

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES

SOUTHERN DISTRICT



PECOS DIVISION



EMPLOYEES' TIME TABLE

64

IN EFFECT

Sunday

June 12, 1938

AT 12:01 O'CLOCK A. M.

Mountain Standard Time

64

Superseding Time Table No. 63, Dated February 20, 1938, and any Supplements Thereto.

This Time Table is for the Government and Information of Employes of this Company only.

H. B. LAUTZ,
General Manager,
Amarillo, Texas.

F. L. MYERS,
Asst. General Manager,
Amarillo, Texas.

C. E. SMYER,
Superintendent,
Clovis, New Mexico.

F. A. BAKER,
Trainmaster,
Clovis, N. M.

M. T. JONES,
Chief Dispatcher,
Clovis, N. M.

RAY HARRISON,
Night Chief Dispatcher,
Clovis, N. M.

R. C. Johnson,
D. J. Cummings,

Train Dispatchers:
H. L. Marsh,
L. J. Michelet,
Clovis, N. M.

T. J. Anderson,
J. C. Collins,

SPECIAL RULES AND REGULATIONS.

Effective on the Pecos Division and Superseding all General Rules inconsistent Therewith.

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Except as otherwise provided, Eastward or Northward trains are superior to Westward or Southward trains of the same class.

YARD LIMIT STATIONS

(See Rules 93 and D 153, Operating Department.)

Clovis, Vaughn, Willard, Mountainair, Belen, Portales, Elida, Roswell, Dexter, Hagerman, Artesia, Carlsbad (includes Carlsbad industrial spur), Loving (includes Loving industrial spur), and Pecos.

3

First class trains moving against the current of traffic must move within yard limits at restricted speed.

STANDARD CLOCKS

Clovis—Telegraph Office and Yard Office.
Vaughn—Passenger Station.
Belen—Yard Office and Passenger Station.
Roswell—Freight Station.
Carlsbad—Passenger Station.

STANDARD THERMOMETERS

Clovis, Fort Sumner, Yeso, Vaughn, Willard, Mountainair, Belen, Portales, Roswell and Carlsbad.

BULLETIN BOOKS

Clovis.Telegraph Office, Yard Office and Roundhouse Register Room.
Vaughn.Telegraph Office, Roundhouse Register Room.
Belen.Yard Office and Roundhouse Register Room.
Roswell.Freight Station.
Carlsbad.Passenger Station and Roundhouse Register Room.

FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations, except register stations, where cars are picked up or set out.

AMENDED RULE 5

That part of Rule 5, Operating Department, reading: "Time applies at point indicated by station sign, conforming to time table designation" is amended to read:

"The time applies to the switch where an inferior train enters a siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

RESTRICTED SPEED SIGNALS

Temporary restricted speed signals prescribed by Rule 10-A, Operating Department, will be displayed one mile in advance of the point to be protected.

Permanent slow boards are located approximately 2500 feet in advance of curves, bridges or other locations where speed of trains is permanently restricted. The maximum speed in miles per hour indicated in no wise abrogates or modifies special rules, train orders or instructions further restricting the speed of any train, and does not permit the operation of any locomotive in excess of the maximum speed prescribed by time table Rule 28.

The restricted speed must be observed until rear of train has passed the "Resume Speed" board painted green.

Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the green board is passed.

Permanent slow boards are located:

First District				
M.P. 664.2	M.P. 721.1	M.P. 754.5	M.P. 765.1	M.P. 778.3
M.P. 697.5	M.P. 726.3	M.P. 755.0	M.P. 767.3	M.P. 778.4
M.P. 699.5	M.P. 728.0	M.P. 756.7	M.P. 771.8	M.P. 779.1
M.P. 700.7	M.P. 750.5	M.P. 756.8	M.P. 774.6	M.P. 779.5
M.P. 701.4	M.P. 751.8	M.P. 758.0	M.P. 776.4	M.P. 781.0
M.P. 709.0	M.P. 752.4	M.P. 762.4	M.P. 777.3	M.P. 786.1
M.P. 717.1				
Second District				
M.P. 287.2	M.P. 810.8	M.P. 821.6	M.P. 843.4	M.P. 870.0
M.P. 789.2	M.P. 812.0	M.P. 822.8	M.P. 845.2	M.P. 875.1
M.P. 789.6	M.P. 813.3	M.P. 823.6	M.P. 856.0	M.P. 889.0
M.P. 794.2	M.P. 814.5	M.P. 825.2	M.P. 861.6	M.P. 894.1
M.P. 795.7	M.P. 816.1	M.P. 837.5	M.P. 864.7	M.P. 894.6
M.P. 797.2	M.P. 817.7	M.P. 839.3	M.P. 867.5	

Carlsbad District		
M.P. 167.1	M.P. 198.5	M.P. 213.4
M.P. 168.2	M.P. 199.5	M.P. 214.4
M.P. 181.2	M.P. 209.8	M.P. 244.9
M.P. 182.3	M.P. 211.0	M.P. 250.5

TORPEDOES

When unattended torpedoes are exploded, trains may resume normal speed at a distance of one mile from that point. (See Rule 15, Operating Department.)

AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86, Operating Department.)

AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204 Operating Department.)

AMENDED RULE 221

Rule 221, Operating Department, is amended to read:

"Where a fixed signal is used at a train order office, it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction."

When the train order signal cannot be changed to indicate 'proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card, (Form 902).

Train order signals must be fastened at 'proceed' only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use."

AMENDED RULE 360

Rule 360 is amended as follows:

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

OVERHEAD OBSTRUCTIONS

(See Rule 310 Operating Department.)

MILE POSTS	BRIDGE NUMBER	NAMES
Carlsbad District		
167.6	167B	Pecos River
181.7	181C	Pecos River
198.9	198B	Black River

DWARF SIGNALS

In connection with Rules 10F, 701, 702, 703 and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

AMENDED RULE 711.

Rule 711, Operating Department, is amended to read:
Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

AMENDED RULE 872

Rule 872, Operating Department, is amended to read:
When the engine has been coupled on and gauge shows sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to

each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

AUTOMATIC BLOCK

On single track, trains in clear on siding, or other tracks, will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions has been observed.

Trains moving from siding to main track will foul the circuit and set the signal before lining switch.

REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station:
Melrose, Ft. Sumner, Yeso, Vaughn (West end of freight yard), Encino, Mountainair, Becker, Belen (East end of freight yard).

These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turn out in facing point direction only.

Interlocked signals governing movement over these switches indicate, PROCEED for main track and RESTRICTED SPEED for main track or turn out.

Trains stopped by any of these interlocked signals will ascertain from signalman by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule No. 830 (a).

Telephones connecting with station are located on signal mast at all remote control switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman by telephone and be governed by his instructions. If telephone out of order see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding a member of the crew must remain at the switch and see that switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782:

When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail.

SPEED RESTRICTIONS

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, around curves and where view is obscure, and use whistle freely as warning signal.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

LOCOMOTIVES HANDLED DEAD IN TRAINS

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

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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 turnouts and crossovers not listed herein, trains or engines must not exceed ten (10) miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

Station	Type	Location	Miles per Hour	
			Passenger	Freight
Clovis	Spring	West end headout switch	25	20
Portair	Spring	East and west end siding	25	20
Grier	Spring	East and west end siding	25	20
St. Vrain	Spring	East and west end siding	25	20
Melrose	Interlock	East and west end siding	30	20
Cantara	Spring	East end siding	25	20
Cantara	Spring	West end siding	15	10
Krider	Spring	East and west end siding	15	10
Tolar	Spring	West end siding	25	20
Tolar	Spring	East end siding	15	10
Taiban	Spring	East and west end siding	25	20
LaLande	Spring	East and west end siding	15	10
Ft. Sumner	Interlock	East and west end siding	30	20
Agudo	Spring	East and west end siding	15	10
Ricardo	Spring	East and west end siding	10	10
Evanola	Spring	East and west end siding	15	10
Yeso	Interlock	East and west end siding	30	20
Largo	Spring	East and west end siding	15	10
Buchanan	Spring	East and west end siding	15	10
Cardenas	Spring	East and west end siding	15	10
Duoro	Spring	East and west end siding	15	10
Joffre	Spring	East and west end siding	15	10
Iden	Spring	East and west end siding	15	10
Vaughn	Interlock	West end yard	30	20
Tejon	Spring	East end siding	15	10
Tejon	Spring	West end siding	25	20
Carnero	Spring	East end siding	15	10
Carnero	Spring	West end siding	25	20
Encino	Interlock	East and west end siding	30	20
Negra	Spring	East end siding	15	10
Negra	Spring	West end siding	25	20
Pederal	Spring	East and west end siding	25	20
Dunmoor	Spring	East and west end siding	15	10
Lucy	Spring	East and west end siding	15	10
Silio	Spring	East end siding	25	20
Silio	Spring	West end siding	15	10
Willard	Spring	East and west end siding	15	10
Broncho	Spring	East end siding	25	20
Broncho	Spring	West end siding	15	10
Mountainair	Interlock	East and west end siding	30	20
Abo	Spring	East and west end siding	15	10
Scholle	Spring	East and west end siding	25	20
Sais	Spring	East and west end siding	15	10
Becker	Interlock	East and west end siding	30	20
Bodega	Spring	East and west end siding	15	10
Madrone	Spring	East and west end siding	15	10
Belen	Interlock	East end yard	15	10

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HIGHWAY CROSSINGS

While head of train is passing the highway crossings in cities and towns named below, the speed indicated must not be exceeded:

Portales: Washington, Broad, Hereford and Lang Streets.

Roswell: Summit, Bland, Sherman, Stanton, Stress, 2nd, 3rd, 4th, and 5th Streets.

Hagerman: Argyle, eight (8) miles per hour or seven and one-half (7½) minutes per mile.

Dexter: First Street and Lincoln, ten (10) miles per hour or six (6) minutes per mile.

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Gas-electric motor cars shall not be operated through water deeper than four (4) inches, and Diesel electric cars shall not be operated through water deeper than five (5) inches above ball of the rail. When such movement is necessary, they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify Rule 317-A, Operating Department.)

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MAXIMUM SPEED FOR ENGINES

ENGINES	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
512-559; 1200-1388 (EXCEPT)	82	0 44	50	1 12
1207, 1210, 1214 AND 1215	45	1 20	45	1 20
1413-1556; 3500-3534	82	0 44	50	1 12
3400-3459 (EXCEPT)	90	0 40	50	1 12
3420, 3438, 3456, 3457	100	0 36	50	1 12
3460-3465	100	0 36	50	1 12
3700-3750	70	0 51	50	1 12
3751-3764 (EXCEPT)	77	0 47	50	1 12
3751-3753	90	0 40	50	1 12
789-825; 870-874	30	2 00	30	2 00
885-999; 1600-1705; 1950-1989	35	1 43	35	1 43
1000-1152	50	1 12	45	1 20
1788-1799	40	1 30	40	1 30
1800-1887	45	1 20	45	1 20
2504-2506; 2535-2556; 2565-2569	35	1 43	35	1 43
2507-2534	50	1 12	45	1 20
3010-3020; 3129-3158	35	1 43	35	1 43
3160-3287; 3800-3940;				
4000-4115; 5000	50	1 12	50	1 12
GAS-ELECTRIC MOTORS	60	1 00	45	1 20*
DIESEL-ELECTRICS	100	0 36	45	1 20*
REGULARLY ASSIGNED TO SWITCHING SERVICE	20	3 00	20	3 00
ALL OTHER CLASSES	20	3 00	20	3 00
ALL CLASSES BACKING UP	20	3 00	20	3 00

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel-Electrics, 3400-3459; 3460-3465; 3700-3750; 3751-3764 and 3800-3940 engines.

*When running light, maximum speed for Diesel-Electric engines is 75 miles per hour, or 48 seconds per mile, and for Gas-Electric motor cars, 60 miles per hour, or one minute per mile.

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TRAIN SPEED RESTRICTIONS

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Maximum speed for engines prescribed in Rule 28 must not be exceeded.

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.

TRAIN INSPECTION

Freight trains must not be operated in excess of sixty-five (65) miles without a stop being made for inspection of equipment, except, this distance may be exceeded between Clovis and Yeso; Ft. Sumner and Vaughn; and Vaughn and Mountainair, provided stop and inspection is made at stations entering and leaving above limits.

MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER		FREIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
FIRST DISTRICT	90	0 40	50	1 12
SECOND DISTRICT	90	0 40	50	1 12
ROSWELL DISTRICT	50	1 12	30	2 00
CARLSBAD DISTRICT:				
ROSWELL AND LOVING	50	1 12	30	2 00
LOVING AND PECOS	30	2 00	25	2 25

Passenger trains must consume not less than thirteen (13) minutes from Scholle to Sais.

Westward freight trains must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile Mountainair to Scholle and twenty (20) miles per hour, or three (3) minutes for each mile Scholle to Sais.

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

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SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Ricardo Water Track	731.5	21	East & West	None
Yeso Water Track	745.2	31	East & West	None
Buchanan Water Track	757.4	30	East & West	None
Duoro Water Track	770.1	32	East & West	None
SECOND DISTRICT				
Lucy Water Track	829.1	36	East	None
Sais Crusher Tracks	874.2	150	West	Locals
ROSWELL DISTRICT				
Miles from Clovis Jct.				
Burro Sand Spur	9.4	16	East	None
Elkins Water Track	74.5	6	East & West	25-26
Ewell	92.9	9	West	47-48
Kemp Spur	94.3	6	East	47-48
Harbert	95.7	12	West	47-48
CARLSBAD DISTRICT				
Industry	111.5	15	East & West	45-46
Russell	128.1	12	East	45-46
Carlsbad Industrial Spur	181.7	45	West	45-46
Carlsbad Stock Yards	185.1	23	East & West	None
Loving Industrial Spur	194.5	65	East & West	45-46
Rock	207.4	15	East	None
Mason Spur	236.6	4	West	None

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RAILROAD CROSSINGS AND JUNCTIONS

Belen Junction Mile Post 895.5 Second District

Belen—A. T. & S. F. crossing 0.2 mile west of passenger station protected by automatic signals.

Belen—Crossover switches east end yard from New Mexico Main to No. 2 track are provided with switch indicators. Crossover movements are protected by automatic signals governing Pecos Division trains.

New Mexico Division trains heading in or out of No. 2 track will be governed by position of switch indicators.

Belen—Automatic block east end of yard. Signal indication supercedes time table superiority between signal 8951 and Coast Line Junction switch 0.2 mile west of passenger station.

Belen—New Mexico Division trains entering or leaving west end Belen Yard must use short connecting track and must leave switches set for lead after using either runaround or long tail track.

Belen—Trains or engines using east leg of wye for turning or other purposes, will not occupy the Pecos Division Main Track on signal indication, but will contact Operator at Belen yard office, securing permission before doing so.

FIRST DISTRICT.

PECOS DIVISION.

SECOND DISTRICT.

WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 64, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 64, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
First Class										First Class		First Class											
23	1									24	2	23	1									24	2
Grand Canyon Limited.	The Scout.					Grand Canyon Limited.	The Scout.			Grand Canyon Limited.	The Scout.												
Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.		Arrive Daily.	Arrive Daily.			Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.		Arrive Daily.	Arrive Daily.						
PM 3.20	AM 1.45		Yard	656.7		PM 12.30	AM 2.25			PM 6.20	AM 4.40		Yard	787.5		AM 9.45	PM 11.35						
3.27	1.55	29	112	662.2	28.0	12.20	2.15			6.36	4.55	5	110	792.3	31.7	9.31	11.19						
3.33	2.05 ²	21	130	667.4	23.1	12.12	2.05 ¹			6.44	5.04	4	110	798.0	31.7	9.25	11.10						
3.40	2.12	30	130	672.9	26.4	12.04 PM	1.56			f 6.52	5.12	52	130	808.3	10.5	9.19	11.02						
s 3.50	s 2.22	114	130	680.8	19.0	s 11.53	s 1.46	W	C	6.58	5.18	33	110	808.8	31.7	9.13	10.55						
3.58	2.30	10	130	687.2	26.0	11.43	1.36			7.06	5.27	1	130	815.5	31.7	9.06	10.47						
4.06	2.37	62	110	693.1	0	11.35	1.29			7.10	5.32	3	130	819.5	31.7	9.02	10.42						
4.11	2.43	17	138	698.5	0	11.27	1.23			7.14	5.37	3	90	823.4	31.7	8.58	10.37						
4.16	f 2.48	69	130	702.8	0	11.20	f 1.17	W F	B	7.19	5.44	25	110	828.3	12.1	8.53	10.31						
4.26	2.57	30	110	710.1	26.4	11.11	1.08			7.27	5.54	3	130	835.3	30.5	8.45	10.22						
s 4.37	s 3.07	84	130	716.8	26.4	s 11.02	s 12.59	W Y	C	\$ 7.37	\$ 6.04	313	110	842.1	30.3	\$ 8.38	\$ 10.14						
4.47	3.17	4	110	724.4	31.7	10.52	12.49			7.49	6.16	3	130	849.3	31.7	8.27	10.02						
4.55	3.24	24	110	730.3	31.7	10.46	12.42	W	B	\$ 8.00	\$ 6.28	144	235	855.7	31.7	\$ 8.20	\$ 9.55						
5.05	3.33	4	110	737.0	31.7	10.39	12.34			8.09	6.37	4	130	862.2	3.2	8.07	9.42						
5.15	f 3.43	61	130	743.9	31.7	10.32	f 12.26	W F	C	8.18	6.46	27	130	868.9	0	7.55	9.29						
5.24	3.51	5	130	750.2	31.7	10.26	12.19			8.31	7.00	3	130	875.5	0	7.41	9.13						
5.32	3.59	29	127	756.1	31.7	10.20	12.12	W	B	8.38	7.07	83	130	881.6	0	7.34	9.06						
5.40	4.06	3	110	761.8	31.7	10.14	12.06 AM			8.43	7.12	3	130	886.1	0	7.29	9.00						
5.50	4.15	38	110	769.0	31.7	10.07	11.58	W	B	8.50 ²	7.22 ²⁴	7	130	892.1	0	7.22 ¹	8.50 ²³						
6.00	4.23	14	110	775.7	31.7	10.00	11.51			9.00 PM	7.35 AM		Yard	896.5	12.1	7.10 AM	8.40 PM						
6.10	4.32	8	130	782.6	31.7	9.53	11.43			Arrive Daily.	Arrive Daily.					(109)							
6.20 PM	4.40 AM		Yard	787.5	31.7	9.45 AM	11.35 PM	W F T Y	C														
Arrive Daily.	Arrive Daily.					Leave Daily.	Leave Daily.			(40.1)	(37.3)	Average speed per hour.....					(42.2)	(37.4)					
(43.6)	(44.8)	Average speed per hour.....										(47.7)	(44.8)										

All trains must get numbered clearance card (Form 902) before leaving Clovis and Vaughn.
Automatic Block:
M. P. 656.7 to M. P. 787.5.

All trains must get numbered clearance card (Form 902) before leaving Vaughn and Belen.
All trains originating at Mountainair must get numbered clearance card (Form 902) before leaving Mountainair.

All trains must run at restricted speed while passing through cuts between M.P. 870.0 and M.P. 874.2 west of Scholle.

Automatic Block:
M.P. 787.5 to M.P. 896.5.

ROSWELL DISTRICT.

PECOS DIVISION.

CARLSBAD DISTRICT.

Westward.		TIME TABLE							Eastward.	
First Class.	Capacity of Other Trachs	Capacity of Sidings.	Distance from Clovis Junction.	Rolling Grade Ascending.	No. 64, June 12, 1938.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.	
25									26	
Pecos Valley Express									Pecos Valley Express	
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.	
PM 3.25		Yard		0	CLOVIS.		W F T Y	C	PM 12.20	
			.0		0.7	19.5				
				37.0	Clovis Junction.	52.8			12.03 PM	
f 3.40		43	7.3	52.8	CAMEO.	52.8		B	11.49	
s 3.55	80	58	17.6	52.8	PORTALES.	52.8	W	C	11.43	
3.59		32	20.9	52.8	YERBA.	16.7		B	11.30	
f 4.12		65	29.3	52.8	DELPHOS.	37.0		B	11.22	
f 4.20		36	34.3	52.8	KERMIT.	52.8			11.11	
s 4.31	43	58	42.2	52.8	ELIDA.	52.8		C	11.00	
4.40		26	49.0	52.8	TORNERO.	52.8			10.55	
f 4.45	18	59	52.5	48.1	KENNA.	47.5		B	10.35	
				42.2	13.4	40.7			10.27	
f 5.03		59	65.9	52.8	BOAZ.	52.8		B	10.12	
f 5.12		40	71.3	52.8	5.9	52.8		B	10.00	
f 5.27		29	82.4	52.8	ELKINS.	52.8		B	9.52	
f 5.38		23	90.0	45.9	CAMPBELL.	52.8		B	9.40	
f 5.45		34	95.3	37.0	7.6	52.8		B	9.30 AM	
f 5.56		36	103.1	52.8	ACME.	52.8				
				52.8	5.3	52.8		B		
				52.8	MELENA.	52.8				
				52.8	7.8	52.8				
				52.8	POE.	52.8				
				52.8	4.7	52.8		W F Y		
6.05 PM		Yard	107.3		ROSWELL.			C	9.30 AM	
Arrive Daily.					(108.5)				Leave Daily.	

(40.1) Average speed per hour (38.3)

All trains must get numbered clearance card (Form 902) before leaving Clovis and Roswell.
 No switch lights on Roswell District.
 Water tank M.P. 74.5.
 Trains 25 and 26 have no Time Table superiority between East Wye Switch and Passenger Station Clovis.

WESTWARD.		TIME TABLE							EASTWARD.		
	First Class.	Capacity of Other Trachs.	Capacity of Sidings.	Distance from Clovis Junction.	Rolling Grade Ascending.	No. 64, June 12, 1938.	Rolling Grade Ascending.	Fuel, Water, Turn Tables, and Wyes.	Communications.	First Class.	
45	25									26	46
Mixed.	Pecos Valley Express									Pecos Valley Express	Mixed.
Leave Daily Ex. Sunday.	Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.	Arrive Daily Ex. Sunday.
AM 11.35	PM 6.10		Yard	107.3	47.0	ROSWELL.		W F Y	C	AM 9.30	PM 7.45
f 11.45	f 6.17	7	25	112.6	30.1	4.8	52.8			f 9.20	f 6.46
f 11.56	f 6.27		59	119.1	0	SOUTH SPRING.	35.2			f 9.11	f 6.27
					0	6.5	41.7				
s PM 12.10	s 6.35	75	59	124.2	0	ORCHARD PARK.	21.1		C	s 9.04	s 6.11
f 12.15	f 6.39		58	126.6	0	5.1	42.2			f 9.00	f 5.56
s 12.30	s 6.45	52	59	130.5	32.7	DEXTER.	52.8		C	s 8.53	s 5.44
s 12.57	s 6.59	17	23	139.1	38.5	2.4	31.7			s 8.41	f 5.16
f 1.11	f 7.06	27		143.9	8.5	GREENFIELD.	41.7		B	f 9.00	f 5.01
s 3.00	s 7.18	283	72	149.9	45.8	3.9	41.7			s 8.25	s 4.46
f 3.20	f 7.25	24		155.0	29.0	HAGERMAN.	52.8		C	f 8.34	f 5.16
f 3.35	f 7.30	53	26	157.9	18.6	8.6	52.8			s 8.41	f 5.16
f 3.59	f 7.40	13	28	164.4	50.2	LAKE ARTHUR.	48.8			s 8.16	f 3.45
f 4.15	f 7.50	1	14	170.5	52.8	4.7	41.7			f 8.12	f 3.35
f 4.33	f 8.01		25	177.5	52.8	ESPUELLA.	52.8		B	f 8.01	f 2.56
4.46	8.10 PM		Yard	189.0	29.3	6.1	48.8			f 7.52	f 2.41
6.30					29.3	GLOBE.	52.8		B	f 7.40	f 2.20
f 6.46			22	189.1	29.3	7.0	52.8			f 7.30 AM	1.50
s 7.15		53	16	195.3	39.1	AVALON.	52.8		B	7.30 AM	12.20
f 7.40		27		199.3	39.6	5.5	39.6	W F Y	C		12.05
f 8.10		36		210.3	39.6	CARLSBAD.	39.6				PM
f 8.25		26		216.5	39.6	6.1	39.6	Y	C		11.50
f 8.44		18		224.6	39.6	OTIS.	39.6				11.30
f 9.00		9	17	230.7	39.6	6.2	39.6				11.05
f 9.30		27		241.2	26.4	LOVING.	39.6				10.50
f 10.00		16		251.4	36.4	4.5	39.6				10.23
f 10.25			18	261.4	12.4	MALAGA.	39.1				10.10
AM 12.40			Yard	271.5		1.0	34.8				9.40
AM						10.5	28.5				9.17
Arrive Daily Ex. Monday.	Arrive Daily.					RIVERTON.	31.7				8.53
(17.1)	(37.6)					10.2					8.30
						ARNO.					AM
						10.0					
						PATROLE.					
						10.1					
						PECOS.					
						(163.7)					
						Leave Daily.					Leave Daily Ex. Sunday.
						(17.1)					(14.3)

(17.1) (37.6) Average speed per hour (37.6) (14.3)

All trains must get numbered clearance card (Form 902) before leaving Roswell, Carlsbad and Pecos.
 No switch lights on Carlsbad District.
 Emergency telegraph box Red Bluff, Riverton and Patrole.
 Trains 45 and 46 have no time table authority.

33
FOOTBOARD RULE.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

34
STATUTORY REGULATIONS

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 at 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.

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 place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

PECOS DIVISION.

WESTWARD.					TIME TABLE No. 64, June 12, 1938.	EASTWARD.				
47	39	37	43	33		34	44	38	40	48
Way Freight.	Way Freight.	Way Freight.	Arizona-California Fast Freight.	California Texas, Okla. Fast Freight.		Sou. Calif., Chicago Fast Freight.	Nor. Calif., Chicago Fast Freight.	Way Freight.	Way Freight.	Way Freight.
Leave Daily Ex. Sunday.	Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday and Friday.	Leave Daily.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday, Friday.	Arrive Daily Ex. Monday.
AM 4.30		AM 8.00	PM 7.05	AM 4.00	CLOVIS.	PM 5.40 PM	AM 12.05 AM	PM 5.00 PM		AM 9.25
	AM 7.00	PM 6.30 PM	AM 1.05 1.50	9.00 9.45	VAUGHN.	9.40 8.50	PM	6.30 AM	PM 4.00 PM	
	PM 3.30 PM		7.30 AM	PM 2.00 PM	BELEN.	12.05 AM	8.05 AM		7.30 AM	
11.30 AM					ROSWELL.					2.00 AM
Arrive Daily Ex. Sunday.	Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday and Friday.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Lv. Monday, Wednesday, Friday.	Leave Daily Ex. Monday.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

**SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
AND
THE A. T. & S. F. HOSPITAL ASSOCIATION**

Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

PECOS DIVISION.

CLOVIS HOSPITAL
Dr. H. A. MILLER, Surgeon in Charge.
Dr. WALTER D. DABBS, Assistant Surgeon.
Dr. E. M. CHAPMAN, Consulting Dentist.

LOCAL SURGEONS
Dr. JNO. W. TAYLOR, Fort Sumner.
Dr. A. F. BROWN, Fort Sumner.
Dr. G. A. MILLER, Vaughn.
Dr. GEO. H. BUER, Mountainair.
Dr. G. B. WRIGHT, Portales.

Dr. A. J. EVANS, Elida.
Dr. L. W. JOHNSON, Roswell.
Dr. C. RUSSELL, Artesia.
Dr. C. L. WOMACK, Carlsbad.
Dr. JIM CAMP, Pecos.
Dr. A. E. BESSETTE, Belen.

R. D. MONTGOMERY, General Watch Inspector, Topeka.
J. H. MACE, Assistant General Watch Inspector. (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, PECOS DIVISION.

MAY BROTHERS, Clovis.

G. M. MCCOY, Carlsbad.

J. G. MORRIS, Traveling Watch Inspector,
Albuquerque.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.
MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marceline.
EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.
MIDDLE DIVISION—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.
OKLAHOMA DIVISION—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.
SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

WESTERN DIVISION—Trains 81 and 82.
COLORADO DIVISION—Trains 87 and 88.
NEW MEXICO DIVISION—Trains 71 and 72.
PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
PECOS DIVISION—Trains 45 and 46.
PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
SLATON DIVISION.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

(Bold-faced type in following conditional stops indicates changes from previous time tables.)

- | | |
|--|--|
| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.
 (c) At Derby or Belle Plaine, for passengers for Wellington or beyond.
 (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, for passengers for Burlington or beyond.
 (c) At any station east of Attica, to discharge passengers from Medicine Lodge District.
 (d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.
 (f) At Strong City to discharge passengers from beyond Newton.
 (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, for passengers for Arizona or California.
 (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond.
 (c) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Kansas City, except between Fort Madison and Marceline, for passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, for passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison.
 (g) At any station Marceline to Henrietta, or at Sheffield, to discharge passengers from Chicago.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.
 (i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta) At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver) At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, for passengers for Wichita or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond.
 (c) At Florence, for passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from La Junta or beyond.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond.
 (b) At any station Chicago to La Junta for passengers for La Junta or beyond.
 (c) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison; or for passengers.
 (d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.
 (e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At any station Kansas City to Newton, for passengers for south or west of Newton.
 (g) At Burlingame, to discharge passengers from Kansas City or beyond.
 (h) At any station Emporia to Newton, to discharge passengers.
 (i) At any station Newton to Albuquerque, to receive or discharge passengers.</p> | <p>No. 10. (a) At any station Albuquerque to Newton, to receive or discharge passengers.
 (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
 (c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.
 (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.
 (e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marceline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 12. At Marceline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. (From Pueblo) At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.
 (b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or for passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond.
 (c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) At any station Pomona to Emporia, for passengers south of Newton, or for west of Newton served by No. 15.
 (e) At Strong City, to pick up or discharge passengers.</p> <p>No. 24. (a) At any station, Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.
 (c) At any station LeLoup to Kansas City, to discharge passengers.
 (d) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond.
 (f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.
 (g) At Ransom, Kinsman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
 (b) At Osage City, to discharge passengers from Topeka or beyond.
 (c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton served by No. 15.
 (d) At Edmond, to discharge passengers from Ponca City or beyond.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, for passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jct. for No. 23.
 (b) At Olathe, for passengers for south of Ottawa.
 (c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond.
 (d) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
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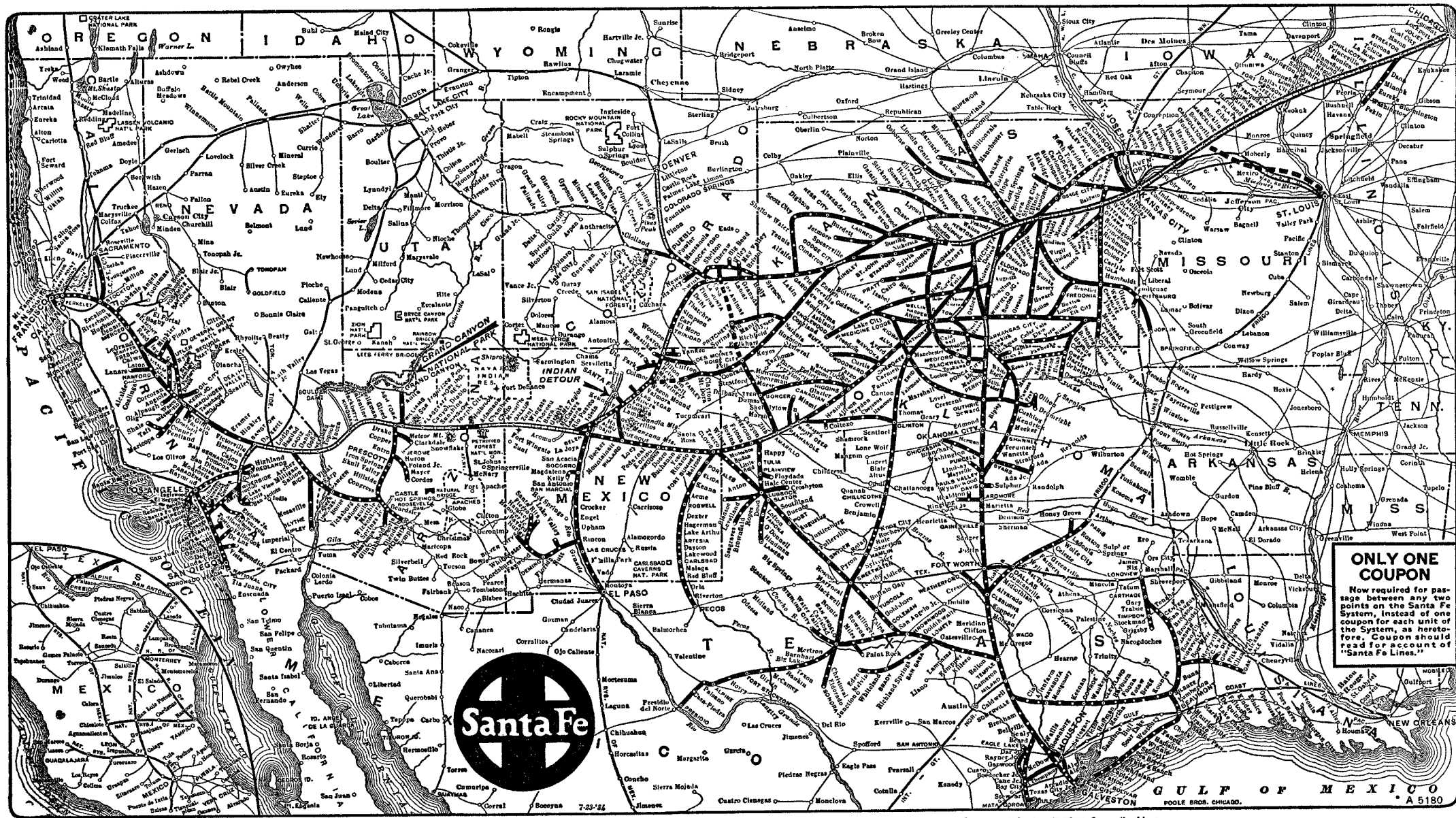
The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

SANTA FE SAFETY FIRST

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

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of two coupons for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines

GULF OF MEXICO
 POOLE BROS. CHICAGO. A 5180