

TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

L. F. TADLOCK.....El Paso

ASSISTANT TERMINAL SUPERINTENDENT

L. C. CODY.....El Paso

H. E. HALL.....El Paso

TRAINMASTERS

D. A. DOYLE.....El Paso

R. V. CURRIER.....Tucumcari

J. A. REYNOLDS.....Douglas

ASSISTANT TRAINMASTERS

K. E. PARMELEE.....El Paso

C. T. BABERS.....Lordsburg

W. B. JEFFRIES.....Lordsburg

G. S. SINES.....Carrizozo

W. S. HOBBS.....Carrizozo

ROAD FOREMEN OF ENGINES

HARRY NATIONS.....El Paso

L. J. ADAMS.....El Paso

ASST. ROAD FOREMAN OF ENGINES

S. O. CURTIS.....El Paso

CHIEF TRAIN DISPATCHER

C. F. MATTINGLY.....El Paso

R. B. GIBSON

Assistant Superintendent, El Paso

**SOUTHERN PACIFIC
COMPANY**



**RIO GRANDE DIVISION
TIMETABLE**

52

EFFECTIVE SUNDAY, OCTOBER 26, 1958

AT 12:01 A. M.

MOUNTAIN STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS**

W. D. LAMPRECHT,
General Manager.

**E. D. MOODY,
J. A. McKINNON,**
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

J. H. LONG,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. Vance M. Strange.....	Chief Surgeon
Tucson.....	Dr. W. C. Finn.....	Assistant to Chief Surgeon
Benson.....	Dr. Charles Keever.....	District Physician and Surgeon
Lordsburg.....	Dr. H. W. Sellers.....	District Physician and Surgeon
Clifton.....	Dr. S. C. Lovre.....	Emergency Surgeon
Duncan.....	Dr. J. J. Lovett.....	Emergency Physician and Surgeon
Deming.....	Dr. Paul A. Feil.....	District Physician and Surgeon
El Paso.....	Dr. E. W. Rheinheimer.....	Division Physician and Surgeon
El Paso.....	Dr. Russell Holt.....	Asst. Dist. Physician and Surgeon
El Paso.....	Dr. F. G. Evans.....	District Physician and Surgeon
El Paso.....	Dr. B. L. Goodloe.....	District Physician and Surgeon
El Paso.....	Dr. W. L. Pierce.....	District Physician and Surgeon
El Paso.....	Dr. F. P. Schuster.....	Oculist and Aurist
El Paso.....	Dr. S. A. Schuster.....	Oculist and Aurist
El Paso.....	Dr. N. F. Walker.....	Oculist and Aurist
El Paso.....	Dr. B. Hardie.....	Asst. Oculist and Aurist
El Paso.....	Dr. Bloyce Britton.....	Asst. Oculist
Douglas.....	Dr. N. V. Alessi.....	District Physician and Surgeon
Douglas.....	Dr. A. K. Duncan.....	Asst. Dist. Physician and Surgeon
Douglas.....	Dr. C. W. Ahl.....	Asst. Dist. Physician and Surgeon
Bisbee.....	Dr. E. B. Jolley.....	District Physician and Surgeon
Bisbee.....	Dr. Joseph Saba.....	Asst. Dist. Physician and Surgeon
Tombstone.....	Dr. Charles Keever.....	District Physician and Surgeon
Patagonia.....	Dr. D. R. Mock.....	District Physician and Surgeon
Alamogordo.....	Dr. E. P. Simms.....	District Physician and Surgeon
Alamogordo.....	Dr. E. T. Faigle.....	Emergency Surgeon
Carrizozo.....	Dr. P. M. Shaver.....	District Physician and Surgeon
Carrizozo.....	Dr. J. P. Turner.....	District Physician and Surgeon
Vaughn.....	Dr. R. F. Browder.....	District Physician and Surgeon
Santa Rosa.....	Dr. J. J. Galvin.....	District Physician and Surgeon
Tucumcari.....	Dr. W. M. Thaxton.....	District Physician and Surgeon
Tucumcari.....	Dr. A. T. Gordon.....	Asst. Dist. Physician and Surgeon
Roy.....	Dr. T. F. Self.....	Emergency Surgeon

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

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CALIF.
 S. P. SANATORIUM.....TUCSON, ARIZ.
 HOTEL DIEU.....EL PASO, TEXAS

WATCH INSPECTORS

San Francisco.....	C. D. Fabrin, Manager of Time Service, 65 Market St.
El Paso.....	Miller Jewelry Store
El Paso.....	Art Kassel
Tucson, Seth E. Rogers, 319 E. Congress St.	Alamogordo.....
Bisbee.....	A. Sorensen & Son
Lordsburg.....	Tucumcari.....
	Homer Hargrove
	Tucumcari.....
	Thomas Bros.
	Douglas.....
	Hoyal Jewelers
	Douglas.....
	Paul M. Whelan

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
			Steel	Steel Under-Frame	COOLING SEASON				NON-COOLING SEASON			
					ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41'	24									
SP....	Baggage.....	60'	48	40								
SP....	Baggage.....	61'	45									
SP....	Baggage.....	66'	65	54								
SP....	Baggage.....	70'	63									
SP....	Baggage and Mail....	60'	56									
SP....	Baggage and Mail....	66'	68	60								
SP....	Baggage and Mail....	69'	64									
SP....	Baggage and Mail....	70'	66									
SP....	Baggage and Psgr....	60'	51									
SP....	Baggage and Psgr....	61'	58									
SP....	Baggage—Horse.....	70'	67									
SP....	Baggage—Horse.....	80'	75									
SP....	Postal.....	40'	42									
SP....	Postal.....	60'	59									
SP....	Postal—Storage.....	60'	54									
SP....	Postal—Storage.....	61'	61									
SP....	Club.....	75'			83			80				
SP....	Club.....	77'		100				92				
SP....	Chair.....	60'	53		70			67				
SP....	Chair.....	72'			82	80		79	80			
SP....	Chair.....	73'			78			75				
SP....	Chair.....	74'			90	85	98	87	85	90		
SP....	Coach.....	60'	50		67			64				
SP....	Coach.....	70'			78	76		75	76			
SP....	Coach.....	72'	60		81	79		78	79			
SP....	Coach.....	74'			87			84				
SP....	All Day Lunch.....	60'	51		63			60				
SP....	Cafe—Lounge.....	72'			86			83				
SP....	Diner.....	73'	79									
SP....	Diner.....	77'			92	100		85	92	85		
SP....	Diner.....	79'						88		88		
SP....	Diner.....	80'				105		80	97	80		
SP....	Lounge.....	75'			85			82		80		
SP....	Lounge.....	80'			95			93		93		
SP....	Observation—Lounge	75'								94		
SP....	Observation—Smoking	69'		78								
SP....	Observation—Smoking	72'			83			80				
SP....	Observation—Smoking	74'	78									
SP....	Official.....	Var.	79					96		96		
Pull...	Standard Sleeper.....	"			92	90		93	89	90	93	
Pull...	Lounge.....	"			90	88		89	87	88	89	
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87		87	79			
USA..	Dressing.....	"			86			83				
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84			81				
USA..	Hospital (89340-52)...	"			78			75				

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
			Steel	Steel Under-Frame	COOLING SEASON				NON-COOLING SEASON			
					ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP....	Box—Express.....	41'	22									
UP....	Baggage.....	69'	62									
UP....	Baggage.....	81'	68									
UP....	Baggage—Dormitory..	81'		76				79	73	79		
UP....	Chair.....	70'						86	89	78	86	
UP....	Chair.....	74'						88	88	87	80	
UP....	Club—Lounge.....	75'						92		83		
UP....	Diner.....	80'						95		87		
UP....	Lounge.....	70'							86		78	
CNW..	Baggage.....	66'	68									
CNW..	Coach.....	66'										
CNW..	Diner.....	66'						88		87	57	
CRIP..	Express.....	41'	25									
CRIP..	Baggage.....	60'	53									
CRIP..	Baggage.....	66'	65									
CRIP..	Baggage.....	70'	68									
CRIP..	Dormitory.....	70'										
CRIP..	Chair.....	70'							82	78	78	
CRIP..	Coach.....	74'							82	79		
CRIP..	Club.....	75'							95	92		
CRIP..	Diner.....	80'									95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"							71	64	61	
SP....	Chair.....	"							71	63	64	
SP....	Chair (Articulated)...	"							99	95	60	
SP....	Chair—Baggage.....	"								63	63	
SP....	Diner.....	"							77	72	66	
SP....	Diner (Triplex).....	"								64	72	
SP....	Tavern.....	"								159	150	
SP....	Coffee Shop—Lounge.	"								62	65	
SP....	Lounge.....	"							77	72	66	
SP....	Parlor.....	"							74	66	61	
SP....	Parlor—Observation..	"								65	66	
SP....	Sleeping Cars.....	"							80	58	58	
Pull...	Sleeping Cars.....	"								62	62	
UP....	Bag—Dorm (C of SF)	82'								65	68	
UP....	Bag—Dorm (C of SF)	76'								62	62	
UP....	Chair.....	75'								79	71	
UP....	Club—Lounge.....	75'								64	56	
CRIP..	Baggage and Mail....	70'	52							66	58	
CRIP..	Dormitory.....	83'										
CRIP..	Chair.....	80'								61	61	
CRIP..	Diner.....	80'								64	64	
CRIP..	Diner.....	83'								68	68	
CRIP..	Coffee Shop—Lounge.	83'								69	69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System

ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

MESCAL SUBDIVISION

EASTWARD					Mile Post Location	Automatic Block Signal System	Timetable No. 52 October 26, 1958			Station Number	Distance from Douglas	WESTWARD		
Capacity of sidings	SECOND CLASS	FIRST CLASS		942			STATIONS					FIRST CLASS		THIRD CLASS
	942	2	4				TO-R	1	3			943		
	Mixed	Sunset Limited	Golden State				TO-R	Sunset Limited	Golden State			Mixed		
Leave Tues., Fri.	Leave Daily	Leave Daily	TO-R	Arrive Daily	Arrive Daily	Arrive Tues., Fri.								
N 82 Yard Limits IYP S 76		AM 9.45	AM 3.10	1022.2	TO-R	MESCAL 13.3	5691	84.8	AM 6.20	PM 8.25				
83 P		9.57	3.22	1035.5		SAN JUAN 10.9	7548	71.5	5.59	8.03				
Yd. Limits. 74 P		10.07		1046.4		BENSON JCT. 1.8	7559	60.6						
74 P	AM 11.35	10.09	3.35	1048.2	TO-R	FAIRBANK 10.6	7561	58.8	5.42	7.52	PM 2.20			
75 Yard Limits YP	s 11.55 AM	10.20	3.46	1058.8		LEWIS SPRINGS 10.2	7571	48.2	5.29	7.41	s 2.05 PM			
45 P		c 10.30	c 3.56	1069.0	TO	HEREFORD 12.2	7581	38.0	c 5.17	c 7.31				
66 P		10.42	4.08	1081.2		NACO 3.8	7594	25.8	5.02	7.19				
66 Yard Limits KWYP		f 10.49	s 4.14	1085.0	TO	BISBEE JCT. 11.9	7597	22.0	s 4.56	s 7.15				
75 P		11.05	4.34	1096.9		FORREST 7.4	7609	10.1	4.34	6.59				
Yd. Limits. 69 P		11.11	4.43	1104.3		CALUMET 2.7	7617	2.7	4.28	6.53				
DBKWOYP		s 11.20 AM	s 4.55 AM	1107.0	TO-R	DOUGLAS	7619	0.0	4.25 AM	6.50 PM				
	Arrive Tues., Fri.	Arrive Daily	Arrive Daily			(84.8)			Leave Daily	Leave Daily	Leave Tues., Fri.			
	942	2	4						1	3	943			

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

RULE 5. Time for westward trains at Mescal applies at west end of westward crossover, and for eastward trains applies at east end eastward crossover.

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

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
17W ..	1024.5	Miramonte (Spur)	7537
80E ..	1028.6	Whetstone	7541
	1096.74	Paul Spur (Spur)	7616

EASTWARD					Mile Post Location	Automatic Block Signal System	Timetable No. 52 October 26, 1958			Station Number	Distance from Fairbank	WESTWARD		
Capacity of sidings	SECOND CLASS			944			Benson-Fairbank Branch					THIRD CLASS		
	944	942	940				TO-R	941	943			945		
	Mixed (c)	Mixed (c)	Mixed (c)				TO-R	Mixed (c)	Mixed (c)			Mixed (c)		
Leave Mon., Thurs.	Leave Tues., Fri.	Leave Wed., Sat.	TO-R	Arrive Wed., Sat.	Arrive Tues., Fri.	Arrive Mon., Thurs.								
Yard Limits BKWYP	AM 8.00	AM 10.05	AM 11.00	1032.6	TO-R	BENSON 7.2	5700	19.8	s 4.05	s 4.30	s 5.25			
18 Yard Limits P	s 8.45	s 10.50	s 11.45	1039.8		CURTISS 10.8	7907	12.6	s 3.35	s 4.00	s 4.55			
Yd. Limits. 74 P		9.20	11.25	1050.6	ABS	BENSON JCT. 1.8	7559	1.8	2.50	3.15	4.10			
74 P	s 9.30 AM	s 11.35 AM	s 12.30 PM	1046.4	TO-R	FAIRBANK	7561	0.0	2.40 PM	3.05 PM	4.00 PM			
	Arrive Mon., Thurs.	Arrive Tues., Fri.	Arrive Wed., Sat.			(19.8)			Leave Wed., Sat.	Leave Tues., Fri.	Leave Mon., Thurs.			
	944	942	940						941	943	945			

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or fowl Mescal-Douglas main track until authorized by train dispatcher.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1042.4	Benson-Fairbanks Branch Land	7910

MESCAL SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from Patagonia	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
			944 Mixed (c)					945 Mixed (c)
		Leave Mon., Thurs.					Arrive Mon., Thurs.	
74	Yard Limits P	AM 10.00	1048.2	TO-R	FAIRBANK	7561	43.9	PM 3.30
36	P	f 10.40	1062.5		11.3 CAMPSTONE	8011	32.6	f 2.50
32	P	f 11.15	1073.8		11.3 ELGIN	8023	21.3	f 2.16
35	Yard Limits P	AM s 11.35	1082.1		8.3 SONOITA	8032	13.0	s 1.46
34	Yard Limits P	s 12.30 PM	1095.1		13.0 PATAGONIA	8044	0.0	1.01 PM
		Arrive Mon., Thurs.			(43.9)			Leave Mon., Thurs.
		944						945

EASTWARD			Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from Tombstone	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
			940 Mixed					941 Mixed
		Leave Wed., Sat.					Arrive Wed., Sat.	
74	Yard Limits P	PM 1.10	1048.5	TO-R	FAIRBANK	7561	9.0	PM 2.30
12		s 1.40 PM	1057.5		9.0 TOMBSTONE	8109	0.0	2.00 PM
		Arrive Wed., Sat.			(9.0)			Leave Wed., Sat.
		940						941

EASTWARD			Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from Ft. Huachuca	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
			942 Mixed					943 Mixed
		Leave Tues., Fri.					Arrive Tues., Fri.	
75	YP	PM 12.15	1058.8		LEWIS SPRINGS	7571	12.0	PM 2.05
40	Yard Limits W	12.40	1068.9		10.1 GARDEN CANON	8210	1.9	f 1.40
35	Yard Limits Y	s 12.55 PM	1070.8		1.9 FT. HUACHUCA	8213	0.0	1.30 PM
		Arrive Tues., Fri.			(12.0)			Leave Tues., Fri.
		942						943

Capacity of sidings	EASTWARD		Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from Galena	WESTWARD	
	Don Luis Branch						STATIONS	
75	P		1088.3	CORTA	8303	2.5		
			1089.3	1.5 DON LUIS	8305	1.0		
			1090.8	1.0 GALENA	8306	0.0		
				(2.5)				

Capacity of sidings	EASTWARD		Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from Bisbee	WESTWARD	
	Bisbee Branch						STATIONS	
66	KWDYP		1085.0	TO BISBEE JCT.	7597	5.7		
75	P		1088.3	3.3 CORTA	8303	2.4		
			1089.6	1.3 WARREN	8304	1.1		
			1090.5	0.9 LOWELL	8307	0.2		
			1090.7	0.2 BISBEE	8308	0.0		
				(5.7)				

HACHITA SUBDIVISION

EASTWARD					Mile Post Location	Automatic Block Signal System	Station Number	Distance from Anapra	WESTWARD			
Capacity of sidings	SECOND CLASS		FIRST CLASS						FIRST CLASS			
	960 Freight	Leave Daily	2 Sunset Limited Leave Daily	4 Golden State Leave Daily					1 Sunset Limited Arrive Daily	3 Golden State Arrive Daily	s AM 4.15	s PM 6.40
Yard Limits DBKOYP	AM 7.35		AM 11.30	AM 5.05	1107.0	TO-R DOUGLAS 4.8	7619	210.7				
68 P	7.50		11.37	5.13	1111.8	ACACIA 9.3	7624	205.9	c 4.06	c 6.25		
75 P	8.10		AM 11.50	5.26	1121.1	CAZADOR 9.5	7633	196.6	3.54	6.12		
75 P	8.25		PM 12.02	5.38	1130.6	BERNARDINO 7.1	7643	187.1	3.42	5.58		
75 P	8.35		12.08	5.45	1137.7	CHIRICAHUA 9.4	7650	180.0	3.36	5.51		
75 P	8.50		12.16	5.53	1147.1	APACHE 11.6	7659	170.6	3.28	5.43		
103 P	9.05		c 12.25	6.03	1158.7	TO RODEO 11.8	7671	159.0	3.19	c 5.34		
P	9.20		c 12.38	6.16	1170.5	PRATT 5.4	7683	147.2		c 5.21		
54 P	9.30		c 12.43	6.21	1175.9	TO ANIMAS 11.9	7688	141.8	3.02	c 5.16		
74 P	9.45		c 12.54	6.32	1187.8	PLAYAS 10.3	7700	129.9	2.51	c 5.05		
78 P	10.00		c 1.02	6.40	1198.1	VISTA 8.2	7710	119.6	2.43	c 4.59		
126 P	10.15		c 1.09	6.47	1206.3	TO HACHITA 6.3	7719	111.4	2.36	c 4.50		
74 P	10.30		c 1.17	6.55	1212.6	CONTINENTAL 18.3	7725	105.1	2.31	c 4.44		
60 P	11.00		c 1.34	7.12	1230.9	HERMANAS 12.0	7743	86.8	2.14	c 4.26		
74 P	11.15		c 1.44	7.22	1242.9	ONYX 7.4	7755	74.8	2.04	c 4.16		
83 P	11.30		c 1.53	7.29	1250.3	TO COLUMBUS 13.3	7763	67.4	1.57	c 4.08		
75 P	AM 11.48		c 2.04	7.40	1263.6	ARENA 10.9	7776	54.1	1.46	c 3.55		
72 P	PM 12.08		c 2.14	7.50	1274.5	MALPAIS 11.1	7787	43.2	1.36	c 3.45		
74 P	12.25		c 2.24	8.01	1285.6	MT. RILEY 13.4	7798	32.1	1.26	c 3.35		
75 P	12.42		c 2.35	8.12	1299.0	NORIA 9.9	7811	18.7	1.15	c 3.24		
74 P	1.00		c 2.43	8.20	1308.9	MASTODON 8.8	7821	8.8	1.07	c 3.16		
75 P	1.15 PM		c 3.01 PM	8.34 AM	1317.7	TO-R ANAPRA	7830	0.0	12.56 AM	c 3.01 PM		
	Arrive Daily		Arrive Daily	Arrive Daily		(210.7)			Leave Daily	Leave Daily		
	960		2	4					1	3		

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

DEMING SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from Clifton	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
		952 Mixed						953 Mixed
		Leave Daily Ex. Sunday		Clifton Branch			Arrive Daily Ex. Sunday	
				STATIONS				
Yard Limits DBKWYP		AM 8.35	1148.3 1146.4	TO-R LORDSBURG	5815	69.9	PM 3.30	
14 P	f	9.13	1165.3	18.9 SUMMIT	8419	51.0	f 2.50	
50 Yard Limits WP	s	9.55	1184.3	19.0 DUNCAN	8438	32.0	s 2.00	
17	f	10.02	1186.9	2.6 FOX	8441	29.4	f 1.53	
25 P	f	10.55	1205.2	18.3 GUTHRIE	8459	11.1	f 1.00	
25 P	f	11.10	1209.8	4.6 SOUTH SIDING	8463	6.5	f 12.45	
	f		1214.2	4.4 SMELTER	8468	2.1	f	
Yard Limits P	s	11.35 AM	1216.3	2.1 CLIFTON	8470	0.0	12.20 PM	
		Arrive Daily Ex. Sunday		(69.9)			Leave Daily Ex. Sunday	
		952					953	

EASTWARD		Timetable No. 52 October 26, 1958	Station Number	WESTWARD	
Capacity of sidings	Mile Post Location			Distance from Lawrence	
		Lawrence Branch			
		STATIONS			
Yard Limits DBKWYP	1148.3 1146.9	TO-R LORDSBURG	5815	5.2	
	1148.3 1146.9	1.4 OIL SIDING	8501	3.8	
	1150.7	3.8 LAWRENCE	8505	0.0	
		(5.2)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1150.1	Shakespeare	8504

DEMING SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS					FIRST CLASS			Mile Post Location	Timetable No. 52 October 26, 1958	Distance from Lordsburg
	986	984	960	982	980	40	2	4			
	Freight	Freight	Freight	Freight	Freight	Mall	Sunset Limited	Golden State			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		
Yard Limits BKWDYP	PM 6.10	PM 12.05		AM 6.50	AM 12.10	PM 6.25			1148.3	TO-R LORDSBURG	0.0
107 P	6.18	12.12		6.57	12.17	6.33			1153.0	4.7 ULMORIS	4.7
64 P	6.27	12.19		7.05	12.24	6.39			1159.0	6.0 LISBON	10.7
103 P	6.41	12.31		7.17	12.36	6.47			1168.0	TO 9.0 SEPAR	19.7
106 P	6.58	12.45		7.40	12.50	6.58			1179.6	11.6 WILNA	31.3
125 P	7.07	12.55		7.49	1.00	7.06			1188.5	8.9 GAGE	40.2
96 P	7.12	1.01		7.54	1.06	7.11			1193.2	4.7 MONGOLA	44.9
68 P	7.19	1.08		8.01	1.13	7.17			1199.6	6.4 TUNIS	51.3
Yard Limits 229 WYP	7.29	1.19		8.10	1.24	s 7.33			1208.0	TO 8.4 DEMING	59.7
125 P	7.42	1.32		8.21	1.37	7.43			1218.9	10.9 CARNE	70.6
103 P	7.54	1.44		8.32	1.49	7.53			1229.6	10.7 AKELA	81.3
125 P	8.04	1.54		8.41	1.59	8.01			1238.4	8.8 DONA	90.1
125 P	8.16	2.06		8.52	2.11	8.09			1247.4	TO 9.0 ADEN	99.1
103 P	8.31	2.21		9.07	2.26	8.21			1259.4	12.0 AFTON	111.1
104 P	8.43	2.33		9.19	2.38	8.30			1269.5	10.1 LANARK	121.2
125 P	8.55	2.45		9.31	2.50	8.40			1279.7	10.2 STRAUSS	131.4
100 P	9.04	2.54		9.40	2.59	8.48			1285.2	5.5 LIZARD	136.9
79 P	9.15	3.02	PM 1.15	9.50	3.07	9.01	PM 3.01	AM 8.34	1289.9	TO-R 4.7 ANAPRA	141.6
Yd. Limits. BKIP						s 9.30	s 3.20	s 8.50	1323.3	5.6 EL PASO (Union Depot)	147.2
BKWDITYP	9.40 PM	3.20 PM	1.35 PM	10.15 AM	3.25 AM				1295.9	1.7 EL PASO (Cotton Ave.)	148.9
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.9)	
	986	984	960	982	980	40	2	4			

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

DEMING SUBDIVISION

Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from El Paso (Cotton Ave.)	WESTWARD										
				FIRST CLASS										
				1 Sunset Limited Arrive Daily	39 Mail Arrive Daily	3 GoldenState Arrive Daily								
STATIONS														
1148.3	TO-R LORDSBURG 4.7	5815	149.3											
1153.0	ULMORIS 6.0	7005	144.6		AM 8.30									
1159.0	LISBON 9.0	7011	138.6		8.10									
1168.0	TO SEPAR 11.6	7020	129.6		8.01									
1179.6	WILNA 8.9	7031	118.0		7.52									
1188.5	GAGE 4.7	7040	109.1		7.40									
1193.2	MONGOLA 6.4	7045	104.4		7.31									
1199.6	TUNIS 8.4	7051	98.0		7.26									
1208.0	TO DEMING 10.9	7060	89.6		7.19									
1218.9	CARNE 10.7	7071	78.7		s 7.10									
1229.6	AKELA 8.8	7081	68.0		6.54									
1238.4	DONA 9.0	7090	59.2		6.44									
1247.4	TO ADEN 12.0	7099	50.2		6.36									
1259.4	AFTON 10.1	7111	38.2		6.28									
1269.5	LANARK 10.2	7121	28.1		6.17									
1279.7	STRAUSS 5.5	7131	17.9		6.08									
1285.2	LIZARD 4.7	7137	12.4		5.59									
1289.9 1317.7	TO-R ANAPRA 6.0	7142	7.7		5.50									
1295.9 1323.3	R EL PASO (Union Depot) 1.7	71183	1.7		AM 12.56	5.42	PM 3.01							
1297.6	EL PASO (Cotton Ave.)	7148	0.0		12.45 AM	5.30 AM	2.50 PM							
	(149.3)				Leave Daily	Leave Daily	Leave Daily							
					1	39	3							

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1320.9	Icehouse Crossover.....	7144
.. ..	1291.9	Brickland.....	7831
.. ..	1319.1	*Bowen.....	7061
265W ..	1208.7	Sage.....(Spur) *On No. 2 Track.	

ALAMOGORDO SUBDIVISION

		EASTWARD					Mile Post Location	Timetable No. 52		Station Number	Distance from Carrizozo	WESTWARD	
Capacity of sidings		SECOND CLASS			FIRST CLASS			October 26, 1958				FIRST CLASS	
		994	992	990	40	4		R	S			39	3
		Freight	Freight	Freight	Mail	Golden State						Mail	Golden State
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily			
Yard Limits	BKIP				PM 10.30	AM 9.20	1295.9	EL PASO (Union Depot)	7147	144.0	AM 1.7	PM 2.25	
	BKWDOTYP	PM 10.45	PM 2.30	AM 6.10			1297.6	EL PASO (Cotton Ave.)	7148	142.3	s 4.30	s 2.25	
	I				10.36	9.25	1297.6	TOWER 47	7148	142.3	3.44	2.03	
	P						1301.5	FORT BLISS	7153	138.4			
103	P	11.00	2.45	6.25	10.47	9.36	1302.3	TO-R PLANEPOR	7154	137.6	3.23	1.53	
102	P	11.15	3.01	6.40	10.59	9.48	1316.1	NEWMAN	7167	123.8	3.08	1.40	
77	P	11.27	3.13	6.52	11.07	9.56	1326.2	ALVARADO	7178	113.7	2.58	1.31	
103	P	11.35	3.20	6.59	11.12	10.01	1332.1	DESERT	7183	107.8	2.52	1.26	
Yard Limits	YP	PM 11.50	3.35	7.14	11.23	10.11	1345.0	TO OROGRANDE	7196	94.9	2.41	1.16	
75	P	AM 12.03	3.48	7.27	11.33	10.21	1357.0	PAXTON	7208	82.9	2.30	1.05	
96	P	12.13	3.58	7.37	11.40	10.28	1366.0	DUNES	7217	73.9	2.23	12.58	
74	P	12.20	4.06	7.45	11.45	10.33	1372.3	VALMONT	7224	67.6	2.17	12.52	
110	P	12.28	4.13	7.52	PM 11.50	10.38	1378.2	OMLEE	7230	61.7	2.12	12.47	
Yard Limits	P	12.35	4.20	7.59	AM 12.05	s 10.45	1382.8	TO ALAMOGORDO	7234	57.1	s 2.06	s 12.43	
77	P	12.50	4.38	8.17	12.18	10.58	1395.6	TO TULAROSA	7247	44.3	1.46	12.30	
75	P	12.58	4.48	8.26	12.24	11.04	1403.0	TEMPORAL	7254	36.9	1.40	12.24	
102	P	1.08	4.58	8.37	12.32	11.12	1412.9	THREE RIVERS	7264	27.0	1.32	12.16	
76	P	1.22	5.13	8.52	12.45	11.23	1424.5	OSCURA	7276	15.4	1.22	12.07 PM	
107	P	1.35	5.25	9.04	12.53	11.31	1432.8	POLLY	7284	7.1	1.14	11.59 AM	
Yard Limits	BKWDYP	AM 1.50	5.40	9.20	s 1.05	s 11.38	1439.9	TO-R CARRIZOZO	7291	0.0	1.05 AM	11.51 AM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(144.0)			Leave Daily	Leave Daily	
		994	992	990	40	4					39	3	

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

SANTA ROSA SUBDIVISION

EASTWARD						Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from Tucumcari	WESTWARD		
SECOND CLASS			FIRST CLASS		FIRST CLASS							
994	992	990	4	40	3					39		
Freight	Freight	Freight	Golden State	Mail	Golden State					Mail		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily						
Yard Limits DBKWYP	PM 8.05	PM 12.20	AM 3.30	AM 11.45	AM 1.15							
110 P	8.30	12.45	3.55	11.51	1.22	1439.9	TO-R CARRIZOZO 7.0	7291	187.5	s 11.45	s 12.55	
75 P	8.45	1.00	4.10	AM 11.56	1.31	1446.9	ROSBART 5.3	7298	180.5	11.36	12.46	
126 P	9.15	1.30	4.40	PM 12.06	1.45	1452.2	COYOTE 11.3	7304	175.2	11.32	12.41	
74 P	9.58	2.12	5.20	12.18	2.01	1463.5	TO ANCHOS 9.5	7315	163.9	11.22	12.30	
	10.08	2.22	5.30			1473.0	TECOLOTE 4.8	7324	154.4	11.10	12.18	
126 P	10.16	2.28	5.37	12.26	2.10	1477.8	ELDA 4.7	7329	149.6			
103 P	10.28	2.40	5.50	12.35	2.22	1482.5	GALLINAS 8.4	7334	144.9	11.02	12.10	
71 P	10.40	2.52	6.02	12.43	2.31	1490.9	TO CORONA 8.1	7342	136.5	10.53	12.01 AM	
87 P	10.56	3.08	6.18	12.52	2.41	1499.0	TORRANCE 11.6	7350	128.4	10.45	11.50 PM	
W 116 Yard Limits E 110 P	11.27	3.30	6.40	e 1.06	2.56	1510.6	DURAN 14.8	7362	116.8	10.36	11.41	
107 P	11.39	3.41	6.50	1.15	3.05	1525.4	TO VAUGHN 7.9	7377	102.0	c 10.21	11.27	
105 P	PM 11.56	3.58	7.07	1.26	3.17	1533.3	LEONCITO 13.9	7385	94.1	10.13	11.17	
106 P	AM 12.15	4.13	7.22	1.36	3.29	1547.2	PASTURA 11.3	7399	80.2	10.01	11.05	
E 107 Yard Limits W 113 P	12.35	4.27	7.37	1.46	3.40	1558.5	ARABELLA 9.8	7410	68.9	9.49	10.53	
106 P	12.49	4.46	7.56	1.55	3.49	1568.3	TO SANTA ROSA 9.1	7420	59.1	9.37	10.41	
103 P	1.03	5.00	8.10	2.03	3.57	1577.4	LOS TANOS 8.4	7429	50.0	9.29	10.32	
102 P	1.15	5.12	8.20	2.12	4.04	1585.8	CUERVO 8.9	7437	41.6	9.22	10.25	
102 P	1.31	5.27	8.32	2.24	4.15	1594.7	NEWKIRK 12.0	7446	32.7	9.14	10.16	
112 P	1.43	5.38	8.41	2.33	4.24	1606.7	MONTOYA 8.8	7458	20.7	9.04	10.06	
103 P	1.51	5.46	8.52	2.41	4.35	1615.5	PALOMAS 6.4	7467	11.9	8.57	9.59	
Yard Limits DBKY P	2.00 AM	5.55 PM	9.10 AM	s 3.05 PM	s 5.10 AM	1621.9	HARGIS 5.5	7473	5.5	8.52	9.53	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	1627.4	TO-R TUCUMCARI	7479	0.0	8.45 AM	9.45 PM	
	994	992	990	4	40		(187.5)			Leave Daily	Leave Daily	
										3	39	

Automatic Block Signal System

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
12 ..	1467.0	Luna	7318

SANTA ROSA SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 52 October 26, 1958	Station Number	Distance from French	WESTWARD	
Capacity of sidings	SECOND CLASS		974					975	
	Mixed	Lv. Mon. Wed., Fri.							Mixed
Yard Limits DBKWYP	AM	6.10	1627.4	TO-R	TUCUMCARI	7479	113.9	PM	
WYP	s	7.34	1661.7		34.3 CAMPANA	8634	79.6	s	3.25 1.55
34 P	f	7.52	1667.6		5.9 MEDIO	8640	73.7	f	1.31
36 P	s	8.20	1677.9		10.3 MOSQUERO	8651	63.4	s	12.59
P	f	8.37	1686.3		8.4 SOLANA	8659	55.0	f	12.42
34 Yard Limits P	s	9.00	1696.1		9.8 ROY	8669	45.2	s	12.22 PM
YP	f	10.09	1729.8		33.7 TAYLOR	8702	11.5	f	11.10 AM
Yard Limits P	s	10.35 AM	1741.3		11.5 FRENCH	8714	0.0	s	10.45 AM
	Arrive Mon. Wed., Fri.				(113.9)			Lv. Mon. Wed., Fri.	
		974						975	

RULE S-72. No. 974 is superior to No. 975.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
30W ..	1634.9	Bascom	8608
.. ..	1650.1	Atarque	8623
.. ..	1655.6	Trigg Ranch	8628
18E ..	1684.7	Dioxide	8657
.. ..	1706.4	Mills	8679
.. ..	1721.8	Vernon	8694
Nos. 974 and 975 will stop at Trigg Ranch, Dioxide and Vernon on flag.			

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
1	Hereford.....	Flag.....	Daily.....	Any station.....	Any station.....	
2	Hereford.....	Flag.....	Daily.....	Any station.....	Any station.....	
2	Any station, Rodeo to Anapra....	Flag.....	Daily.....	Any station.....	Any station.....	
2	Rodeo.....	50 MPH.....	Daily.....			To dispatch U. S. Mail
3	Vaughn.....	15 MPH.....	Daily ex. Mon....			To receive one pouch mail
3	Any station, Anapra to Rodeo....	Flag.....	Daily.....	Any station.....	Any station.....	
3	Hereford.....	Flag.....	Daily.....	Any station.....	Any station.....	
4	Hereford.....	Flag.....	Daily.....	Any station.....	Any station.....	
4	Vaughn.....	Stop.....	Daily ex. Sun....			To dispatch U.S. Mail
940	MP 1039.6.....	Flag.....	Wed. Sat.....	Any station.....	Any station.....	
941	MP 1039.6.....	Flag.....	Wed. Sat.....	Any station.....	Any station.....	
942	MP 1039.6.....	Flag.....	Tue. Fri.....	Any station.....	Any station.....	
943	MP 1039.6.....	Flag.....	Tue. Fri.....	Any station.....	Any station.....	
944	MP 1039.6.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	
944	MP 1069.2.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	
945	MP 1069.2.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	
945	MP 1039.6.....	Flag.....	Mon. Thu.....	Any station.....	Any station.....	

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

11

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on page 10.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RULE 82-A. Regular trains and sections of schedules authorized on Bowie Subdivision of Tucson Division are authorized to assume corresponding schedules or sections of schedules on Mescal Subdivision at Mescal without clearance.

Eastward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

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

Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

RULE 83-A. At the following stations only the trains indicated will register:

Fairbank.....Trains originating and terminating.

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

Mescal.....All trains.

Douglas, Nos. 1, 2, 3, and 4.

When a regular train is checked on Bowie Subdivision of Tucson Division or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

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

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

Naco. Siding located opposite station building on north side of main track. Switch leading to Edison water spur from siding near west end must be left lined for movement into water spur.

RULE 201. Train orders and clearances on No. 1 track between Mescal and Tucson will be issued by authority and over initials of Chief Train Dispatcher, Tucson Division.

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

RULE 82-A. Eastward regular trains and sections of schedules from Hachita Subdivision may assume the same schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

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

Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance O.K.'d by chief train dispatcher must be obtained.

Train indication markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

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

Douglas, Nos. 1, 2, 3, and 4.

Anapra, All trains.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

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

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

Trains and engines moving via Icehouse Crossover to Tower 196 on T&NO track must run with caution, expecting to find track occupied.

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

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

Clear interlocking signal Tower 47 for movement to eastward main track will authorize engines to move Tower 47 to Alfalfa unit, El Paso yard.

Standard clock located in yardmaster's office at Alfalfa unit, El Paso yard, and conductor will show on margin of train register ticket thrown off at Anapra the time watch was compared with standard clock. Operator Anapra will enter this information on train register.

Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules

on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

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

Crew arriving Clifton on No. 952 may assume schedule of No. 953 without clearance.

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

Anapra, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Anapra.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

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

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

RULE D-151. Tracks between Anapra and Tower 47 will be numbered and unless otherwise authorized will be used as double track:

No. 1 Track for westward trains;

No. 2 Track for eastward trains.

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

RULE D-251. Will apply as follows:

On No. 2 Track, Anapra to El Paso (Cotton Ave.).

On No. 1 Track, El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Planeport, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263

will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

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

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

Planeport, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Planeport.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills. Carrizozo, Nos. 3, 4, 39 and 40.

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

RULE D-251. Will apply as follows:

On No. 2 Track Anapra to El Paso (Cotton Ave.).

On No. 1 Track El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

RULE 82-A. Crew arriving French on No. 974 may assume schedule of No. 975 without clearance.

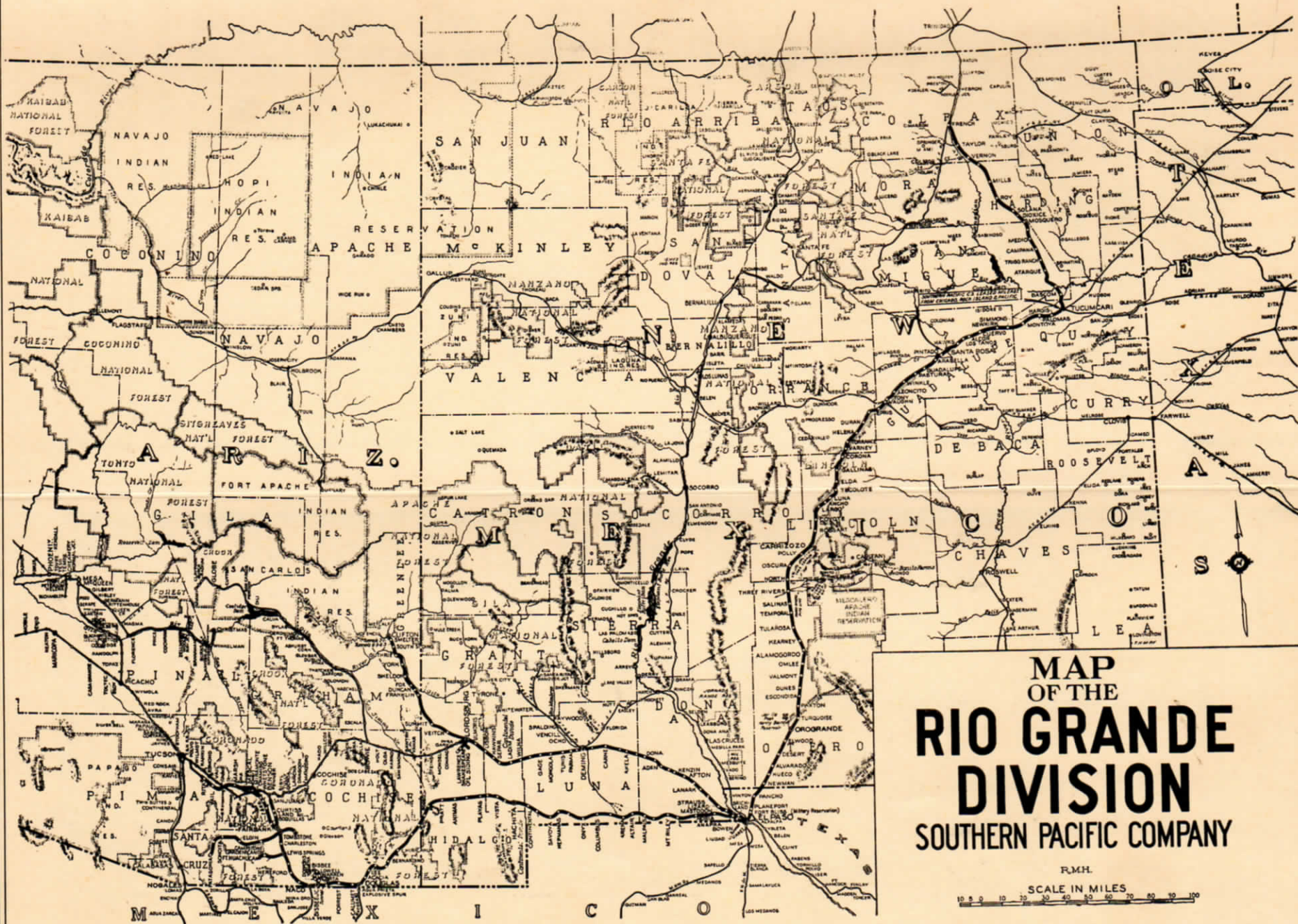
RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Carrizozo, Nos. 3, 4, 39 and 40.

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

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

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6



MAP
OF THE
**RIO GRANDE
DIVISION**
SOUTHERN PACIFIC COMPANY

R.M.H.
SCALE IN MILES
0 10 20 30 40 50 60 70 80 90 100