

L. P. HEATH, Trainmaster.....Clovis, New Mexico
 E. O. CHADDOCK, Trainmaster.....Carlsbad, New Mexico
 R. HARRISON, Chief Dispatcher.....Clovis, New Mexico
 J. A. ELROD, Assistant Chief Dispatcher.....Clovis, New Mexico
 M. R. JONES, Assistant Chief Dispatcher.....Clovis, New Mexico

TRAIN DISPATCHERS—CLOVIS, NEW MEXICO

R. C. JOHNSON.	D. D. BOLER.	J. N. NAYLOR.
J. C. COLLINS.	B. E. WRATHER.	I. F. PHILLIPS.
L. J. MICHELET.	H. R. MOOTS.	C. M. BONARDEN.
E. V. CHURCH.	J. E. YOUNG.	E. W. VANCE.
H. H. RUMSEY.	D. H. WILLIAMS.	

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

LOCAL TIME INSPECTORS

BRYANT MADDOX.....Amarillo
 FRED W. HINDS.....Amarillo
 L. N. PITTMAN.....Amarillo
 JESSE A. MAY.....Clovis
 H. C. EDWARDS.....Clovis
 M. E. TREMBLY.....Belen
 RICHARD EALY.....Belen
 J. B. ALLISON.....Roswell
 G. M. MCCOY.....Carlsbad

SURGEONS OF THE

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

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

LOCAL SURGEONS

DR. V. SCOTT JOHNSON..... Clovis
 DR. JOEL ZEIGLER..... Clovis
 DR. LEWIS THOMAS..... Clovis
 DR. WALTER D. DABBS..... Clovis
 DR. LANE E. MOORE, D. O..... Ft. Sumner
 DR. EDWARD D. FIKANY..... Ft. Sumner
 DR. RALPH P. BROWER, D. O..... Vaughn
 DR. J. H. WIGGINS..... Estancia
 DR. GEORGE W. EARLE..... Estancia
 DR. ROBERT J. SAUL..... Mountainair
 DR. LOUIS J. LEVIN..... Belen
 DR. W. D. RADCLIFFE..... Belen
 DR. H. T. BRASELL..... Portales
 DR. R. F. CRANE..... Portales
 DR. J. P. WILLIAMS..... Roswell
 DR. JAN PIETER VOUTE..... Hagerman
 DR. C. RUSSELL..... Artesia
 DR. W. E. TONEY..... Artesia
 DR. J. H. HILLSMAN..... Carlsbad
 DR. C. L. WOMACK..... Carlsbad
 DR. JOSEPH R. MANSFIELD..... Carlsbad
 DR. JIM CAMP..... Pecos

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. R. L. CURRY..... Clovis
 DR. G. W. GRISWOLD..... Roswell
 DR. CLAY GWINN..... Carlsbad

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

**WESTERN LINES
 Southern District**

PECOS DIVISION

TIME TABLE No.

85

IN EFFECT

Sunday, September 25, 1955

At 12:01 A. M.

Mountain Standard Time

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

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

**E. P. DUDLEY,
 Asst. General Manager,
 Amarillo, Texas.**

**T. W. GOOLSBY,
 Superintendent,
 Clovis, New Mexico.**

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

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

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

FIRST DISTRICT.

PECOS DIVISION. 2

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 85, Sept. 25, 1955.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
		First Class.									First Class.		
		3	23	1							24	2	4
Other Tracks.	Sidings.	Passenger.	The Grand Canyon.	San Francisco Chief.							The Grand Canyon.	San Francisco Chief.	Passenger.
	Yard	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.
		PM 10.05	AM 11.15	AM 10.50	656.7						PM 2.30	PM 2.45	PM 11.45
70	127	10.11	11.24	10.56	662.6	28.0	CLOVIS. YL 5.9	12.7	W T Y	C	PM 2.30	PM 2.45	PM 11.45
18	110	10.15	11.30	11.00	667.4	28.1	GALLAHER. 4.8	11.1		B	2.16	2.34	11.31
26	110	10.20	11.36	11.05	672.8	26.4	GRIER. 5.4	18.7		B	2.10	2.30	11.26
84	109	10.27	11.47	11.12	680.8	19.0	ST. VRAIN. 8.0	11.1		B	2.04	2.25	11.20
6	216	10.33	11.54	11.18	687.6	26.0	MELROSE. 6.8	26.4	W	C	1.54	2.18	11.12
57	220	10.38	11.59 PM	11.23	693.4	0	CANTARA. 5.8	81.7		B	1.44	2.12	11.05
51	161	10.43	12.04	11.27	698.5	0	KRIDER. 5.1	81.7		B	1.38	2.07	10.59
63	260	10.48	12.09	11.31	702.8	0	TOLAR. 4.3	81.7		B	1.33	2.03	10.53
25	201	10.55	12.16	11.37	710.1	26.4	TAIBAN. 7.3	81.7	W	B	1.28	1.59	10.48
70	112	11.03	12.28	11.42	716.8	26.4	LA LANDE. 6.7	81.7		B	1.22	1.53	10.42
4	231	11.10	12.36	11.48	723.6	31.7	FORT SUMNER. 6.8	0	W Y	C	1.14	1.47	10.36
19	216	11.16	12.44	11.53	729.8	31.7	AGUDO. 5.7	15.8		B	1.05	1.41	10.31
5	216	11.24	12.54 ²⁴ PM	11.59	736.6	31.7	RICARDO. 7.3	0		B	1.00	1.36	10.26
44	110 110	11.32	1.02	12.05	743.9	31.7	EVANOLA. 7.3	0		B	12.54 ²³	1.30	10.20
2	216	11.39	1.08	12.10	749.6	31.7	YESO. 5.7	0		C	12.48	1.24	10.14
26	216	11.46	1.14 ²	12.16	756.1	31.7	LARGO. 6.5	0		B	12.43	1.19	10.09
4	217	11.52	1.22	12.21	761.4	31.7	BUCHANAN. 5.3	0		B	12.38	1.14 ²³	10.04
15	237	11.59 AM	1.30	12.27 ²⁴	769.0	31.7	CARDENAS. 7.6	31.7		B	12.33	1.09	9.59
5	125	12.07	1.37	12.34	775.7	31.7	DUORO. 6.7	10.2		B	12.27 ¹	1.03	9.53
9		12.15	1.43	12.41	782.6	31.7	JOFFRE. 6.9	0		B	12.20	12.57	9.47
	Yard	12.25 ^s AM	1.55 PM	12.50 PM	787.5	31.7	IDEN. 4.9	10.6		B	12.13	12.51	9.41
		Arrive Daily.	Arrive Daily.	Arrive Daily.			VAUGHN. YL		W T Y	C	12.05 PM	12.45 PM	9.35 PM
		56.0	49.0	65.4			(130.8)				Leave Daily.	Leave Daily.	Leave Daily.
							Average speed per hour.				54.1	66.4	60.3

Signal System Two between Clovis MP 655.0 and Vaughn MP 787.5.

At Clovis between westward interlocked signals east end Clovis yard and eastward interlocked signals west end Clovis yard there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main tracks may be used not protecting against regular and extra trains and engines.

Two main tracks between Clovis MP 655.0 and Melrose MP 681.2 and between Joffre MP 773.6 and Vaughn MP 788.4. Trains will operate as per Rule 251 on that portion of these two main tracks between Clovis MP 655.0 and east crossover Melrose MP 679.5 and between west crossover Joffre MP 776.2 and Vaughn MP 788.4.

Centralized Traffic Control (CTC) on all main tracks and sidings between east crossover Melrose MP 679.5 and west crossover Joffre MP 776.2, except siding Melrose is not included. Trains moving on siding Melrose must comply with Rule 105.

Trains must get numbered clearance card before leaving Clovis and Vaughn.

3 PECOS DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Rating Grade Ascending.	TIME TABLE No. 85, Sept. 25, 1955.	Rating Grade Ascending.	Fuel, Water, Turbo Tables and Wyes.	Communications.	EASTWARD.		
		First Class.									First Class.		
		23	1	3							24	2	4
Other Tracks.	Sidings.	The Grand Canyon.	San Francisco Chief.	Passenger.							The Grand Canyon.	San Francisco Chief.	Passenger.
		Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.
	Yard	PM 1.55	PM 12.50	AM 12.25	787.5	31.7	VAUGHN. YL 5.2	0	W F T Y	C	PM 12.05 - PM	PM 12.45	PM 9.35
5	214	2.05	12.57	12.32	792.7	31.7	TEJON. 6.0	0		B	11.55	12.40	9.28
3	181	2.15	1.05	12.40	798.7	10.5	CARNERO. 5.1	31.7		B	11.50	12.35	9.23
46	120	2.23	1.10	12.45	803.8	31.7	ENCINO. 5.0	31.7		C	11.45	12.31	9.19
30	239	2.29	1.15	12.50	808.8	31.7	NEGRA. 6.7	31.7	W	B	11.40	12.27	9.15
3	229	2.35	1.21	12.56	815.5	31.7	PEDERNAL. 4.0	31.7		B	11.34	12.21	9.09
3	116	2.40	1.25	1.00	819.5	31.7	DUNMOOR. 4.5	31.7		B	11.30	12.17	9.05
5	191	2.45	1.30	1.05	824.0	12.1	CULEBRA. 4.8	31.7		B	11.26	12.13	9.00
39	213	2.49	1.35	1.10	828.8	30.5	LUCY. 7.3	31.7		B	11.22	12.09	8.56
3	159	2.55	1.41	1.16	836.1	30.3	SILIO. 6.0	31.7		B	11.16	12.03 PM	8.50
235	128	3.05	1.46	1.21	842.1	31.7	WILLARD. 6.4	0	W Y	C	11.10	11.58	8.44
3	246	3.13	1.53	1.28	848.5	31.7	BRONCHO. 7.2	0		B	11.03	11.53	8.38
220	54 125 338	3.25	2.00	1.35	855.7	31.7	MOUNTAINAIR. 7.5	66.0	Y	C	10.57	11.47	8.32
6	270	3.34	2.07	1.42	863.2	8.2	ABO. 5.7	66.0		B	10.45	11.39	8.22
20	801	3.43	2.14	1.49	868.9	0	SCHOLLE. 7.0	66.0	W	B	10.36	11.32	8.12
3	166	3.56	2.26	2.02	875.9	0	SAIS. 5.7	66.0		B	10.23	11.20	8.00
67	186	4.02	2.31	2.07	881.6	0	BECKER. 5.0	31.7	W	B	10.18	11.15	7.55
3	186	4.08	2.35	2.11	886.6	0	BODEGA. 4.7	31.7		B	10.13	11.11	7.51
7	187	4.14	2.39	2.15	891.3	12.1	MADRONE. 6.1	31.7		B	10.08	11.07	7.47
	Yard	4.25 PM	2.50 PM	2.25 AM	897.4		BELEN. YL		W F T Y	C	10.00 AM	11.00 AM	7.40 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.			(109.9)				Leave Daily.	Leave Daily.	Leave Daily.
		43.9	54.9	54.9			Average speed per hour.				52.7	62.8	57.3

CENTRALIZED TRAFFIC CONTROL

Signal System One between Vaughn MP 787.5 and MP 888.0.
Signal System Two between MP 888.0 and Belen MP 897.6.
Two main tracks through Vaughn MP 787.2 to MP 788.4 and at Belen between MP 896.5 and MP 897.6 on which trains will operate as per Rule 251.

Centralized Traffic Control (CTC) on all main tracks and sidings between end of two main tracks Vaughn MP 788.4 and east end of two main tracks Belen MP 896.5 and on freight lead Belen between MP 893.9 and MP 895.4, except sidings Encino, Dunmoor, Willard and Track No. 2 Mountainair are not included. Trains moving on sidings Encino, Dunmoor, Willard and on Track No. 2 Mountainair must comply with Rule 105.

Between Albuquerque Division junction MP 897.6 and Automatic Signal 9324 Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Mountainair, westward passenger trains not making station stop, will make service test of air brakes as prescribed by Rule 945 (e).

Trains must get numbered clearance card before leaving Vaughn and Belen.

ROSWELL DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 25 Passenger.		Rolling Grade Ascending.	TIME TABLE No. 85, Sept. 25, 1955.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 26 Passenger.
Other Tracks.	Sidings.	Leave Daily. PM 1.45	Mile Post.		STATIONS.				Arrive Daily. PM 1.00
	Yard			0	CLOVIS. YL 0.7	19.5	W T Y	C	
			.0	37.0	Clovis Jct. 7.6	52.8			
2	110	f 1.58	7.6	52.8	CAMEO. 10.0	52.8		B	f 12.46
96	134	s 2.12	17.6	52.8	PORTALES. YL 5.3	52.8	W	C	s 12.32
	27	2.18	20.9	52.8	YERBA. 8.9	16.7			12.26
2	110	f 2.29	29.8	52.8	DELPHOS. 5.0	37.0		B	f 12.16
	31	f 2.36	34.8	52.8	KERMIT. 7.4	52.8			f 12.09 -PM-
39	50	s 2.46	42.2	52.8	ELIDA. 5.4	52.8		C	s 11.59
2	110	2.54	47.6	46.1	TORNERO. 4.9	52.8		B	11.49
8	72	f 3.02	52.5	42.2	KENNA. 13.0	47.5		B	s 11.42
	110	f 3.20	65.5	52.8	BOAZ. 6.3	40.7		B	f 11.25
	84	f 3.29	71.8	52.8	ELKINS. 10.1	52.8		B	f 11.16
	110	f 3.42	81.9	45.9	CAMPBELL. 3.1	52.8		C	f 11.03
	18	f 3.55	90.0	37.0	ACMB. 4.9	52.8		B	f 10.50
	110	f 4.03	94.9	52.8	MELENA. 8.2	52.8		B	f 10.42
	59	f 4.13	103.1	52.8	POE. 4.7	52.8		B	f 10.32
	Yard	s 4.20 PM	107.8		ROSWELL. YL		W F Y	C	10.25 AM
		Arrive Daily. 42.0			(108.5)				Leave Daily. 42.0
					Average speed per hour.				

At Clovis between westward interlocked signals east end Clovis yard and eastward interlocked signals west end Clovis yard there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main tracks may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Clovis and Roswell.

Water tank M.P. 74.5.

Estancia District.

Track Capacity 50 ft. Per Car.		WEST- WARD. 39 Mixed.		Rolling Grade Ascending.	TIME TABLE No. 85, Sept. 25, 1955.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. 40 Mixed.
Other Tracks.	Sidings.	Leave Wed. and Sat. AM 9.40	Mile Post.		STATIONS.				Arrive Wed. and Sat. PM 1.30
235	128	AM 9.40	0.0	42.2	WILLARD. YL 11.8	42.2	W Y	C	s 1.30
87	26	s 10.20	11.8	66.0	ESTANCIA. YL 18.0	44.9		C	s 12.50 PM 11.40 AM
8	31	s 11.15 AM	27.8		MORIARTY.				Leave Wed. and Sat. 16.3
					(27.8)				
					Average speed per hour.				

Trains 39 and 40 have no time table authority.

Trains must get numbered clearance card before leaving Willard.

No switch lights on Estancia District.

5 PECOS DIVISION.

CARLSBAD DISTRICT.

Track Capacity 50 R. Per Car.		WESTWARD.			Rolling Grade Ascending.	TIME TABLE No. 85, Sept. 25, 1955.	Rolling Grade Ascending.	Fuel, Water, Tires, Tables and Wye.	Communication.	EASTWARD.	
		45	First Class.							26	46
			Mixed.	Passenger.							
Other Tracks.	Slidings.	Leave Mon. Wed. and Fri.	Leave Daily.	Mile Post.	STATIONS.	Arrive Daily.	Arrive Tues. Thurs. and Sat.				
	Yard		PM 4.25	107.8	47.0	ROSWELL. YL 4.8	52.8	WFY	C	AM 10.20	
9	21		f 4.34	112.6	30.1	SOUTH SPRING. 6.2	35.2			f 10.11	
	110		f 4.42	118.8	0	CHISUM. 5.4	41.7		B	f 10.03	
61	51		s 4.49	124.2	0	DEXTER. 2.4	21.1		C	s 9.56	
50			f 4.53	126.6	46.2	GREENFIELD. 3.9	42.2		B	f 9.52	
40	51		s 4.58	130.5	32.7	HAGERMAN. 8.6	52.8		C	s 9.47	
15	19		s 5.09	139.1	38.5	LAKE ARTHUR. 4.7	31.7		B	s 9.36	
22	110		f 5.16	143.8	8.5	ESPUELA. 6.1	31.7		B	f 9.29	
287	64		s 5.24	149.9	45.8	ARTESIA. YL 5.1	41.7	W	C	s 9.21	
22			f 5.31	155.0	29.0	ATOKA. 2.9	41.7			f 9.14	
44	25		f 5.35	157.9	18.6	DAYTON. 7.3	52.8		B	f 9.10	
26	110		f 5.44	165.2	50.2	LAKWOOD. 12.3	48.8		B	f 9.01	
	61		f 6.03	177.5	52.8	AVALON. 5.5	52.8		B	f 8.42	AM
	Yard	8.00	s 6.15	183.0	29.3	CARLSBAD. YL 6.1	18.5	WFY	C	8.30 AM	s 6.45
19			f 8.15	189.1	29.3	OTIS. 6.2	39.6			f 6.30	
91	25		s 8.45	195.3	39.1	LOVING. YL 4.5	39.6	Y	C	s 6.15	
24			f 9.00	199.8	39.6	MALAGA. 11.0	39.6			f 5.50	
86			f 9.35	210.8	39.6	RED BLUFF. 5.7	36.1			f 5.15	
23			f 9.55	216.5	39.6	CORRAL. 8.1	39.6			f 4.55	
13			f 10.20	224.6	39.6	ANGELES. 6.1	39.6			f 4.30	
8	12		f 10.40	230.7	39.6	ORLA. 10.5	39.1			f 4.10	
24			f 11.13	241.2	26.4	RIVERTON. 10.1	34.8			f 3.37	
15			f 11.45	251.3	36.4	ARNO. 20.2	31.7			f 3.05	
	Yard	AM 1.00	AM	271.5		PECOS. YL		WFY	C		2.00 AM
		Arrive Tues. Thurs. and Sat.	Arrive Daily.			(163.7)				Leave Daily.	Leave Tues. Thurs. and Sat.
		17.7	41.0			Average speed per hour.				41.0	18.6

Trains must get numbered clearance card before leaving Roswell, Carlsbad and Pecos.

No switch lights Carlsbad to Pecos.

Main Track Switch at East leg of wye Loving normally lined and locked for Wye. STOP board 200 feet West of switch governs Eastward movement on main track.

Trains 45 and 46 have no time table authority.

Trains will stop before crossing Delaware River Bridge M.P. 213.8 and a member of crew will precede the train before crossing.

SPECIAL RULES.

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

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

(e): Canceled.

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

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

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

2. YARD LIMITS.

Artesia.	Clovis.	Pecos.
Belen.	Estancia.	Portales.
Carlsbad (includes	Loving (includes	Roswell.
Carlsbad Industrial	Loving Industrial	Vaughn.
Spur).	Spur).	Willard (Estancia
		District only).

3. SPEED REGULATIONS.

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	79	55
SECOND DISTRICT	79	55
ROSWELL DISTRICT:		
Clovis and M.P. 41	59	30
M.P. 41 and M.P. 56	59	45
M.P. 56 and Roswell	59	30
CARLSBAD DISTRICT:		
Roswell and M.P. 114	59	30
M.P. 114 and M.P. 139	59	45
M.P. 139 and Carlsbad	59	30
Carlsbad and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		30
Loving and Pecos	20	20
ESTANCIA DISTRICT	20	20
FIRST DISTRICT		
End of two main tracks eastward, M.P. 681.2	40	40
Curve, M.P. 695.6 to M.P. 695.8	75	55
Curve, M.P. 700.0 to M.P. 700.1	65	55
Curves, M.P. 716.5 to M.P. 720.6	75	55
Curve, M.P. 726.8 to M.P. 727.6	75	55
Curve, M.P. 751.0 to M.P. 751.3	75	55
Curve, M.P. 752.9 to M.P. 753.9	75	55
Curve, M.P. 755.5 to M.P. 755.8	75	55
Curve, M.P. 757.3 to M.P. 757.5	75	55
Curves, M.P. 762.9 to M.P. 764.5	70	55
Curve, M.P. 769.5 to M.P. 769.7	75	55
Curve, M.P. 771.0 to M.P. 771.3	75	55
End of two main tracks westward, M.P. 773.6	40	40
WESTWARD MAIN TRACK:		
Curve, M.P. 778.8 to M.P. 779.1	70	55
Curve, M.P. 779.5 to M.P. 779.9	70	55
Curve, M.P. 779.9 to M.P. 780.5	75	55
Curves, M.P. 785.4 to M.P. 787.1	70	55
EASTWARD MAIN TRACK:		
Curves, M.P. 785.4 to M.P. 787.1	70	55
SECOND DISTRICT		
West end two main tracks westward, M.P. 788.4	30	30
Curves, M.P. 788.6 to M.P. 793.7	70	55
Curve, M.P. 796.2 to M.P. 796.7	70	55
Curve, M.P. 811.3 to M.P. 811.5	75	55

PECOS DIVISION. 6

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT—(Cont'd).		
Curve, M.P. 843.9 to M.P. 844.7	75	55
Curves, M.P. 845.3 to M.P. 846.3	70	55
Curves, M.P. 855.2 to M.P. 861.4	65	55
Curve, M.P. 863.3 to M.P. 863.6	65	55
Curve, M.P. 865.2 to M.P. 865.6	65	55
Curves, M.P. 865.6 to M.P. 867.1	40	35
Curve, M.P. 867.6 to M.P. 868.6	70	55
Curve, M.P. 869.9 to M.P. 870.0	70	55
Curve, M.P. 870.5 to M.P. 870.6	30	30
Curves, M.P. 870.7 to M.P. 874.1	30	30
Curve, M.P. 874.4 to M.P. 875.0	50	40
Curve, M.P. 893.1 to M.P. 893.6	70	55
Curves, M.P. 894.0 to M.P. 894.6	65	55
Curves, M.P. 894.9 to M.P. 895.6	40	40
Curves, M.P. 897.1 to M.P. 897.6	15	15
ROSWELL DISTRICT		
Curve, M.P. 8.7 to M.P. 9.0	55	30
Curve, M.P. 44.2 to M.P. 44.4	59	40
Curve, M.P. 50.0 to M.P. 50.2	50	30
Curve, M.P. 51.3 to M.P. 51.4	59	40
Curve, M.P. 52.4 to M.P. 52.6	59	40
Curve, M.P. 53.5 to M.P. 53.6	59	40
Curve, M.P. 54.2 to M.P. 54.3	59	40
Curve, M.P. 84.1 to M.P. 84.6	55	30
Curves, M.P. 84.6 to M.P. 85.9	35	30
Curve, M.P. 85.9 to M.P. 86.6	55	30
Curves, M.P. 89.6 to M.P. 90.9	55	30
CARLSBAD DISTRICT		
Curve, M.P. 129.0 to M.P. 129.2	55	40
Curve, M.P. 131.0 to M.P. 131.2	59	40
Curve, M.P. 135.0 to M.P. 135.1	59	40
Curves, M.P. 166.2 to M.P. 166.6	55	30
Bridge, M.P. 166.6	20	20
Curves, M.P. 166.6 to M.P. 167.7	35	30
Bridge, M.P. 167.7	35	30
Curve, M.P. 167.7 to M.P. 168.2	55	30
Main Track Switch, M.P. 181.3	20	20
Main Track Switch, M.P. 181.7	20	20
Bridge, M.P. 181.7 to M.P. 181.8	20	20
Bridge, M.P. 198.9 to M.P. 199.0	15	15
Bridge, M.P. 210.3 to M.P. 210.4	15	15
Bridge, M.P. 213.8 to M.P. 213.9	10	10
CARLSBAD INDUSTRIAL SPUR		
Switch, M.P. 0.3	20	20
Switch, M.P. 0.6	20	20
Switch, M.P. 1.8	20	20
Switch, M.P. 13.5	20	20
LOVING INDUSTRIAL SPUR		
Switch, M.P. 5.1	10	10

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

STATION	STREETS	MILES PER HOUR
Dexter.....	First and Lincoln.....	30

7 PECOS DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 600-601, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
900-984, 1601-1698, 2546	35	35	25	
1010-1133, 1809-1880, 3168-3262, 4005-4098, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3412-3429, 3450-3465, 3776-3785	100	40	25	
3913-3938	50	40	25	

3. SPEED REGULATIONS—(Cont'd).

(E) MAXIMUM SPEED OVER SUBMERGED TRACK.

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 - 600 - 2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 300 - 325 - 500 - 501 - 503 - 625 - 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

(F) STEAM DERRICKS, CRANES, ETC.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed thirty (30) miles per hour at any point on First and Second Districts, twenty-four (24) miles per hour on Roswell District and between Roswell and Loving on Carlsbad District, and twenty (20) miles per hour between Loving and Pecos on Carlsbad District, and on Estancia District.

(G) LOCOMOTIVES HANDLED DEAD IN TRAINS.

With side rods in position are not to be run faster than twenty (20) miles per hour.

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

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

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

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

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

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

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Clovis	Interlock	All interlock switches east and west end of yard	15	15

SPECIAL RULES.

**3. SPEED REGULATIONS—(Cont'd).
(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS—
(Cont'd).**

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Gallaher	Spring	East end eastward siding	15	15
Grier	Spring	West end westward siding	15	15
St. Vrain	Spring	East end eastward siding	15	15
Melrose	Interlock	Crossover between two main tracks at east end siding	20	20
Melrose	Interlock	Both ends siding	30	30
Melrose	Interlock	End two main tracks	40	40
Cantara	Interlock	Both ends siding	40	40
Krider	Interlock	Both ends siding	40	40
Tolar	Interlock	Both ends siding	40	40
Taiban	Interlock	Both ends siding	40	40
LaLande	Interlock	Both ends siding	40	40
Fort Sumner	Interlock	Both ends siding	30	30
Agudo	Interlock	Both ends siding	40	40
Ricardo	Interlock	Both ends siding	40	40
Evanola	Interlock	Both ends siding	40	40
Yeso	Interlock	Both ends siding	40	40
Yeso	Interlock	Crossover	30	30
Largo	Interlock	Both ends siding	40	40
Buchanan	Interlock	Both ends siding	40	40
Cardenas	Interlock	Both ends siding	40	40
Duoro	Interlock	Both ends siding	40	40
Joffre	Interlock	East end two main tracks	40	40
Joffre	Interlock	Both ends siding	30	30
Joffre	Interlock	Crossover between two main tracks	40	40
Vaughn	Interlock	Crossover between two main tracks east end yard	30	30
Vaughn	Interlock	West end two main tracks	30	30
Vaughn	Interlock	West switch, heading in and out track freight yard	30	30
Tejono	Interlock	Both ends siding	40	40
Carnero	Interlock	Both ends siding	40	40
Encino	Interlock	Both ends siding	30	30
Negra	Interlock	Both ends siding	40	40
Pederal	Interlock	Both ends siding	40	40
Dunmoor	Interlock	Both ends siding	30	30
Culebra	Interlock	Both ends siding	40	40
Lucy	Interlock	Both ends siding	40	40
Silio	Interlock	Both ends siding	40	40
Willard	Interlock	Both ends siding	30	30
Broncho	Interlock	Both ends siding	40	40
Mountainair	Interlock	Both ends east siding	40	40
Mountainair	Interlock	Both ends No. 2 track	15	15
Mountainair	Interlock	Both ends west siding	40	40
Abo	Interlock	Both ends siding	40	40
Scholle	Interlock	Both ends siding	40	40
Scholle	Interlock	Crossover between siding and main track	30	30
Sais	Interlock	Both ends siding	40	40
Becker	Interlock	Both ends siding	40	40
Bodega	Interlock	Both ends siding	40	40
Madrone	Interlock	Both ends siding	40	40
Belen	Interlock	East end freight lead	30	30
Belen	Interlock	East end storage yard	15	15
Belen	Interlock	El Paso Dist. junction	15	15
Belen	Interlock	East end two main tracks	30	30
Belen	Interlock	Albuquerque Div. junction	15	15
Belen	Interlock	East and west end crossover Albuquerque Div. junction	15	15
Carlsbad	Spring	East leg wye M.P. 181.3	15	15
Carlsbad	Spring	West leg wye M.P. 181.7	15	15
Carlsbad	(Carlsbad Spring)	Industrial Spur	15	15
Carlsbad	Spring	Tail of wye M.P. 0.3	15	15
Carlsbad	Spring	Both lead switches Potash yard	15	15
Getty Spur	Spring	Junction switch	15	15

**3. SPEED REGULATIONS—(Cont'd).
(I) SPEED TABLE.**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.5	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

MILE POSTS	NAME
656.7	Foot overhead bridge Ice House Track 15 Clovis.
786.6	Overhead highway bridge near Vaughn.
787.7	Sand Conveyor Pipe over Eastward Main Track Vaughn Sand House.
800.5	Overhead highway bridge near Encino.
856.0	Overhead highway bridge near Mountainair.
897.1	Foot overhead bridge Belen Yard.
167.6	Pecos River.
181.7	Pecos River.
198.9	Black River.
14.4	Conveyor over KCL loading track International Minerals & Chemical Co.

5. RAILROAD CROSSINGS AND JUNCTIONS:

BELEN M.P. 895.6, Junction New Mexico—Pecos Division protected with interlocking plant.

BELEN—Albuquerque Division Junction 0.2 mile west of passenger station (east for New Mexico Division) with New Mexico Division, protected with interlocking plant.

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

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT— Gallaher Airport Spur...	662.8	79	East	None.

6. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE—(Cont'd).

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops for Trains
SECOND DISTRICT— Sais Crusher Tracks....	874.2	152	West	None.
ESTANCIA DISTRICT— Witt Spur	17.3	10	West	Frts. Only.
ROSWELL DISTRICT— Elkins Water Track.... Ewell .. Kemp Spur .. Harbert ..	74.5 92.9 94.3 95.7	5 12 4 10	East & West West East West	None. 61-62. 61-62. 61-62.
CARLSBAD DISTRICT Builders Block and Stone Co. AAA Alfalfa .. Industry .. Roswell Airport Spur... Moutray .. Mossman .. Artesia Compress .. Northwestern Refinery.	110.6 110.9 111.5 113.0 121.8 135.0 147.0 236.4	7 7 24 153 9 10 40 10	East East East & West West East & West East & West East & West East & West	None. 61-62. 61-62. 61-62. 61-62. 61-62. 61-62. 45-46.
CARLSBAD INDUSTRIAL SPUR— Getty .. Wills Spur .. Potash Company of America .. Southwest Potash Corp .. Duval Sulphur and Potash Company .. United States Potash Company ..	12.8 16.2 19.2 6.1 7.1 2.9	107 10 150 111 133 26	East & West East East East East East	None. None. None. None. None. None.
LOVING INDUSTRIAL SPUR— United States Potash Company .. International Mineral and Chemical Cor- poration ..	4.3 14.4	295 310	East & West East	None. None.

7. BULLETIN BOOKS.

BELEN—Roundhouse Register Room,
Yard Office and Passenger Station.
CARLSBAD—Telegraph Office and Roundhouse Register Room.
CLOVIS—Register Room, Division Office Building,
Yard Office and Roundhouse Register Room.
ROSWELL—Freight Station.
VAUGHN—Telegraph Office.

8. STANDARD CLOCKS.

BELEN—Passenger Station, Yard Office and East Tower.
CARLSBAD—Telegraph Office and Roundhouse Register Room.
CLOVIS—Telegraph Office and Yard Office.
ROSWELL—Freight Station.
VAUGHN—Telegraph Office.

9. STANDARD THERMOMETERS.

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

10. 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.



SANTA FE SAFETY FIRST



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

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

