railroad crossings at grade not interlocked:

El Paso. T&P main track crossing of River track at Dallas St.: T&NO wye track crossing of River track at Cotton Ave.;

T&P yard track crossing of River track near foundry. Movement over this crossing may be made only after flagman has preceded movement.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

El Paso. Crossings of River track at Dallas St., Magoffin Ave., Texas St., East San Antonio St., Myrtle Ave., and Bassett Ave.;

All crossings on EP&NE lead in east yard, when making westward movement:

Crossing Cotton Ave., in making movement to or from T&P via

wye connection;

Crossing Dallas St., in making movement to or from Tower 47; Street crossings between North Campbell St., and Main St., on all tracks, when traffic light is not operating;

If trains or engines are stopped and block street crossings in

El Paso, promptly communicate with yardmaster;
Flashing light type crossing warning signal on No. 2 track at
Globe Mills is not connected with the two industry tracks at Globe Mills, and flagman must precede any movement over crossing on either of these two tracks.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows: Anapra East end of west crossover, and west end of east crossover, for Deming line; these switches

will be handled by operator;

LordsburgLawrence Br., for Deming line; LordsburgLadder track at east end, must be left lined for tail track.

Lordsburg Clifton Br., for yard track.

DERAILS IN MAIN TRACK

Lordsburg On Lawrence Br., 295 ft. east of junction switch.

RULE 105. Following tracks are designated for use as sidings. Strauss.....Siding is first track south of main track.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train-orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221.

Westward trains need not obtain clearance at East Lordsburg. Eastward trains must obtain clearance before leaving East

Trains must obtain clearance before leaving Deming Light will not be displayed in train-order signal at Duncan except when train-order operator is on duty.

RULE D-251. Will apply as follows: On No. 2 track, Anapra to El Paso (Cotton Ave.). On No. 1 track, El Paso (Cotton Ave.) to Anapra.

RULE 505. AUTOMATIC BLOCK SYSTEM

Following tracks are not protected by automatic block signals: T&NO tracks 1 and 2 between El Paso St., El Paso, and west limit of Tower 47.

Pacific Lines track 3 between Tower 6 and Campbell St., El

Tracks within limits of El Paso Union Depot Company's yard. Signals 12162, 12163 and 12164 on P. D. track, Clifton, govern movements on P. D. track only.

Trains moving with the current of traffic on No. 1 Track or No. 2 Track between Tower 6 and Anapra finding an automatic signal indicating "stop" will apply Rule 509 (i). Trains moving against current of traffic on either of these tracks finding an automatic signal indicating "track" "ill and the state of the state signal indicating "stop" will apply Rule 509 (g), 509 (h), or 509 (J).

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Annual result from Protection and Section 2	Westward Signal
	Spring switch, east end siding, Separ	
	Spring switch, east end siding, Deming Spring switch, east end siding, Afton	P-12093 P-12599
P-13174	Spring switch, west end west crossover, Anapra	(P-13175 (P-13177
	Spring switch, east end east crossover, Anapra	P-13189

RULE 516. Overlap posts:

Deming: Opposite block signal 12075, westward trains. Bowen: 292 feet west of block signal 13194, eastward trains. 18 feet west of block signal 13188, westward trains.

RULE 535. SPRING SWITCHES.

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		nal Ma ion		
SeparEast end siding	. Main	track	. 15	15
DemingEast end siding	. Main	track	. 15	15
Afton East end siding				20
AnapraWest end west crossover	.No. 2	track	. 25	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when passing over the switches in facing movement, or in trailing through them:

Location		Maximum : Psgr.	
AnapraEast end east crossover	No. 2 track	25	20
El PasoEast end ice house track, (Globe Mills)T&N	NO No. 2 trac	c —	15

RULE 605. INTERLOCKING.

Tower 6. Switch at west end Icehouse Crossover is a remote control switch operated from Tower 6. Semi-automatic signal 40 feet west of this switch governs movement to Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and secure permission to throw switch by hand. Instructions for operating switch by hand, when so authorized by signal operator, are located in telephone booth.

The upper arm on interlocking home signal at west end Union

Depot yard governs movement into Depot tracks, and lower arm governs movement on No. 2 track to T&NO or Pacific Lines yard.

Switches just east of El Paso (Union Depot) yard for move-

ment into and out of Union Depot tracks, and crossover movement from No. 1 and No. 2 tracks, are operated from Tower 6. Interlocking rules govern. When signals are not cleared, or the switch is not set for the route required, communicate with signal operator at Tower 6 by telephone located in box on westward signal mast at El Paso St., on signal mast near east lead Union Depot, or on iron fence Union Depot. Instructions for operating switches by hand, when authorized by signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been lined for a following passenger train the signal operator must immediately be advised by telephone, in order that he may restore the route and clear signals for the research train.

the route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Depot yard will advise signal operator at Tower 6 by telephone when ready to start switching over Union Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Depot fence, when train is

ready to leave.

The top light on interlocking home signal at El Paso St., governs movement through crossover into Union Depot yard, and lower light governs movement on No. 1 Track.

The crossover used by eastward movements from the westward track (T&NO Track No. 1) to the eastward track (T&NO Track No. 2) is equipped with a hand operated switch machine located opposite east switch of crossover. The two crossover switches are pipeconnected and the one lever operates both switches simultaneously. This switch machine is electrically locked from Tower 6, and trainmen or yardmen desiring to use the crossover must communicate with signal operator at Tower 6 by telephone located in box on signal mast just east of El Paso St. When the switch has been unlocked by the signal operator, and the indicator located at the ground stand indicates "clear", the crossover switches may be operated by the crossover switches and the crossover switches are crossover switche ated by hand. After the crossover has been used, the switches must be restored to normal position, and the signal operator at Tower 6 must be so advised by telephone.

The approach signal arm on interlocking signal on No. 3 Track east of Tower 6 indicates position of home signal arm on Signal 8299

just west of Tower 6 on No. 1 Track.

Whistle signals: Main track movements in either direction with current of

Main track movements between Pacific Lines Track No. 2 and T&NO double track in either direction, o — o.

Other main track movements in either direction against current

T&NO Union Depot connection, from either direction, — o o -Pacific Lines Union Depot connection, from either direction,

RULE 705. LETTER TYPE INDICATORS
Indicators located as follows:

and Requires it as Follows
rain-order office.
fice for instruc-
1

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes at:

El Paso. (Octavia St.), T&NO freight yard: Engine must not be cut off freight trains when train or part of train is left west of Octavia St. until five or more hand brakes have been set on east end of train, or that part left west of Octavia St. Hand brakes on freight trains must be set with brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

RULE 827. TRAIN INSPECTION

When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles, except freight trains may operate between Strauss and Deming. Inspection must be made at any intermediate stop.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving: South siding.

MISCELLANEOUS

1. Avoid taking water at following emergency water stations: Akela, Separ, Afton.

If necessary to take water, take only enough to reach next un-

restricted water station.

Eastward trains take water at Guthrie.

At Deming, except in emergency, oil-burning engines will not take water from column at coal chute. Trainmen will not fill water

cars at this column.

4. When more than one engine is used on a train over Bridge 1205.01, over Gila River, at Guthrie, on Clifton Branch, engines must be spaced at least five car lengths apart.

29. Within the limits of El Paso Union Depot Company's yard,

employes are subject to the Rules and Regulations of that Company. III mori beginsts od gent soluberte ko anakost. 20 21372 ella Glad John, skril sentenist od e noom E en conque comoté en t Locale et les extrodius robustein en de sente anach, selectiones utilità coloret har il biquett at makera l'alche che i i neur coma municipalist de la competit mantri com la ci plane lus municip TRACK AND CAR RESTRICTIONS

Separ. Engines must not go beyond point 10 cars from end of spur.

Deming. Engines must not use crossover between warehouse tracks 1 and 2 at Government airport.

Clifton Branch. Tunnels between MP 1212.1 and MP 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

Strauss. Engines must not use curved portion of either leg of wye tracks, except engines may use that part of west leg of wye to pick up or spot cars at unloading box west of pumphouse.

El Paso. East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 feet 8 inches and equipped with tenders having water capacity of 7000 gals. or

Look out for drifted sand between Anapra and Rio Grande Tunnel, MP 1319.5.

Look out for caving banks in cut east of Rio Grande Tunnel, MP 1319.6 to MP 1319.9.

FOR FACTWARD TRAINS

Look out for drifted sand between Deming and Anapra.

Load limit (car and contents):

Clifton Branch.....210,000 pounds.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR WESTWARD TRAINS

FOR	EASTWARD TH	RAINS	FOR WE	SIWARD THA	N2			
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P			
	DEMING SUBDIVISION							
*1289.2 \$1313.5 \$1318.8	*1289.2 1290.0 1292.9 *1293.9 1292.9 1290. \$\dag{1313.5} 1314.3 1318.8 \$\dag{1319.6} 1318.8 1314.							
*Track No. 1 Track No. 2			*Track No. 1 ♦Track No. 2					
STANDA Mile	LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS Mile Overhead							
1319.5 Rio	1319.5 Rio Grande TunnelOver and Side							
1184.3 Dui	ncan	W	BRANCH ater Column- Main and Sic ees through	ding				
1205.1 Gu	thrie	Gi W	Station Grou la River Bric ater Column-	lgeOv —	er and Side			
1216.3 Cli	Main Track							
1216.4			ock Cuts	-				
1212.1 to 1214.5		Tı	nnels Nos. 1 3, 4, 5 and 6	, 2, Ov	er and Side			

	PEED RESTRICTIONS THER THAN MAIN TRAC	With Caution Not Exceeding MPH
Through siding	s, yard and other side-tracks	s, crossovers,
turnouts and	slip-switches, except:	
On wwo tracks	at Lordsburg and Deming.	10
On wye tracks	at stations not listed above.	6
On all turnouts	listed helow.	
Down	East turnout of siding	20
Fl Dogo	West turnout Icehouse	e Crossover 30
El l'asu	East turnout Icehouse	e Crossover. 20
" "	West lead EP&NE ya	
" "	Industry tracks	
"	Repair, store and mat	torial tracks
	Repair, store and mat	
" "	shop yard	10
	Both ends wye track.	
46 46	Slip (puzzle) switches	s 10
Strauss	East turnouts of sidin	ıg 20
Through any s	iding, crossover, turnout, o	r slip-switch
with engine	backing	10

El Paso. Westward trains and yard engines on No. 3 Track and adjacent track must not exceed speed of 6 MPH over North

Campbell Street.
Trains must approach junction switches of Icehouse Crossover with caution.

El Paso. Trains and engines will not exceed speed of 15 MPH between North Campbell and West Main Streets, inclusive.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

			WITH TRAIN — ENGINE RUNNING FORWARD						LIGH	TENGIN	ENGINE BACKING					
			PASSENGER											ī	WITH	TRAIN O
Page No.		CCB*) P-7- 10-12 GS Mt	11 P-8 (if not CCB*)	-26 -32	AC-4-5- 7-8-9- 10-11- 12 AC-6 (if CCB*)	F (if CCR*)	AM-2	C-2-4-5-8-9- 10-18-19-26- 27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-8 (if not CCB*)	C-15-17- 32 Mk-10- 11 MM-3	FREIGHT AND	A	T-26- 32-37- 40 F (If CCB*)	M T-1-8-9-23-28- 31-36-57-58 C-2-4-5-8-9- 10-18-19-26- 27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	TW Mk-2-4- 10-11 AC AM-2	E MI A F P MI C GS TW SP B-1	Gas-
	Lordsburg-Strauss, except: *Deming, over street crossings. Strauss-Anapra. Anapra-El Paso, except: *El Paso, into street intersections. Tower 6-El Paso Union Depot. Oil Siding-Lawrence. Lordsburg-Franklin Franklin-Duncan. Duncan-MP 1202.5. MP 1202.5-Smelter Smelter-Clifton, except: Curve on Gila River Bridge 1205.01 Clifton, Into Street Intersections		20			50 15 45 50 25 10	45 15 45 45 25 10 15 30 25 25 20 15 10 5	40 15 40 40 25 10 15 30 25 25 20 15 10	35 15 35 35 25 10 15 30 25 25 20 15 10	10		40 15 35 35 25 10	35 15 35 35 25 10 15 30 25 25 20 15	30 15 30 30 25 10 15 30 25 25 25 20 15	30 15 30 30 25 10 15 20 20 15 15 15	25 15 25 25 25 26 10 15 20 20 20 15 15

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

		4	e	5	Lawrence	to Lordsburg	. Siding Siding	rdsburg
NOMINAL CLASS	ENGINE NUMBERS	Lordsburg to Wilr El Paso to Aden	Wilna to El Paso	Aden to Lordsburg	Lordsburg to L	Lordsburg to G So. Siding to L.	Guthrie to So. Cuffon to So. S	So. Stding to Clifton Lawrence to Lordsburg
E-23 M-4 M-6, 8 M-9, 11 M-11	1500 and 1502	2550 2750 3250 3450 3550	2750 3650 4300 4550 4700	2350 3100 3650 3650 4000	230 380 470 520 540	1300 1750 1920 2200 2250	600 860 980 1100 1150	5000 5000 7000 6000 6000
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271 2161, 2174 and 2178. 2301 to 2310 2283 to 2299 2311 to 2362 2363 to 2384 2103 2105 and 2106 2385 and 2386	2350 1650 3400 3000 3750 3800 2500 3400 3050	3100 2250 4500 3950 4950 5050 3350 4500 4050	2650 1900 3800 3350 4200 4300 2850 3800 3450	320 200 480 390 550 560(E) 380 490 450	1500 1050 2150 1850 2400 2450(E) 1570 2100 1950	730 500 1050 910 1200 1200(E) 800 1050 980	5000 5000 6000 6000 8000 8000(E) 6000 6000
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	[2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435,] 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458. 2476 and 2477. 2461 to 2474, 2478 to 2483 2475, 2484 to 2491. 3100 to 3109 3120 to 3129	3050 3200 3350 3800 4050 4150 4400 3300 4350	4050 4250 4450 5050 5350 5550 5850 4350 5750	3400 3600 3750 4250 4550 4700 4950 3700 4900	370 390 420 500 570	1900 2000 2100 2400 2550	910 950 1000 1150 1250	6000 6000 6000 8000 8000
C-5, 8, 9, 10, 26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469. 2500, 2505 to 2507. 2510 and 2511. 3400 to 3409. 3410 to 3426. 2900 to 2913. 2932 to 2952. 2926 to 2931 and 2957. 2914 to 2923.	4150 2650 3250 3850 4000 3150 2500 2400 3500	5500 3500 4300 5050 5250 4150 3350 3150 4600	4650 2950 3650 4300 4450 3550 2850 2700 3900	620 400 530 600 620 480 360 330 520	2640 1700 2100 2450 2530 2000 1700 1500 2200	1350 850 1050 1250 1310 1000 860 750 1100	8000 5000 6000 8000 8000 7000 7000 6000 7000
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11 B-1	3029 3025, 3036, 3052 and 3057 3000 to 3003 3201 to 3240 3241 to 3277 3300 to 3324 3295 3297 and 3298 3500 - 3509	2400 2500 2950 4650 5250 5800 4450 4250 7240	3200 3350 3900 6150 6900 7650 5850 5650 9230	2700 2850 3300 5200 5850 6500 5000 4800 8100	250 260 340 650(C) 750(C) 700 680	1500 1550 1850 2950(C) 3100(C) 2850 2750	680 710 860 1530(C) 1650(C) 1450 1400	
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652 3653 to 3667 3668 to 3769 3900 to 3911 3930 and 3931 4000 to 4048 4100 to 4125 3800 to 3811, 4126 to 4294	8350 10800	8050 9200 10000 9050 10000 10900 14000	6850 7800 8800 7700 8950 9300 12000 12500	and 2507 (C) App 3206, 32 3229, 32	olies to I	gines 3201 3214, 32 3241, 32	3203 to 324, 3227, 347, 3251,
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376 4385 to 4390 4400 to 4415 4416 to 4469 5000 to 5048		8300 7900 7950 8700 10000	7050 6700 6700 7400 10000	3272 and (E) Appl	. 3274 only.	Engines 23	363 to 2384
Allowance for Empty and Underloaded Cars	Less than 45 Ms 45 Ms to 55 Ms More than 55 Ms	3	6 3 0	6 3 0	3 3 0	6 3 0	3 3 0	6 3 0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (1). Whistle Signal 14 (1) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Carrizozo, and at El Paso (except those arriving Union Depot).

RULE D-71. Trains may move between Anapra and El Paso (Cotton Ave.) with current of traffic irrespective of timetable supe-

riority, but must avoid delaying passenger trains.

Main tracks between Tower 47 and Tower 6 will be used jointly by Deming and Alamogordo Subdivision trains and T&NO trains, and movement between these points must be made with caution, expecting to find main track occupied.

RULE 82 (A). Crews ordered for regular trains and sections of schedules at El Paso (Union Depot) may assume those schedules without clearance and proceed to El Paso (Cotton Ave.) where they must receive train orders and check of trains when necessary, and clearance which must bear dispatcher's O. K.

RULE 83. If a positive observation check is made by eastward trains between El Paso (Union Depot) and Tower 47, check will apply at end of double track.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

El Paso (Cotton Ave.), trains originating or terminating at El

Paso (Union Depot).

Trains leaving El Paso (Union Depot) show time of departure on ticket left at El Paso (Cotton Ave.).

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West M	P	East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" " (No. 1 Track)	
	" " (No. 1 Track)	1300.54
1381.47	Alamogordo	1385.06
	" (Inc. wye on Cloudcroft Br.)	. 1000.00
1438.53	Carrizozo	1441.90
1408.13	Cloudcroft	1409.30
1414.47	Russia	

RULE 95. Sections of schedules may be arranged from El Paso (Union Depot) or Tower 6 by telegram from chief train dispatcher, or to El Paso (Cotton Ave.), where train-order authority will be placed.

RULE D-97 (A). Applies between Anapra and Tower 47.

RULE 98. Railroad crossings at grade not interlocked:

El Paso. T&P main track crossing of River track at Dallas St.;

THUSTIMETUR TRUBERS ORTER RELIED VACTORIES TARE IN STREET OF

T&NO wye track crossing of River track at Cotton Ave.;
T&P yard track crossing of River track near foundry. Movement over this crossing may be made only after flagman has preceded movement.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

El Paso. Crossings of River track at Dallas St., Magoffin Ave., Texas St., East San Antonio St., Myrtle Ave., and Bassett Ave.;

All crossings on EP&NE lead in east yard, when making westward movement:

Crossing Cotton Ave., in making movement to or from T&P via wye connection;

Crossing Dallas St., in making movement to or from Tower 47; Street crossings between North Campbell St., and Main St., on all tracks, when traffic light is not operating;

If trains or engines are stopped and block street crossings in El Paso, promptly communicate with yardmaster.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

Alamogordo Jct....Clouderoft Br., for Carrizozo line. Toboggan.......When cars are left on either end of switchback, switches at east and west end of switchback must be lined and locked for westward movement.

DERAILS IN MAIN TRACK

Alamogordo.....On Cloudcroft Br., on east leg of wye, 427 feet east of junction switch.

Alamogordo.....On Cloudcroft Br., on west leg of wye, 192

feet east of main track switch.
Cloudcroft.....150 feet west of west wye switch. Russia837 feet west of west switch.

RULE D-251. Will apply as follows: On No. 2 Track Anapra to El Paso (Cotton Ave.). On No. 1 Track El Paso (Cotton Ave.) to Anapra.

RULE 505. AUTOMATIC BLOCK SYSTEM

Following tracks are not protected by automatic block signals: T&NO tracks 1 and 2 between El Paso St., El Paso, and west limit of Tower 47.

Pacific Lines track 3 between Tower 6 and Campbell St., El Paso.

Tracks within limits of El Paso Union Depot Company's yard.

RULE 535. SPRING SWITCHES

SPRING SWITCHES OTHER THAN MAIN TRACK

Station Location Tracks El Paso.....Shop Yard.....West switch outbound engine track on inbound oil track. West switch outbound coal track on inbound oil track. East end crossover outbound and inbound coal tracks. West end crossover outbound and in

bound coal tracks.

RULE 605. INTERLOCKING

Tower 6. Switch at west end Icehouse Crossover is a remote control switch operated from Tower 6. Semi-automatic signal 40 feet west of this switch governs movement to Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and secure permission to throw switch by hand. Instructions for operating switch by hand, when so author-ized by signal operator, are located in telephone booth.

The upper arm on interlocking home signal at west end Union Depot yard governs movement into Depot tracks, and lower arm governs movement on Track No. 2 to T&NO or Pacific Lines yard.

Switches just east of El Paso (Union Depot) yard for movement into and out of Union Depot tracks, and crossover movement from Tracks No. 1 and No. 2, are operated from Tower 6. Interlocking rules govern. When signals are not cleared, or the switch is not set for the route required, communicate with signal operator at Tower 6 by telephone located in box on westward signal mast at El Paso St., on signal mast near east lead Union Depot, or on iron fence Union Depot. Instructions for operating switches by hand, when authorized by signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been

lined for a following passenger train the signal operator must immediately be advised by telephone, in order that he may restore the

route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Depot yard will advise signal operator at Tower 6 by telephone when ready to start switching over Union Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Depot fence, when train is

ready to leave.

The top light on interlocking home signal at El Paso St., governs movement through crossover into Union Depot yard, and lower light

governs movement on Track No. 1.

The crossover used by eastward movements from the westward track (T&NO Track No. 1) to the eastward track (T&NO Track No. 2) is equipped with a hand operated switch machine located opposite east switch of crossover. The two crossover switches are pipeconnected and the one lever operates both switches simultaneously. This switch machine is electrically locked from Tower 6, and trainmen or yardmen desiring to use the crossover must communicate with signal operator at Tower 6 by telephone located in box on signal mast just east of El Paso St. When the switch has been unlocked by the signal operator, and the indicator located at the ground stand indicates "clear", the crossover switches may be operated by hand. After the crossover has been used, the switches must be restored to normal position, and the signal operator at Tower 6 must be so advised by telephone.

The approach signal arm on interlocking signal on Track No. 3 east of Tower 6 indicates position of home signal arm on Signal 8299

just west of Tower 6 on Track No. 1.

Whistle signals:

Main track movements in either direction with current of traffic.

Main track movements between Pacific Lines Track No. 2 and T&NO double track in either direction, o — o.

Other main track movements in either direction against current of traffic, o -

T&NO Union Depot connection, from either direction, - o o -

Pacific Lines Union Depot connection, from either direction,

TOWER 47. Whistle signals:

Main track movements in either direction with current of

Main track movements in either direction against current of traffic. o

North lead, eastward, $-\mathbf{0} - \mathbf{0}$. North lead, westward, — o —. South lead, eastward, o —— o. with all the streething

South lead, westward, o o — —.
To T&P main track, o o — o. To T&P main track, o o — o.

Westward to west yard, o — o o.

To east yard — — o o.

To east yard, — — o o.

To east yard, — — 0 0.

Eastward to west yard, o — 0.

From T&NO yard to Alamogordo Subdivision, — 0 0 —.

From west yard to Alamogordo Subdivision, — — 0.

From Alamogordo Subdivision to T&NO yard, —.
From Alamogordo Subdivision to west yard, o o — — o.
From any point to SP Shop lead eastward, o o — — o o.
From any point to SP Shop lead westward, o o — o o.

SP roundhouse lead eastward, o - 0 o. SP roundhouse lead westward, o - 0 o.

Three indication light signal on west side of deck of Austin St. viaduct. Green aspect repeats indication of next home signal for movement on T&NO main track; yellow aspect indicates that cross-over is lined for movement to Alamogordo line, but requires movement with caution to next home signal just east of viaduct.

West switch of crossover from T&NO south lead to eastward

main track just east of Austin St. viaduct is equipped with electric lock which must be released by signal operator before switch can be hand thrown. Employe must first call signal operator at Tower 47 from phone at old Austin St. yard office. Instructions for operation of electrically locked switch are posted on phone booth. Switch must be restored and lock box door closed and locked immediately

after movement is completed.

West switch of crossover from T&NO north yard track 2 to Alamogordo line main track is equipped with electric lock and switch indicator which must be released by signal operator before switch can be hand thrown. Employe must first call signal operator at Tower 47 from phone on adjacent building. When lock is released and switch indicator indicates block is not occupied both crossover switches must be lined before movement is started; and switches must be restored and locked immediately after movement is completed.

RULE 705. LETTER TYPE INDICATORS Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	13814	Alamogordo	. Proceed to west end siding.
		Alamogordo	
M	13847	Alamogordo	. Proceed to east end siding.
S	13847	Alamogordo	.Enter siding.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes at:

El Paso (Octavia St.), T&NO and Pacific Lines freight yard: Engine must not be cut off freight trains when train or part of train is left west of Octavia St. until five or more hand brakes have been set on east end of train, or that part left west of Octavia St. Hand brakes on freight trains must be set with brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

On Cloudcroft Branch, cars must not be cut off while in motion or before hand brakes have been set with brake club.

RULE 827. TRAIN INSPECTION

When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles. Inspection must be made at any intermediate stop.

Stops to permit wheel heat radiation and train inspection will

be made at:

High Rolls, La Luz.

AIR BRAKE RULES

RULE 3. Westward trains on the Cloudcroft Branch must use 90 pounds brake pipe pressure.

RULE 17. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Sufficient retainers will be used on westward trains between

Planeport and El Paso to adjust slack.

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

High Rolls.....Westward. Cloudcroft.....Westward. RussiaWestward.

RULE 33. The tonnage of freight or mixed trains between Russia and La Luz must not exceed 80 Ms per operative brake.

Cloudcroft Branch: Air brakes must be used on all cars in all operations.

PASSENGER TRAINS

RULE 38. At Carrizozo when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear rear end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle

momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule
39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagman and other mem-

bers of train crew.

MISCELLANEOUS

Freight trains take only sufficient water at Alamogordo to reach Three Rivers.

When necessary to turn at Toboggan, enter west leg of wye. Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that Company.

TRACK AND CAR RESTRICTIONS

El Paso. East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 feet 8 inches and equipped with tenders having water capacity of 7000 gals. or more.

Cloudcroft Branch. All cars handled between Alamogordo Jct. and Russia must be equipped with independent retainer line; have 1½ inches of lateral in end sills on each side of coupler shank; equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 42 feet in length outside measurement or 14 feet 6 inches in height from top of rail, or equipped with trucks having more than four wheels, cannot be handled between La Luz and Russia. A. A. R. ruling must be observed covering height of loads in open top cars.

Carrizozo. Engines must not move over coal hopper. Look out for drifted sand between Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal.

Look out for fallen rocks and trees between La Luz and Russia.

Engines listed	must not operate on	tracks shown below:
Class of Engine		Restricted Track

Engines heavier than	
200,000 pounds on driversAlamogordo—E	Breece Lumber Co. log
• •	unloading dock; spur
	to ice plant; lead to
	S. W. Milling Co.;
	Coach track; Caboose
	track: Enginehouse
	lead west of engine-
	house: Repair tracks

1, 2, 3 and 4. Engines heavier than 160,000 pounds on drivers...Alamogordo—Wood spur (track No. 119) connected into Tie Treating Plant lead (track No. 111) with switch on north side of log pond.

Load limit (car and contents): Cloudcroft Branch.....169,000 pounds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossove turnouts, and slip-switches, except:	15

turnouts, and slip-switches, except:	15
On wye tracks at Orogrande, Alamogordo Jct., Carrizozo	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
El PasoWest turnout Icehouse Crossover.	30
" " East turnout Icehouse Crossover.	20
" " West lead EP&NE yard	10
" " Industry tracks	10
" " Repair, store and material tracks,	
shop yard	10
" " Both ends wye track	10
" " Slip (puzzle) switches	10
Planeport	10
Alamogordo West turnout of siding	20
" Other tracks, except turnouts from	
main track and excluding west	
turnout of siding	10
High Rolls East end siding	10
Mountain Park Both ends of siding	10
TobogganWye tracks	10
Cloudcroft Hotel spur and wye	10
Cox CanonAll tracks	10
RussiaAll tracks	10
Carrizozo Depressed cinder tracks	10
Through any siding, crossover, turnout, or slip-switch	

and adjacent track, must not exceed speed of 6 MPH over North Campbell Street.

Trains and engines will not exceed speed of 15 MPH between North Campbell and West Main Streets, inclusive.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR	EASTWARD TR	AINS	FOR WESTWARD TRAINS				
Location of	Beginning of	End of	Location of	Beginning of	End of		
Slow Board	Restriction	Restriction	Slow Board	Restriction	Restriction		
M P	M P	M P	M P	M P	M P		
1297.3	1298.1	1300.2	1301.0	1360.2	1298.1		
1381.2	1382.0	1384.2	1385.0	1384.2	1382.0		
1431.3	1432.1	1434.8	1435.6	1434.8	1432.1		

1431.	.5 1102.	1401.0	1450.0	1404.0	1402.1
		OVERHEAD EARANCE OI			
1382.8 1412.9	Almagordo	Coal chu	ute—main tra olumn—main	ck and siding	Side
1414.3 1408.7	Switch Bac Clouderoft	kCribbin Water t	OFT BRANCE gank spout—m -Look out fo	 ain track	Side

cuts between La Luz and Russia.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

		WITH TRAIN — ENGINE RUNNING FORWARD PASSENGER	<u> </u>	LIGHT ENGINE RUNNING FORV		RWARD	ENGINE WITH 1	BACKING RAIN OR GHT								
Page No. TERRITORY		P-8 (if CCB*) P-7- 10-12 GS Mt	E A P-1-3- 4-5-6- 11 P-8 (if not CCB*)	T -28 -32 -37 -40	AC-4-5- 7-8-9- 10-11- 12 AC-8 (if GCB*)	T-1-8-9- 23-28-31- 36-57-58 Mk-5-6-7- 8-9 F (if CCB*) SP Gas-elec. cars	M	C-2-4-5-8-9- 10-18-19-28- 27-28-29 TW Mk-2-4 F (if not CGB*) AC-1-2-3-8 (if not GGB*)	C-15-17- 32 Mk-10- 11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-28- 32-37- 40 F (if CCB*)	M T-1-8-9-23-28- 31-36-57-58 C-2-4-5-8-9- 10-18-19-26- 27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	C-18- 17-32 TW Mk-2-4- 10-11 AC AM-2 MM-3	E Mk A F P Mt C GS TW SP B-1	M AC AM-2 MM-3 Gas- elec. cars
9	El Paso-Ft. Bliss, except: *El Paso, into Street Intersections. Interlocking Limits Tower 47, El Paso Ft. Bliss-MP 1319 MP 1319-Dunes. Dunes-Carrizozo Alamogordo-La Luz. La Luz-Russia	65	60 25 10 65 60 65	25 10 60 60	10 55 55	50 25 10 50 50 50	45 25 10 45 45 45	40 25 10 40 40 40	35 25 10 35 35 35 35 20 12	40 25 10 40 40 40 20 12	45 25 10 45 45 45	40 25 10 40 40 40	35 25 10 35 35 35 35	30 25 10 30 30 30 20 12	30 25 10 30 30 30 20 12	25 25 10 25 25 25 25 20 12
	*Regulated by city ordinance.							5								
														76 B 48		
										L						
								200 mg 100 mg 100 mg 100 mg								

^{*}Regulated by city ordinance.

ALAMOGORDO SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	PROBLEM OF THE PROBLE	El Paso to Carrizozo	Carrizozo to El Paso	Alamogordo to Russia	Russia to Alamogordo
E-23 M-4 M-6, 8 M-9, 11 M-11	1500 and 1502 1617 to 1713 1721 to 1803, 1823 to 1825 1804 to 1822, 1826 to 1831 and 1836 1832 to 1835	1350 1800 2100 2250 2350	2400 3200 3750 3950 4100		
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271. 2161, 2174 and 2178. 2301 to 2310. 2283 to 2299. 2311 to 2362. 2363 to 2384. 2103. 2105 and 2106. 2385 and 2386.	1550 1050 2250 1950 2450 2500 1650 2250 2000	2700 1950 3900 3450 4300 4400 2900 3900 3550		
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	(2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435,) 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415. 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458. 2476 and 2477. 2461 to 2474, 2478 to 2483. 2475, 2484 to 2491. 3100 to 3109. 3120 to 3129.	1950 2050 2150 2450 2650 2700 2850 2150 2850	3500 3700 3850 4350 4650 4800 5100 3800 5100		
C-5, 8, 9, 10, 26 to C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	29 2513 to 2599, 2624 to 2860, 3440 to 3469 2500, 2505 to 2507 2510 and 2511 3400 to 3409 3410 to 3426 2900 to 2913 2932 to 2952 2926 to 2931 and 2957 2914 to 2923	2700 1750 2150 2550 2650 2100 1650 1550 2300	4750 3050 3750 4400 4550 3600 2900 2750 4000		2000 2000
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11 B-1	3029	1550 1600 1900 3050 3450 3850 2950 2850 4150	2750 2900 3400 5350 6050 6650 5100 4900 7280		
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652. 3653 to 3667. 3668 to 3769. 3900 to 3911. 3930 and 3931. 4000 to 4048. 4100 to 4125. 3800 to 3811, 4126 to 4294.	4000 4550 4550 4550 5300 5550 7200 7200	6950 7900 7900 7900 9150 9550 12400 12500		
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376. 4385 to 4390. 4400 to 4415. 4416 to 4469. 5000 to 5048.	3650 4000 3850 4150 5400	6450 7000 6900 7400 9350		
Allowance for Empty and Underloaded Cars	(Less than 45 Ms 45 Ms to 55 Ms More than 55 Ms	6 3 0	6 3 0	3 3 0	3 0 0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Following slow boards have lamp attached which displays yellow light at night: Eastward at MP 1560.6 and westward at MP 1562.6. This light is to call attention to slow board, and is not a yellow signal referred to in Rule 10 (H).

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Carrizozo, Tucumcari and Dawson.

RULE 83 (B). Trains arriving Dawson deliver register ticket with waybills to engine foreman, when on duty, for delivery to operator.

RULE 91. Westward trains between Cabeza and Campana must keep not less than fifteen minutes apart.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West M		East MP
1438.53	Carrizozo	1441.90
1523.65	Vaughn	1526.55
1567.79	Santa Rosa	1569.69
1624.95	Tucumcari	1629.19
ranto de las	" (Dawson Br.)	
1695.08	Roy	
1740.34	French	1742.37
1757.15	Dawson	1759.57

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows: Tucumcari..... Dawson Br., for stock track.

DERAILS IN MAIN TRACK

Dawson.....550 feet west of west switch.

RULE 105. Following tracks are designated for use as sidings: Vaughn. First track north of main track is westward siding for westward trains. Second track north of main track is eastward siding for eastward trains.

Santa Rosa. First track north of main track is westward siding for westward trains. Second track north of main track is eastward siding for eastward trains and connects with westward siding at both ends. West switch of eastward siding must be left lined for westward siding, and east switch of eastward siding must be left lined for eastward siding.

RULE 221. No. 975 must obtain clearance before leaving French.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty: Mosquero, Roy.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastware Signal	i Protection	Westward Signal
P-14786	High water detector, Arch at MP 1479.90	P-14805
P-14900	Spring switch, west end siding, Corona	
	Spring switch, east end siding, Corona	P-14911
P-15578	Spring switch, west end siding, Arabella	
	Spring switch, east end siding, Arabella	P-15589
P-15616	Fire detector, bridge 1561.65	P-15621
P-15682	Spring switch, west end westward siding, Santa Rosa	
	Spring switch, east end westward siding,	
	Santa Rosa	
	Spring switch, east end siding, Los Tanos	
P-16260	Spring switch, west end yard track, Tucumcari	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Max. Speed MPH
CoronaWest end siding	Main track.	20
Corona East end siding	Main track.	20
ArabellaWest end siding		
ArabellaEast end siding		
Santa RosaWest end westward sidir	ngMain track.	15
Santa Rosa East end westward sidii	ng Main track.	15
Los Tanos East end siding		
TucumcariWest end yard track		

SPRING SWITCHES OTHER THAN MAIN TRACK Station Location Track

Tucumcari....East Yard....West switch of East yard west lead on Track No. 9.

RULE 825. Portable rail skids are hung on posts at lower end of siding at:

Arabella.

When necessary to leave cars on siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. TRAIN INSPECTION

When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles, except freight trains may operate between Ancho and Vaughn. Inspection must be made at any intermediate stop.

Stops to permit wheel heat radiation and train inspection will

be made at:

Medio, Campana.

AIR BRAKE RULES

RULE 3. Westward trains between Mosquero and Campana must use 90 pounds brake pipe pressure.

RULE 17. Retaining valves must be used on all cars on westward trains Cabeza to Campana.

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

Medio........Westward. CabezaWestward. Mosquero Westward.

RULE 33. Westward trains from Cabeza to Campana must not handle more than 60 freight cars in one train.

Dawson. Air brakes must be used on all cars moved from tipples or intermediate points to train yard and on all cars moved from train yard to storage yards above tipples or intermediate points, also must be used on other tracks where grade conditions and tonnage handled make it necessary for safe operation, and rear end air test made before cars are moved.

PASSENGER TRAINS

RULE 38. At Carrizozo when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear,

rear end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagmen and other

members of train crew.

RULE 39. Running test shall be made: MP 1488.85..... Eastward and westward passenger trains. MP 1672 (East of Cabeza)—Westward trains.

MISCELLANEOUS

1. Avoid taking water at following emergency water stations: Cuervo, Roy.

If necessary to take water, take only enough to reach next un-

restricted water station.

Eastward freight trains must not take water at Santa Rosa or Cuervo unless in emergency and should ascertain before passing Pastura if it will be necessary for engines to take water and if so take full tank at Pastura.

Promptly report to chief train dispatcher any leak observed

in water service pipeline between Carrizozo and Pastura.

4. When more than one engine is used on a train over Bridges 1631.50, 1638.93 and 1740.80, Dawson Branch, engines must be spaced at least five car lengths apart or run singly over these bridges.

TRACK AND CAR RESTRICTIONS

Carrizozo. Engines must not move over coal hopper.

Vaughn. Engines must not go beyond clearance point on new

Hawks. Engines must not use New Mexico Construction Company's industry track beyond sign reading: "Engines do not pass this point"; or on siding beyond sign reading: "Railroad employes must not move engines through this switch".

Look out for drifted sand between switches at Robsart; and

for fallen rocks and trees during or after rains or thaws between

Arabella and Pintado, and Santa Rosa and Hawks.

Dawson Branch. Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

At Cabeza and Taylor when using Mikado type engine to place coal on coal chute trestles, sufficient cars must be handled to pre-

vent engine occupying trestle.

Engines must not use coal chute hopper on coal track at Pintado, nor pass beyond sign reading "Engines must not pass this point"

Engines listed must not operate on tracks shown below:

Class of Engine

Restricted Tracks

Engines heavier than 178,000 pounds on drivers. . Tucumcari. . Dawson yard, repair and coal storage tracks, water and

HITH S. A. Corrigonachien angine acque and or train cross and or train as desirged on passenger trains. But engine as each aborder trains.

the data of the period of the state of the s

rectamation spurs.

Dawson..Spur to P. D. Merc. Co.,
and new main track bereclamation spurs. and new main track beyond tipple derail.

Load limit (car and contents): Dawson Branch.....210,000 pounds.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR	EASTWARD TR	AINS	FOR V	VESTWARD TRA	lins
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P
1462.9 1486.8	1463.7 1487.6	1474.0 1488.8	1474.8	1474.0	1463.7
1490.3	1491.1	1492.1	1489.6 1492.9	1488.8 1492.1	1487.6 1491.1
1513.3	1514.1	1518.1	1519.0	1518.2	1514.1
1518.5	1519.3	1519.9	1520.7	1519.9	1519.3
1528.5	1529.3	1531.6	1532.4	1531.6	1529.3
1554.2	1556.0	1560.1	1561.4	1560.6	1555.0
*1560.8	1561.6	1561.7	1562.5	1561.7	1561.6
1566.4	1567.2	1570.2	1571.0	1570.2	1567.2
1569.4	1570.2	1596.0	1596.8	1596.0	1570.2
1608.2	1609.0	1610.9	1611.7	1610.9	1609.0
1618.1	1618.9	1621.7	1622.5	1621.7	1618.9

*Pintado Canyon Bridge

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
	EL	PASO - TUCUMCARI	A comment of the state of the s
1482.5	Gallinas	.Water column, main and	sidingSide
1525.4		.West water column at sta	
		and siding	
1547.2	Pastura	.Water column, main and	
1563.7		.Coal chute-main track	
1568.3		.Water column-main and	
1585.8		.Water column-main and	
1606.7		Water column—main and	
	I	DAWSON BRANCH	A TOTAL CONTRACTOR
1639.0	Bridge 1638.93.	Bridge over Canadian Riv	zerSide
1673.0		Coal chute-main track	
1715.6		Water tank spout-main	
1729.8		Coal chute—main track	
	la Translation H. 2001 and Tourist I Against Spatial	NOTE—Look out for nar cuts between Tucumca beza.	row rock

CONSTRUCTION OF THE CONTROL OF THE C SPEED RESTRICTIONS With Caution Not Exceeding FOR OTHER THAN MAIN TRACKS MPH

Through sidings, ya	rd and other side-tracks, crossovers, o-switches, except:	15	
On wave treels at C	arrizozo and Tucumcari		
		10	
On wye tracks at st On all turnouts list	ations not listed aboveed below:	6	
Carrizozo	. Depressed cinder tracks	10	
	.East and west turnouts of siding.	$\bar{20}$	
	Pumphouse spur	10	
	East and west wye	10	
		20	
	.West turnout No. 1 track		
rucumearr		20	
•	East lead of west yard	10	
	East and west leads east yard	10	
	Dawson yard tracks	10	
Campana	.Wye tracks	10	
	.Track No. 2 and wye	10	
	Track No. 2 and industry tracks	ĪŎ	
	.Track No. 2 and wye	īŏ	
	All tracks	īŏ	
Tinough any siding	g, crossover, turnout, or slip-switch	46	
with engine back	ing	10	

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

				Wi				IING FORWAF	RD.		LIGHT	ENGINE	RUNNING FO	DRWARD	WITH T	BACKING RAIN OR SHT	
Page No.		Mt	E A P-1-3- 11- P-8 (if not CCB*	')	AC-4-5- 7-8-9- 10-11- 12 AC-6 (if CCB*)	T-1-8-9- 23-28-31- 36-57-58 Mk-5-8-7- 8-9 F (if CCB*) SP Gas-elec- cars	M AM-2 B-1	F (if not CCB*) AG-1-2-3-6 (if not CCB*)	11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26- 32-37- 40 F (if CCB*)	M T-1-8-9-23-28- 31-36-57-58 C-2-4-5-8-9- 10-18-19-28- 27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	17-32	E Mk A F P Mt C GS TW SP B-1	M AC AM-2 MM-3 Gas- elec. cars	SI
10, 11	Carrizozo-Tucumcari Tucumcari-Campana Campana-Cabeza (Eastward) Cabeza-Campana (Westward) Cabeza-Dawson Dawson, over road crossing, east of station Dawson Branch, over Bridges 1631.50, 1638.93, 1644.15, 1647.81, 1648.57, and 1740.80, Mk Engines	60	60	60	55	50 35 20 15 35 4	45 35 20 15 35 4	40 35 20 15 35 4	35 35 20 15 35 4	40 30 20 15 30 4 15	45 30 20 15 30 4	40 30 20 15 30 4	35 30 20 15 30 4 15	30 30 20 15 30 4 15	30 20 20 15 20 4 15	25 20 20 15 20 4 15	ECIAL INST
																	RUCTIONS-

SANTA

ROSA

SUBDIVISION

SANTA ROSA SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS AND AND AND AND AND AND AND AND AND AND	Carrizozo to Elda Santa Rosa to Tucumcari Tucumcari to Gallinas	Elda to Santa Rosa	Gallinas to Carrizozo	Tucumcari to Campana Cabeza to Dawson	Campana to Cabeza	Dawson to Taylor Mills to Canadian	Taylor to Mills Canadian to Tucumcari
E-23 M-4 M-6, 8 M-9, 11 M-11	1500 and 1502	1350 1800 2100 2250 2350	1600 2150 2500 2650 2800	2400 3200 3750 3950 4100	1000 1350 1600 1700 1800	440 660 800 860 910	2900 3850 4500 4750 4950	1400 1900 2200 2350 2450
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271. 2161, 2174 and 2178. 2301 to 2310. 2283 to 2299. 2311 to 2362. 2363 to 2384. 2103. 2105 and 2106. 2385 and 2386.	1550 1050 2250 1950 2450 2500 1650 2250 2000	1800 1300 2650 2300 2900 2950 1950 2650 2400	2700 1950 3900 3450 4300 4400 2900 3900 3550	1150 810 1650 1450 1850 1900(E) 1350 1700 1500	560 370 830 700 930 950(E) 450 840 760	3250 2350 4700 4150 5200 5300(E) 3000 4700 4250	1600 1150 2350 2050 2600 2600(E 1500 2350 2100
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415. 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458. 2476 and 2477. 2461 to 2474, 2478 to 2483. 2475, 2484 to 2491 3100 to 3109. 3120 to 3129.	1950 2050 2150 2450 2650 2700 2850 2150 2850	2350 2450 2600 2950 3150 3200 3400 2550 3450	3500 3700 3850 4350 4650 4800 5100 3800 5100	1450 1550 1600 1850 2000 1600	690 720 760 890 980	4250 4450 4650 5250 5600	2050 2150 2250 2600 2750 2250
C-5, 8, 9, 10, 26 to 2 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	9 2513 to 2599, 2624 to 2860, 3440 to 3469 2500, 2505 to 2507 2510 and 2511 3400 to 3409 3410 to 3426 2900 to 2913 2932 to 2952 2926 to 2931 and 2957 2914 to 2923	2700 1750 2150 2550 2650 2100 1650 1550 2300	3250 2050 2550 3000 3150 2450 1950 1850 2700	4750 3050 3750 4400 4550 3600 2900 2750 4000	2050 1300 1650 1950 2050 1550 1250 1150 1750	1000 660 850 970 1025 790 620 570 870	5650 3650 4500 5250 5500 4350 3500 3300 4800	2850 1800 2250 2850 2900 2150 1750 1650 2400
A-3 A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11 B-1	3029	1550 1600 1900 3050 3450 3850 2950 2850 4150	1850 1900 2250 3600 4150 4550 3500 3350 5000	2750 2900 3400 5350 6050 6650 5100 4900 7280	1150 1200 1400 2420 2650 2900 2250 2150	500 530 650 1160 1325 1450 1150 1100	3350 3500 4100 6720 7250 8000 6150 5900	1600 1700 2000 3310 3625 3800 3100 2950
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652. 3653 to 3667. 3668 to 3769. 3900 to 3911. 3930 and 3931. 4000 to 4048. 4100 to 4125. 3800 to 3811, 4126 to 4294.	4000 4550 4550 4550 5300 5550 7200 7200	4750 5450 5450 5350 6250 6500 8500 8800	6950 7900 7900 7900 9150 9550 12400 12500	(E) Applie	NOT		3 to 2384
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376. 4385 to 4390. 4400 to 4415. 4416 to 4469. 5000 to 5048.	3650 4000 3850 4150 5400	4400 4750 4600 4950 6400	6450 7000 6900 7400 9350				
Allowance for Empty and nderloaded Cars	(Less than 45 Ms 45 Ms to 55 Ms (More than 55 Ms	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

DIVISION MILEAGE

Main Tines

Main Lines		
Lordsburg to El Paso. (S. P. R. R. (Includes 1st Track)	148.00 3.59 448.30	
End Tucson Division to Tucumcari E. P. & S. W. R. R. of Texas E. P. R. I. Ry	20.85 127.51 60.41	
Total Main Line		808.66
Branches		
Benson-Fairbank EP&SWRR Benson, Initial Point E. P. & S. W. R. R. to Benson Jet	17.23 8.08	
Bisbee-Lowell Cutoff EP&SWRR Corta to Lowell via Warren SPRR Lordsburg to Initial Point E. P.	2.84	
Clifton EP&SWRR Initial Point E. P. & S. W. R. R. to Clifton 70.32	70.35	
Clouderoft EP&SWRR Alamogordo Jet. to Russia Dawson Dawson Ry. Tucumeari to Dawson	31.56 131.96	
Fort Huachuca EP&SWRR Lewis Springs to Ft. Huachuca SPRR Lordsburg to Initial Point E. P.	14.23	
Lordsburg Oil Siding	.98	
Patagonia EP&SWRR Fairbank to Initial Point .05 SPRR Fairbank to Patagonia .43.80	43.85	
Tombstone EP&SWRR Fairbank to Tombstone Lawrence EP&SWRR M. P. 1147.75 to Lawrence	9.94 3.33	
Total Branches		334.35
Total Rio Grande Division	1	1143.01

SPEED TABLE

PER H	
	PER
20"	OUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49" 50"	73.5
	72
51"	70.6
52"	69.2
53"54"	67.9
55"	66.6 65.4
56"	64.2
58"	63.1 62
59"	61
1'00"	60
1'01"	59
1'02"	58
1'03"	57.1
1'04"	56.2
1'05"	55.3
1′06″	54.5
1'07"	53.7
1'08"	52.9
1′09″	52.1
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1′15″	48
1'16"	47.3
1'17"	46.7
1'18"	46
1'20"	45.5 45
	_
1′25″	42.3
1′30″	40 37.9
1'35"	36
1'45"	34.3
	32.7 31.3
1′50″	
1′50″	30
1′50″	30 26.6
1′50″	
1'50" 1'55" 2'00" 2'15" 2'30"	26.6 24
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00"	26.6
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00" 3'30"	26.6 24 21.8 20 17.1
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00" 3'30" 4'00"	26.6 24 21.8 20 17.1 15
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00" 3'30"	26.6 24 21.8 20 17.1
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00" 3'30" 4'00" 5'00"	26.6 24 21.8 20 17.1 15
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00" 3'30" 4'00" 5'00" 6'00" 7'00"	26.6 24 21.8 20 17.1 15 12 10 8.6
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00" 3'30" 4'00" 5'00" 6'00" 7'00" 7'30"	26.6 24 21.8 20 17.1 15 12 10 8.6 8
1'50" 1'55" 2'00" 2'15" 2'30" 2'45" 3'00" 3'30" 4'00" 5'00" 6'00" 7'00"	26.6 24 21.8 20 17.1 15 12 10 8.6

