

E. B. JONES, Trainmaster.....Clovis, New Mexico
 J. A. CARRIER, Trainmaster.....Carlsbad, New Mexico
 E. V. CHURCH, 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	H. R. MOOTS	E. W. VANCE
J. C. COLLINS	J. E. YOUNG	C. C. CORRELL
H. H. RUMSEY	D. H. WILLIAMS	K. L. MILLER
D. D. BOLER	I. F. PHILLIPS	J. A. MAIZE
B. E. WRATHER	C. M. BONARDEN	

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

LOCAL TIME INSPECTORS

BRYANT MADDOX.....Amarillo
 JOHN H. FURBACH.....Amarillo
 L. N. PITTMAN.....Amarillo
 JESSE A. MAY.....Clovis
 H. C. EDWARDS.....Clovis
 M. E. TREMBLY.....Belen
 RICHARD EALY.....Belen
 D. H. WEBB.....Portales
 J. B. ALLISON.....Roswell
 G. M. MCCOY.....Carlsbad

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING - Here's what happens:

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR—
A BRISK WALK.

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

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

**WESTERN LINES
 Southern District**

PECOS DIVISION

TIME TABLE No.

88

IN EFFECT

Sunday, April 27, 1958

**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.**

**T. J. ANDERSON,
 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.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-23	Hazelton	Waynoka and beyond	Wellington and beyond	191-190	La Junta to Denver		Beyond La Junta
	Umbarger Black	Clovis and beyond	Beyond Amarillo	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond
	Ft. Sumner	Belen and beyond	Beyond Clovis		Littleton	Colorado Springs, Pueblo and beyond	
2-24	Encino Yeso Ft. Sumner Taiban Melrose	Clovis and beyond	Belen and beyond	17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
	Black Umbarger	Beyond Amarillo	Clovis and beyond	18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond
	Hazelton	Wellington and beyond	Waynoka and beyond	19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	20	Trinidad		North of La Junta
	Thatcher	Trinidad and beyond	La Junta and beyond		Trinidad	North of La Junta	
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond	
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	28-(C&S)	Palmer Lake	Any station	Any station
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond		Palmer Lake	Any station	Any station
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond				
	Thatcher	La Junta and beyond	Trinidad and beyond				
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond				

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 First Class			Ruling Grade Ascending	TIME TABLE No. 83 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications.	EASTWARD First Class	
		3	1	Mile Post						2	4
		Passenger	San Francisco Chief-The Grand Canyon							San Francisco Chief-The Grand Canyon	Passenger
Other Tracks	Sidings	Leave Daily	Leave Daily		STATIONS				Arrive Daily	Arrive Daily	
Yard		PM 8.40	AM 11.50	656.7	28.0	CLOVIS YL 5.9	12.7	W T Y	C	PM 2.45	PM 11.45
70	127	8.45	11.55	662.6	23.1	GALLAHER 4.8	11.1		B	2.35	11.31
18	110	8.49	11.59 PM	667.4	26.4	GRIER 5.4	13.7		B	2.31	11.26
26	110	8.54	12.05	672.8	19.0	ST. VRAIN 8.0	11.1		B	2.26	11.20
84	109	9.01	12.12	680.8	26.0	MELROSE 6.8	26.4		C	2.19	11.12
6	216	9.07	12.18	687.6	0	CANTARA 5.8	31.7		B	2.13	11.05
57	220	9.12	12.23	693.4	0	KRIDER 5.1	31.7		B	2.08	10.59
51	161	9.16	12.27	698.6	0	TOLAR 4.3	31.7		B	2.04	10.53
63	260	9.20	12.31	702.8	26.4	TAIBAN 7.3	31.7		B	2.00	10.48
25	201	9.26	12.37	710.1	26.4	LA LANDE 6.7	31.7		B	1.54	10.42
70	156	9.31	12.42	716.8	31.7	FORT SUMNER 6.8	0	Y	C	1.48	10.36
4	231	9.37	12.48	723.6	31.7	AGUDO 5.7	15.8		B	1.42	10.31
19	216	9.42	12.53	729.3	31.7	RICARDO 7.3	0		B	1.37	10.26
5	216	9.48	12.59	736.6	31.7	EVANOLA 7.3	0		B	1.31	10.20
44	110 110	9.54	1.05	743.9	31.7	YESO 5.7	0		C	1.25	10.14
2	216	9.59	1.10	749.6	31.7	LARGO 6.5	0		B	1.20	10.09
26	216	10.04 ⁴	1.15 ²	756.1	31.7	BUCHANAN 5.3	0		B	1.15 ¹	10.04 ³
4	217	10.10	1.21	761.4	31.7	CARDENAS 7.6	31.7		B	1.08	9.59
15	237	10.16	1.27	769.0	31.7	DUORO 6.7	10.2		B	1.02	9.53
5	125	10.23	1.34	775.7	31.7	JOFFRE 11.8	10.6		B	12.57	9.47
Yard		10.40 ^s PM	1.50 PM	787.5		VAUGHN YL Two Tracks		W Y	C	12.45 PM	9.33 PM
		Arrive Daily	Arrive Daily			(130.8)				Leave Daily	Leave Daily
		65.4	65.4			Average speed per hour				65.4	69.4

SIGNAL SYSTEM TWO IN EFFECT: Between Clovis and Vaughn.

TWO TRACKS: Between Clovis and Melrose, MP 681.2; and between Joffre, MP 773.6, and Vaughn, MP 788.4.

RULE 261 IN EFFECT: On Main Tracks and Sidings between East Crossover Melrose, MP 679.5, and West Crossover Joffre, MP 776.2, except Siding Melrose where trains must comply with Rule 105.

RULE 251 IN EFFECT: Between Clovis and East Crossover Melrose, MP 679.5; and between West Crossover Joffre, MP 776.2, and Vaughn, MP 788.4.

Trains entering territory where Rule 251 is effective at Melrose eastward and Joffre westward will continue the display of signals previously authorized.

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

At Clovis, between Westward Interlocking Signals East end yard and Eastward Interlocking Signals West end 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.

3 PECOS DIVISION

SECOND DISTRICT

Track Capacity 60 ft. Per Car		WESTWARD			Rolling Grade Ascending	TIME TABLE No. 83 April 27, 1958	Rolling Grade Ascending	Fuel, Water, Tires, Tables and Wyes	Communications	EASTWARD		
		First Class		Mile Post						First Class		
		1	3							2	4	
Other Tracks	Sidings	San Francisco Chief-The Grand Canyon		Passenger		STATIONS				San Francisco Chief-The Grand Canyon		
		Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	
Yard		PM 1.50	PM 10.40	787.5	81.7	VAUGHN YL 5.2	0		W F Y	C	PM 12.45 s	PM 9.33 s
5	214	1.57	10.47	792.7	81.7	TEJON 6.0	0			B	12.40	9.27
8	181	2.05	10.55	798.7	10.5	CARNERO 5.1	81.7			B	12.35	9.21
46	120	2.10	11.00	803.8	81.7	ENCINO 5.0	81.7			C	12.31	9.17
80	239	2.15	11.05	808.8	81.7	NEGRA 6.7	81.7			B	12.27	9.13
8	229	2.21	11.11	815.5	81.7	PEDERNAL 4.0	81.7			B	12.21	9.07
8	116	2.25	11.15	819.5	81.7	DUNMOOR 4.5	81.7			B	12.17	9.03
5	191	2.30	11.20	824.0	12.1	CULEBRA 4.8	81.7			B	12.13	8.58
89	213	2.35	11.25	828.8	80.5	LUCY 7.3	81.7			B	12.09	8.54
8	159	2.41	11.31	836.1	80.8	SILIO 6.0	81.7			B	12.03 PM	8.48
285	128	2.46	11.36	842.1	81.7	WILLARD 6.4	0		Y	C	11.58	8.42
8	246	2.53	11.43	848.5	81.7	BRONCHO 7.2	0			B	11.53	8.36
220	54 126 836	3.00	11.50	855.7	81.7	MOUNTAINAIR 7.5	66.0		Y	C	11.47	8.30
6	270	3.07	11.57 AM	863.2	8.2	ABO 5.7	66.0			B	11.39	8.20
20	301	3.14	12.04	868.9	0	SCHOLLE 7.0	66.0			B	11.32	8.12
8	166	3.26	12.16	875.9	0	SAIS 5.7	66.0			B	11.20	8.00
67	186	3.31	12.21	881.6	0	BECKER 5.0	81.7			B	11.15	7.55
8	186	3.35	12.25	886.6	0	BODEGA 4.7	81.7			B	11.11	7.51
7	187	3.39	12.29	891.3	12.1	MADRONE 6.1	81.7			B	11.07	7.47
Yard		s 3.50 PM	s 12.40 AM	897.4		BELEN YL			W F T Y	C	11.00 AM	7.40 PM
		Arrive Daily	Arrive Daily			(109.9)					Leave Daily	Leave Daily
		54.9	54.9			Average speed per hour					62.8	58.4

CENTRALIZED TRAFFIC CONTROL

SIGNAL SYSTEM TWO IN EFFECT: Between Vaughn and Belen.

TWO TRACKS: At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Vaughn, MP 788.4, and Belen, MP 896.5; and on freight lead Belen, between MP 893.9 and MP 895.4, except Track No. 2 Mountainair where trains must comply with Rule 105.

RULE 251 IN EFFECT: At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6.

Trains entering territory where Rule 251 is effective at Vaughn

eastward and Belen westward will continue the display of signals previously authorized.

At Belen, between junction with Albuquerque Division MP 897.6 and Block Signal 9324 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

PECOS DIVISION 4

Track Capacity 50 ft. Per Car		WEST- WARD First Class 25								EAST- WARD First Class 26
		Passenger								Passenger
Other Tracks	Sidings	Leave Daily	Mile Post		TIME TABLE No. 88 April 27, 1958					Arrive Daily
Yard		PM 1.45		0	CLOVIS YL 0.7	19.5	W F T Y	C		PM 1.00
			0.0	37.0	Clovis Jct. 7.6	52.8				
2	110	f 1.56	7.6	52.8	CAMEO 10.0	52.8		B		f 12.41
96	134	s 2.09	17.6	52.8	PORTALES YL 3.3	52.8		C		s 12.29
	27	2.14	20.9	52.8	YERBA 8.9	16.7				12.24
2	110	f 2.24	29.8	52.8	DELPHOS 7.4	37.0		B		f 12.14
2	115	f 2.33	37.2	52.8	KERMIT 5.0	52.8		B		f 12.05 -PM-
39	50	s 2.40	42.2	52.8	ELIDA 5.4	52.8		C		s 11.59
2	110	2.47	47.6	48.1	TORNERO 4.9	52.8		B		11.49
8	72	f 2.54	52.6	42.2	KENNA 13.0	47.5		B		f 11.42
	110	f 3.11	65.5	52.8	BOAZ 6.3	40.7		B		f 11.26
	34	f 3.20	71.8	52.8	ELKINS 10.3	52.8		B		f 11.17
	110	f 3.32	82.1	45.9	CAMPBELL 7.9	52.8		C		f 11.06
	18	f 3.42	90.0	37.0	ACME 4.9	52.8		B		f 10.54
	110	f 3.48	94.9	52.8	MELENA 8.2	52.8		B		f 10.47
40	110	f 3.59	103.1	52.8	POE 4.7	52.8		B		f 10.37
Yard		s 4.10 FM	107.8		ROSWELL YL		Y	C		10.30 AM
		Arrive Daily			(108.5)					Leave Daily.
		44.9			Average speed per hour					43.4

At Clovis, between Westward Interlocking Signals East end yard and Eastward Interlocking Signals West end 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.

ESTANCIA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 39								EAST- WARD 40
		Mixed								Mixed
Other Tracks	Sidings	Leave Wed.	Mile Post		TIME TABLE No. 88 April 27, 1958					Arrive Wed.
235	128	AM 9.40	0.0	42.2	WILLARD YL 11.8	42.2	Y	C		PM 1.30
37	26	s 10.30	11.8	66.0	ESTANCIA YL 16.0	44.9		C		s 12.50 PM
8	81	s 11.15 AM	27.8		MORIARTY					11.40 AM
		Arrive Wed.			(27.8)					Leave Wed.
		17.6			Average speed per hour					15.3

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 ft. Per Car		WESTWARD			Rating Grade Ascending	TIME TABLE No. 88 April 27, 1958	Rating Grade Ascending	Fuel, Water, Turb. Tables And Wyes	Communication	EASTWARD	
		45	First Class							26	46
			Mixed	Passenger							
Other Tracks	Buildings	Leave Mon. Wed. and Fri.	Leave Daily	Mile Post	STATIONS	Arrive Daily	Arrive Tues. Thurs. and Sat.				
Yard			PM 4.15	107.8	47.0	ROSWELL YL 4.8	62.8	Y C	AM 10.25		
9	21		f 4.22	112.6	30.1	SOUTH SPRING 6.2	36.2		f 10.16		
	110		f 4.29	118.8	0	CHISUM 5.4	41.7	B	f 10.08		
61	51		s 4.36	124.2	0	DEXTER 2.4	21.1	C	s 10.01		
50			f 4.40	126.6	46.2	GREENFIELD 3.9	42.2	B	f 9.57		
40	51		s 4.45	130.5	32.7	HAGERMAN 8.6	62.8	C	s 9.52		
15	19		f 4.55	139.1	38.5	LAKE ARTHUR 4.7	31.7	B	f 9.41		
22	110		f 5.01	143.8	8.5	ESPUELA 6.1	31.7	B	f 9.35		
287	64		s 5.11	149.9	45.8	ARTESIA YL 5.2	41.7	C	s 9.27		
22	110		f 5.18	155.1	29.0	ATOKA 2.8	41.7		f 9.20		
44	25		f 5.22	157.9	18.6	DAYTON 7.3	52.8	B	f 9.16		
13	110		f 5.31	165.2	50.2	LAKEWOOD 12.3	48.8	B	f 9.08		
	61		PM f 5.48	177.5	52.8	AVALON 5.5	52.8	B	f 8.53	AM	
Yard		8.00	s 6.00	183.0	29.3	CARLSBAD YL 6.1	18.5	FY C	8.45 s AM	8.45	
19			f 8.15	189.1	29.3	OTIS 6.2	39.6		f 8.30		
65			s 8.45	195.3	39.1	LOVING YL 4.5	39.6	Y C	s 8.15		
24			f 9.00	199.8	39.6	MALAGA 11.0	39.6		f 8.50		
36			f 9.35	210.8	39.6	RED BLUFF 5.7	36.1		f 8.15		
23			f 9.55	216.5	39.6	CORRAL 8.1	39.6		f 8.55		
13			f 10.20	224.6	39.6	ANGELES 6.1	39.6		f 8.30		
20			f 10.40	230.7	39.6	ORLA 16.5	39.1		f 8.10		
24			f 11.13	241.2	26.4	RIVERTON 10.1	34.8		f 8.37		
26			f 11.45 AM	251.3	36.4	ARNO 20.2	31.7		f 8.05		
Yard			s 1.00 AM	271.5		PECOS YL		Y C	2.00 AM		
		Arrive Tues. Thurs. and Sat.	Arrive Daily			(163.7)			Leave Daily	Leave Tues. Thurs. and Sat.	
		17.7	42.9			Average speed per hour			45.1	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 104(A) of the Rules, Operating Department, revised 1953, is amended as follows:

Rule 104(A). When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

2. YARD LIMITS

Artesia.	Clovis.	Pecos.
Belen.	Estancia.	Portales.
Carlsbad (includes	Loving (includes	Roswell.
Carlsbad Industrial	Loving Indus-	Willard.
Spur).	trial 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:		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
SECOND DISTRICT:		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
ROSWELL DISTRICT:		
Clovis and M.P. 19	59	30
M.P. 19 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 M.P. 155	59	30
M.P. 155 and Carlsbad	59	45
Carlsbad and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		30
Loving and Pecos	20	20
ESTANCIA DISTRICT	20	20

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
FIRST DISTRICT		
End of Two Tracks M.P. 681.2	70	50
Curve, M.P. 695.6 to M.P. 695.8	70	60
Curve, M.P. 700.0 to M.P. 700.2	70	60
Curves, M.P. 716.5 to M.P. 720.6	70	60
Curve, M.P. 726.8 to M.P. 727.6	70	60
Curve, M.P. 751.0 to M.P. 751.3	70	60
Curve, M.P. 752.9 to M.P. 753.9	70	60
Curve, M.P. 755.5 to M.P. 755.8	70	60
Curve, M.P. 757.3 to M.P. 757.5	70	60
Curves, M.P. 763.0 to M.P. 764.5	70	60
Curve, M.P. 769.5 to M.P. 769.7	70	60
Curve, M.P. 771.0 to M.P. 771.3	70	60
WESTWARD TRACK:		
Curve, M.P. 778.8 to M.P. 779.1	65	60
Curve, M.P. 779.5 to M.P. 779.9	65	60
Curve, M.P. 779.9 to M.P. 780.5	70	60
M.P. 782.5 to M.P. 784.3	79	55
Curves, M.P. 785.4 to M.P. 787.1	65	55
EASTWARD TRACK:		
Curves, M.P. 785.4 to M.P. 787.1	65	55
SECOND DISTRICT		
Curves, M.P. 788.6 to M.P. 793.7	65	60
Curve, M.P. 796.2 to M.P. 796.7	65	60
Curve, M.P. 811.3 to M.P. 811.5	70	60
Curve, M.P. 843.9 to M.P. 844.7	70	60
Curves, M.P. 855.2 to M.P. 861.4	65	60
Curve, M.P. 863.3 to M.P. 863.6	65	60
Curve, M.P. 865.2 to M.P. 865.6	65	60
Curves, M.P. 865.6 to M.P. 867.1	40	35
Curve, M.P. 867.6 to M.P. 868.6	65	60
Curve, M.P. 869.9 to M.P. 870.0	50	40
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	65	60
Curve, M.P. 894.0 to M.P. 894.6	65	60
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. 50.0 to M.P. 50.2	50	35
Curves, 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
Bridge, M.P. 167.6	35	35
Curve, M.P. 167.7 to M.P. 168.1	55	45
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

7 PECOS DIVISION.

SPECIAL RULES.

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
CARLSBAD INDUSTRIAL SPUR		
Switch, M.P. 0.3	20	20
Switch, M.P. 0.6	20	20
Switch, M.P. 2.0	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

(D) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			Backing Or When Con- trolled From Rear Unit	Dead In Train
	Forward	Light Forward			
Diesel and Gas-Electric					
11-90, 300-314	100	80	45	90	
325-344	80	80	45	80	
100-289, 401-430	65	65	45	60	
99, 600-611, 700-751, 2099, 2100- 2162, 2650-2893, 3000-3019	65	65	45*	60	
450-451	30	30	30	20	
460-468	35	35	35	20	
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45	
650-653, 2300	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					
1010, 5001-5035	60	40	25		
3752-3775	90	40	25		
2900-2929, 3776-3784	100	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			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099- 2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500- 564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	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

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

(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.

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Clovis	I	All Interlock switches east and west end of yard	15
Melrose	I	Crossover between Two Tracks at east end siding	20
	I	Both ends siding	30
Cantara	I	Both ends siding	40
Krider	I	Both ends siding	40
Tolar	I	Both ends siding	40
Taiban	I	Both ends siding	40
LaLande	I	Both ends siding	40
Fort Summer	I	Both ends siding	30
Agudo	I	Both ends siding	40
Ricardo	I	Both ends siding	40

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Evanola	I	Both ends siding	40
Yeso	I	Both ends siding	40
	I	Crossover	30
Largo	I	Both ends siding	40
Buchanan	I	Both ends siding	40
Cardenas	I	Both ends siding	40
Duoro	I	Both ends siding	40
Joffre	I	East end Two Tracks	40
	I	Both ends siding	30
	I	Crossover between Two Tracks	40
Vaughn	I	Crossover between Two Tracks	30
	I	east end yard	30
	I	West end Two Tracks	30
	I	West switch, heading in and out track freight yard	30
Tejon	I	Both ends siding	40
Carnero	I	Both ends siding	40
Encino	I	Both ends siding	30
Negra	I	Both ends siding	40
Pedernal	I	Both ends siding	40
Dunmoor	I	Both ends siding	30
Culebra	I	Both ends siding	40
Lucy	I	Both ends siding	40
Silio	I	Both ends siding	40
Willard	I	Both ends siding	30
Broncho	I	Both ends siding	40
Mountainair	I	Both ends east siding	40
	I	Both ends No. 2 track	15
	I	Both ends west siding	40
Abo	I	Both ends siding	40
Scholle	I	Both ends siding	40
	I	Crossover	30
Sais	I	Both ends siding	40
Becker	I	Both ends siding	40
Bodega	I	Both ends siding	40
Madrone	I	Both ends siding	40
Belen	I	East end freight lead	30
	I	East end storage yard	15
	I	El Paso Dist. Jct.	15
	I	East end Two Tracks	30
	I	Albuquerque Div. Jct.	15
	I	East and west end crossover	15
	I	Albuquerque Div. Jct.	15
Carlsbad	S	East leg wye M.P. 181.3	15
	S	West leg wye M.P. 181.7 (Carlsbad Industrial Spur)	15
	S	Tail of wye M.P. 0.3	15
	S	Both lead switches Potash yard	15
Getty Spur	S	Jct. switch	15

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.
27.7	Beet Loader Conveyor Belt Moriarty.

5. RAILROAD CROSSINGS AND JUNCTIONS:

(A) LOCATION OF INTERLOCKINGS

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. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
FIRST DISTRICT			
Gallaher Airport Spur.....	662.8	79	East
SECOND DISTRICT			
Sais Crusher Tracks.....	874.2	152	West
ESTANCIA DISTRICT			
Witt Spur.....	17.3	10	West
ROSWELL DISTRICT			
Elkins Water Track.....	74.5	5	East & West
Ewell.....	92.9	12	West
Harbert.....	96.7	10	West
CARLSBAD DISTRICT			
Builders Block and Stone Co.	110.6	7	East
AAA Alfalfa.....	110.9	7	East
Industry.....	111.5	24	East & West
Roswell Airport Spur.....	118.0	153	West
Moutray.....	121.8	9	East & West
Mossman.....	135.0	10	East & West
Artesia Compress.....	147.0	40	East & West
Northwestern Refinery.....	236.4	10	East & West
CARLSBAD INDUSTRIAL SPUR			
Getty.....	12.8	107	East & West
Wills Spur.....	16.2	10	East
Potash Company of America	19.2	340	East
Southwest Potash Corp.....	6.1	111	East
Duval Sulphur and Potash Company.....	7.1	133	East
United States Potash Company.....	2.9	26	East
National Potash Co.....	8.9	183	East
LOVING INDUSTRIAL SPUR			
United States Potash Company.....	4.3	295	East & West
International Mineral and Chemical Corporation...	14.4	310	East

7. SPECIAL RULES AND FACILITIES

High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent automatic block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

- Bridge 871.4 — Near Scholle
- Bridge 875.0 — Sais
- Bridge 779.1 — Near Joffre

8. BULLETIN BOOKS

BELEN
CARLSBAD
CLOVIS

ROSWELL
VAUGHN

9. STANDARD CLOCKS

BELEN
CARLSBAD
CLOVIS

ROSWELL
VAUGHN

10. STANDARD THERMOMETERS

Belen	Clovis	Mountainair	Roswell	Willard
Carlsbad	Fort Sumner	Portales	Vaughn	Yeso

11. 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.

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
 DR. T. A. KOONS, Surgeon In Charge.....Albuquerque

LOCAL SURGEONS

DR. V. SCOTT JOHNSON.....Clovis
 DR. JOEL ZEIGLER.....Clovis
 DR. LEWIS THOMAS.....Clovis
 DR. WALTER D. DABBS.....Clovis
 DR. J. B. MOSS, JR.....Clovis
 DR. ROBERT R. BOESE.....Clovis
 DR. LANE E. MOORE, D. O.....Ft. Sumner
 DR. EDWARD D. FIKANY.....Ft. Sumner
 DR. RALPH P. BROWER, D. O.....Vaughn
 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. EARL A. LATIMER, JR.....Roswell
 DR. JAN PIETER VOUTE.....Hagerman
 DR. C. RUSSELL.....Artesia
 DR. W. E. TONEY.....Artesia
 DR. J. W. HILLSMAN.....Carlsbad
 DR. JOSEPH R. MANSFIELD.....Carlsbad
 DR. EARL B. FLANAGAN.....Carlsbad
 DR. THEODORE E. HAUSER.....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



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.)

