

**TIME IS IMPORTANT**  
**Take TIME To Be SAFE**

**TERMINAL SUPERINTENDENT**

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

**ASSISTANT  
TERMINAL SUPERINTENDENTS**

F. M. COYLE.....El Paso  
H. E. HALL.....El Paso

**TRAINMASTERS**

D. A. DOYLE.....El Paso  
H. J. KERINS.....Tucumcari  
J. A. REYNOLDS.....Douglas

**ASSISTANT TRAINMASTERS**

V. R. RUSSELL.....El Paso  
C. T. BABERS.....Lordsburg  
W. B. JEFFRIES.....Lordsburg  
W. S. WEBER.....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

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**L. W. GARRISON**

Assistant Superintendent, El Paso

# SOUTHERN PACIFIC COMPANY



## RIO GRANDE DIVISION TIMETABLE

# 53

**EFFECTIVE SUNDAY, SEPTEMBER 27, 1959**

**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**

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**W. D. LAMPRECHT,**  
*General Manager.*

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

**J. M. HATCHER,**  
*General Superintendent of Transportation.*

**J. P. GRIFFIN,**  
*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. 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. J. P. Turner.....	District Physician and Surgeon
Vaughn.....	Dr. R. P. 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.	
Bisbee.....	Tom Nelson
Lordsburg.....	Pearl's Jewelry
Alamogordo.....	A. Sorensen & Son
Tucumcari.....	Homer Hargrove
Douglas.....	Hoyal Jewelers
Douglas.....	Paul M. Whelan

### 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



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)	
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	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.....	

MESCAL SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 53 September 27, 1959	Station Number	Distance from Douglas	WESTWARD			
Capacity of sidings	SECOND CLASS		FIRST CLASS					FIRST CLASS	THIRD CLASS		
	942 Mixed Leave Tues., Fri.	2 Sunset Leave Daily						3 Golden State Arrive Daily	943 Mixed Arrive Tues., Fri.		
N 82 Yard Limits S 76			AM 9.35	1022.2	MESCAL 13.3	5691	84.8	PM 8.40			
83 P			9.47	1035.5	SAN JUAN 10.9	7548	71.5	8.19			
Yd. Limits 74 P			9.57	1046.4	BENSON JCT. 1.8	7559	60.6				
			AM 11.35	1048.2	TO-R FAIRBANK 10.6	7561	58.8	8.07	PM 2.20		
75 Yard Limits YP			s 11.55 AM	1058.8	LEWIS SPRINGS 10.2	7571	48.2	7.56	2.05 PM		
45 P			c 10.20	1069.0	TO HEREFORD 12.2	7581	38.0	c 7.45			
66 P			10.32	1081.2	NACO 3.8	7594	25.8	7.29			
66 Yard Limits KYP			f 10.39	1085.0	TO BISBEE JCT. 11.9	7597	22.0	s 7.25			
75 P			10.55	1096.9	FORREST 7.4	7609	10.1	7.06			
Yd. Limits 69 P			11.01	1104.3	CALUMET 2.7	7617	2.7	6.58			
			s 11.10 AM	1107.0	TO-R DOUGLAS	7619	0.0	6.55 PM			
			Arrive Tues., Fri.		(84.8)			Leave Daily	Leave Tues., Fri.		
			942					3	943		

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

EASTWARD				Mile Post Location	Timetable No. 53 September 27, 1959	Station Number	Distance from Fairbank	WESTWARD					
Capacity of sidings	SECOND CLASS							THIRD CLASS					
	944 Mixed (c) Leave Mon., Thurs.	942 Mixed (c) Leave Tues., Fri.	940 Mixed (c) Leave Wed., Sat.					941 Mixed (c) Arrive Wed., Sat.	943 Mixed (c) Arrive Tues., Fri.	945 Mixed (c) Arrive Mon., Thurs.			
Yard Limits BKYP	AM 8.00	AM 10.05	AM 11.00	1032.6	TO-R BENSON 7.2	5700	19.8	s 4.05 PM	s 4.30 PM	s 5.25 PM			
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	12.20	1050.6	BENSON JCT. 1.8	7559	1.8	2.50	3.15	4.10			
	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			

RULE 505. Trains to and from Benson-Fairbank Branch and Tombstone Branch may move under block signal indication between east switch Fairbank and Benson Jct. and between Fairbank and Tombstone after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank trains must avoid delaying main line trains and must not pass signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rules 510 and 513.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
17W ..	1024.5	Miramonte . . . . . (Spur)	7537
80E ..	1096.74	Paul Spur . . . . . (Spur)	7616
		Benson-Fairbank Branch	
.. ..	1042.4	Land . . . . .	7910
		Patagonia Branch	
.. ..	1069.0	Bally Brophy . . . . .	8018

MESCAL SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 53 September 27, 1959	Station Number	Distance from Patagonia	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
		944 Mixed (c) Leave Mon., Thurs.						945 Mixed (c) Arrive Mon., Thurs.
74	Yard Limits P	AM 10.00	1048.2	TO-R	7561	43.9	PM 3.30	
36	P	f 10.40	1062.5		8011	32.6	f 2.50	
32	P	f 11.15	1073.8		8023	21.3	f 2.16	
35	Yard Limits P	AM 11.35	1082.1		8032	13.0	s 1.46	
34	Yard Limits P	s 12.30 PM	1095.1		8044	0.0	1.01 PM	
		Arrive Mon., Thurs.					Leave Mon., Thurs.	
		944					945	

EASTWARD			Mile Post Location	Timetable No. 53 September 27, 1959	Station Number	Distance from Tombstone	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
		940 Mixed Leave Wed., Sat.						941 Mixed Arrive Wed., Sat.
74	Yard Limits P	PM 1.10	1048.5	TO-R	7561	9.0	PM 2.30	
12		s 1.40 PM	1057.5		8109	0.0	2.00 PM	
		Arrive Wed., Sat.					Leave Wed., Sat.	
		940					941	

EASTWARD			Mile Post Location	Timetable No. 53 September 27, 1959	Station Number	Distance from Ft. Huachuca	WESTWARD	
Capacity of sidings	SECOND CLASS						THIRD CLASS	
		942 Mixed Leave Tues., Fri.						943 Mixed Arrive Tues., Fri.
75	YP	PM 12.15	1058.8		7571	12.0	PM 2.05	
40	Yard Limits	12.40	1068.9		8210	1.9	f 1.40	
35	Yard Limits Y	s 12.55 PM	1070.8		8213	0.0	1.30 PM	
		Arrive Tues., Fri.					Leave Tues., Fri.	
		942					943	

Capacity of sidings	EASTWARD		Station Number	WESTWARD
	Timetable No. 53 September 27, 1959			
	Mile Post Location	Don Luis Branch		
		<b>STATIONS</b>		
75	P	CORTA	8303	2.5
		1.5 DON LUIS	8305	1.0
		1.0 GALENA	8306	0.0
		(2.5)		

Capacity of sidings	EASTWARD		Station Number	WESTWARD
	Timetable No. 53 September 27, 1959			
	Mile Post Location	Bisbee Branch		
		<b>STATIONS</b>		
66	KDYP	BISBEE JCT.	7597	5.7
75	P	3.3 CORTA	8303	2.4
		1.3 WARREN	8304	1.1
		0.9 LOWELL	8307	0.2
		0.2 BISBEE	8308	0.0
		(5.7)		

HACHITA SUBDIVISION

EASTWARD					Mile Post Location	Automatic Block Signal System	Timetable No. 53 September 27, 1959	Station Number	Distance from Anapra	WESTWARD		
Capacity of sidings	FIRST CLASS			2 Sunset						STATIONS	3 Golden State	3 Arrive Daily
	Yard Limits DBKYP											
				AM 11.20	1107.0	TO-R DOUGLAS 14.1	7619	210.7	s	6.43		
75	P			11.39	1121.1	CAZADOR 9.5	7633	196.6		6.15		
75	P			AM 11.51	1130.6	BERNARDINO 16.5	7643	187.1		6.01		
75	P			PM 12.06	1147.1	APACHE 11.6	7659	170.6		5.46		
103	P			c 12.15	1158.7	RODEO 11.8	7671	159.0	c	5.37		
	P			c	1170.5	PRATT 5.4	7683	147.2				
54	P			c 12.32	1175.9	TO ANIMAS 11.9	7688	141.8	c	5.19		
74	P			c 12.43	1187.8	PLAYAS 18.5	7700	129.9	c	5.08		
126	P			c 12.58	1206.3	TO HACHITA 24.6	7719	111.4	c	4.53		
60	P			c 1.20	1230.9	HERMANAS 19.4	7743	86.8	c	4.29		
83	P			c 1.38	1250.3	TO COLUMBUS 24.2	7763	67.4	c	4.10		
72	P			c 1.59	1274.5	MALPAIS 11.1	7787	43.2	c	3.46		
74	P			c 2.09	1285.6	MT. RILEY 13.4	7798	32.1	c	3.36		
75	P			c 2.21	1299.0	NORIA 18.7	7811	18.7	c	3.25		
75	P			c 2.46 PM	1317.7	ANAPRA	7830	0.0	c	3.01 PM		
				Arrive Daily		(210.7)				Leave Daily		
				2						3		

RULE 5. Time at Anapra for Westward trains applies at west switch of east crossover, and for Eastward trains at east switch of east crossover.

DEMING SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 53 September 27, 1959	Station Number	Distance from Clifton	WESTWARD			
Capacity of sidings	SECOND CLASS		952 Mixed					Clifton Branch	STATIONS	953 Mixed	953 Arrive Daily Ex. Sunday
	Yard Limits DBKYP										
			AM 8.35	1148.3	TO-R LORDSBURG 18.9	5815	69.9	s	3.30		
14	P		f 9.13	1165.3	SUMMIT 19.0	8419	51.0	f	2.50		
50	Yard Limits WP		s 9.55	1184.3	DUNCAN 2.6	8438	32.0	s	2.00		
17			f 10.02	1186.9	FOX 18.3	8441	29.4	f	1.53		
25	P		f 10.55	1205.2	GUTHRIE 4.6	8459	11.1	f	1.00		
25	P		f 11.10	1209.8	SOUTH SIDING 6.5	8463	6.5	f	12.45		
	Yard Limits P		s 11.35 AM	1216.3	ABS } R CLIFTON	8470	0.0		12.20 PM		
			Arrive Daily Ex. Sunday		(69.9)				Leave Daily Ex. Sunday		
			952						953		

**DEMING SUBDIVISION**

EASTWARD				Mile Post Location	Timetable No. 53 September 27, 1959	Station Number	Distance from Lordsburg	WESTWARD		
Capacity of sidings	FIRST CLASS							1 Sunset	39 Mail	3 Golden State
	40 Mail	2 Sunset	4 Golden State							
	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Yard Limits BKDYP	PM 6.25		AM 6.05	1148.3	<b>STATIONS</b>					
171 P				1153.0	TO-R LORDSBURG	5815	0.0	AM 3.00	AM 8.30	
171 P				1159.0	4.7 ULMORIS	7005	4.7			
171 P				1167.0	6.0 LISBON	7011	10.7			
171 P				1177.0	8.0 SEPAR	7019	18.7			
171 P				1188.0	10.0 WILNA	7028	28.7			
171 P				1198.0	11.0 GAGE	7039	39.7			
171 YP	s 7.33		s 7.04	1208.0	10.0 TUNIS	7049	49.7			
171 P				1219.5	10.0 DEMING	7060	59.7	s 2.03	s 7.04	
171 P				1229.0	11.5 CARNE	7072	71.2			
171 P				1238.0	9.5 AKELA	7080	80.7			
171 P				1248.0	9.0 DONA	7090	89.7			
171 P				1259.0	10.0 ADEN	7100	99.7			
171 P				1269.0	11.0 AFTON	7111	110.7			
171 P				1279.0	10.0 LANARK	7120	120.7			
196 P				1285.5	10.0 STRAUSS	7130	130.7			
69 P	9.01	PM 2.46	8.23	1289.9	6.5 LIZARD	7137	137.2			
KIP				1317.7	4.4 ANAPRA	7142	141.6	12.36	5.42	PM 3.01
Yd. Lmits. BKIP	s 9.30 PM	s 3.05 PM	s 8.45 AM	1323.3	TO-R EL PASO (Tower 196)	71183	147.2			
				1295.9	R EL PASO (Union Depot)	71183	147.2	12.25 AM	5.30 AM	2.50 PM
BKDOITYP				1297.6	1.7 EL PASO (Cotton Ave.)	7148	148.9			
	Arrive Daily	Arrive Daily	Arrive Daily		(148.9)			Leave Daily	Leave Daily	Leave Daily
	40	2	4					1	39	3

**RULE 5.** Time at Anapra on Hachita Subdivision for westward trains applies at west switch of east crossover, and for eastward trains 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.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1320.9	Icehouse Crossover . . .	7144
265W ..	1291.9	Brickland . . . . .	7061
.. ..	1208.7	Sage . . . . . (Spur)	
		<b>Lawrence Branch</b>	
.. ..	1150.1	Shakespeare . . . . .	8504

EASTWARD		Timetable No. 53 September 27, 1959	WESTWARD	
Capacity of sidings	Mile Post Location		Station Number	Distance from Lawrence
		<b>Lawrence Branch</b>		
		<b>STATIONS</b>		
Yard Limits BKDYP	1148.3	TO-R LORDSBURG	5815	5.2
	1146.9	1.4 OIL SIDING	8501	3.8
	1148.3	3.8 LAWRENCE	8505	0.0
	1146.9			
	1150.7			
		(5.2)		



## ALAMOGORDO SUBDIVISION

		EASTWARD					Mile Post Location	Timetable No. 53 September 27, 1959		Station Number	Distance from Carrizozo	WESTWARD	
Capacity of sidings		SECOND CLASS			FIRST CLASS							FIRST CLASS	
		994 Freight	992 Freight	990 Freight	40 Mail	4 Golden State						39 Mail	3 Golden State
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS				Arrive Daily	Arrive Daily
Yard Limits	BKIP				PM 10.30	AM 9.15	1295.9	R	EL PASO (Union Depot) 1.7	7147	144.0	AM	PM
	BKDOITYP	PM 10.45	PM 2.30	AM 6.10			1297.6		EL PASO (Cotton Ave.) 0.0	7148	142.3	S 4.30	S 2.25
	I				10.36	9.20	1297.6		TOWER 47 3.9	7148	142.3	3.44	2.03
	P						1301.5		FORT BLISS 0.8	7153	138.4		
Yd. Limits	103 P	11.00	2.45	6.25	10.47	9.31	1302.3		TO-R PLANEPORT 13.8	7154	137.6	3.23	1.53
	102 P	11.15	3.01	6.40	10.59	9.43	1316.1		NEWMAN 10.1	7167	123.8	3.08	1.40
	77 P	11.27	3.13	6.52	11.07	9.51	1326.2		ALVARADO 5.9	7178	113.7	2.58	1.31
	103 P	11.35	3.20	6.59	11.12	9.56	1332.1		DESERT 12.9	7183	107.8	2.52	1.26
Yard Limits	121 YP	PM 11.50	3.35	7.14	11.23	10.06	1345.0		TO OROGRANDE 12.0	7196	94.9	2.41	1.16
	75 P	AM 12.03	3.48	7.27	11.33	10.16	1357.0		PAXTON 9.0	7208	82.9	2.30	1.05
	96 P	12.13	3.58	7.37	11.40	10.23	1366.0		DUNES 6.3	7217	73.9	2.23	12.58
	74 P	12.20	4.06	7.45	11.45	10.28	1372.3		VALMONT 5.9	7224	67.6	2.17	12.52
	110 P	12.28	4.13	7.52	PM 11.50	10.33	1378.2		OMLEE 4.6	7230	61.7	2.12	12.47
Yard Limits	203 P	12.35	4.20	7.59	AM 12.05	S 10.40	1382.8		TO ALAMOGORDO 12.8	7234	57.1	S 2.06	S 12.43
	77 P	12.50	4.38	8.17	12.18	10.53	1395.6		TO TULAROSA 7.4	7247	44.3	1.46	12.30
	75 P	12.58	4.48	8.26	12.24	10.59	1403.0		TEMPORAL 9.9	7254	36.9	1.40	12.24
	102 P	1.08	4.58	8.37	12.32	11.07	1412.9		THREE RIVERS 11.6	7264	27.0	1.32	12.16
	76 P	1.22	5.13	8.52	12.45	11.18	1424.5		OSCURA 8.3	7276	15.4	1.22	12.07 PM
	107 P	1.35	5.25	9.04	12.53	11.26	1432.8		POLLY 7.1	7284	7.1	1.14	11.59 AM
Yard Limits	BKDYP	AM 1.50	PM 5.40	AM 9.20	S 1.05 AM	S 11.38 AM	1439.9		TO-R CARRIZOZO	7291	0.0	AM 1.05	AM 11.51
		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**

<b>EASTWARD</b>						Mile Post Location	<b>WESTWARD</b>			
<b>SECOND CLASS</b>			<b>FIRST CLASS</b>		Automatic Block Signal System		<b>FIRST CLASS</b>			
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 DBKYP	PM 8.05	PM 12.20	AM 3.30	AM 11.45	AM 1.15	1439.9				
110 P	8.30	12.45	3.55	11.51	1.22	1446.9				
75 P	8.45	1.00	4.10	AM 11.56	1.31	1452.2				
126 P	9.15	1.30	4.40	PM 12.06	1.45	1463.5				
74 P	9.58	2.12	5.20	12.18	2.01	1473.0				
	P 10.08	2.22	5.30			1477.8				
120 P	10.16	2.28	5.37	12.26	2.10	1482.5				
103 P	10.28	2.40	5.50	12.35	2.22	1490.9				
71 P	10.40	2.52	6.02	12.43	2.31	1499.0				
87 P	10.56	3.08	6.18	12.52	2.41	1510.6				
W 116 Yard Limits E 110 P	11.27	3.30	6.40	c 1.06	2.56	1525.4				
107 P	11.39	3.41	6.50	1.15	3.05	1533.3				
105 P	PM 11.56	3.58	7.07	1.26	3.17	1547.2				
106 P	AM 12.15	4.13	7.22	1.36	3.29	1558.5				
E 107 Yard Limits W 113 P	12.35	4.27	7.37	1.46	3.40	1568.3				
106 P	12.49	4.46	7.56	1.55	3.49	1577.4				
103 P	1.03	5.00	8.10	2.03	3.57	1585.8				
102 P	1.15	5.12	8.20	2.12	4.04	1594.7				
102 P	1.31	5.27	8.32	2.24	4.15	1606.7				
112 P	1.43	5.38	8.41	2.33	4.24	1615.5				
103 P	1.51	5.46	8.52	2.41	4.35	1621.9				
Yard Limits DBKYP	2.00 AM	5.55 PM	9.10 AM	s 3.05 PM	s 5.10 AM	1627.4				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
	<b>994</b>	<b>992</b>	<b>990</b>	<b>4</b>	<b>40</b>					

<b>Timetable No. 53</b>					
September 27, 1959					
<b>EASTWARD</b>			<b>WESTWARD</b>		
<b>SECOND CLASS</b>			<b>SECOND CLASS</b>		
974	Mile Post Location	Station Number	Distance from French	975	Mile Post
Mixed				Mixed	
Lv. Mon. Wed., Fri.				Arrive Mon., Wed., Fri.	
<b>Roy Branch</b>					
<b>STATIONS</b>					
Yard Limits DBKYP	AM 6.10	1627.4	TO-R	<b>TUCUMCARI</b>	7479
YP	s 7.34	1661.7		34.3 <b>CAMPANA</b>	8634
34 P	f 7.52	1667.6		5.9 <b>MEDIO</b>	8640
36 P	s 8.20	1677.9		10.3 <b>MOSQUERO</b>	8651
34 Yard Limits P	s 9.00	1696.1		18.2 <b>ROY</b>	8669
Yard Limits P	s 10.35 AM	1741.3		45.2 <b>FRENCH</b>	8714
	Arrive Mon., Wed., Fri.			(113.9)	
	<b>974</b>			<b>975</b>	

<b>ADDITIONAL STATIONS</b>			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
<b>Roy Branch</b>			
30W ..	1634.9	Bascom .....	8608
..	1650.1	Atarque .....	8623
..	1655.6	Trigg Ranch .....	8628
18E ..	1684.7	Dioixce .....	8657
.. P	1686.3	Solana .....	8659
..	1706.4	Mills .....	8679
..	1721.8	Vernon .....	8694
.. YP	1729.8	Taylor .....	8702
Nos. 974 and 975 will stop at Trigg Ranch, Dioixce, Solana, Vernon and Taylor on flag.			

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

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

**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 7.

**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.** Eastward trains originating Tucson or P.F.E. Yard enroute Mescal Subdivision with same conductor and engineer must obtain two clearances, one endorsed Tucson Division and one endorsed Rio Grande Division. Rio Grande Division clearance and train orders, if any, addressed to such trains at Tucson or P.F.E. Yard authorizes movement on Mescal Subdivision.

Westward trains authorized on Mescal Subdivision enroute Bowie Subdivision of Tucson Division with same conductor and engineer are also authorized on Bowie Subdivision, Tucson Division, Mescal to Tucson.

Regular trains and sections thereof authorized on Bowie Subdivision, Tucson Division, or Mescal Subdivision, Rio Grande Division, with the same conductor and engineer are authorized on both Subdivisions and will display indicators and signals, if any, accordingly.

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

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.

Schedule of No. 940 may be assumed by crew at Benson on Saturday without clearance.

Schedule of No. 941 on Benson-Fairbank Branch may be assumed without clearance by crew arriving Fairbank on No. 941 on Saturday.

Schedule of No. 940 on Tombstone Branch may be assumed without clearance by crew arriving Fairbank on No. 940 on Saturday.

**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:

Douglas, Nos. 2 and 3.

**RULE 85.** Sections of regular trains from Bowie Subdivision, Tucson Division, enroute Mescal Subdivision, Rio Grande Division, must not pass and run ahead of another section of same schedule between Tucson and Mescal without exchanging train orders, train indicators and signals.

**RULE 105. Mescal.** North and South sidings for use by trains only as instructed by train dispatcher.

**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 513.** Westward trains Patagonia Branch must not foul Mescal-Douglas Main track at Fairbank until authorized by train dispatcher.

## SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

**RULE 82-A.** Eastward extra and regular trains and sections thereof from Hachita Subdivision may assume the corresponding numbers and/or schedules on Deming Subdivision at Anapra without clearance.

Crews ordered for extra trains at Alfalfa or Cotton Ave. units of El Paso Yard may leave without clearance, and will move on yardmaster's instructions and signal indication to Tower 196, where a clearance OK'd by Chief Train Dispatcher must be obtained and may leave Anapra without clearance.

Westward extra and regular trains and sections thereof from Deming Subdivision may assume the corresponding numbers and/or schedules on Hachita Subdivision at Anapra without clearance.

Train indicators, markers and signals, if any, will be displayed from Alfalfa or Cotton Ave. units of El Paso Yard as instructed by Yardmaster or by telegram from Chief Train Dispatcher.

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

Douglas, Nos. 2 and 3.

El Paso (Tower 196), Trains originating or terminating Alfalfa or Cotton Ave. units.

Trains originating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Trains terminating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Conductors of trains originating Alfalfa or Cotton Ave. units, El Paso Yard, must show on margin of train register ticket thrown off at Tower 196 the time watch was compared with standard clock, and operator at Tower 196 will enter this information on train register.

**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

9

**RULE 82-A.** Crews ordered for trains at El Paso (Union Depot) will obtain clearance and train orders, if any, from pneumatic tube receptacle installed in Trainmen's Register Room, El Paso Union Depot.

Train indicators, markers, and signals, if any, will be displayed from Alfalfa or Cotton Ave. units of El Paso Yard as instructed by Yardmaster or by telegram from Chief Train Dispatcher.

Crews ordered for Hachita Subdivision extra trains at Alfalfa or Cotton Ave. units of El Paso Yard may leave without clearance and will move on yardmaster's instructions and signal indication to Tower 196 where a clearance O.K.'d by Chief Train Dispatcher must be obtained and may leave Anapra without clearance.

Westward regular trains and sections thereof from Deming Subdivision may assume the corresponding numbers and/or schedules on Hachita Subdivision at Anapra without clearance.

When interlocking signal Tower 47 displays proceed indication for movement to eastward main track, such indication will authorize engines to move from Tower 47 to Alfalfa unit, El Paso Yard.

Eastward regular trains and sections thereof from Hachita Subdivision may assume the corresponding numbers and/or schedules on Deming Subdivision at Anapra without clearance.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance.

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:

**El Paso (Tower 196),** Trains originating or terminating Alfalfa or Cotton Ave. units.

Trains originating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Trains terminating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Conductors of trains originating Alfalfa or Cotton Ave. units, El Paso Yard, must show on margin of train register ticket thrown off at Tower 196 the time watch was compared with standard clock, and operator at Tower 196 will enter this information on train register.

**RULE 93.** Main tracks between Alfalfa unit, El Paso Yard and Tower 196 used jointly by Deming and Alamogordo Subdivision trains and T&NO (San Antonio Division) trains and 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 move with caution, expecting to find main 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 D-97-A.** Applies between Anapra and Tower 47.

**RULE D-151.** Between Anapra and Ice House Crossover, MP 1320.90, the two main tracks are designated as follows:

No. 1 Track, current of traffic westward.

No. 2 Track, current of traffic eastward.

Between Ice House Crossover, MP 1320.90, and El Paso (Union Depot), three main tracks are designated as follows:

North track . . . . . No. 1 Track, current of traffic westward;

Middle track . . . . . No. 2 Track, current of traffic eastward;

South track . . . . . No. 3 Track, current of traffic eastward.

Between El Paso (Union Depot) and El Paso (Cotton Ave.), the two main tracks are designated as follows:

No. 1 Track, current of traffic westward.

No. 2 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track between Ice House Crossover and El Paso (Union Depot), being governed by block signal indication.

**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. 1 and No. 2 Tracks between Anapra and Ice House Crossover; on No. 1, No. 2 and No. 3 Tracks between Ice House Crossover and El Paso (Union Depot); on No. 1 and No. 2 Tracks between El Paso (Union Depot) and El Paso (Cotton Avenue); on both main tracks between Tower 47 and Alfalfa unit, El Paso Yard.

## SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

**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 indicators, 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 93.** Main tracks between Alfalfa unit, El Paso Yard and Tower 196 used jointly by Deming and Alamogordo Subdivision trains and T&NO (San Antonio Division) trains and movements between these points must be made with caution, expecting to find main track occupied.

**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.

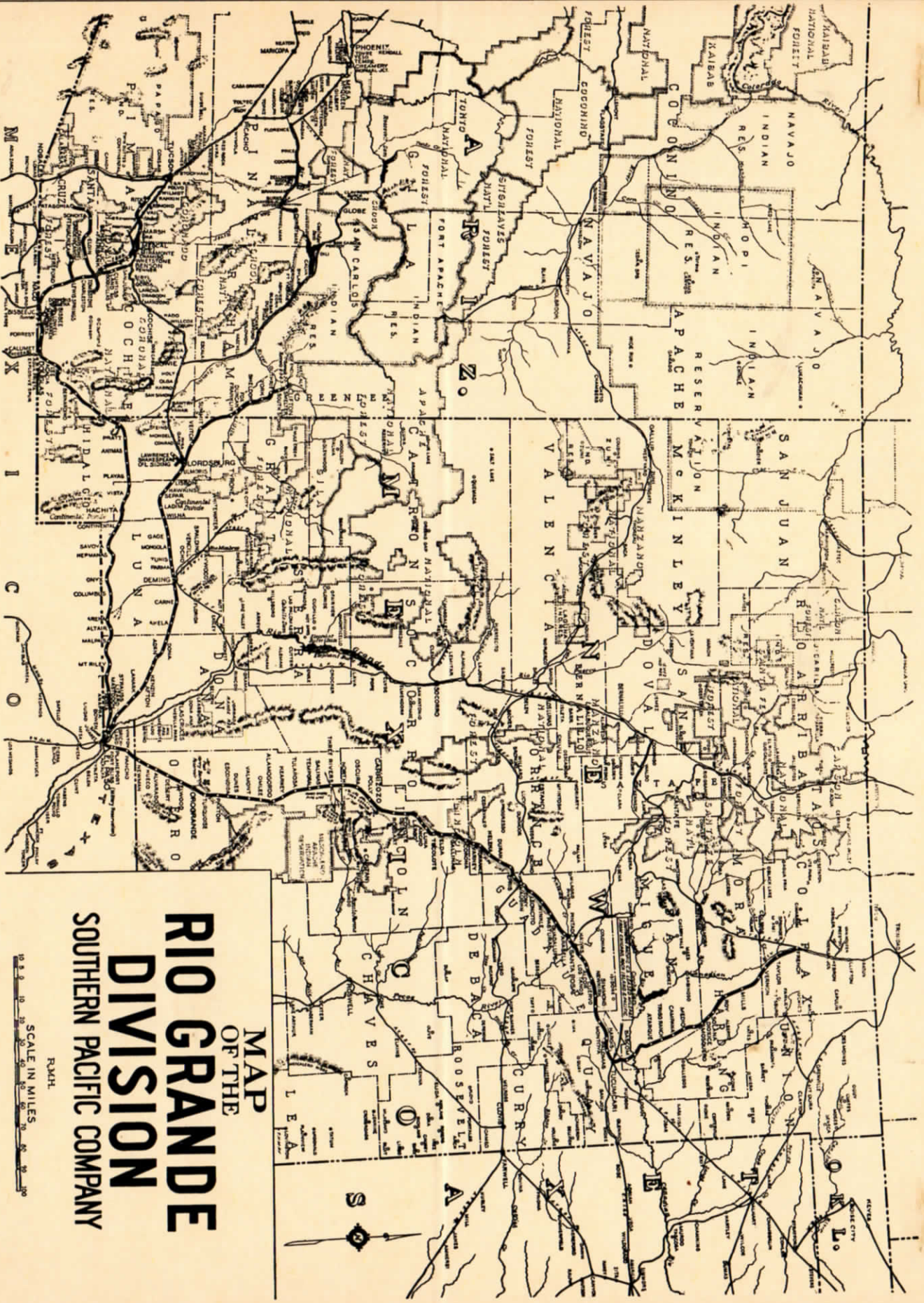
**RULE 83-B.** At open train-order offices, trains may register by ticket as follows:

Carrizozo, Nos. 3, 4, 39 and 40.

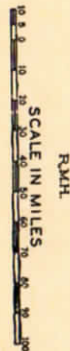
**RULE 105. Vaughn.** First track north of main track is eastward siding. Second track north of main track is westward siding.

**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.





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



Scale in Miles  
100 Miles