

E. B. JONES, Trainmaster.....Clovis, New Mexico  
 J. A. CARRIER, Trainmaster.....Carlsbad, New Mexico  
 R. G. SHAW, Road Foreman of Engines.... Clovis, New Mexico  
 E. V. CHURCH, Chief Dispatcher..... Clovis, New Mexico  
 J. A. ELROD, Assistant Chief Dispatcher... Clovis, New Mexico  
 C. M. BONARDEN, Assistant Chief Dispatcher. Clovis, New Mexico

**TRAIN DISPATCHERS—CLOVIS, NEW MEXICO**

J. C. COLLINS	H. R. MOOTS	E. W. VANCE
D. D. BOLER	J. E. YOUNG	K. L. MILLER
B. E. WRATHER	D. H. WILLIAMS	J. A. MAIZE
M. R. JONES	L. F. PHILLIPS	H. C. BURKS
		O. N. HALE

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

**LOCAL TIME INSPECTORS**

BRYANT MADDOX.....Amarillo  
 JOHN H. FURBACH.....Amarillo  
 L. N. PITTMAN.....Amarillo  
 RALPH L. TOMER.....Clovis  
 H. C. EDWARDS.....Clovis  
 M. E. TREMBLY.....Belen  
 RICHARD EALY.....Belen  
 D. H. WEBB.....Portales  
 J. T. COLEMAN.....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"/>	<b>SAFE COUPLING SPEED</b>
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.**

**92**

**IN EFFECT**

**Sunday, April 30, 1961**

**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.**

**J. H. BLAKE,  
 Asst. General Manager,  
 Amarillo, Texas.**

**W. A. J. CARTER,  
 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
1	Umbarger Black	Clovis and beyond	Beyond Amarillo
	Ft. Sumner	Belen and beyond	Beyond Clovis
2	Encino Yeso Ft. Sumner Taiban Melrose	Clovis and beyond	Belen and beyond
	Black Umbarger	Beyond Amarillo	Clovis 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 H. Per Car		WESTWARD		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 92 April 30, 1961	Feet Per Mile	Turn Tables and Wyes	Communications.	EASTWARD	
		First Class									First Class	
		3	1								2	4
Other Tracks	Sidings	Passenger	San Francisco Chief								San Francisco Chief	Passenger
Yard		Leave Daily PM 8.40	Leave Daily AM 11.30				<b>STATIONS</b>				Arrive Daily	Arrive Daily
				656.7	28.0		<b>CLOVIS YL</b> 5.9	12.7	T Y C		PM 2.30	AM 12.35
70	114	8.45	11.36	662.6	28.1		<b>GALLAHER</b> 4.8	11.1		B	2.20	12.26
18	110	8.49	11.40	667.4	26.4		<b>GRIER</b> 5.4	18.7		B	2.16	12.22
26	110	8.54	11.46	672.8	19.0		<b>ST. VRAIN</b> 8.0	11.1		B	2.11	12.17
84	109	9.01	11.53	680.8	26.0		<b>MELROSE</b> 6.3	26.4		C	2.04	12.10
6	216	9.07	11.59 PM	687.6	0		<b>CANTARA</b> 5.8	31.7		B	1.58	12.03 AM
57	220	9.12	12.04	693.4	0		<b>KRIDER</b> 5.1	31.7		B	1.53	11.57
51	161	9.16	12.08	698.5	0		<b>TOLAR</b> 4.3	31.7		B	1.49	11.51
37	260	9.20	12.12	702.8	26.4		<b>TAIBAN</b> 7.3	31.7		B	1.45	11.46
25	201	9.26	12.18	710.1	26.4		<b>LA LANDE</b> 6.7	31.7		B	1.39	11.40
70	156	9.31	12.23	716.8	31.7		<b>FORT SUMNER</b> 6.8	0	Y	C	1.33	11.34
4	231	9.37	12.30	723.6	31.7		<b>AGUDO</b> 5.7	15.8		B	1.27	11.29
19	216	9.42	12.36	729.3	31.7		<b>RICARDO</b> 7.3	0		B	1.22	11.24
5	216	9.48	12.43	736.6	31.7		<b>EVANOLA</b> 7.3	0		B	1.16	11.18
44	220	9.54	12.50	743.9	31.7		<b>YESO</b> 5.7	0		C	1.10	11.12
2	216	9.59	12.55	749.6	31.7		<b>LARGO</b> 6.5	0		B	1.05	11.07
26	216	10.04	1.00 <sup>2</sup>	756.1	31.7		<b>BUCHANAN</b> 5.3	0		B	1.00 <sup>1</sup>	11.02
4	217	10.10	1.06	761.4	31.7		<b>CARDENAS</b> 7.6	31.7		B	12.53	10.57
15	237	10.16	1.12	769.0	31.7		<b>DUORO</b> 6.7	10.2		B	12.47	10.51
5	125	10.23	1.19	775.7	31.7		<b>JOFFRE</b> 11.3	10.6		B	12.42	10.45
Yard		10.40 <sup>s</sup> PM	1.35 <sup>s</sup> PM	787.5			<b>VAUGHN YL</b>		Y	C	12.30 PM	10.33 PM
		Arrive Daily	Arrive Daily				(130.8)				Leave Daily	Leave Daily
		65.4	62.8				Average speed per hour				65.4	64.3

**SIGNAL SYSTEM TWO IN EFFECT.**

**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 at restricted speed; between these points main tracks may be used not protecting against regular and extra trains and engines.

### 3 PECOS DIVISION

### SECOND DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD First Class			Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 92 April 30, 1961		Feet Per Mile	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD First Class	
		1	3	STATIONS				2	4						
		San Francisco Chief	Passenger					San Francisco Chief	Passenger						
Other Tracks	Sidings	Leave Daily	Leave Daily										Arrive Daily	Arrive Daily	
Yard		PM 1.35	PM 10.40	787.5	31.7									PM 12.30	PM 10.33
5	214	1.42	10.47	792.7	31.7									12.25	10.27
8	181	1.50	10.55	798.7	10.5									12.20	10.21
46	120	1.55	11.00	803.8	31.7									12.16	10.17
19	239	2.00	11.05	808.8	31.7									12.12	10.13
8	229	2.06	11.11	815.5	31.7									12.06	10.07
8	116	2.10	11.15	819.5	31.7									12.02	10.03
5	191	2.15	11.20	824.0	12.1									PM 11.58	9.58
39	218	2.20	11.25	828.8	30.5									11.54	9.54
8	159	2.26	11.31	836.1	30.3									11.48	9.48
235	128	2.31	11.36	842.1	31.7									11.43	9.42
8	248	2.38	11.43	848.5	31.7									11.38	9.36
220	54 126 336	2.45	11.50	855.7	31.7									11.32	9.30
6	270	2.52	11.57 AM	863.2	8.2									11.24	9.20
20	301	2.59	12.04	868.9	0									11.17	9.12
3	166	3.11	12.16	875.9	0									11.05	9.00
67	186	3.16	12.21	881.6	0									11.00	8.55
3	186	3.20	12.25	886.6	0									10.56	8.51
7	187	3.24	12.29	891.3	12.1									10.52	8.47
Yard		3.35 PM	12.40 AM	897.4										10.45 AM	8.40 PM
		Arrive Daily	Arrive Daily											Leave Daily	Leave Daily
		54.9	54.9											62.8	53.4
Average speed per hour															

#### SIGNAL SYSTEM TWO IN EFFECT.

**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, except Track No. 2 Mountainair where trains must comply with Rule 105.

**TCS WITH RULE 261 IN EFFECT:** At Belen, on freight lead between MP 893.9 and MP 895.4 and on Tracks 23 and 24 between signs indicating "Begin TCS" and "End TCS" located near junction of Albuquerque and Pecos Divisions and at West end new ice dock. Trains and engines must comply with Rule 105 outside TCS limits on these tracks.

Tracks 23 and 24 at Belen signalled for, and must be used for, Eastward movement only, between signs indicating "End TCS" at West end new ice dock and sign reading "End of Circuit" near East

end new ice dock, except trains and engines may use these tracks in Westward direction when authorized by Control Station.

**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 at restricted speed; between these points main tracks 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 <b>25</b> Passenger		Ruling Grade Ascending	<b>TIME TABLE</b> No. 92 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD First Class <b>26</b> Passenger
Other Tracks	Sidings	Leave Daily PM 1.45	Mile Post	Feet Per Mile	<b>STATIONS</b>	Feet Per Mile			Arrive Daily PM 1.00
			0.0	0	<b>CLOVIS YL</b> 0.7	19.5	T Y	C	
				37.0	Clovis Jct. 7.6	52.8			
2	110	1.56	7.6	52.8	<b>CAMEO</b> 10.0	52.8		B	12.41
96	134	2.09	17.6	52.8	<b>PORTALES YL</b> 3.3	52.8		C	12.29
	27	2.14	20.9	52.8	<b>YERBA</b> 8.9	16.7			12.24
2	110	2.24	29.8	52.8	<b>DELPHOS</b> 7.4	37.0		B	12.14
2	115	2.33	37.2	52.8	<b>KERMIT</b> 5.0	52.8		B	12.05 PM
39	50	2.40	42.2	52.8	<b>ELIDA</b> 5.4	52.8		C	11.59
2	110	2.47	47.6	48.1	<b>TORNERO</b> 4.9	52.8		B	11.52
8	72	2.54	52.5	42.2	<b>KENNA</b> 13.0	47.5		B	11.45
	110	3.11	65.5	52.8	<b>BOAZ</b> 6.3	40.7		B	11.28
	34	3.20	71.8	52.8	<b>ELKINS</b> 10.3	52.8		B	11.19
	110	3.32	82.1	45.9	<b>CAMPBELL</b> 7.9	52.8		C	11.07
	18	3.42	90.0	37.0	<b>ACME</b> 4.9	52.8		B	10.54
	110	3.48	94.9	52.8	<b>MELENA</b> 8.2	52.8		B	10.47
40	110	3.59	103.1	52.8	<b>POE</b> 4.7	52.8		B	10.37
Yard	83	4.15	107.8	47.0	<b>ROSWELL YL</b> 4.8	52.8		Y C	10.30
9	21	4.22	112.6	30.1	<b>SOUTH SPRING</b> 6.2	35.2			10.16
	110	4.29	118.8	0	<b>CHISUM</b> 5.4	41.7		B	10.08
61	51	4.36	124.2	0	<b>DEXTER</b> 2.4	21.1		C	10.01
50		4.40	126.6	46.2	<b>GREENFIELD</b> 3.9	42.2		B	9.57
40	51	4.45	130.5	32.7	<b>HAGERMAN</b> 8.6	52.8		C	9.52
15	19	4.55	139.1	38.5	<b>LAKE ARTHUR</b> 4.7	31.7		B	9.41
22	110	5.01	143.8	8.5	<b>ESPUELA</b> 6.1	31.7		B	9.35
287	64	5.11	149.9	45.8	<b>ARTESIA YL</b> 5.2	41.7		C	9.27
22	110	5.18	155.1	29.0	<b>ATOKA</b> 2.8	41.7		B	9.20
44	25	5.22	157.9	18.6	<b>DAYTON</b> 7.3	52.8		B	9.16
13	110	5.31	165.2	50.2	<b>LAKEWOOD</b> 12.3	48.8		B	9.08
	61	5.48	177.5	52.8	<b>AVALON</b> 5.5	52.8		B	8.53
Yard		6.00 PM Arrive Daily	183.0		<b>CARLSBAD YL</b> (183.0)		Y	C	8.45 AM Leave Daily.
		43.1			Average speed per hour				43.1

At Clovis, trains will be governed by First District time table rules.

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

At Carlsbad, between Greene Street and East Wye Switch, there is no Superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

# 5 PECOS DIVISION

# CARLSBAD DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 92 April 30, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD ↑
Other Tracks	Slidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
			183.0	29.8	<b>CARLSBAD YL</b> 6.1	18.5	Y	C	
19			189.1		<b>OTIS</b> 5.3				
			194.4	29.8	<b>LOVING JCT. YL</b> 0.9	89.6		B	
65			195.8		<b>LOVING YL</b> 4.5		89.6	Y	C
24			199.8	39.6	<b>MALAGA</b> 11.0	89.6			
86			210.8		<b>RED BLUFF</b> 5.7		86.1		
23			216.5	39.6	<b>CORRAL</b> 8.1	89.6			
13			224.6		<b>ANGELES</b> 6.1		89.6		
20			230.7	39.6	<b>ORLA</b> 16.5	89.1			
24			241.2		<b>RIVERTON</b> 10.1		84.8		
26			251.3	36.4	<b>ARNO</b> 20.2	81.7			
Yard			271.5		<b>PECOS YL</b>			Y	C
					(88.5)				
					Average speed per hour				

At Carlsbad, between Greene Street and East Wye Switch, there is no Superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

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

East Wye switch Loving Jct. normally lined and locked for wye. Stop Board 200 feet west of this switch, at M.P. 194.4, governs Eastward movements on Main Track.

No switch lights Carlsbad to Pecos.

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

Loving Jct. is register station for Westward trains only.

# ESTANCIA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 92 April 30, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD ↑
Other Tracks	Slidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
235	128		0.0	42.2	<b>WILLARD YL</b> 11.8	42.2	Y	C	
37	26		11.8		<b>ESTANCIA YL</b> 16.0		44.9		C
8	31		27.8		<b>CALVERT</b>				
					(27.8)				
					Average speed per hour				

At Willard, trains will be governed by Second District time table rules.

Trains must get numbered clearance card before leaving Willard.

No switch lights on Estancia District.

## SPECIAL RULES

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

Rule 321 (C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

### 2. YARD LIMITS

<b>Artesia.</b>	<b>Clovis.</b>	<b>Pecos.</b>
<b>Belen.</b>	<b>Estancia.</b>	<b>Portales.</b>
<b>Carlsbad (includes</b>	<b>Loving.</b>	<b>Roswell.</b>
<b>Carlsbad Industrial</b>	<b>Loving Jet.</b>	<b>Vaughn.</b>
<b>Spur).</b>	<b>(Includes Loving</b>	<b>Willard (Estancia</b>
	<b>Industrial Spur.)</b>	<b>District only).</b>

### 3. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT:</b>		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
<b>SECOND DISTRICT:</b>		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
<b>ROSWELL DISTRICT:</b>		
Clovis and M.P. 56	59	45
M.P. 56 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
<b>CARLSBAD DISTRICT:</b>		
Carlsbad and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		30
Loving and Pecos	20	20
<b>ESTANCIA DISTRICT</b>		
<b>FIRST DISTRICT</b>		
Turnout, End of Two Tracks M.P. 681.2	70	60
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

## PECOS DIVISION 6

### 3. SPEED REGULATIONS—(Cont'd)

#### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd)

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>WESTWARD TRACK:</b>		
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
<b>EASTWARD TRACK:</b>		
Curves, M.P. 785.4 to M.P. 787.1	65	55
<b>SECOND DISTRICT</b>		
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
Curve, M.P. 856.4 to M.P. 856.5	75	60
Curves, M.P. 857.3 to M.P. 859.8	65	50
Curves, M.P. 860.2 to M.P. 865.6	75	50
Curve, M.P. 865.8 to M.P. 866.0	65	50
Curves, M.P. 866.3 to M.P. 867.0	50	40
Curve, M.P. 867.6 to M.P. 868.6	70	50
Curve, M.P. 869.9 to M.P. 870.0	65	45
Curves, M.P. 870.5 to M.P. 871.0	40	35
Curves, M.P. 871.2 to M.P. 872.7	45	40
Curve, M.P. 873.6 to M.P. 874.1	50	40
Curve, M.P. 874.4 to M.P. 875.0	55	45
Curve, M.P. 893.1 to M.P. 893.6	65	60
Curve, M.P. 894.0 to M.P. 894.6 (West.)	65	55
Curve, M.P. 894.6 to M.P. 894.0 (East.)	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
<b>ROSWELL DISTRICT</b>		
Curve, M.P. 8.7 to M.P. 9.0	50	45
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
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
<b>CARLSBAD DISTRICT</b>		
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
Main Track, M.P. 264.4 to M.P. 264.7	5	5
<b>CARLSBAD INDUSTRIAL SPUR</b>		
Switch, M.P. 0.3	20	20
Switch, M.P. 0.6	20	20
Switch, M.P. 0.9	20	20
Switch, M.P. 2.0	20	20
Switch, M.P. 13.5	20	20
<b>LOVING INDUSTRIAL SPUR</b>		
Switch, M.P. 5.1	10	10

# 7 PECOS DIVISION.

# SPECIAL RULES.

## 3. SPEED REGULATIONS—(Cont'd)

(B) 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, Lincoln, and Monroe.....	45

## (C) MAXIMUM SPEED OF ENGINES

	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	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, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

\* Note: 65 MPH applies when backing handling train.

## (D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

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, 80-87, 600-611, 800-849, 2099-2162 .....	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468 .....	4½	5	5
16-48, 99, 101-334, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 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

## 3. SPEED REGULATIONS—(Cont'd)

### (E) DERRICKS, CRANES, ETC.

Derricks, power 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 be handled in trains except on instructions of the trainmaster, and trains handling such equipment must not exceed the following speeds:

DISTRICT	All Except Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)	Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)
First and Second .....	30	45
Estancia .....	20	20
Roswell .....	24	24
Carlsbad .....	20	20

### (F) LOCOMOTIVES HANDLED DEAD IN TRAINS

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

### (G) 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
	I	End Two Tracks M.P. 681.2	70
Cantara	I	Both ends siding	40
Krider	I	Both ends siding	40
Tolar	I	Both ends siding	40
Talban	I	Both ends siding	40
LaLande	I	Both ends siding	40
Fort Sumner	I	Both ends siding	40
Agudo	I	Both ends siding	40
Ricardo	I	Both ends siding	40
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	50
	I	Both ends siding	30
	I	Crossover between Two Tracks	40
Vaughn	I	Crossover between Two Tracks east end yard	30
	I	West end Two Tracks	30
	I	West switch, freight yard lead	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



## SPECIAL RULES

### 3. SPEED REGULATIONS—(Cont'd)

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
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	40
	I	East end storage yard	15
	I	El Paso Dist. Jct.	15
	I	East end Two Tracks	30
	I	Albuquerque Div. Jct.	30
	I	East and west end crossover	
	I	Albuquerque Div. Jct.	15
	I	West end tracks 23 and 24	30
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
	S	Duvall Spur Wye Connection	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 Calvert.

### 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
<b>FIRST DISTRICT</b>			
Gallaher Airport Spur.....	662.8	79	East
<b>SECOND DISTRICT</b>			
Sais Crusher Tracks . . . . .	874.2	152	West
<b>ESTANCIA DISTRICT</b>			
Witt Spur . . . . .	17.3	10	West
<b>ROSWELL DISTRICT</b>			
Elkins Water Track . . . . .	74.5	5	East & West
Builders Block and Stone Co.	110.6	7	East
AAA Alfalfa . . . . .	110.9	7	East
Industry . . . . .	111.5	24	East & West
Roswell Airport Spur . . . . .	113.0	153	West
Mossman . . . . .	135.0	10	East & West
<b>CARLSBAD DISTRICT</b>			
Continental Oil Co. . . . .	222.4	12	East & West
Northwestern Refinery . . . . .	236.4	10	East & West
<b>CARLSBAD INDUSTRIAL SPUR</b>			
Getty . . . . .	12.8	107	East & West
Wills Spur . . . . .	16.2	10	East
Potash Company of America	19.2	340	East
Run Around Track . . . . .	18.5	100	East & West
Southwest Potash Corporation . . . . .	6.1	111	East
Run Around Track . . . . .	5.4	62	East & West
Duval Sulphur & Potash Company Shaft 3 and 4	5.6	40	East
Run Around Track . . . . .	4.7	30	East & West
Duval Sulphur & Potash Company . . . . .	7.1	218	East
United States Borax & Chemical Company			
Shaft 3 . . . . .	2.9	26	East
National Potash Company	8.9	230	East
Run Around Track . . . . .	8.5	44	East & West
<b>LOVING INDUSTRIAL SPUR</b>			
United Borax & Chemical Company . . . . .	4.3	295	East & West
International Minerals & Chemicals Corporation . . . . .	14.4	310	East

### 7. SPECIAL RULES AND FACILITIES

(A) 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 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 779.1 — Near Joffre
- Bridge 806.9 — Near Negra
- Bridge 870.4 — Near Scholle
- Bridge 871.4 — Near Scholle
- Bridge 875.0 — Sais

(B) Automatic Flood Indicators on Roswell District protects following area:

MP 175.2 to MP 178.1

Semaphore arm at 45 degrees above horizontal position or a lunar white light indicate normal conditions.

Semaphore arm in horizontal position or a red light warn of high water or washout.

Trains receiving warning indication must stop, then proceed prepared to stop short of high water or washout through the protected area.

Full report must be made at first open office of communication.

## 8. BULLETIN BOOKS

BELEN  
CARLSBAD  
CLOVISROSWELL  
VAUGHN

## 9. STANDARD CLOCKS

BELEN  
CARLSBAD  
CLOVISROSWELL  
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. JOHN N. TOKE.....Belen  
 DR. W. D. RADCLIFFE.....Belen  
 DR. H. T. BRASELL.....Portales  
 DR. HERMAN O. LEHMAN.....Portales  
 DR. J. P. WILLIAMS.....Roswell  
 DR. EARL A. LATIMER, JR.....Roswell  
 DR. C. P. BUNCH.....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. GEORGE S. MORRISON.....Roswell  
 DR. G. S. RICHARDSON.....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.)

