

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

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

ALBUQUERQUE HOSPITAL.

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

LOCAL SURGEONS.

- DR. W. R. SISSON.....La Junta.
- DR. J. ALAN SHAND.....La Junta.
- DR. GORDON H. VANDIVER.....La Junta.
- DR. RICHARD L. DAVIS.....La Junta.
- DR. H. E. ABRUMS.....Trinidad.
- DR. JOHN D. LENTON.....Trinidad.
- DR. C. B. ELLIOTT.....Raton.
- DR. V. K. ADAMS.....Raton.
- DR. G. O. POSEY.....Cimarron.
- DR. J. S. GUNTER.....Springer.
- DR. C. H. GELLENTHIEN.....Valmora.
- DR. J. A. EVANS.....Las Vegas.
- DR. W. A. STARK.....Las Vegas.
- DR. E. H. DELLINGER.....Las Vegas.
- DR. C. L. BLANCHARD.....Las Vegas.
- DR. LEGRAND WARD.....Santa Fe.
- DR. S. M. GONZALEZ.....Santa Fe.
- DR. LOUIS J. LEVIN.....Belen.
- DR. W. D. RADCLIFFE.....Belen.
- DR. V. E. FRANKLIN.....Socorro.
- DR. MILLICENT Z. SMITH.....Socorro.
- DR. CHARLES E. LONG.....Socorro.
- DR. W. P. SEDGWICK.....Las Cruces.
- DR. J. A. STEEL.....Hatch.
- DR. E. E. HUBBLE.....Truth or Consequence.
- DR. PAUL A. FEIL.....Deming.
- DR. SAMUEL M. RAMER.....Silver City.
- DR. CLARAN C. COBB.....Silver City & Bayard.
- DR. ROY C. WILLE.....Silver City & Bayard.
- DR. L. R. GADDIS.....El Paso.
- DR. H. J. H. MARSHALL.....El Paso.
- DR. JOHN H. JOHNSTONE.....Ysleta.

EYE, EAR, NOSE and THROAT SPECIALISTS

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

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

**WESTERN LINES
Northern District**

NEW MEXICO DIVISION

TIME TABLE No.

92

IN EFFECT

Sunday, April 24, 1955

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

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

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

**J. E. LESTER,
Asst. General Manager,
La Junta, Colorado.**

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

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	
1	Woodward Canadian	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	
	Pampa Hereford	North of Barstow	Kansas City and beyond		Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond	
	Fort Sumner Vaughn	North of Barstow	Kansas City and beyond		Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond	
2	Vaughn Fort Sumner	Kansas City and beyond	North of Barstow	13-130	Thatcher	La Junta and beyond	Trinidad and beyond	
	Hereford Pampa	Kansas City and beyond	North of Barstow		La Junta to Hutchinson	Newton and beyond	La Junta and beyond	
	Canadian Woodward	Kansas City and beyond	North of Barstow		La Junta to Denver		Beyond La Junta	
3	Canadian Hereford	Barstow and beyond	Kansas City and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond	
	Vaughn	Barstow and beyond	Kansas City and beyond	18	Hutchinson	Chicago and beyond		
4	Vaughn	Kansas City and beyond	Barstow and beyond	141-14	Denver to La Junta	Beyond La Junta	Denver and beyond	
	Hereford Canadian	Kansas City and beyond	Barstow and beyond		21	Hutchinson	La Junta and beyond	Kansas City and beyond
23	Hazelton	Waynoka and beyond	Wellington and beyond	21	Garden City	Albuquerque and beyond	Kansas City and beyond	
	Umbarger Black	Clovis and beyond	Beyond Amarillo		Trinidad	Raton and beyond	Dodge City and beyond	
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond	22	Trinidad	Dodge City and beyond	Any scheduled station stop	
	Black Umbarger	Beyond Amarillo	Clovis and beyond		Garden City	Kansas City and beyond	Albuquerque and beyond	
	Hazelton	Wellington and beyond	Waynoka and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond	
123	Newton to Lamar	La Junta and beyond	Newton and beyond	19	St. John Stafford	Albuquerque and beyond	Kansas City and beyond, Emporia, and South of Newton	
	Lakin Las Animas	La Junta and beyond			Garden City Lamar	Albuquerque and beyond	Kansas City and beyond	
	Thatcher	Trinidad and beyond	La Junta and beyond		Valmora Glorieta	Barstow and beyond	Kansas City and beyond	
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond		20	Glorieta Valmora Lamar Garden City	Emporia, Kansas City and beyond	Albuquerque and beyond
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond			St. John Stafford	Kansas City and beyond and South of Newton	Albuquerque and beyond
223	La Junta to Pueblo		Beyond Las Animas	27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo		
102	Pueblo to Denver		Beyond La Junta		Palmer Lake	Any station	Any station	
101	Denver to Pueblo	Las Animas and beyond		28-(C&S)	Palmer Lake	Any station	Any station	
	Littleton	Colorado Springs, Pueblo and beyond						
224	Pueblo to La Junta	Beyond Las Animas						

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

FREIGHT SCHEDULES.

NEW MEXICO DIVISION.

WESTWARD.							Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.							
47	47	59	31	51	79	31		46	80	76	52	60	46	48	48
Way Freight.	Way Freight.	Way Freight.	Way Freight.	Freight.	Way Freight.	N. M. Colo. and Kansas Fast Freight.		Fruit Express.	Way Freight.	Way Freight.	Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.
Leave Daily Ex. Sun.	Leave Daily.	Leave Tues. Thurs. and Sat.	Leave Daily Ex. Sun.	Leave Daily.	Leave Thurs. Only.	Leave Daily. PM 1.30	STATIONS.	Arrive Daily.	Arrive Mon.	Arrive Tues. Thurs.	Arrive Daily.	Arrive Mon. Wed. and Fri.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Except Sun.
							LA JUNTA.	PM 4.00							
						4.50 5.30	TRINIDAD.	1.00 PM							
					AM 7.00	7.30 8.00	RATON.	10.00 9.30	PM 2.30 PM						
					PM 2.00 PM	11.45 AM 12.45	LAS VEGAS.	5.00 4.00	7.00 AM	PM 3.00 PM					
						5.30	LAMY.	1.30 AM		10.50 10.30					
				PM 6.15		8.30 PM 1.00	ABAJO.	11.30 10.30		6.00 AM	PM 4.30				
			AM 8.00	7.30 10.30		2.15 PM	BELEN.	9.30 PM			3.00 PM 11.00		PM 2.15		
			7.45 AM	AM 12.30			SOCORRO.						12.45 PM		
	AM 4.30	AM 10.00		2.30 3.30			RINCON.				4.00 3.00	PM 3.55 PM		PM 7.15	
		PM 4.05 PM		6.30 AM			EL PASO.				12.01 AM	10.00 AM			
AM 7.10	7.10 AM						DEMING.							5.20 PM	PM 5.20
11.05 AM							SILVER CITY								3.30 PM
Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Tues. Thurs. and Sat.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Thurs. Only.	Arrive Daily.		Leave Daily.	Leave Mon.	Leave Tues. Thurs.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Except Sun.

TRAINS SHOWN ON THIS PAGE, HAVE NO TIME TABLE AUTHORITY.

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

TRAIN DISPATCHERS - LAS VEGAS, N. M.

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

A. J. STROBEL, General Watch Inspector..... Topeka.
 LOCAL TIME INSPECTORS—NEW MEXICO DIVISION.

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

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.
		First Class.							
		19	7	17	21	123			
Other Tracks.	Sidings.	The Chief.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	Mile Post.	STATIONS.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard	PM 11.50	PM 4.50	AM 9.51	AM 8.16	AM 6.55	554.9	LA JUNTA. YL 3.1	
93	82	11.56 AM	¹²⁴ 4.56	9.57	8.22	7.01	558.0	ORMEGA. 5.5	
5	82	12.01	5.01	10.01	8.26	7.06	563.5	BENTON. 4.6	
4	61	12.05	5.05	10.05	8.30	7.10	568.0	RENE. 4.3	
19	81	12.08	5.10	10.08	8.33	7.15	572.3	TIMPAS. 5.8	
7	82	12.12	5.15	10.12	8.37	7.19	578.2	AYER. 4.9	
5	82	12.16	5.19	10.16	8.41	7.23	583.0	MINDEMAN. 3.0	
52	59	12.19	5.23	10.18	8.44	7.26	586.0	BLOOM. 5.5	
9	63	12.24	5.28	10.23	8.49	7.31	591.5	DELHI. 4.0	
7	81	12.28	5.33	10.27	8.53	7.36	595.5	HOUGHTON. 4.3	
66	107	12.32	5.39	10.31	8.57	7.41	599.8	THATCHER. 4.5	
27	70	12.37	5.44	10.36	9.02	7.46	604.7	SIMPSON. 4.5	
8	81	12.41	5.49	10.40	9.07	7.50	609.2	TYRONE. 5.8	
9	100	12.45	5.54	10.44	9.11	7.55	615.0	MODEL. 3.4	
5	60	12.48	5.57	10.47	9.14	7.58	618.4	EARL. 3.9	
5	62	12.53	6.02	10.51	9.19	8.03	622.3	KADREW. 3.9	
58	83	12.58	6.07	10.57	9.24	8.08	626.3	HOEHNES. 6.0	
	82	1.03	¹⁸ 6.12	11.02	9.29	8.13	632.3	EL MORO. 3.5	
		1.07	6.16	11.06	9.33	8.17	635.8	C.&S. CROSSING. 0.9	
	Yard	f 1.11	s 6.26	11.10	9.37	s 8.25	636.7	TRINIDAD. 1.9	
30		1.14	6.29	11.13	9.40	8.29	638.6	JANSEN. 3.4	
41		1.20	6.35	11.19	9.46	8.36	642.0	STARKVILLE. 5.4	
		1.29	6.45	11.28	9.55	8.48	647.3	GALLINAS. 0.8	
206		1.32	6.48	11.31	9.58	8.51	648.1	MORLEY. 3.6	
41		1.42	6.58	11.41	10.08	9.01	651.8	WOOTTON. 1.0	
36		1.46	7.02	11.45	10.12	9.05	652.8	LYNN. 1.4	
		1.50	7.06	11.49 PM	10.16	9.10	654.2	KEOTA. 5.3	
	Yard	s 2.04 AM	s 7.26 PM	s 12.05 PM	s 10.32 AM	s 9.25 AM	659.5	RATON. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(104.2)	
		46.7	40.1	46.7	46.0	41.7		Average speed per hour.	

Signal System Two in effect between La Junta and Raton.

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

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

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

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

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

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

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

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

AUTOMATIC TRAIN STOP
AUTOMATIC BLOCK SYSTEM
TWO TRACKS
TWO TRACKS

FIRST DISTRICT.

TIME TABLE No. 92, April 24, 1955.		Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
					First Class.				
					8	22	20	124	18
					Fast Mail Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
LA JUNTA. YL 3.1		0	W F T Y	C	AM ¹²³ 6.55	PM 1.50	PM 3.15	PM 5.05	PM 7.25
ORMEGA 5.5		0		B	6.40	1.42	3.10	4.56 ⁷	7.17
BENTON. 4.6		0		B	6.33	1.38	3.06	4.50	7.13
RENE. 4.3		0		B	6.28	1.34	3.02	4.45	7.09
TIMPAS. 5.8		0		B	6.23	1.30	2.58	4.40	7.05
AYER. 4.9		0		B	6.18	1.26	2.54	4.35	7.01
MINDEMAN. 3.0		0		B	6.13	1.22	2.50	4.31	6.57
BLOOM. 5.5		0		B	6.08	1.19	2.47	4.28	6.54
DELHI. 4.0		0		B	6.03	1.15	2.43	4.23	6.50
HOUGHTON. 4.3		0		B	5.55	1.12	2.40	4.18	6.47
THATCHER. 4.5		0	Y	C	5.48	1.08	2.36	4.13	6.43
SIMPSON. 4.5		31.7		B	5.38	1.04	2.32	4.09	6.39
TYRONE. 5.8		31.7		B	5.30	1.00	2.28	4.05	6.35
MODEL. 3.4		31.1		B	5.21	12.55	2.23	4.00	6.30
EARL. 3.9		31.7		B	5.14	12.51	2.20	3.57	6.27
KADREW. 3.9		30.8		B	5.08	12.46	2.15	3.51	6.22
HOEHNES. 6.0		31.7		C	5.02	12.40	2.09	3.46	6.17
EL MORO. 3.5		0		B	4.55	12.35	2.04	3.41	6.12 ⁷
C. & S. CROSSING. 0.9		0		B	4.50	12.32	2.01	3.35	6.07
TRINIDAD. 1.9		0		C	4.46	12.30	1.59	3.30	6.04
JANSEN. 3.4		0		B	4.36	12.25	1.53	3.20	5.58
STARKVILLE. 5.4		0		B	4.29	12.18	1.47	3.11	5.49
GALLINAS. 0.8		0		B	4.17	12.06	1.37	3.01	5.39
MORLEY. 3.6		0		C	4.15	12.04 PM	1.35	2.59	5.37
WOOTTON. 1.0		175.3		B	4.05	11.55	1.26	2.49	5.28
LYNN. 1.4		175.3		B	4.00	11.50	1.22	2.44	5.23
KEOTA. 5.3		174.2		B	3.52	11.43	1.16	2.38	5.16
RATON. YL (104.2)			W F T Y	C	3.35 AM	11.31 AM	1.04 PM	2.25 PM	5.04 PM
Average speed per hour.					29.8	45.0	47.7	41.5	44.3

Signal System Two in effect between La Junta and Raton.

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

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

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

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

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

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

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

5 NEW MEXICO DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.					Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
		First Class.											First Class.				
		7	17	21	123	19							8	22	20	124	18
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.		STATIONS.				Fast Mail Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
		PM 7.29	PM 12.08	AM 10.35	AM 9.30	AM 2.07	659.5	RATON. YL	70.7	W F T Y C		AM 3.30	AM 11.28	PM 1.01	PM 2.20	PM 5.01	
	Yard						0	2.8									
112	80	7.32	12.12	10.39	9.34	2.10	662.4	DILLON.	75.0		B	3.23	11.20	12.54	2.10	4.52	
283	94	7.40	12.21	10.46	9.43	2.18	671.3	HEBRON.	70.2	Y	B	3.16	11.13	12.47	2.03	4.45	
5	82	7.46	12.27	10.53	9.51	2.24	678.8	SCHOMBERG.	68.4		B	3.10	11.06	12.40	1.57	4.38	
59	61	7.52	12.33	11.00	10.01	2.30	686.0	MAXWELL.	66.0		C	3.03	11.00	12.33	1.50	4.32	
66	68	7.56	12.38	11.05	10.09	2.35	691.0	FRENCH.	70.0		B	2.55	10.55	12.27	1.46	4.28	
3	67	8.00	12.40	11.08	10.13	2.38	693.4	GATO.	72.8		B	2.51	10.52	12.24	1.43	4.25	
148	128	8.07	12.46	11.16	10.23	2.44	699.4	SPRINGER.	70.2		C	2.44	10.47	12.19	1.36	4.20	
7	52	8.13	12.51	11.22	10.32	2.49	705.3	ROBINSON.	69.7		B	2.32	10.42	12.14	1.29	4.15	
9	81	8.18	12.55	11.27	10.38	2.53	710.0	COLMOR.	67.9		B	2.22	10.38	12.10	1.24	4.11	
4	51	8.22	12.59	11.31	10.42	2.57	714.3	NOLAN.	69.7		B	2.16	10.34	12.06	1.20	4.07	
11	53	8.28	1.04	11.35	10.48	3.02	719.7	LEVY.	67.9		B	2.10	10.29	12.02	1.15	4.02	
80	81	8.34	1.09	11.40	10.58	3.07	725.3	WAGON MOUND.	16.5		C	2.04	10.24	11.58	1.09	3.57	
9	80	8.38	1.13	11.44	11.03	3.11	730.2	BOND.	69.7		B	1.55	10.20	11.54	1.05	3.53	
8	80	8.44	1.18	11.49	11.08	3.16	735.3	OPTIMO.	70.2		B	1.49	10.15	11.49	1.00	3.48	
3	47	8.54	1.29	11.58	11.17	3.25	742.3	SHOEMAKER.	0		B	1.38	10.05	11.38	12.50	3.38	
		8.57	1.33	12.01	11.20	3.28	744.8	VALMORA.	52.8		B	1.32	10.02	11.35	12.47	3.35	
69	79	9.04	1.42	12.08	11.28	3.35	750.2	WATROUS.	70.0		C	1.24	9.55	11.28	12.40	3.28	
	83	9.09	1.47	12.15	11.34	3.40	755.4	KROENIG'S.	0		B	1.16	9.51	11.24	12.36	3.24	
17	82	9.14	1.54	12.20	11.39	3.44	759.5	ONAVA.	63.7		B	1.11	9.47	11.20	12.32	3.20	
17	104	9.18	1.58	12.23	11.43	3.48	764.0	AZUL.	69.7		B	1.06	9.43	11.16	12.28	3.16	
3	82	9.22	2.02	12.31	11.47	3.52	767.7	ARRIBA.	69.7		B	1.01	9.39	11.12	12.24	3.12	
	Yard	9.29	2.10	12.37	11.56	4.00	770.1	LAS VEGAS. YL		W F Y	C	12.55	9.35	11.08	12.20	3.08	
		PM	PM	PM	AM	AM						AM	AM	AM	PM	PM	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(109.8)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
		54.9	54.0	54.0	45.1	53.3		Average speed per hour.				42.5	53.3	53.3	54.6	53.3	

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and Las Vegas.

Trains must secure numbered clearance card before leaving Raton and Las Vegas.

THIRD DISTRICT.

NEW MEXICO DIVISION.

Track Capacity 50 ft. Per Car.		WESTWARD.						Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.					Ruling Grade Ascending.	Fuel, Water, Tire Tables and Wyes.	Communication.	EASTWARD.				
		First Class.					First Class.															
		7	17	21	123	19	22			20	124	18	8									
Other Tracts:	Sidings.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.			STATIONS.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.	Fast Mail Express.								
	Yard	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.								
		PM 9.32	PM 2.13	PM 12.40	PM 12.01	AM 4.03	770.1	51.7	LAS VEGAS. YL 4.5	AM 9.32	AM 11.05	PM 12.15	PM 3.05	AM 12.45								
9	78	9.38	2.19	12.46	12.07 ¹²⁴	4.08	774.6	87.1	ROMERO. 3.9	B 9.24	10.56	12.07 ¹²³	2.58	12.32								
6	52	9.44	2.25	12.54	12.14	4.14	778.5	0	OJITA. 4.6	B 9.17	10.50	12.01 ^{PM}	2.50	12.25								
13	51	9.49	2.30	1.03	12.24	4.20	783.2	89.8	MYERS. 5.5	B 9.10	10.44	11.53	2.44	12.18								
8	115	9.55	2.37 ¹⁸	1.09	12.34	4.28	788.8	89.8	CHAPELLE. 4.8	C 9.04	10.37	11.46	2.37 ¹⁷	12.10								
8	90	10.04	2.45	1.18	12.45	4.35	793.6	0	BLANCHARD. 5.8	B 8.58	10.29	11.40	2.29	12.02 ^{AM}								
15	60	10.14	2.55	1.28	1.01	4.45	799.4	89.8	RIBERA. 4.0	B 8.49	10.19	11.30	2.19	11.50								
13	64	10.20	3.02	1.33	1.10	4.51	803.3	89.1	SANDS. 3.4	B 8.45	10.14	11.25	2.14	11.40								
19	57	10.26	3.10	1.38	1.19	4.57	807.0	89.8	ILFELD. 4.0	B 8.41	10.10	11.21	2.10	11.34								
16	56	10.32	3.15	1.43	1.25	5.03	811.0	89.8	GISE. 4.8	B 8.37	10.06	11.17	2.06	11.26								
84	81	10.36	3.20	1.49	1.32	5.08	816.0	89.8	ROWE. 4.4	C 8.33	10.02	11.13	2.02	11.20								
	61	10.42	3.25	1.57 ¹⁸	1.40	5.13	820.4	89.8	FOX. 4.8	B 8.28	9.57	11.08	1.57 ²¹	11.10								
102	114	11.01 ^s	3.32	2.05	1.52 ¹⁸	5.20	825.2	0	GLORIETA. YL 4.6	Y C 8.22	9.52	11.02	1.52 ¹²³	11.01 ⁷								
13	102	11.11	3.42	2.15	2.04	5.31	830.0	0	CANYONCITO. 5.1	B 8.10	9.40	10.50	1.40	10.51								
378	179	11.30 ^s	3.54 ^s	2.27 ^s	2.27 ^s	5.43 ^s	835.2	0	LAMY. YL 8.5	FY C 8.00	9.30	10.40	1.30	10.40								
6	105	11.38	4.07	2.34	2.35	5.52	843.8	0	KENNEDY. 4.8	B 7.48	9.19	10.29	1.19	10.18								
	82	11.43	4.14	2.39	2.40	5.57	848.7	0	GALISTEO. 3.5	B 7.43	9.13	10.23	1.13	10.12								
37	68	11.47	4.20	2.44	2.45	6.01	852.3	0	LOS CERRILLOS. 1.7	C 7.40	9.09	10.19	1.09	10.08								
121	97	11.50 ^{AM}	4.23	2.48	2.50	6.04	853.9	47.5	WALDO. 11.9	B 7.38	9.07	10.17	1.07	10.02								
84	88	12.02	4.37	3.03	3.07	6.20	865.3	21.1	DOMINGO. 11.1	C 7.25	8.55	10.05	12.55	9.50								
	81	12.11	4.47	3.12	3.18	6.29	876.6	26.4	NUEVE. 9.4	B 7.17	8.47	9.57	12.47	9.40								
60	60	12.18	4.55	3.20	3.30	6.38	886.0	0	BERNALILLO. 8.6	C 7.10	8.40	9.50	12.40	9.30								
7	52	12.24	5.01	3.26	3.40	6.44	894.7	21.1	ALAMEDA. 4.1	B 7.04	8.34	9.44	12.34	9.20								
155		12.27	5.05	3.30	3.45	6.48	898.8	18.5	HAHN. 3.6	B 7.00	8.30	9.40	12.30	9.15								
	Yard	12.40 AM	5.15 PM	3.45 PM	4.00 PM	7.00 AM	902.4		Albuquerque. YL	W F T C	6.55 AM	8.25 AM	9.35 AM	12.25 PM	9.10 PM							
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(131.4)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.								
		41.9	43.3	42.6	33.3	44.5			Average speed per hour.		50.2	49.3	49.3	49.3	36.7							

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

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

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

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

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

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

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

Signal System Two in effect between Albuquerque and Rincon.

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

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

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

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

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

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

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

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen.

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

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

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

Track Capacity 50 ft. Per Car.		WESTWARD. FIRST CLASS.							Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.	STATIONS.
		13	17	123	21	15	19	7				
		El Pasoan.	The Super Chief.	The Grand Canyon.	El Capitan.	The Grand Canyon.	The Chief.	Fast Mail Express.				
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.			
	Yard	PM 5.30	PM 5.25	PM 4.30	PM 3.55	AM 9.40	AM 7.10	AM 12.55	902.4	0	Albuquerque. YL	
	Yard	5.35	5.30	4.35	4.00	9.45	7.15	1.00	903.9	21.1	ABAJO. YL	
3	104	5.40	5.35	4.40	4.05	9.50	7.20	1.05	909.8	15.8	BARR.	
84	70	f 5.45	5.40 PM	4.45 PM	4.10 PM	9.55	7.25 AM	1.10 AM	915.0	10.6	ISLETA.	
70	83	f 5.52				10.03			922.4	21.1	LOS LUNAS.	
8	83	5.57				10.09			927.4	19.0	CHLOE.	
	Yard	s 6.10				s 10.20 AM			932.6	21.1	BELEN. YL	
29	83	f 6.20							942.5	15.8	SABINAL.	
13	83	6.31							953.5	16.3	LA JOYA.	
7	80	f 6.41	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.				963.5	19.5	SAN ACACIA.	
12	83	6.49							970.9	19.2	LIMITAR.	
101	83	s 7.05							977.8	26.4	SOCORRO. YL	
42	83	f 7.16							988.2	31.7	SAN ANTONIO.	
	82	7.27							999.0	0	ELMENDORF.	
3	119	7.37							1005.1	26.4	SAN MARCIAL.	
	53	7.47							1012.3	26.4	POPE.	
1	55	f 7.58							1021.4	26.4	LAVA.	
	82	8.08							1031.5	26.4	CROCKER.	
35	63	f 8.22							1043.2	0	ENGEL.	
41	41	8.26							1046.9	26.4	JORNADA.	
22	82	f 8.31							1051.4	26.4	CUTTER.	
	47	8.36							1056.4	26.4	ALEMAN.	
8	83	8.43							1063.3	9.8	UPHAM.	
	82	8.47							1067.1	5.4	ALIVIO.	
44	49	f 8.54							1073.7	26.4	GRAMA.	
	Yard	s 9.05 PM							1079.6		RINCON. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(177.2)	
		49.5	50.4	50.4	50.4	45.0	50.4	50.4			Average speed per hour.	

TIME TABLE No. 92, April 24, 1955.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wym.	Communications.	EASTWARD. FIRST CLASS.						
					22	20	124	14	18	16	8
					El Capitan.	The Chief.	The Grand Canyon.	El Pascan.	The Super Chief.	The Grand Canyon.	Fast Mail Express.
STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
A. B. S.	Albuquerque. YL	2 Tracks	WFT	C	s 6.45	s 8.15	s 9.10	s 1.00	s 12.15	s 4.00	s 8.55
	1.5	14.9									
	ABAJO. YL		Y	C	6.39	8.09	9.04	12.52	12.08	3.50	8.49
	5.9	26.4									
	BARR.			B	6.34	8.04	8.59	12.44	12.03 PM	3.45	8.44
	5.2	26.4									
	ISLETA.			C	6.30 AM	8.00 AM	8.55 AM	12.36	11.59 AM	3.40	8.40 PM
	7.4	26.4									
	LOS LUNAS.			C				12.27		3.30	
	5.0	25.3									
	CHLOE.				B				12.21		3.22
	5.2	21.1									
	BELEN. YL			W F T Y	C				s 12.15 PM		3.15 PM
	9.9	26.4									
	SABINAL.				B				11.52		
	11.0	26.4									
	LA JOYA.				B				11.41		
	10.0	25.3									
	SAN ACACIA.				B				11.27		
	7.4	41.0									
LIMITAR.				B				11.18			
6.9	26.4										
SOCORRO. YL			Y	C				s 11.10			
10.4	26.4										
SAN ANTONIO.				B				10.53			
10.8	31.7										
ELMENDORF.				B				10.41			
6.1	31.7										
SAN MARCIAL.				B				10.33			
7.2	12.8										
POPE.				B				10.23			
9.1	26.4										
LAVA.				B				10.11			
10.1	26.4										
CROCKER.				B				9.59			
11.7	26.4										
ENGEL.				C				9.46			
3.7	26.4										
JORNADA.								9.37			
4.5	26.4										
CUTTER.				B				9.32			
5.0	26.4										
ALEMAN.				B				9.27			
6.9	26.4										
UPHAM.				B				9.20			
3.8	26.4										
ALIVIO.				B				9.16			
6.6	26.4										
GRAMA.				B				9.09			
5.9	63.4										
RINCON. YL			Y	C				9.00 AM			
(177.2)											
Average speed per hour.					50.4	50.4	50.4	44.3	47.2	40.0	50.4

Signal System Two in effect between Albuquerque and Rincon.

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

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

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

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

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

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

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

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen.

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

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

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

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class 13	WEST- WARD. NDeM 147		Railing Grade Ascending.	TIME TABLE No. 92, April 24, 1955.	Railing Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class 14	EAST- WARD. NDeM 148
Other Tracks.	Stings.	El Pasoan.	Pass- enger.	Mile Post.		STATIONS				El Pasoan.	Pass- enger.
		Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.
	Yard	PM 9.10		1079.6	26.4	RINCON. YL 7.7	26.4	Y	C s	AM 9.00	
	83	9.22		1087.3	26.4	TONUCO. 8.4	26.4		B	8.47	
	53	9.38		1095.7	26.4	MEDLER. 0.4	0		B	8.31	
	f	9.39		1096.1	26.4	RADIUM SPRINGS. 5.0	26.4		f	8.30	
45	62	9.45		1101.1	21.5	LEASBURG. 2.4	26.4	Y	B	8.25	
4		9.49		1103.5	26.4	HILL. 3.4	26.4			8.22	
42	62	9.53		1106.9	16.5	DONA ANA. 5.6	26.4		B	8.18	
	Yard	10.05		1112.5	1.6	LAS CRUCES. YL 2.5	26.4		C s	8.12	
53		f10.08		1115.0	24.6	MESILLA PARK. 8.9	29.5		f	8.02	
83	83	f10.18		1123.9	0	MESQUITE. 3.9	12.1		C f	7.52	
18		10.23		1127.8	0	VADO. 3.6	10.6		B	7.48	
26	26	10.27		1131.4	9.5	BERINO. 5.0	6.8		B	7.44	
42	62	f10.33		1136.4	26.4	ANTHONY. 3.4	26.4		C f	7.39	
18		10.38		1139.8	26.4	VINTON. 2.6	26.4			7.35	
18	85	f10.43		1142.4	26.4	CANUTILLO. 2.9	26.4		C f	7.32	
	63	10.49		1145.3	8.7	MONTOYA. 2.6	21.1		B	7.28	
4		10.52	AM	1147.9	26.4	WHITE. 7.3	26.4			7.25	PM
		s11.10	10.30	1155.2	0	EL PASO Union Station. YL 0.3	0			7.15 s	3.30
	Yard	PM		1156.0	0	EL PASO. Freight Station. YL 0.5	0	FT	C	AM	
			10.45 AM	1156.5		International Bridge End of Track. YL					3.15 PM
		Arrive Daily.	Arrive Daily.			(76.9)				Leave Daily.	Leave Daily.
		38.5	5.2			Average speed per hour.				43.9	5.2

Signal System Two in effect between Rincon and El Paso.

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

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

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

Deming District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.		Mile Post.		STATIONS				
	Yard		1079.6	26.4	RINCON. YL 5.2	26.4	Y	C	
23	41		1084.8	63.9	HATCH. 9.1	16.8		C	
	59		1093.9	63.4	HOCKETT. 11.0	26.4		B	
75	44		1104.9	26.4	NUTT. 13.3	26.4	Y	B	
	36		1118.2	26.4	FLORIDA. 7.6	26.4		B	
	61		1126.8	26.4	MIRAGE. 7.1	26.4			
	Yard		1132.9	57.0	DEMING. YL 4.0	62.3		C	
46	41		3.1	57.0	PERUHILL. 13.6	62.3			
	53		16.7	73.9	SPALDING. 6.8	29.0		B	
	12		23.5	69.2	FAYWOOD. 6.8	0		B	
139	Yard		30.3	117.2	WHITEWATER. YL 16.1	7	Y	B	
	Yard		46.6		SILVER CITY. YL		Y	C	
					(100.7)				
Average speed per hour.									

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

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

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

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

No switch lights Whitewater to Silver City.

Santa Rita District.

Track Capacity 50 ft. Per Car.		WESTWARD.		Ruling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.
Other Tracks.	Sidings.		Mile Post.		STATIONS.				
139	Yard		0.	105.6	WHITEWATER. YL 8.3	0	Y	B	
	Yard		8.3	101.4	HURLEY. YL 4.6	42.2	FY	C	
23	29		12.9	132.0	BAYARD. YL 1.5	0		C	
			14.4	0	HANOVER JCT. YL 0.3	0		B	
45			14.7	168.4	COBRE. YL 2.0	0			
	Yard		16.7		SANTA RITA. YL			C	
					(16.7)				
Average speed per hour.									

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

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

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

West wye switch Hurley—normal position for wye.

No switch lights on Santa Rita District east of Hurley.

Santa Fe District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		93									94
		Mixed.									Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.						Arrive Daily Ex. Sun.
		AM 6.10	0	105.6	LAMY. YL 18.1	105.6	FY	C		AM 11.30	
	Yard	S 7.10 AM	18.1		SANTA FE. YL		Y	C		10.30 AM	
		Arrive Daily Ex. Sun.			(18.1)					Leave Daily Ex. Sun.	
		18.1			Average speed per hr.						18.1

Magdalena District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		43									44
		Mixed.									Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed., Fri.	Mile Post.		STATIONS.						Arrive Tues., Thur., Sat.
101	83	AM 10.00	0.	132.0	SOCORRO. YL 15.9	132.0				AM 9.15	
		10.45	15.9	132.0	WATER CANYON. 10.9	132.0				8.30	
	Yd.	11.15 AM	26.8		MAGDALENA. YL		Y	C		8.00 AM	
		Arrive Mon., Wed., Fri.			(26.8)					Leave Tues., Thurs. and Sat.	
		21.4			Average speed per hr.						21.4

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

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

No switch lights on Magdalena District.

Magdalena District Junction switch at Socorro:

Normal position for El Paso district.

Rocky Mountain District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.	Mile Post.			STATIONS.						
805		0	105.6	HEBRON. YL 4.4	0	Y	B				
93		4.4	52.8	PRESTON. YL 6.8	52.8						
113		11.2		KOEHLER JCT. YL (11.2)		Y					

No switch lights on Rocky Mountain District.

Fierro District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 92, April 24, 1955.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Trks.	Sidings.	Mile Post.			STATIONS.						
		0.	158.4	HANOVER Jct. YL 3.3	0		B				
41		3.8	158.4	HANOVER. YL 2.5	0		B				
12		5.8		FIERRO. YL							
				(5.8)							

No switch lights on Fierro District.

Fierro district junction switch at Hanover Junction:

Normal position for Santa Rita district.

SPECIAL RULES.

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

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

(e): Canceled.

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

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

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

2. YARD LIMITS.

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

3. SPEED REGULATIONS.

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

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

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

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

NEW MEXICO DIVISION. 12

3. SPEED REGULATIONS—(Cont'd).

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

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

3. SPEED REGULATIONS—(Cont'd).

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

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

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd).		
3 Curves, M.P. 860.2 to 862.3	80	55
Curve, M.P. 863.7 to 863.9	95	55
9 Curves, M.P. 865.8 to 872.1	85	55
3 Curves, M.P. 873.9 to 875.6	85	55
Curve, M.P. 877.5 to 877.7	90	55
3 Curves, M.P. 878.2 to 879.6	85	55
Curve, M.P. 880.8 to 881.1	90	55
3 Curves, M.P. 883.7 to 885.1	95	55
Curve, M.P. 888.7 to 889.3	95	55
Curve, M.P. 890.8 to 891.1	95	55
Curve, M.P. 895.7 to 896.1	95	55
Curve, M.P. 900.2 to 900.5	95	55
EL PASO DISTRICT.		
2 Curves, M.P. 905.2 to 905.4	75	55
Curve, M.P. 912.2 to 912.7	75	55
Bridge, M.P. 913.1	75	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	75	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	40
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
Soft Track		
M.P. 993.7 to 994.3	45	45
M.P. 1002.0 to 1007.8	40	30
7 Curves, M.P. 1007.8 to 1011.0	50	40
3 Curves, M.P. 1014.1 to 1015.1	50	40
4 Curves, M.P. 1015.7 to 1017.8	50	40
3 Curves, M.P. 1018.7 to 1019.5	50	40
Curve, M.P. 1020.7 to 1020.8	40	40
Curve, M.P. 1022.1 to 1022.3	50	45
Curve, M.P. 1022.9 to 1023.1	45	30
2 Curves, M.P. 1036.2 to 1037.0	50	40
13 Curves, M.P. 1075.8 to 1079.6	40	30
2 Curves, M.P. 1079.6 to 1079.8	30	20
Curve, M.P. 1080.0 to 1080.2	35	35
3 Curves, M.P. 1082.8 to 1083.2	50	45
5 Curves, M.P. 1083.7 to 1085.1	55	40
Curve, M.P. 1085.2 to 1085.3	45	35
Curve, M.P. 1085.8 to 1086.0	50	45
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
9 Curves, M.P. 1092.4 to 1094.7	35	35

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
EL PASO DISTRICT—(Cont'd).		
2 Curves, M.P. 1096.0 to 1096.6	55	40
Curve, M.P. 1098.8 to 1099.0	55	40
2 Curves, M.P. 1100.7 to 1101.6	55	40
Curve, M.P. 1150.0 to 1150.1	50	45
6 Curves, M.P. 1151.2 to 1152.9	45	45
4 Curves, M.P. 1153.7 to 1154.7	40	40
DEMING DISTRICT.		
4 Curves, M.P. 1103.8 to 1105.2	35	35

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

3800 and 5000 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour descending grade between Raton and Gallinas, and twenty (20) miles per hour descending grades between Gallinas and Jansen. 900 and 1600 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour descending grades between Raton and Gallinas, and twenty-five (25) miles per hour descending grades between Gallinas and Jansen. Other engines running light or handling caboose cars only must not exceed speed of twenty-five (25) miles per hour descending grades between Raton and Jansen.

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

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

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

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

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

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

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

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

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

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

3. SPEED REGULATIONS—(Cont'd).

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

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

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
777, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113-3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035	60	40	25	
3516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	

(E) Movements Over Submerged Track.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

3. SPEED REGULATIONS—(Cont'd).

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

(F) Steam Cranes, etc.

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

(G) Locomotives Handled Dead in Trains.

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

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

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

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

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

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

(H) Spring Switches, Turnouts, and Crossovers.

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

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
La Junta	Spring	West end crossover between freight yard and NM Division main track.....	10	10

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Ormeza	Spring	East end siding.....	25	20
Benton	Spring	East and West ends siding.	15	15
Timpas	Spring	East and West ends siding.	15	15
Mindeman	Spring	West end siding.....	15	15
Bloom	Spring	East and West ends siding.	15	15
Delhi	Spring	East and West ends siding.	15	15
Houghton	Spring	East and West ends siding.	15	15
Thatcher	Spring	East and West ends siding.	25	20
Simpson	Spring	East end siding.....	25	20
Earl	Spring	East end siding.....	15	15
Kadrew	Spring	East and West ends siding.	15	15
Hoehnes	Spring	West end siding.....	15	15
El Moro	Spring	East and West ends siding.	15	15
C&S Crossing	Dual	End of two tracks.....	30	30
C&S Crossing	Dual	East end No. 6 track.....	15	15
Trinidad	Dual	West end No. 6 track.....	20	20
Jansen	Dual	East and West ends of two crossovers.....	30	30
Jansen	Dual	Connection, Jansen yard..	20	20
Jansen	Spring	Tail of wye switch.....	15	15
Gallinas	Dual	East and West ends of two crossovers.....	30	30
Wootton (MP 650-651)	Dual	East and West ends of crossover.....	30	30
Wootton	Dual	End of two tracks.....	30	30
Lynn	Dual	End of two tracks.....	30	30
Keota	Dual	East and West ends of two crossovers.....	30	30
Raton	Spring	End of two tracks.....	15	15
Raton	Spring	Both ends East No. 1 track	15	15
Dillon	Spring	East and West ends siding.	25	20
Hebron	Spring	East and West ends siding.	25	20
Schomberg	Spring	East end siding.....	25	20
Schomberg	Spring	West end siding.....	15	15
Maxwell	Spring	East end siding.....	15	15
French	Spring	East end siding.....	25	20
Gato	Spring	East and West ends siding.	25	20
Springer	Spring	East and West ends siding.	25	20
Robinson	Spring	West end siding.....	25	20
Colmor	Spring	East and West ends siding.	25	20
Nolan	Spring	East and West ends siding.	25	20
Levy	Spring	East end siding.....	25	20
Levy	Spring	West end siding.....	15	15
Wagon Mound	Spring	East and west ends siding.	15	15
Bond	Spring	East and west ends siding.	15	15
Optimo	Spring	East end siding.....	15	15
Optimo	Spring	West end siding.....	25	20
Shoemaker	Spring	East and west ends siding.	15	15
Watrous	Spring	East and west ends siding.	25	20
Kroenigs	Spring	East and west ends siding.	25	20
Onava	Spring	East and west ends siding.	25	20
Azul	Spring	East and West ends siding.	15	15
Arriba	Spring	East and West ends siding.	15	15
Las Vegas	Spring	East end freight yard....	25	20
Las Vegas	Spring	East and West ends Passenger tracks.....	30	20
Romero	Spring	East and west ends siding.	15	15
Ojita	Spring	East and west ends siding.	15	15
Myers	Spring	East and west ends siding.	15	15
Chapelle	Spring	East and west ends siding.	15	15
Ribera	Spring	East and west ends siding.	25	20
Sands	Spring	East and west ends siding.	25	20
Ilfeld	Spring	East and west ends siding.	25	20
Gise	Spring	East and west ends siding.	25	20
Rowe	Spring	East and west ends siding.	25	20
Fox	Spring	East end siding.....	15	15
Fox	Spring	End of two tracks.....	30	20
Glorieta	Spring	West end siding.....	15	15
Glorieta	Interlock	End of two tracks.....	30	15
Canyoncito	Spring	East end siding.....	15	15
Canyoncito	Spring	West end siding.....	25	20
Lamy	Spring	East and west ends siding.	30	20
Kennedy	Spring	East and West ends siding.	25	20

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passen-ger	Freight
Galisteo	Spring	East and West ends siding.	25	20
Los Cerrillos	Spring	East and West ends siding.	25	20
Waldo	Spring	West end siding.....	15	15
Domingo	Spring	East and West ends siding.	15	15
Nueva	Spring	East and West ends siding.	15	15
Bernalillo	Spring	East end siding.....	15	15
Bernalillo	Spring	West end siding.....	25	20
Alameda	Spring	West end siding.....	25	20
Hahn	Spring	End of two tracks.....	30	20
Abajo	Dual	End of Two tracks.....	40	30
Barr	Spring	East and west ends siding.	15	15
Isleta	Dual	Albuquerque Division Jct. Westward trains to El Paso Dist.....	40	30
		Eastward trains from El Paso Dist.....	20	20
Belen	Interlock	Pecos Division Main track	30	30
Belen	Interlock	Pecos Division To and from Yard.....	15	15
Rincon	Spring	East end No. 2 track.....	15	15

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

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.3
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

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

5. SPECIAL RULES AND FACILITIES.

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

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

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

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

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

6. RAILROAD CROSSINGS AND JUNCTIONS.

GLORIETA—End of two tracks protected by interlocking.

ABAJO—End of two tracks protected by interlocking.

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

Following whistle signals will indicate routes:

WESTWARD

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

EASTWARD

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

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

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

Location	Mile Post.	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Jansen Wye (Eastward track) ..	639.5	3	East & West	None.
SECOND DISTRICT				
Toril	697.5	44	East & West	Frts. only.
Union	741.5	13	East & West	Frts. only.
THIRD DISTRICT				
Spiess	837.3	61	East & West	Frts. only.
Rosario	860.0		None	Frts. only.
Elota	872.2		None	Frts. only.
Plains Electric	878.4	40	East	Frts. only.
Ruiz	882.4		None	Frts. only.
ROCKY MOUNTAIN DISTRICT				
Van Houten Mine....	4.4	Yard	East	Frts. only.
Koehler Mine.....	11.2	Yard	East	Frts. only.
EL PASO DISTRICT				
Kinney.....	907.1	6 No siding	East	Frts. only.
Polvadero.....	966.7			Pass. only.
McNierney Stock Yards.....	968.3	11	East & West	Frts. only.
United M&M Corp....	983.7	6	East & West	Frts. only.
Tex Mex Mining Co..	989.0	7	East	Frts. only.
Tiffany Stock Yards..	1002.1	19	East & West	Pass. and freight.
Newalpitt.....	1086.0	2	East	Frts. only.
Fort Selden.....	1097.3	5	West	Pass. and freight.
Barker.....	1113.9	1	East	Frts. only.
DEMING DISTRICT				
Asarco.....	2.0	Yard	East	Frts. only.
MAGDALENA DISTRICT				
Socorro Planting & Lumber Co.....	1.9	6	East	Frts. only.
Great Lakes Carbon Corp.....	4.8	20	East & West	Frts. only.
Quarry Tracks.....	11.0	36	East & West	Frts. only.
Kelly.....	28.5	29	East & West	Frts. only.
FIERRO DISTRICT				
Bullfrog Mine.....	0.2	10	East & West	Frts. only.
Black Hawk.....	2.3	12	East & West	Frts. only.
Kearney.....	2.6	19	East & West	Frts. only.
Peru Mining Co.....	3.8	20	East & West	Frts. only.
Union Hill.....	4.7	37	East & West	Frts. only.
SANTA RITA DISTRICT				
Star Shaft.....	15.5	21	West	Frts. only.
Precipitate Spur.....	15.6	22	West	Frts. only.

8. BULLETIN BOOKS.

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

8. BULLETIN BOOKS—(Cont'd).

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

9. STANDARD CLOCKS.

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

10. STANDARD THERMOMETERS.

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

11. STATUTORY REGULATIONS.

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

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

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

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

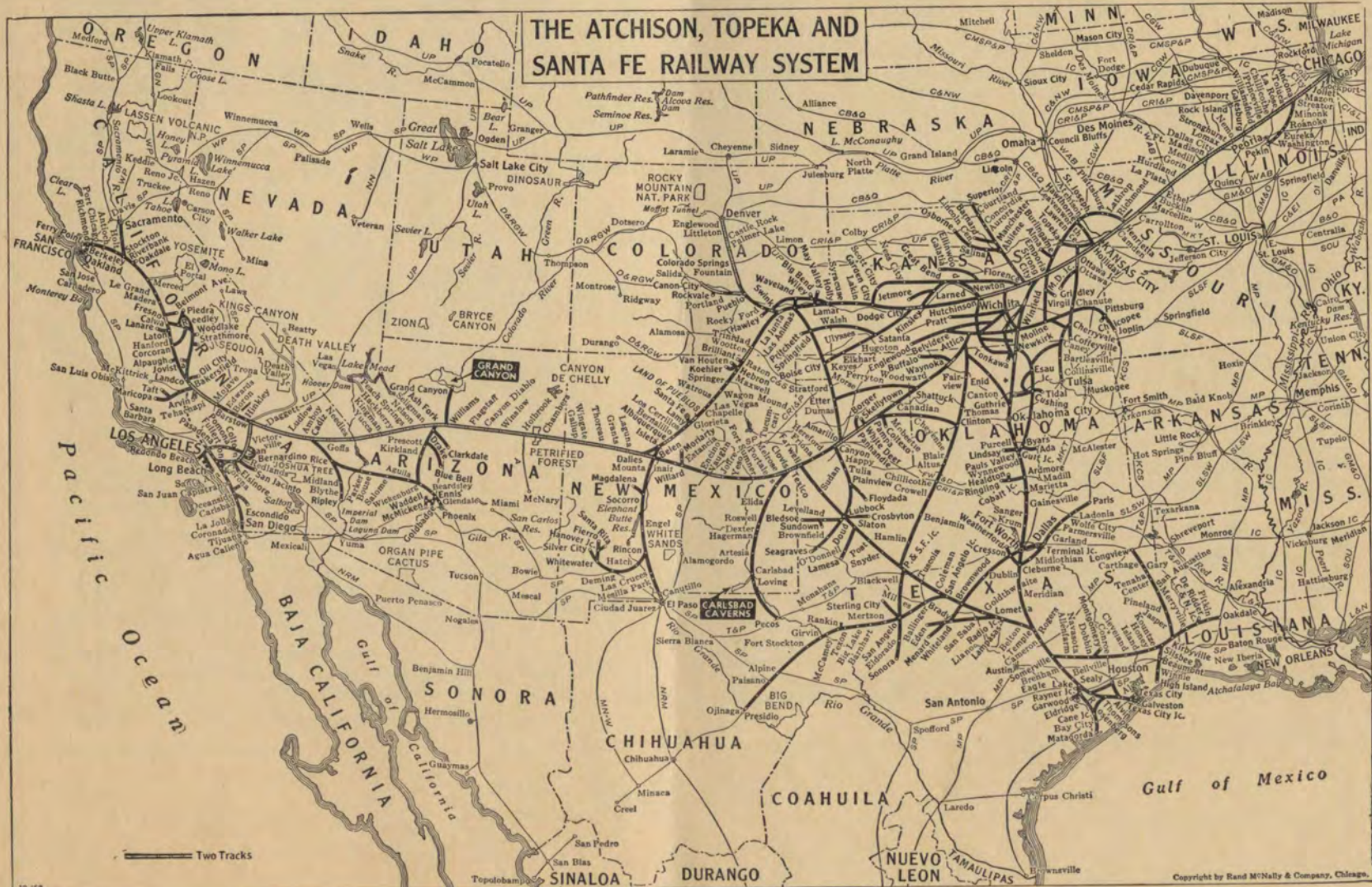


SANTA FE SAFETY FIRST



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

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



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

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

ALBUQUERQUE HOSPITAL.

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

LOCAL SURGEONS.

- DR. W. R. SISSON.....La Junta.
- DR. J. ALAN SHAND.....La Junta.
- DR. GORDON H. VANDIVER.....La Junta.
- DR. RICHARD L. DAVIS.....La Junta.
- DR. H. E. ABRUMS.....Trinidad.
- DR. JOHN D. LENTON.....Trinidad.
- DR. C. B. ELLIOTT.....Raton.
- DR. V. K. ADAMS.....Raton.
- DR. G. O. POSEY.....Cimarron.
- DR. J. S. GUNTER.....Springer.
- DR. C. H. GELLENTHIEN.....Valmora.
- DR. J. A. EVANS.....Las Vegas.
- DR. W. A. STARK.....Las Vegas.
- DR. E. H. DELLINGER.....Las Vegas.
- DR. C. L. BLANCHARD.....Las Vegas.
- DR. LEGRAND WARD.....Santa Fe.
- DR. S. M. GONZALEZ.....Santa Fe.
- DR. LOUIS J. LEVIN.....Belen.
- DR. W. D. RADCLIFFE.....Belen.
- DR. V. E. FRANKLIN.....Socorro.
- DR. MILLICENT Z. SMITH.....Socorro.
- DR. CHARLES E. LONG.....Socorro.
- DR. W. P. SEDGWICK.....Las Cruces.
- DR. J. A. STEEL.....Hatch.
- DR. E. E. HUBBLE.....Truth or Consequence.
- DR. PAUL A. FEIL.....Deming.
- DR. SAMUEL M. RAMER.....Silver City.
- DR. CLARAN C. COBB.....Silver City & Bayard.
- DR. ROY C. WILLE.....Silver City & Bayard.
- DR. L. R. GADDIS.....El Paso.
- DR. H. J. H. MARSHALL.....El Paso.
- DR. JOHN H. JOHNSTONE.....Ysleta.

EYE, EAR, NOSE and THROAT SPECIALISTS

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

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

**WESTERN LINES
Northern District**

NEW MEXICO DIVISION

TIME TABLE No.

92

IN EFFECT

Sunday, April 24, 1955

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

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

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

**J. E. LESTER,
Asst. General Manager,
La Junta, Colorado.**

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