

J. P. SPEARS, Ass't Superintendent..... El Paso, Tex.
 E. W. NOTGRASS, Trainmaster..... Las Vegas, N.M.
 C. W. FRASER, Ass't Trainmaster..... Hurley, N.M.
 L. M. MURPHY, 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.

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

SURGEONS OF

THE A.T.&S.F. HOSPITAL ASSOCIATION.

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

ALBUQUERQUE HOSPITAL.

DR. FRED H. HANOLD..... Surgeon in Charge.
 DR. LAWRENCE WILKINSON..... Assistant Surgeon.
 DR. CHARLES BEESON..... Assistant Surgeon.
 DR. VIRGIL E. SEIBERT..... Assistant Surgeon.
 DR. J. W. WIGGINS..... Consultant, Gynecology.
 DR. CARL WILLIAMSON..... Consultant, Surgery.
 DR. ROBERT FRIEDENBERG..... Consultant in Internal Medicine.
 DR. ALBERT L. MAISEL..... Consultant, Internal Medicine.
 DR. GORDON STRANCE..... 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. S. J. JELSO..... Dermatologist.
 DR. W. H. THEARLE..... Tuberculosis Consultant.
 DR. L. J. MILLER..... Neurosurgical Consultant.
 DR. M. R. KLEBANOFF..... Neurological Consultant.
 DR. ALEN JACOBSEN..... Neuropsychiatric Consultant.
 DR. WILLIAM CORMACK..... Anesthesiologist.
 DR. A. J. MCQUEENEY..... Pathologist.
 DR. L. C. DELAMBRE..... Urologist.
 DR. JOHN F. GRIFFIN..... Orogologist.
 DR. LEWIS M. OVERTON..... Orthopedist.
 DR. R. E. FORBIS..... Orthopedic Consultant.
 DR. G. H. WILLIAMS..... Eye, Nose, Throat.
 DR. HOWARD B. PECK..... Eye Specialist.
 DR. JACK A. DILLAHUNT..... Eye Specialist.
 DR. ALFRED LOPEZ..... Dentist.
 DR. J. G. MANSER..... Dentist.
 DR. JOHN D. MORROW..... Consulting Dentist.

LOCAL SURGEONS.

DR. J. ALAN SHAND..... La Junta.
 DR. GORDON H. VANDIVER..... La Junta.
 DR. RICHARD L. DAVIS..... La Junta.
 DR. H. E. ABRUMS..... Trinidad.
 DR. C. B. ELLIOTT..... Raton.
 DR. V. K. ADAMS..... Raton.
 DR. L. A. THOMPSON..... Springer.
 DR. C. H. GELLENTHIEN..... Valmora.
 DR. J. A. EVANS..... Las Vegas.
 DR. W. A. STARK..... Las Vegas.
 DR. LEGRAND WARD..... Santa Fe.
 DR. S. M. GONZALEZ..... Santa Fe.
 DR. D. T. WIER..... Belen.
 DR. V. E. FRANKLIN..... Socorro.
 DR. W. P. SEDGWICK..... Las Cruces.
 DR. J. A. STEEL..... Hatch.
 DR. H. B. JOHNSON..... Truth or Consequence.
 DR. L. L. WOODWARD..... Bayard.
 DR. PAUL A. FEIL..... Deming.
 DR. N. P. GRENFELL..... Bayard.
 DR. SAMUEL M. RAMER..... Silver City.
 DR. L. R. GADDIS..... El Paso.
 DR. H. J. H. MARSHALL..... El Paso.
 DR. G. O. POSEY..... Cimarron.
 DR. JOHN H. JOHNSTONE..... Isleta.

**EYE, EAR, NOSE and THROAT SPECIALISTS
 AT LOCAL POINTS.**

DR. R. P. BEAUDETTE, Ophthalmologist..... Raton.
 DR. WALLACE C. BEIL..... Las Vegas.
 DR. J. D. MARTIN..... El Paso.

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

**WESTERN LINES
 Northern District**

NEW MEXICO DIVISION

TIME TABLE No.

86

IN EFFECT

Sunday, April 27, 1952

**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.**

**L. M. OLSON,
 Asst. General Manager,
 La Junta, Colorado.**

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

Hall 4 52 6500 4638

Timetable 85 eff 28 Jan 51

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
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond	141-14	Denver to La Junta	Beyond La Junta	
4	Los Cerrillos	La Junta and beyond		21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Glorieta Wagon Mound Thatcher	Beyond La Junta	Albuquerque and beyond		Trinidad	Raton and beyond	
	Lamy	Gallup and beyond	Trinidad and beyond		Lamy	Gallup and beyond	Trinidad and beyond
	Deerfield } Holcomb }	Dodge City and beyond	Beyond La Junta	22	Lamy	Trinidad and beyond	Gallup and beyond
Dodge City to Hutchinson	Newton and beyond	La Junta and beyond	Trinidad		Kansas City and beyond	Any station	
123	St. John Stafford Macksville Kinsley	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton	19	Hutchinson	Kansas City and beyond	La Junta and beyond
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton		Garden City	Albuquerque and beyond Barstow and beyond	Kansas City and beyond Kansas City and beyond
	Glorieta	Gallup and beyond	Trinidad and beyond	20	Glorieta Valmora Garden City	Kansas City and beyond Kansas City and beyond	Barstow and beyond Albuquerque and beyond
1-102	La Junta to Pueblo		Beyond Las Animas	23	Ft. Sumner Vaughn Mountainair }	Belen and beyond	Beyond Clovis
	Pueblo to Denver		Beyond La Junta				
101-2	Denver to Pueblo	Las Animas and beyond		24	Mountainair Vaughn Ft. Sumner }	Beyond Clovis	Belen and beyond
	Littleton	Colorado Springs, Pueblo and beyond					
	Pueblo to La Junta	Beyond Las Animas		27-(C&S)	Littleton Castle Rock Larkspur Fountain }	Beyond Pueblo	
124	Las Animas Syracuse Lakin	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond	28-(C&S)	Palmer Lake	Any station	Any station
	Kinsley Macksville St. John Stafford	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond	105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond
				106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa
13-130	La Junta to Denver		Beyond La Junta				

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

1 NEW MEXICO DIVISION.

FIRST DISTRICT.

Signal System Two in effect La Junta to Raton, except Signal System One in effect at Lynn interlocker.

Automatic Block System between LaJunta and Raton

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

Rule 261 in effect between C&S Crossing and Starkville and between west switch at Wootton and east switch at Lynn.

Rule 251 in effect between Starkville and west switch Wootton and between east switch Lynn and Raton.

Dwarf signals without number plates operated from control station are located at Wootton and Lynn, controlling movements to main track. Trains stopped by any of these signals will ascertain from control station by telephone the reason thereof, and if control station advises no known cause and line up is properly set for movement, train may proceed as prescribed by Amended Rule 509-C.

Emergency telephones connected with control station are located near all main track switches at Wootton, West end of siding at Lynn, and at both ends of tunnel.

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

Time at C&S Crossing applies at end of two tracks.

At La Junta between Bridge 554-B and signal bridge carrying Signals 5556 and 5556-A 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.

At Trinidad between coal chute 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.

Crotch switch at West end of siding Lynn will be normally lined and locked for movement to Westward main track.

End of two tracks Wootton controlled by spring switch normally lined for Eastward movements.

End of two tracks Lynn protected by dual control switch.

Crotch switch West end of siding Wootton will be normally lined and locked for movement to Westward main track and crotch switch at East end of siding will be normally lined and locked for movement to Eastward main track.

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.

		WESTWARD.							Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.
		First Class.								
		3	7	17	21	123	19		STATIONS.	
		California Limited.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.		
	Yard	PM 9.50	PM 4.50	AM 9.57	AM 8.22	AM 7.30	AM 8.35	554.9	LA JUNTA. YL 3.1	
93	82	10.00	4.55	10.03	8.28	7.35	6.40	558.0	ORMEGA 5.5	
5	82	10.09	5.00	10.07	8.31	7.40	6.45	563.5	BENTON 4.6	
4	61	10.15	5.04	10.11	8.35	7.44	6.49	568.0	RENE. 4.3	
19	81	10.21	5.09	10.14	8.39	7.48	6.53	572.3	TIMPAS. 5.8	
7	82	10.27	5.13	10.18	8.43	7.53	6.58	578.2	AYER. 4.9	
5	82	10.33	5.17	10.22	8.47	7.57	7.02	583.0	MINDEMAN. 3.0	
52	59	10.40	5.20 ¹²⁴	10.24	8.50	8.00	7.06	586.0	BLOOM 5.5	
9	63	10.47	5.25	10.29	8.55	8.05	7.11	591.5	DELHI. 4.0	
7	81	10.54	5.29	10.33	8.59	8.09	7.15	595.5	HOUGHTON. 4.3	
66	107	11.00	5.34	10.37	9.03	8.14	7.20	599.8	THATCHER. 4.9	
27	70	11.07	5.39	10.42	9.08	8.20	7.25	604.7	SIMPSON. 4.5	
8	81	11.14	5.43	10.46	9.12	8.24	7.29	609.2	TYRONE. 5.8	
36	82	11.20	5.47	10.50	9.16	8.30	7.33	615.0	MODEL. 3.4	
5	60	11.25	5.50	10.53	9.19	8.35	7.36	618.4	EARL. 3.9	
5	62	11.30	5.55	10.57	9.23	8.40	7.40	622.3	KADREW. 3.9	
58	83	11.35	6.00	11.03	9.27	8.45	7.46	626.3	HOEHNES. 6.0	
	82	11.40	6.05	11.08	9.32	8.50	7.51	632.3	EL MORO. 3.5	
		11.46	6.09	11.11	9.35	8.54	7.54	635.8	C.&S. CROSSING. 0.9	
	Yard	s 11.55	s 6.19	11.15	9.39	s 8.57	s 8.00	636.7	TRINIDAD. 1.9	
30		11.59 AM	6.22	11.18	9.42	9.00	8.03	638.6	JANSEN. 3.2	
41		12.05	6.28	11.24	9.48	9.05	8.09	641.8	STARKVILLE. 5.5	
		12.17	6.37	11.33	9.57	9.12	8.17	647.3	GALLINAS. 0.8	
206		12.20	6.40	11.36	10.00	9.15	8.21	648.1	MORLEY. 3.6	
59	81	12.30	6.50	11.46	10.10	9.25	8.32	651.8	WOOTTON. 1.0	
4	57	12.35	6.54	11.50	10.15	9.29	8.36	652.8	LYNN. 1.4	
		12.39	6.58	11.54	10.19	9.33	8.40	654.2	KEOTA. 5.3	
	Yard	s 1.00 AM	s 7.13 PM	s 12.09 PM	s 10.35 AM	s 9.50 AM	s 8.55 AM	659.5	RATON. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(104.6)	
		33.0	43.6	47.5	47.2	44.8	44.2		Average speed per hour.	

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

TWO TRACKS

TWO TRACKS

FIRST DISTRICT.

TIME TABLE No. 86, April 27, 1952.		Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.					
					First Class.					
					4	8	22	20	124	18
					California Limited.	Fast Mail Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
LA JUNTA. YL 3.1		0	W F T Y C		AM 6.00	AM 6.35	PM 1.50	PM 4.00	PM 6.05	PM 8.25
ORMEGA. 5.5		0		B	5.50	6.25	1.42	3.52	5.50	8.17
BENTON. 4.6		0		B	5.45	6.20	1.38	3.48	5.45	8.13
RENE. 4.3		0		B	5.40	6.15	1.34	3.44	5.39	8.09
TIMPAS. 5.8		0		B	5.30	6.10	1.30	3.40	5.33	8.05
AYER. 4.9		0		B	5.20	6.05	1.26	3.35	5.28	8.00
MINDEMAN. 3.0		0		B	5.15	6.00	1.22	3.31	5.24	7.56
BLOOM. 5.5		0	W	B	5.10	5.55	1.19	3.28	5.20	7.53
DELHI. 4.0		0		B	5.05	5.50	1.15	3.23	5.14	7.48
HOUGHTON. 4.3		0		B	5.00	5.42	1.12	3.20	5.10	7.45
THATCHER. 4.9		0	WY	C	4.55	5.35	1.08	3.15	5.05	7.40
SIMPSON. 4.5		31.7		B	4.49	5.25	1.04	3.10	5.00	7.36
TYRONE. 5.8		31.7		B	4.43	5.17	1.00	3.05	4.56	7.32
MODEL. 3.4		31.1		B	4.36	5.08	12.55	3.00	4.52	7.27
EARL. 3.9		31.7		B	4.31	5.02	12.51	2.56	4.49	7.22
KADREW. 3.9		30.8		B	4.25	4.55	12.46	2.51	4.44	7.17
HOEHNES. 6.0		31.7		C	4.18	4.50	12.40	2.46	4.39	7.11
EL MORO. 3.5		0		B	4.11	4.45	12.35	2.40	4.35	7.05
C. & S. CROSSING. YL 0.9		0		B	4.05	4.40	12.32	2.35	4.32	7.02
TRINIDAD. 1.9		0	WFT	C	4.00	4.35	12.30	2.32	4.30	7.00
JANSEN. 3.2		0		B	3.47	4.25	12.25	2.27	4.26	6.56
STARKVILLE. 5.5		0	W	B	3.40	4.18	12.18	2.20	4.19	6.49
GALLINAS. 0.8		0		B	3.27	4.05	12.06	2.08	4.07	6.37
MORLEY. 3.6		0		C	3.25	4.03	12.04 PM	2.06	4.05	6.35
WOOTTON. 1.0		175.3		B	3.15	3.55	11.55	1.56	3.55	6.26
LYNN. 1.4		175.3		C	3.08	3.50	11.50	1.52	3.51	6.21
KEOTA. 5.3		174.2		B	2.56	3.36	11.43	1.45	3.43	6.15
RATON. YL			W F T Y C		2.45 AM	3.25 AM	11.31 AM	1.30 PM	3.30 PM	6.02 PM
(104.6)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					32.2	33.0	45.1	41.8	40.5	43.9

Signal System Two in effect La Junta to Raton, except Signal System One in effect at Lynn interlocker.

Automatic Block System between LaJunta and Raton. Two main tracks between C&S Crossing and Wootton and between Lynn and Raton.

Rule 261 in effect between C&S Crossing and Starkville and between west switch at Wootton and east switch at Lynn.

Rule 251 in effect between Starkville and west switch Wootton and between east switch Lynn and Raton.

Dwarf signals without number plates operated from control station are located at Wootton and Lynn, controlling movements to main track. Trains stopped by any of these signals will ascertain from control station by telephone the reason thereof, and if control station advises no known cause and line up is properly set for movement, train may proceed as prescribed by Amended Rule 509-C.

Emergency telephones connected with control station are located near all main track switches at Wootton, West end of siding at Lynn, and both ends of tunnel.

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

Time at C&S Crossing applies at end of two tracks.

At La Junta between Bridge 554-B and signal bridge carrying Signals 5556 and 5556-A 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.

At Trinidad between coal chute 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.

Crotch switch at West end of siding Lynn will be normally lined and locked for movement to Westward main track.

End of two tracks Wootton controlled by spring switch normally lined for Eastward movements.

End of two tracks Lynn protected by dual control switch.

Crotch switch West end of siding Wootton will be normally lined and locked for movement to Westward main track and crotch switch at East end of siding will be normally lined and locked for movement to Eastward main track.

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.

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

TWO TRACKS

TWO TRACKS

3 NEW MEXICO DIVISION.

SECOND DISTRICT.

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and Las Vegas.

Between Automatic block signals 7701 and 7704 at Las Vegas 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.

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

All trains between Raton and Dillon will operate under time table superiority and rules except as hereinafter provided:

At Dillon light indicator is located in telephone box on Signal 6622 at East end of siding. When train from Blossburg District is ready to leave Dillon Conductor will call control station. Control station, will, after being instructed by train order, display proceed indication which will supersede time table and train order superiority and authorize movement from Dillon to West end Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

Westward trains holding main track at Toril to meet opposing trains must stop East of the preliminary sign until opposing train has entered siding.

Track Capacity 50 ft. Per Car.		WESTWARD.						Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.
		First Class.								
		7	17	21	123	19	3			
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.	California Limited.			
	Yard	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
		PM 7.16	PM 12.12	AM 10.38	AM 9.55	AM 9.00	AM 1.05	659.5		
112	80	7.19	12.15	10.41	9.58	9.03	1.10	662.4	0	
283	94	7.26	12.23	10.47	10.05	9.11	1.20	671.8	0	
5	82	7.32	12.30	10.54	10.10	9.17	1.28	678.8	0	
59	61	7.36	12.36	11.02 ²²	10.15	9.23 ^f	1.34	686.0	66.5	
66	68	7.40	12.40	11.06	10.19	9.27 ^f	1.39	691.0	69.7	
3	67	7.42	12.42	11.08	10.23	9.29	1.49 ⁴	693.4	70.2	
33	44	7.47	12.45 ²⁰	11.11	10.26	9.32	1.54	697.5	0	
148	58	7.50	12.47	11.13	10.29	9.34 ^s	2.03	699.4	72.2	
7	52	7.55	12.52	11.18	10.35	9.39	2.13 ⁸	705.8	70.0	
9	81	8.00	12.56	11.22	10.42 ²²	9.43 ^f	2.18	710.0	71.2	
4	51	8.04	12.59	11.25	10.46	9.46	2.24	714.3	70.9	
11	53	8.10	1.04	11.29	10.51	9.51	2.30	719.7	44.0	
80	81	8.16	1.08	11.33	10.55	9.55 ^s	2.35	725.3	70.2	
9	80	8.21	1.13	11.38	11.00	9.58	2.40	730.2	69.7	
8	80	8.25	1.18	11.44	11.05	10.04	2.50	735.3	70.0	
3	47	8.35	1.28	11.54 ²⁰	11.15	10.14 ²² ^f	3.00	742.3	52.8	
		8.38	1.31	11.57 ^{PM}	11.18	10.17 ^f	3.03	744.8	52.8	
69	79	8.45	1.38	12.04	11.25	10.24 ^f	3.10	750.2	70.0	
	83	8.50	1.43	12.09	11.30	10.30	3.15	755.4	70.7	
17	82	8.54	1.47 ¹²⁴	12.13	11.35 ²⁰	10.37	3.20	759.5	69.7	
17	104	8.58	1.51	12.17	11.40	10.42	3.25	764.0	0	
3	82	9.01	1.54	12.20	11.44	10.49	3.30	767.7	0	
	Yard	9.06 ^s PM	2.00 ^{PM}	12.26 ^s PM	11.47 ^s AM	10.55 ^s AM	3.35 AM	770.1		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
		60.0	61.1	59.8	58.9	57.4	44.0			

AUTOMATIC BLOCK SYSTEM

STATIONS.	YL
RATON.	2.9
DILLON.	8.7
HEBRON.	7.5
SCHOMBERG.	7.2
MAXWELL.	5.0
FRENCH.	2.4
GATO.	4.1
TORIL.	1.9
SPRINGER.	6.1
ROBINSON.	4.7
COLMOR.	4.3
NOLAN.	5.3
LEVY.	5.7
WAGON MOUND.	4.9
BOND.	5.1
OPTIMO.	7.0
SHOEMAKER.	2.5
VALMORA.	4.8
WATROUS.	5.2
KROENIG'S.	4.1
ONAVA.	4.5
AZUL.	3.6
ARRIBA.	2.4
LAS VEGAS.	YL

(110.0)

Average speed per hour.

SECOND DISTRICT.

TIME TABLE No. 86, April 27, 1952.		Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.					
					First Class.					
					4	8	22	20	124	18
					California Limited.	Fast Mail Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
RATON. YL 2.9		70.7	W T Y	C	s AM 2.40	s AM 3.20	s AM 11.28	s PM 1.25	s PM 3.25	s PM 5.59
DILLON. 8.7		75.0		B	2.31	3.13	11.21	1.20	3.19	5.51
HEBRON. 7.5		70.2	Y	C	2.20	3.00	11.14	1.14	3.13	5.44
SCHOMBERG. 7.2		68.4		B	2.12	2.50	11.08	1.08	3.06	5.38
MAXWELL. 5.0		66.0		C	2.02 ^f	2.40	11.02 ²¹	1.00	2.59	5.32
FRENCH. 2.4		70.0		C	1.53 ^f	2.33	10.58	12.54	2.55	5.28
GATO. 4.1		72.8		B	1.49 ³	2.28	10.56	12.50	2.51	5.26
TORIL. 1.9		66.0	Y	B	1.44	2.23	10.53	12.45 ¹⁷	2.48	5.23
SPRINGER. 5.1		70.2	W	C	f 1.40	s 2.20	10.51	12.40	2.46	5.21
ROBINSON. 4.7		69.7		B	1.34	2.13	10.46	12.35	2.41	5.16
COLMOR. 4.3		67.9		B	1.27	2.02	10.42 ¹²³	12.30	2.36	5.13
NOLAN. 5.3		69.7		B	1.22	1.54	10.39	12.25	2.32	5.10
LEVY. 5.7		67.9		B	1.16	1.48	10.35	12.20	2.28	5.07
WAGON MOUND. 4.9		16.5	W	C	1.10	s 1.40	10.31	12.15	2.24	5.03
BOND. 5.1		69.7		B	1.03	1.33	10.27	12.10	2.19	4.59
OPTIMO. 7.0		70.2		B	12.55	1.27	10.22	12.04 ^{PM}	2.15	4.54
SHOEMAKER. 2.5		0		B	12.45 ^f	1.15	10.14 ¹⁹	11.54 ²¹	2.06	4.46
VALMORA. 4.8		52.8		B	12.42 ^f	1.12	10.10	11.51	2.03	4.43
WATROUS. 5.2		70.0		C	12.35 ^f	1.03	10.03	11.44	1.56	4.36
KROENIG'S. 4.1		0		B	12.26	12.55	9.58	11.40	1.51	4.32
ONAVA. 4.5		63.7		B	12.20	12.50	9.55	11.35 ¹²³	1.47 ¹⁷	4.29
AZUL. 3.6		69.7		B	12.15	12.45	9.51	11.30	1.41	4.25
ARRIBA. 2.4		69.7		B	12.10	12.40	9.47	11.26	1.37	4.21
LAS VEGAS. YL			W T Y	C	12.05 AM	12.35 AM	9.43 AM	11.22 AM	1.33 PM	4.18 PM
(110.0)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					42.6	40.0	62.9	53.7	58.9	65.3

AUTOMATIC BLOCK SYSTEM

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and Las Vegas.

Between Automatic block signals 7701 and 7704 at Las Vegas 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.

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

All trains between Raton and Dillon will operate under time table superiority and rules except as hereinafter provided:

At Dillon light indicator is located in telephone box on Signal 6622 at East end of siding. When train from Blossburg District is ready to leave Dillon Conductor will call control station. Control station, will, after being instructed by train order, display proceed indication which will supersede time table and train order superiority and authorize movement from Dillon to West end Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

Westward trains holding main track at Toril to meet opposing trains must stop East of the preliminary sign until opposing train has entered siding.

5 NEW MEXICO DIVISION.

THIRD DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.						Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	
		First Class.									
		7	17	21	123	19	3				
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.	California Limited.			STATIONS.	
	Yard	PM 9.09	PM 2.03	PM 12.29	AM 11.52	AM 11.00	AM 3.40	770.1		LAS VEGAS. YL 4.5	
	9 78	9.15	2.10	12.36	11.59	11.10	3.45	774.6	51.7	ROMERO. 3.9	
	6 52	9.21	2.17	12.42	12.07	11.16	3.50	778.5	87.1	OJITA. 4.6	
	13 51	9.28	2.24	12.49	12.15	11.23	3.55	783.2	0	MYERS. 5.5	
	8 115	9.36	2.31	12.57 ¹²⁴	12.25	11.31	4.02	788.8	89.8	CHAPELLE. 4.8	
	3 ^{E56} W50	9.45	2.40	1.07	12.33	11.40	4.13	793.6	89.8	BLANCHARD. 5.8	
	22 60	9.53	2.49	1.17	12.45 ¹²⁴	11.50	4.24	799.4	0	RIBERA. 4.0	
	13 64	9.59	2.56	1.22	12.52	11.58	4.31	803.3	89.8	SANDS. 3.4	
	19 57	10.06	3.03	1.29	12.59	12.08	4.38	807.0	89.1	ILFELD. 4.0	
	16 56	10.11	3.08	1.34	1.07	12.14	4.45	811.0	89.8	GISE. 4.8	
	84 81	10.16	3.12 ¹⁸	1.39	1.12	12.21 ¹²⁴	4.50	816.0	89.8	ROWE. 4.4	
		61	10.22 ⁴	3.17	1.44	1.19	12.27	5.00	820.4	89.8	FOX. 4.8
	102 114	10.30	3.25	1.52	1.29	12.35	5.10	825.2	0	GLORIETA. YL 4.6	
	13 102	10.40 ⁸	3.35	2.02	1.39	12.45	5.20	830.0	0	CANYONCITO. 5.1	
		Yard	11.00	3.47	2.15	1.50 ^s	1.00 ^s	5.40	835.2	0	LAMY. YL 2.1
		61	11.03	3.52	2.17	1.53	1.02	5.43	837.3	0	SPIESS. 6.4
	15 105	11.09	4.00	2.26 ¹⁸	1.59	1.08	5.50	843.8	0	KENNEDY. 4.9	
		82	11.14	4.03	2.30	2.04	1.11	5.55	848.7	0	GALISTEO. 3.6
	37 98	11.20	4.07	2.35	2.10	1.15	6.00	852.3	0	LOS CERRILLOS. 1.7	
	121 97	11.25	4.10	2.39	2.15 ¹⁸	1.17	6.06	853.9	0	WALDO. 6.1	
		58	11.32	4.17	2.46	2.22	1.24	6.15	860.0	47.5	ROSARIO. 5.8
	26 88	11.39	4.23	2.53	2.29	1.29	6.25	865.3	0	DOMINGO. 6.8	
		59	11.44	4.29	2.59	2.34	1.34	6.35	872.2	21.1	ELOTA. 4.4
		81	11.49	4.33	3.04	2.39	1.37	6.40	876.6	21.1	NUEVE. 5.7
		81	11.55	4.38	3.10	2.45	1.43	6.47	882.4	26.4	RUIZ. 3.6
	50 60	12.01	4.42	3.15	2.50	1.51 ¹⁸	6.53	886.0	0	BERNALILLO. 8.6	
	90 52	12.09	4.50	3.21	2.58	2.06	7.00	894.7	21.1	ALAMEDA. 4.1	
	45 85	12.15	4.56	3.27	3.05	2.12	7.08	898.8	18.5	HAHN. 3.6	
		Yard	12.25	5.05	3.35	3.15	2.20	7.30	902.4		Albuquerque. YL
		AM	PM	PM	PM	PM	AM				
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
		41.5	42.7	42.6	38.9	41.5	34.3			(131.6)	
										Average speed per hour.	

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

Two Main Tracks between Fox and Glorieta and between Hahn and Albuquerque.

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.

Between Automatic block signals 7701 and 7704 at Las Vegas, and 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.

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.

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.

Eastward trains holding main track at Waldo or Spiess to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

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.

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

2 Tracks

2 Tracks

THIRD DISTRICT.

TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Tires, Tables and Wyes.	Communications.	EASTWARD.					
				First Class.					
				22	20	124	18	4	8
STATIONS.				El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.	California Limited.	Fast Mail Express.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
LAS VEGAS. YL 4.5	74.9	W T Y	C	s AM 9.40	s AM 11.17	s PM 1.28	s PM 4.15	s PM 11.55	s AM 12.25
ROMERO. 3.9	75.0		B	9.32	11.10 ¹⁹	1.19	4.08	11.40	12.17
OJITA. 4.6	75.0		B	9.25	11.02	1.13	4.00	11.30	12.10
MYERS. 5.5	75.0		B	9.18	10.54	1.07	3.54	11.22	12.04
CHAPELLE. 4.8	0	W	C	9.12	10.48	12.57 ²¹	3.47	11.10	11.57
BLANCHARD. 5.8	75.0		B	9.06	10.42	12.53	3.39	11.02	11.50
RIBERA. 4.0	0	W	B	8.57	10.32	12.45 ¹²³	3.29	10.50	11.40
SANDS. 3.4	0		B	8.53	10.27	12.37	3.24	10.42	11.32
ILFELD. 4.0	0		B	8.49	10.23	12.32	3.20	10.35	11.26
GISE. 4.8	61.2		B	8.45	10.18	12.26	3.16	10.30	11.20
ROWE. 4.4	0	W	C	8.41	10.13	12.21 ¹⁹	3.12 ¹⁷	10.25	11.15
FOX. 4.8	0		B	8.36	10.08	12.13	3.07	10.22 ⁷	11.10
GLORIETA. YL 4.6	158.4	Y	C	8.30	10.02	12.07 PM	3.00	10.15	11.00
CANYONCITO. 5.1	158.4		B	8.19	9.51	11.55	2.49	10.02	10.40 ⁷
LAMY. YL 2.1	73.9	W F Y	C	8.08	9.40	11.45	2.38	9.50	10.30
SPIESS. 6.4	75.0		B	8.02	9.34	11.37	2.32	9.30	10.15
KENNEDY. 4.9	70.7		B	7.56	9.28	11.30	2.26 ²¹	9.21	10.07
GALISTEO. 3.6	75.0		B	7.51	9.22	11.25	2.21	9.16	9.59
LOS CERRILLOS. 1.7	75.0	W	C	7.48	9.18	11.20	2.18	9.10	9.53
WALDO. 6.1	73.1		B	7.46	9.16	11.17	2.15 ¹²³	9.04	9.45
ROSARIO. 5.8	52.8		B	7.40	9.09	11.12	2.10	8.55	9.37
DOMINGO. 6.8	26.4	W	C	7.35	9.04	11.07	2.05	8.48	9.31
ELOTA. 4.4	26.4		B	7.30	8.59	11.02	2.00	8.40	9.25
NUEVE. 5.7	52.8		B	7.27	8.54	10.59	1.57	8.35	9.20
RUIZ. 3.6	26.4		B	7.23	8.50	10.55	1.53	8.27	9.15
BERNALILLO. 8.6	26.4		C	7.20	8.46	10.52	1.51 ¹⁹	8.22	9.10
ALAMEDA. 4.1	26.4		B	7.14	8.39	10.44	1.44	8.14	9.00
HAHN. 3.6	26.4		B	7.10	8.35	10.40	1.40	8.07	8.55
Albuquerque. YL		W F T	C	7.05 AM	8.30 AM	10.35 AM	1.35 PM	8.00 PM	8.50 PM
(131.6)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				50.9	47.3	45.6	49.	33.8	36.7

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

Signal System Two in effect between Las Vegas and Albuquerque.

Automatic Block System between Las Vegas and Albuquerque.

Two Main Tracks between Fox and Glorieta and between Hahn and Albuquerque.

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.

Between Automatic block signals 7701 and 7704 at Las Vegas, and 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.

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.

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.

Eastward trains holding main track at Waldo or Spiess to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

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.

7 NEW MEXICO DIVISION.

EL PASO DISTRICT.

Signal System 2 in effect Albuquerque to Isleta.

Signal System 1 in effect Isleta to Rincon.

Automatic Block System between:

MP 902.4 and MP 915.0
MP 931.3 and MP 935.0
MP 1077.6 and MP 1078.7

Two main tracks between Albuquerque and Abajo and at Belen between MP 895.6 and MP 896.7.

Between Automatic block signals 9013 and 9032 at Albuquerque, and between Albuquerque Division Junction MP 896.7 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 895.6 to MP 896.7.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 895.5 and end of two main tracks MP 895.6.

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 and Rincon.

Trains originating Albuquerque, Abajo, Isleta and Socorro 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.	Railing Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	STATIONS.
		13	17	21	123	19	3	7				
		Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.	California Limited.	Fast Mail Express.				
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard	PM 9.00	PM 5.15	PM 3.45	PM 3.30	PM 2.30	AM 8.30	AM 12.40	902.4	0		Albuquerque. YL
	Yard	9.06	5.20	3.50	3.35	2.35	8.36	12.45	903.9	21.1	A. B. S.	1.5
3	104	9.13	5.25	3.55	3.40	2.40	8.40	12.50	909.8	15.8		5.9
34	70	9.20	5.30	4.00	3.45	2.45	8.45	12.55	915.0	10.6		5.2
70	83	9.30							922.4	21.1		7.4
8	83	9.35							927.4	19.0		5.0
	Yard	9.40 10.15							932.6	21.1		5.2
29	83	10.30							942.5	15.8		9.9
13	83	10.48							953.5	16.3		11.0
7	80	11.06							963.5	19.5		10.0
12	83	11.18							970.9	19.2		7.4
101	83	11.30							977.8	26.4		6.9
42	83	11.48							988.2	31.7		10.4
	82	12.06							999.0	0		10.8
3	119	12.18							1005.1	26.4		6.1
11	53	12.31							1012.3	26.4		7.2
1	55	12.47							1021.4	26.4		9.1
	82	1.05							1031.5	26.4		10.1
85	63	1.23							1043.2	0		11.7
41	41	1.30							1046.9	26.4		3.7
22	82	1.38							1051.4	26.4		4.5
	47	1.47							1056.4	26.4		5.0
8	83	2.01							1063.3	9.8		6.9
	82	2.08							1067.1	5.4		3.8
44	49	2.23							1073.7	26.4		6.6
	Yard	2.30 AM							1079.6			5.9
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				5.4
		32.2	50.4	50.4	50.4	50.4	50.4	50.4				5.4

Average speed per hour.

TIME TABLE No. 86, April 27, 1952.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. FIRST CLASS.						
					14	22	20	124	18	4	8
					Express.	El Capitan.	The Chief.	The Grand Canyon.	The Super Chief.	California Limited.	Fast Mail Express.
STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
A. B. S.	Albuquerque. YL 1.5	14.9	WFT	C	s 7.45	s 6.55	s 8.20	s 10.25	s 1.25	m 6.45	s 8.35
	ABAJO. YL 5.9	26.4	Y	C	7.38	6.50	8.14	10.19	1.20	6.39	8.30
	BARR. 5.2	26.4		B	7.31	6.44	8.09	10.14	1.14	6.34	8.24
	ISLETA. 7.4	26.4		C	f 7.24	6.40	8.05	10.10	1.10	6.30	8.20
	LOS LUNAS. 5.0	25.8		C	s 7.14						
	CHLOE. 5.2	21.1		B	7.03						
	BELEN. YL 9.9	26.4		W F T Y	C s 6.55 6.30						
	SABINAL. 11.0	26.4		B	f 6.12						
	LA JOYA. 10.0	25.8		B	5.54						
	SAN ACACIA. 7.4	41.0		B	f 5.36	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.
	LIMITAR. 6.9	26.4		B	5.26						
	SOCORRO. YL 10.4	26.4		WY	C s 5.16						
	SAN ANTONIO. 10.8	31.7		B	f 4.53	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.	Via Albuquerque Division.
	ELMENDORF. 6.1	31.7		B	4.38						
	SAN MARCIAL. 7.2	12.8		B	4.24						
	POPE. 9.1	26.4		B	4.11						
	LAVA. 10.1	26.4		B	f 3.53						
	CROCKER. 11.7	26.4		B	3.38						
	ENGEL. 3.7	26.4		C	s 3.23						
	JORNADA. 4.5	26.4			3.11						
CUTTER. 5.0	26.4		W	B f 3.05							
ALEMAN. 6.9	26.4		B	f 2.57							
UPHAM. 3.8	26.4		B	f 2.45							
ALIVIO. 6.6	26.4		B	2.38							
GRAMA. 5.9	63.4		B	f 2.23 ¹³							
RINCON. YL			WFY	C 2.15 AM							
(177.2)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
Average speed per hour.				82.2	50.4	50.4	50.4	50.4	50.4	50.4	

Signal System 2 in effect Albuquerque to Isleta.

Signal System 1 in effect Isleta to Rincon.

Automatic Block System between:
MP 902.4 and MP 915.0
MP 931.3 and MP 935.0
MP 1077.6 and MP 1078.7.

Two main tracks between Albuquerque and Abajo and at Belen between MP 895.6 and MP 896.7.

Between Automatic block signals 9013 and 9032 at Albuquerque, and between Albuquerque Division Junction MP 896.7 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 895.6 to MP 896.7.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 895.5 and end of two main tracks MP 895.6.

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 and Rincon.

Trains originating Albuquerque, Abajo, Isleta and Socorro 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.		WEST- WARD. NDeM	WEST- WARD. First Class		Rolling Grade Ascending.	TIME TABLE No. 86, April 27, 1952	Rolling Grade Ascending.	Fuel, Water, Tuna Tables and Wyes.	Communications.	EAST- WARD. NDeM	EAST- WARD. First Class
Other Tracks.	Sidings.	Pass- enger.	Express.	147						13	148
Leave Daily.	Leave Daily.	Mile Post.			STATIONS		Arrive Daily.	Arrive Daily.			
	Yard		AM 2.45	1079.6	26.4	RINCON. YL 7.7	26.4	WFY C	s	AM 2.00	
	83		f 2.59	1087.8	26.4	TONUCO. 8.4	26.4	B	f	1.44	
7	53		3.15	1095.7	26.4	MEDLER. 0.4	0	B		1.27	
			f 3.18	1096.1	26.4	RADIUM SPRINGS. 5.0	26.4		f	1.24	
45	62		f 3.27	1101.1	21.5	LEASBURG. 2.4	26.4	Y B	f	1.13	
4			f 3.32	1103.5	26.4	HILL. 3.4	26.4		f	1.08	
42	62		f 3.40	1106.9	16.5	DONA ANA. 5.6	26.4	B	f	1.03	
	Yard		s 4.05	1112.5	1.6	LAS CRUCES. YL 2.5	26.4	W C	s	12.55	
53			s 4.11	1115.0	24.6	MESILLA PARK. 8.9	29.5	C	s	12.32	
33	83		f 4.21	1123.9	0	MESQUITE. 3.9	12.1	C	f	12.22	
18			4.27	1127.8	0	VADO. 3.6	10.6	B		12.15	
26	26		4.35	1131.4	9.5	BERINO. 5.0	6.8	B		12.09	
42	62		s 4.41	1136.4	26.4	LA TUNA. 3.4	26.4	C	f	12.03 -AM-	
18			4.46	1139.8	26.4	VINTON. 2.6	26.4			11.58	
18	35		s 4.51	1142.4	26.4	CANUTILLO. 2.9	26.4	C	f	11.53	
	63		4.56	1145.3	3.7	MONTOYA. 2.6	21.1	B		11.49	
4		PM	5.00	1147.9	26.4	WHITE. 7.3	26.4		-AM	11.45	
		1.05	s 5.30	1155.2	0	EL PASO Union Station. YL 0.8	0		s	7.15 11.30 -PM-	
	Yard			1156.0	0	EL PASO. Freight Station. YL 0.5	0	WFT C			
		1.20 PM		1156.5		International Bridge End of Track. YL			7.00 -AM		
		Arrive Daily.	Arrive Daily.			(76.9)			Leave Daily.	Leave Daily.	
		5.2	27.5			Average speed per hour.			5.2	30.2	

Signal System 1 in effect Rincon to El Paso.

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

Trains must secure numbered clearance card before leaving Rincon.

Trains originating 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. Second Class. 47		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 48
Other Tracks.	Sidings.	Leave Daily.	Mile Post.						Mixed.
	Yard	AM 4.30	1079.6	26.4	RINCON. YL 5.2	26.4	WFY	C	PM 10.20
23	41	s 4.50	1084.8	63.9	HATCH. 9.1	16.8		C	s 10.01
	59	f 5.10	1093.9	63.4	HOCKETT. 11.0	26.4		B	f 9.42
75	44	f 5.32	1104.9	26.4	NUTT. 13.3	26.4	Y	B	f 9.20
	36	f 5.59	1118.2	26.4	FLORIDA. 7.6	26.4	W	B	f 8.55
	61	f 6.15	1125.8	26.4	MIRAGE. 7.1	26.4			f 8.40
	Yard	s 6.40 7.10	1132.9	57.0	DEMING. YL 4.0	62.3	WF	C	s 8.25 7.50
46	41	f 7.25	3.1	57.0	PERUHILL. 13.6	62.3			f 7.37
	53	f 7.55	16.7	73.9	SPALDING. 6.8	29.0	W	B	f 7.15
	12	s 8.10	23.5	69.2	FAYWOOD. 6.8	0		B	f 7.03
88	51	s 8.45	30.3	117.2	WHITEWATER. YL 16.1	79.2	Y	B	s 6.50
	Yard	s 11.05 AM	46.6		SILVER CITY. YL		Y	C	6.00 PM
		Arrive Daily.			(100.7)				Leave Daily.
		15.2			Average speed per hour.				21.2

No. 47 is superior to No. 48.

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

Junction switch at east wye White-water—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.

Magdalena District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 43		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 44
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.						Mixed.
101	83	AM 8.45	0.	132.0	SOCORRO. YL 15.9	0	WY	C	AM 11.45
	17	f 9.35	15.9	132.0	WATER CANYON. 10.9	31.7	W		f 11.00
	Yard	s 10.00 AM	26.8		MAGDALENA. YL		WY	C	10.30 AM
		Arrive Daily Ex. Sun.			(26.8)				Leave Daily Ex. Sun.
		21.4			Average speed per hr.				21.4

No. 43 is superior to No. 44.

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.

Santa Fe District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	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.
	Yard	AM 6.10	0	105.6	LAMY. YL 18.1	105.6	WFY	C	AM 11.30
	Yard	7.10 AM	18.1		SANTA FE. YL		W Y	C	10.30 AM
		Arrive Daily Ex. Sun.			(18.1)				Leave Daily Ex. Sun.
		18.1			Average speed per hr.				18.1

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

Rocky Mountain District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.	Mile Post.		STATIONS.					
305		0	105.6	HEBRON. YL 4.4	0	Y	C		
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.

Koehler District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Mile Post.			STATIONS.					
113	0	158.4		KOEHLER JCT. YL 3.3	0	Y			
121	3.3			KOEHLER. YL					
				(3.3)					

No switch lights on Koehler District.

Van Houten District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Mile Post.			STATIONS.					
92	0	147.8		PRESTON. YL 3.5	0				
50	3.5			VAN HOUTEN. YL					
				(3.5)					

No switch lights on Van Houten District.

Blossburg District.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Mile Post.			STATIONS.					
112	0	105.6		DILLON, 3.3	0		B		
15	3.3	95.0		GARDINER. YL 1.7	0				
113	5.0			BRILLIANT. YL (5.0)					

No switch lights on Blossburg District.

Santa Rita District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.			Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.		
		57	55	Mile Post.						STATIONS.	56	58
		Mixed.	Mixed.								Mixed.	Mixed.
Other Tracks.	Sidings.	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily		
88	51	PM 3.05	AM 10.05	0.	105.6	WHITEWATER. YL 8.3	0	Y B	s 9.30	s 2.45		
	Yard	s 3.30 PM	s 10.35 11.01	8.8	101.4	HURLEY. YL 4.6	42.2	WFY C	s 9.05 AM	s 2.20 1.55		
23	29		s 11.25	12.9	132.0	BAYARD. YL 1.5	0	C		s 1.35		
			s 11.35	14.4	0	HANOVER JCT. YL 0.3	0	B		s 1.30 12.25		
45			f 11.40	14.7	168.4	COBRE. YL 2.0	0			f 12.20		
	Yard		11.50 AM	16.7		SANTA RITA. YL		C		12.10 PM		
		Arrive Daily	Arrive Daily			(16.7)			Leave Daily	Leave Daily		
		16.6	12.5			Average speed per hour.			19.9	15.4		

No. 55 is superior to No 58.
 Nos. 55, 56 and 58 must secure numbered clearance card before leaving Hurley.
 Trains must secure numbered clearance card before leaving Santa Rita.
 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.

Fierro District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 86, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		53	Mile Post.						STATIONS.	54
		Mixed.								Mixed.
Other Trks.	Sidings.	Leave Daily							Arrive Daily	
		PM 12.25	0.	158.4	HANOVER Jct. YL 3.3	0		B	PM 1.30	
41		s 12.40	3.3	158.4	HANOVER. 2.5	0		C	s 1.15	
12		s 12.55 PM	5.8		FIERRO. YL				1.00 PM	
		Arrive Daily			(5.8)				Leave Daily	
		11.6			Average speed per hr.				11.6	

No. 53 is superior to No. 54.
 No switch lights on Fierro District.
 Derail in main track 100 feet east of stock pens at Fierro.
 Fierro district junction switch at Hanover Junction:
 Normal position for Santa Rita district.

Rules Nos. 10(A), 17, 315, 509, 511, D-514, 660, 1000(C), and Definitions of Medium Speed and Restricted Speed, Pages 106, 111, 114 and 115, Operating Department, are amended as follows:

Rule 10(A). Second paragraph amended to read:

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Rule 17. First paragraph amended to read:

The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The train dispatcher should be notified at first opportunity.

Rule 315. Amended to read:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read:

When a train or engine is stopped by a "stop and proceed" signal, it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read:

Where separate signal governing train movements from siding or other track to main track indicates "stop" and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rule 660. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000(C). Amended to include:

In the application of Operating Rule 1000(C) the Federal Communication Commission has modified its rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include:

AUTOMATIC TRAIN STOP SYSTEM (ATS).

A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

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

2. YARD LIMITS.

Abajo.	Koehler Jct. (includes
Albuquerque.	Koehler Dist.)
Bayard.	La Junta.
Belen.	Lamy.
Blossburg Dist.	Las Cruces.
Cobre.	Las Vegas.
C & S Crossing.	Magdalena.
Deming.	Preston (includes
El Paso.	Van Houten Dist.)
Fierro.	Raton.
Glorieta.	Rincon.
Hanover Jct.	Santa Fe.
Hebron (Applies on Rocky	Santa Rita.
Mountain Dist. only.)	Silver City.
Hurley.	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	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
La Junta and Trinidad	100	55
Trinidad and Raton	79	55
SECOND DISTRICT	79	55
THIRD DISTRICT:		
Las Vegas and Lamy	79	55
Lamy and Albuquerque	100	55
EL PASO DISTRICT:		
Albuquerque and Isleta	79	55
Isleta and El Paso	59	45
ROCKY MOUNTAIN DISTRICT	30	30
KOEHLER DISTRICT	15	15
VAN HOUTEN DISTRICT	15	15
BLOSSBURG DISTRICT	15	15
SANTA FE DISTRICT	30	30
DEMING DISTRICT:		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	30	30
MAGDALENA DISTRICT	25	25
SANTA RITA DISTRICT	25	25
FIERRO DISTRICT	25	25

Speed limit ninety (90) miles per hour for passenger trains handling heavy weight equipment.

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
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. 591.1 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
Curve, M.P. 605.1 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
11 Curves, M.P. 619.5 to 624.7	40	40
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
SECOND DISTRICT.		
2 Curves, M.P. 660.0 to 660.4	35	35
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
Curve, M.P. 736.1 to 736.3	45	45
2 Curves, M.P. 736.4 to 737.1	55	50
8 Curves, M.P. 738.2 to 740.8	45	45
21 Curves, M.P. 741.6 to 749.4	45	45
THIRD DISTRICT.		
3 Curves, M.P. 770.7 to 772.0	70	55
13 Curves, M.P. 772.6 to 778.4	45	45
7 Curves, M.P. 778.7 to 780.9	50	50
3 Curves, M.P. 781.7 to 782.8	50	50
3 Curves, M.P. 783.7 to 784.9	40	40
3 Curves, M.P. 786.1 to 787.0	50	50
Curve, M.P. 788.4 to 788.7	55	50
14 Curves, M.P. 789.0 to 793.3	50	50
3 Curves, M.P. 793.8 to 795.1	60	50
5 Curves, M.P. 795.2 to 796.6	30	30
7 Curves, M.P. 796.6 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
Curve, M.P. 809.4 to 809.7	75	55

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd).		
Curve, M.P. 811.1 to 811.5	75	55
8 Curves, M.P. 812.3 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
2 Curves, M.P. 819.6 to 819.9	35	35
7 Curves, M.P. 820.0 to 822.6	50	50
3 Curves, M.P. 822.7 to 824.5	55	50
Curves, M.P. 824.5 to 825.0 EB	40	40
Curves, M.P. 824.5 to 829.0 WB	30	15
Curves, M.P. 825.0 to 829.0 EB	30	30
Curves, M.P. 829.0 to 829.4 } WB	20	15
Curves, M.P. 829.0 to 829.4 } EB	20	20
Curves, M.P. 829.4 to 832.3 } WB	30	15
Curves, M.P. 829.4 to 832.3 } EB	30	30
Curves, M.P. 832.3 to 832.9 EB	20	20
Curves, M.P. 832.3 to 833.4 WB	20	15
Curve, M.P. 834.8 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
3 Curves, M.P. 854.4 to 855.5	65	50
2 Curves, M.P. 855.5 to 856.6	70	55
2 Curves, M.P. 857.1 to 857.4	55	50
Curve, M.P. 857.6 to 857.7	50	50
5 Curves, M.P. 857.8 to 859.0	40	40
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 913-A	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

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).		
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. to 1007.8	30	30
7 Curves, M.P. 1007.8 to 1011.0	50	40
4 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 1080.1	30	20
Curve, M.P. 1080.2 to 1080.3	35	25
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	55	40
Curve, M.P. 1085.8 to 1086.0	45	35
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
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

3. SPEED REGULATIONS—(Cont'd).

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.

Conductors of freight trains will be held responsible for speed of trains on all grades, and while descending grades between Glorieta and Lamy and Raton and Jansen and on Magdalena, Deming, Santa Rita, and Fierro Districts must ride in cupola of caboose or on top of train.

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

Use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

(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, University and Stonewall 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

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(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				
1-90, 300-305	100	45	45	90
306-316	85	45	45	80
100-287, 400-430, 2100-2109, 2611, 2650-2722, 2800-2809	65	45	45	60
2110	65	45	65	60
450-451	30	30	30	20
460-468	35	35	35	20
500-516, 625-633, 1500-1519, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2419, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
M-110 - M-187	60	60	25	60
M-190	75	60	25	75
Steam				
6-wheel and 8-wheel switch	20	20	20	
643, 664-665, 735, 761-768, 777, 804-816, 856, 900-984, 1600-1702, 1900-1983, 2542-2569, 3016-3027	35	35	25	
885-898, 3102-3158	45	35	25	
1001-1214, 1801-1882, 3160-3286, 4000-4115, 4197, 5000-5035	60	40	25	
1316, 1319, 1385, 1487-1550, 3445, 3516-3520, 3751-3775	90	40	25	
1473, 2900-2929, 3403-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3749	70	40	25	
3800-3940	50	40	25	

(E) Movements Over Sub-merged 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:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
Passenger	3	5	5
Freight	5	5	5
44 Ton Yard	2	5	5
Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
Roller Bearing	9	5	5
Passenger Cars			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

(F) Steam Wrecking Cranes, etc.

Trains handling wrecking outfits, Derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings

3. SPEED REGULATIONS—(Cont'd).

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

(H) Spring Switches, Turnouts, and Crossovers.

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

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
LaJunta	Spring	West end crossover between freight yard and NM Division main track.....	10	10
Ormeza	Spring	East end siding.....	15	15
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.	15	15
Simpson	Spring	East end siding.....	15	15
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
Jansen	Spring	Tail of wye switch.....	15	15
Raton	Spring	End of two tracks.....	15	15
Dillon	Spring	East and West end 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.....	15	15

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SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Gato	Spring	East and west ends siding.	15	15
Springer	Spring	East and west ends siding.	15	15
Robinson	Spring	West end siding.....	15	15
Colmor	Spring	East and west ends siding.	15	15
Nolan	Spring	East and west ends siding.	15	15
Levy	Spring	East 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
	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.....	25	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.....	25	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 No. 1 track.....	25	20
Kennedy	Spring	East and West ends siding.	25	20
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
Rosario	Spring	East end siding.....	15	15
Domingo	Spring	East and West ends siding.	15	15
Elota	Spring	West end siding.....	15	15
Nueve	Spring	East and West ends siding.	15	15
Ruiz	Spring	West end siding.....	15	15
Bernalillo	Spring	East and West ends siding.	15	15
Alameda	Spring	West end siding.....	15	15
Hahn	Spring	End of two tracks.....	25	20
Abajo	Interlock	End of Two tracks.....	40	30
Barr	Spring	East and west ends siding.	15	15
Isleta	Interlock	Albuquerque Division Jct. Westward trains to El Paso Dist.....	40	30
		Eastward trains from El Paso Dist.....	20	20
Belen	Interlock	Albuquerque Division Jct.	15	10
Belen	Interlock	Pecos Division Jct.....	15	10
Rincon	Spring	East end No. 2 track.....	15	15

3. SPEED REGULATIONS—(Cont'd).

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

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

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

Mile Posts	Bridge Number	Names
FIRST DISTRICT.		
636.4	Coal Chute, Trinidad.
SECOND DISTRICT.		
689.6	689-A	Vermejo River.
691.2	691-A	Overhead Crossing, S.P. Ry.
748.4	748-D	Mora River.
THIRD DISTRICT.		
785.1	785-A	Tecolote River.
831.8	831-B	Apache Creek.
865.5		Pumice chute located on Pumice Loading Track, Domingo.
EL PASO DISTRICT.		
902.5	902-C	Coal Avenue Viaduct.
951.5	951-A	Rio Puerco.
961.3	961-A	Rio Salado.
1006.2	1006-A	Rio Grande.
1112.5	Las Cruces	Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT.		
1082.9	1082-D	Rio Grande.
39.6	39-D	San Vincente.
45.3	45-A	San Vincente.
FIERRO DISTRICT.		
3.7	Hanover	Loading chute over Peru Mining Co. track.

SPECIAL RULES.

5. SPECIAL RULES AND FACILITIES.

(A) Service tests of air brakes as prescribed by Rules 945-E and 947 must be made on trains and engines at Glorieta and Lynn eastward, Wootton and Glorieta westward.

(B) RULES FOR THE OPERATION OF AUTOMATIC TRAIN STOP (ATS), PASSENGER SERVICE.

Rules for the Operation of AUTOMATIC TRAIN STOP do not supersede or dispense with the observance of other Rules and Instructions.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engine-man must see that the Automatic Train Stop cut-out cock is cut in and sealed and check cab card Form 1167-Standard to assure himself the device has been tested and is operative. Engineman handling the engine where the Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock is not sealed or cab card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to other than a "clear" signal, an automatic brake application will occur, unless prior acknowledgment has been made within 15 seconds. When such application has occurred, the brake valve must be lapped immediately and after sixty seconds, an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of the engine passes over the inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly.

Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour.

When a train, moving in Automatic Train Stop territory with device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with amended Rule 509.

6. RAILROAD CROSSINGS AND JUNCTIONS.

LYNN—Crossover switches protected by interlocking.
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

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

NEW MEXICO DIVISION. 18

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				
Union	741.5	13	East & West	Frts. only.
THIRD DISTRICT				
Alameda Gravel Pit Spur	893.7	88	West	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.
BLOSSBURG DISTRICT				
Gardiner Store Spur ..	1.3	36	East	Frts. only.
MAGDALENA DISTRICT				
Socorro Planing & 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 Spurr	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.
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.
- TRINIDAD.....Passenger Station.
- 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 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.
Lynn.	Glorieta.	Socorro.	Silver City.
Raton.	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.

11. STATUTORY REGULATIONS—(Cont'd).

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 employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

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

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

WESTWARD.						Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.					
59	31	51	75	79	31		46	80	76	52	60	46
Way Freight.	Way Freight.	Freight.	Way Freight.	Way Freight.	N. M. Colo. and Kansas Fast Freight.	Fruit Express.	Way Freight.	Way Freight.	Freight.	Way Freight.	Way Freight.	
Leave Tues. Thurs. and Sat.	Leave Daily Ex. Sun.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Thurs. Only.	Leave Daily.	Arrive Daily.	Arrive Mon.	Arrive Tues. Thurs. and Sat.	Arrive Daily.	Arrive Mon. Wed. and Fri.	Arrive Daily Ex. Sun.	
					AM 10.30	LA JUNTA.	PM 4.00					
					PM 1.50 2.20	TRINIDAD.	1.00 PM					
				AM 7.00	4.30 5.30	RATON.	10.00 9.30	PM 2.30 PM				
			AM 5.30	PM 2.00 PM	11.00 AM 12.01	LAS VEGAS.	5.00 4.00	7.00 AM	PM 3.00 PM			
			8.30 8.45		6.10	LAMY.	1.30 AM		10.50 10.30			
		PM 6.15	PM 2.00 PM		8.30 PM 1.00	ABAJO.	11.30 10.30		6.00 AM	PM 4.30		
	AM 6.00	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 10.00		2.30 3.30				RINCON.			4.00 3.00	PM 3.55 PM		
PM 4.05 PM		6.30 AM				EL PASO.			12.01 AM	10.00 AM		
						DEMING.						
						HURLEY.						
Arrive Tues. Thurs. and Sat.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Mon. Wed. and Fri.	Arrive Thurs. Only.	Arrive Daily.		Leave Daily.	Leave Mon.	Leave Tues. Thurs. and Sat.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Daily Ex. Sun.

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

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

LOCAL TIME INSPECTORS—NEW MEXICO DIVISION.

A. J. BRADLEY.....La Junta.
 RHOADES-HARBRIDGE COMPANY.....Trinidad.
 JAS. A. WHITED.....Raton.
 C. R. BAKER (Gordons Jewelry).....Las Vegas.
 H. M. BAKER (Ass't).....Las Vegas.
 FRANK MINDLIN.....Albuquerque.
 RICHARD EALY.....Belen.
 M. E. TREMBLY.....Belen.
 P. R. GANTZ.....Silver City.
 H. F. RUTISHAUSER.....Silver City.
 G. E. ROSS.....El Paso.



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.)

