

R. D. McGEE, Trainmaster.....Clovis, New Mexico
 J. C. NEWTON, Trainmaster.....Clovis, New Mexico
 R. HARRISON, Chief Dispatcher.....Clovis, New Mexico
 M. T. JONES, Assistant Chief Dispatcher.....Clovis, New Mexico
 J. A. ELROD, Assistant Chief Dispatcher.....Clovis, New Mexico

TRAIN DISPATCHERS—CLOVIS, NEW MEXICO

R. C. JOHNSON.	H. H. RUMSEY.	M. R. JONES.
J. C. COLLINS.	D. D. BOLER.	H. R. MOOTS.
L. J. MICHELET.	B. E. WRATHER.	J. M. WHEELER.
E. V. CHURCH.	C. H. LEMMONS.	J. E. YOUNG.

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

LOCAL TIME INSPECTORS

FRED W. HINDS.....Amarillo
 L. N. PITTMAN.....Amarillo
 MAY BROTHERS.....Clovis
 H. C. EDWARDS (Assistant).....Clovis
 C. L. CARROLL.....Belen
 M. E. TREMBLY.....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. R. G. SMITH, Chief Surgeon.....Topeka

LOCAL SURGEONS

DR. W. D. DABBS.....Clovis
 DR. W. P. MARTIN.....Clovis
 DR. V. SCOTT JOHNSON.....Clovis
 DR. JOEL ZEIGLER.....Clovis
 DR. JOHN CONWAY, Consultant.....Clovis
 DR. LANE E. MOORE.....Ft. Sumner
 DR. J. H. WIGGINS.....Estancia
 DR. ROBERT J. SAUL.....Mountainair
 DR. D. T. WIER.....Belen
 DR. J. A. RIVAS.....Belen
 DR. H. T. BRASELL.....Portales
 DR. C. C. RAMEY.....Portales
 DR. J. P. WILLIAMS.....Roswell
 DR. C. RUSSELL.....Artesia
 DR. A. C. SHULER.....Carlsbad
 DR. JIM CAMP.....Pecos

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. R. L. CURRY.....Clovis
 DR. G. W. GRISWOLD.....Roswell
 DR. I. D. JOHNSON, Dentist.....Clovis

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

**WESTERN LINES
 Southern District**

PECOS DIVISION

TIME TABLE No.

78

IN EFFECT

Sunday, April 2, 1950

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.**

**D. TRAHEY,
 Superintendent,
 Clovis, New Mexico.**

Pecos timetable 79 eff 9 Nov 52

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	
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond	
4	Los Cerrillos	La Junta and beyond		22	Trinidad	Raton and beyond		
	Glorieta Wagon Mound Thatcher	Beyond La Junta	Albuquerque and beyond		Lamy	Gallup and beyond	Trinidad and beyond	
	Deerfield } Holcomb }	Dodge City and beyond	Beyond La Junta		Lamy	Trinidad and beyond	Kansas City and beyond	Gallup and beyond
	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond		Trinidad	Kansas City and beyond	Any station	
					Hutchinson	Kansas City and beyond	La Junta and beyond	
123	St. John Stafford Macksville	Albuquerque-Pueblo and beyond	Kansas City and beyond	19	Garden City	Albuquerque and beyond	Kansas City and beyond	
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond	20	Valmora Glorieta	Barstow and beyond	Kansas City and beyond	
	Glorieta	Gallup and beyond	Trinidad and beyond		Glorieta Valmora Garden City	Kansas City and beyond	Kansas City and beyond	Barstow and beyond
1-102	La Junta to Pueblo		Beyond Las Animas	23	Ft. Sumner } Vaughn } Mountainair }	Belen and beyond	Beyond Clovis	
	Pueblo to Denver		Beyond La Junta	24	Mountainair } Vaughn } Ft. Sumner }	Beyond Clovis	Belen and beyond	
101-2	Denver to Pueblo	Las Animas and beyond		27-(C&S)	Littleton } Castle Rock } Larkspur } Fountain }	Beyond Pueblo		
	Littleton	Colorado Springs, Pueblo and beyond			Palmer Lake	Any station	Any station	
	Pueblo to La Junta	Beyond Las Animas		28-(C&S)	Palmer Lake	Any station	Any station	
124	Las Animas Syracuse Lakin	Kansas City and beyond	Albuquerque-Pueblo and beyond	105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond	
	Kinsley Macksville St. John Stafford	Kansas City and beyond	Albuquerque-Pueblo and beyond	106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa	
13-130	La Junta to Denver		Beyond La Junta					
141-14	Denver to La Junta	Beyond La Junta						

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.

Track Capacity 50 ft. Per Car.		WESTWARD.			Ruling Grade Ascending.	TIME TABLE No. 78, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		First Class.		First Class.							
		23	105	24						106	
Other Tracks.	Sidings.	The Grand Canyon.	The Scout.	Mile Post.	STATIONS.	Arrive Daily.	Arrive Daily.	The Grand Canyon.	The Scout.		
	Yard	AM 11.00	AM 1.35	656.7							
70	127	11.07	1.45	662.6	28.0	CLOVIS. YL 5.9	12.7	W T Y	C	s 2.30	s 2.35
18	110	11.13	1.55	667.4	23.1	GALLAHER. 4.8	11.1		B	2.17	2.25
26	110	11.18	2.02	672.8	26.4	GRIER. 5.4	13.7		B	2.12	2.20
84	109	11.25 ^s	2.10	680.8	19.0	ST. VRAIN. 8.0	11.1		B	2.06	2.14
6	216	11.31	2.17	687.6	26.0	MELROSE. 6.8	26.4	W	C	1.59 ^s	2.02
57	220	11.36	2.23	693.4	0	CANTARA. 5.8	31.7		B	1.53	1.54
51	161	11.41	2.28	698.5	0	KRIDER. 5.1	31.7		B	1.47	1.49
63	260	11.45 ^f	2.32	702.8	0	TOLAR. 4.3	31.7		B	1.42	1.44
25	201	11.52	2.39	710.1	26.4	TAIBAN. 7.3	31.7	W	B	1.38 ^f	1.40
70	112	11.59 ^s PM	2.47	716.8	26.4	LA LANDE. 6.7	31.7		B	1.32	1.33
4	231	12.07	2.55	723.6	31.7	FORT SUMNER. 6.8	0	W Y	C	1.26 ^s	1.25
19	216	12.15	3.01	729.3	31.7	AGUDO. 5.7	15.8		B	1.19	1.17
5	216	12.24	3.09	736.6	31.7	RICARDO. 7.3	0	W	B	1.13	1.11
44	216	12.33 ^f	3.17	743.9	31.7	EVANOLA. 7.3	0		B	1.07	1.05
2	216	12.41	3.24	749.6	31.7	YESO. 5.7	0	W	C	1.01 ^f	12.59
26	216	12.50 ²⁴	3.30	756.1	31.7	LARGO. 6.5	0		B	12.55	12.53
4	217	12.56	3.36	761.4	31.7	BUCHANAN. 5.3	0	W	B	12.50 ²³	12.47
15	237	1.03	3.43	769.0	31.7	CARDENAS. 7.6	31.7		B	12.44	12.42
5	125	1.10	3.50	775.7	31.7	DUORO. 6.7	10.2	W	B	12.38	12.35
9		1.16	3.58	782.6	31.7	JOFFRE. 6.9	0		B	12.32	12.29
	Yard	1.22 ^s PM	4.05 AM	787.5	31.7	IDEN. 4.9	10.6	W T Y	C	12.20 PM	12.15 AM
		Arrive Daily.	Arrive Daily.			(130.8)				Leave Daily.	Leave Daily.
		55.3	52.3			Average speed per hour.				60.4	56.1

Signal System One in effect Clovis MP 656.7 to Vaughn MP 787.5. Signal System Two in effect at interlocking east end of Clovis Yard, and including Signal 6561.

Two main tracks between Clovis MP 655.0 and Melrose MP 681.2, and between Joffre MP 773.6 and Vaughn MP 788.4.

RULE 251 (ABS). Governs all trains on two main tracks Clovis MP 655.0 and east crossover Melrose MP 679.5, and between crossover west of Joffre MP 776.2 and Vaughn MP 788.4.

RULE 261 (CTC). Governs all trains on main tracks and sidings from crossover east of Melrose MP 679.5 to crossover west of Joffre MP 776.2.

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

3 PECOS DIVISION.

SECOND DISTRICT.

Signal System One in effect Vaughn MP 787.5 to Belen MP 896.5.

Two main tracks through Vaughn MP 787.2 to MP 788.4, and at Belen between MP 895.6 and MP 896.7.

RULE 251 (ABS). Governs all trains on two main tracks Vaughn MP 787.2 to MP 788.4, and at Belen MP 895.6 to MP 896.7.

RULE 261 (CTC). Governs all trains on main tracks and sidings from end of two main tracks Vaughn MP 788.4 to east end of two main tracks Belen MP 895.6.

RULE 261 (CTC). Governs El Paso District trains between El Paso District Junction Belen MP 895.5 and east end two main tracks MP 895.6.

Between Albuquerque Division Junction MP 896.7 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 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Westward passenger trains will make a service test of air brakes as soon as speed of train permits after leaving Mountainair, per Rule 945 (e).

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

Track Capacity 50 ft. Per Car.		WESTWARD.			Ruling Grade Ascending.	TIME TABLE No. 78, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		First Class.		First Class.							
		23	105	24						106	
Other Tracks.	Sidings.	The Grand Canyon.	The Scout.	Mile Post.		STATIONS.			The Grand Canyon.	The Scout.	
	Yard	Leave Daily.	Leave Daily.						Arrive Daily.	Arrive Daily.	
		PM 1.22	AM 4.10	787.5	31.7	VAUGHN. YL 5.3	0	W F T Y	C	PM 12.20	AM 12.10
5	214	1.29	4.19	792.8	31.7	TEJON. 6.0	0		B	12.14	12.01 AM
3	181	1.35	4.25	798.8	10.5	CARNERO. 5.0	31.7		B	12.08	11.55
46	120	1.40	4.31	803.8	31.7	ENCINO. 4.9	31.7		C	12.03 PM	11.50
30	239	1.45	4.36	808.7	31.7	NEGRA. 6.8	31.7	W	B	11.58	11.45
3	229	1.51	4.44	815.5	31.7	PEDERNAI. 4.0	31.7		B	11.51	11.39
3	116	1.57	4.49	819.5	31.7	DUNMOOR. 4.7	31.7		B	11.47	11.34
5	191	2.01	4.54	824.2	12.1	CULEBRA. 4.6	31.7		B	11.43	11.29
39	213	2.05	4.59	828.8	30.5	LUCY. 7.0	31.7		B	11.39	11.24
3	159	2.11	5.06	835.8	30.3	SILIO. 6.3	31.7		B	11.33	11.17
235	128	2.17 ^s	5.15	842.1	31.7	WILLARD. 6.5	0	W Y	C	11.27 ^s	11.10
3	246	2.23	5.23	848.6	31.7	BRONCHO. 7.1	0		B	11.21	11.03
220	⁵⁴ 125 336	2.30 ^s	5.30	855.7	31.7	MOUNTAINAIR. 7.3	66.0	Y	C	11.15 ^s	10.55
6	270	2.38	5.39	863.0	3.2	ABO. 5.9	66.0		B	11.06	10.44
20	301	2.44	5.47	868.9	0	SCHOLLE. 7.0	66.0	W	B	10.58	10.35
3	166	2.56	5.59	875.9	0	SAIS. 5.7	66.0		B	10.47	10.23
67	186	3.01	6.06	881.6	0	BECKER. 5.0	31.7	W	B	10.42	10.16
3	186	3.05	6.13	886.6	0	BODEGA. 5.7	31.7		B	10.37	10.10
7	187	3.12	6.20	892.3	12.1	MADRONE. 4.2	31.7		B	10.32	10.04
	Yard	^s 3.20 PM	^s 6.35 AM	896.5		BELEN. YL		W F T Y	C	10.25 AM	9.55 PM
		Arrive Daily.	Arrive Daily.			(109.0)				Leave Daily.	Leave Daily.
		55.4	45.1			Average speed per hour.				56.9	48.4

CENTRALIZED TRAFFIC CONTROL

ROSWELL DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class.		Ruling Grade Ascending.	TIME TABLE No. 78, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class.	
		25							26	
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.	
	Yard	AM 3.00		0	CLOVIS. YL 0.7	19.5	W T	F Y	C	s AM 12.45
			.0	37.0	Clovis Junction. 7.8	52.8				
	71	f 3.15	7.8	52.8	CAMEO. 9.8	52.8			B	f 12.28
96	76	s 3.40	17.6	52.8	PORTALES. YL 3.3	52.8	W		C	s 12.13
	27	f 3.46	20.9	52.8	YERBA. 8.4	16.7				12.05 AM
	60	f 3.58	29.3	52.8	DELPHOS. 5.5	37.0			B	f 11.54
	31	f 4.05	34.8	52.8	KERMIT. 7.4	52.8				f 11.46
39	50	s 4.18	42.2	52.8	ELIDA. 6.8	52.8			C	s 11.35
	21	f 4.28	49.0	48.1	TORNERO. 3.5	52.8			B	11.21
8	72	f 4.34	52.5	42.2	KENNA. 13.4	47.5			B	s 11.15
	50	f 4.54	65.9	52.8	BOAZ. 5.9	40.7			B	f 10.56
	34	f 5.02	71.8	52.8	ELKINS. 10.6	52.8			B	f 10.47
	59	f 5.16	82.4	45.9	CAMPBELL. 7.6	52.8			C	f 10.30
	18	f 5.28	90.0	37.0	ACME. 5.3	52.8			B	f 10.15
	32	f 5.35	95.3	52.8	MELENA. 7.8	52.8			B	f 10.04
	59	f 5.47	103.1	52.8	POE. 4.7	52.8			B	f 9.50
	Yard	s 6.00 AM	107.8		ROSWELL. YL		WFY		C	9.40 PM
		Arrive Daily.			(108.5)					Leave Daily.
		36.2		Average speed per hour.						35.2

Between Clovis passenger station and Clovis Junction on the PV main track only 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 15 miles per hour; between these points PV main track 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.		Ruling Grade Ascending.	TIME TABLE No. 78, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.	
		39							40	
Other Tracks.	Sidings.	Leave Wed. and Sat.	Mile Post.		STATIONS.				Arrive Wed. and Sat.	
		Mixed.							Mixed.	
235	128	AM 9.40	0.0	42.2	WILLARD. YL 11.8	42.2	W	Y	C	s PM 1.30
37	26	s 10.10	11.8	66.0	ESTANCIA. YL 16.0	44.9			C	s 1.01 PM
8	31	s 11.15 AM	27.8		MORIARTY.					s 11.40 AM
		Arrive Wed. and Sat.			(27.8)					Leave Wed. and Sat.
		17.6		Average speed per hour.						15.2

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.				Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 78 April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communication.	EASTWARD.		
		45	61	First Class.								26	62	46
		Mixed.	Way Freight.	The Cavern.								The Cavern.	Way Freight.	Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed., and Fri.	Leave Daily Ex. Sun.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Tues., Thurs., and Sat.	
	Yard		AM 11.35	AM 6.10	107.8	47.0	ROSWELL. YL 4.8	52.8	WFY	C	s PM 9.35	PM 7.45		
9	21		11.45	f 6.18	112.6	30.1	SOUTH SPRING. 6.5	36.2			f 9.23	6.46		
	51		11.58 PM	f 6.27	119.1	0	CHISUM. 5.1	41.7			f 9.15	6.27		
61	51		12.10	s 6.36	124.2	0	DEXTER. 2.4	21.1		C	s 9.07	6.11		
	50		12.15	f 6.40	126.6	46.2	GREENFIELD. 3.9	42.2		B	f 9.01	5.56		
40	51		12.30	s 6.47	130.5	32.7	HAGERMAN. 8.6	52.8		C	s 8.54	5.44		
15	19		12.57	s 6.59	139.1	38.5	LAKE ARTHUR. 4.7	31.7			s 8.40	5.16		
24			1.11	f 7.07	143.8	8.5	ESPUELA. 6.1	31.7			f 8.32	5.01		
287	64		3.00	s 7.20	149.9	45.8	ARTESIA. YL 5.1	41.7	W	C	s 8.22	4.46		
22			3.20	f 7.29	155.0	29.0	ATOKA. 2.9	41.7			f 8.12	3.45		
44	25		3.35	f 7.34	157.9	18.6	DAYTON. 6.5	52.8		B	f 8.07	3.35		
26	24		3.59	f 7.45	164.4	50.2	LAKEWOOD. 13.1	48.8		B	f 7.59	2.56		
	61	AM	4.33	f 8.06	177.5	52.8	AVALON. 5.5	52.8		B	f 7.40	2.20	PM	
	Yard	10.00	4.46 PM	s 8.15 AM	183.0	29.8	CARLSBAD. YL 6.1	18.5	WFY	C	7.30 PM	1.50 PM	s 12.45	
	19	f 10.16			189.1	29.8	OTIS. 6.2	39.6					f 12.31	
91	23	s 10.45			195.3	39.1	LOVING. YL 4.5	39.6	Y	C			s 12.10	
24		f 11.10			199.8	39.6	MALAGA. 11.0	39.6					f 12.04 PM	
36		f 11.50 PM			210.8	39.6	RED BLUFF. 5.7	36.1					f 11.31	
23		f 12.10			216.5	39.6	CORRAL. 8.1	39.6					f 11.13	
13		f 12.35			224.6	39.6	ANGELES. 6.1	39.6					f 10.49	
8	12	f 12.55			230.7	39.6	ORLA. 10.5	39.1					f 10.31	
24		f 1.30			241.2	26.4	RIVERTON. 10.1	34.8					f 10.00	
15		f 2.05			251.3	36.4	ARNO. 20.2	31.7					f 9.30	
	Yard	3.10 PM			271.5		PECOS. YL		F Y	C			8.30 AM	
		Arrive Mon., Wed., and Fri.	Arrive Daily Ex. Sun.	Arrive Daily.			(163.7)				Leave Daily.	Leave Daily Ex. Sun.	Leave Tues., Thurs., and Sat.	
		17.1	14.5	36.1			Average speed per hour.				36.1	12.4	20.8	

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

Trains 45 and 46, and 61 and 62 have no time table authority.

No switch lights Carlsbad to Pecos.

Trains will stop before crossing Delaware River Bridge 213-B and a member of crew will precede the train before crossing.

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.

SPECIAL RULES.

Rules Nos. 509 (a), 511, 660 and 1000 (C) of the Rules, Operating Department, are amended as follows:

Rule 509 (a) : Amended to read: On single track, wait five minutes, then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rule 511: Amended to read: A train or engine which has entered a block and is delayed in the block must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 660: Amended to read: A train or engine which has entered a block and is delayed in the block must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000 (C) : Amended to include: In the application of Operating Rule 1000 (C) the Federal Communication Commission has modified its rules to permit an employe, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employe must pass an examination before operating a fixed or base radio station.

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

2. YARD LIMITS.

Artesia.	Loving (includes
Belen.	Loving Industrial
Carlsbad (includes	Spur).
Carlsbad Industrial	Pecos.
Spur).	Portales.
Clovis.	Roswell.
Estancia.	Vaughn.
	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	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	79	55
SECOND DISTRICT	79	55
ROSWELL DISTRICT	50	30
CARLSBAD DISTRICT: Roswell and Loving (Carlsbad and Loving Industrial Spurs) Loving and Pecos	50 30 20	30 30 20
ESTANCIA DISTRICT	20	20
FIRST DISTRICT		
End of 2 Main Tracks Eastward, M.P. 681.2	40	40

PECOS DIVISION. 6

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd).		
SINGLE TRACK:		
Curve, M.P. 695.6 to M.P. 695.8	65	55
Curve, M.P. 700.0 to M.P. 700.1	65	55
Curve, M.P. 716.5 to M.P. 717.5	75	55
Curve, M.P. 717.5 to M.P. 720.6	65	55
Curve, M.P. 726.8 to M.P. 727.6	65	55
Curve, M.P. 749.9 to M.P. 750.3	75	55
Curve, M.P. 751.0 to M.P. 751.3	65	55
Curve, M.P. 752.9 to M.P. 753.9	65	55
Curve, M.P. 755.5 to M.P. 755.8	65	55
Curve, M.P. 757.3 to M.P. 757.5	65	55
Curve, M.P. 758.5 to M.P. 759.0	75	55
Curve, M.P. 760.9 to M.P. 762.3	75	55
Curve, M.P. 763.0 to M.P. 764.5	65	55
Curve, M.P. 768.8 to M.P. 768.9	75	55
Curve, M.P. 769.5 to M.P. 769.7	65	55
Curve, M.P. 771.0 to M.P. 771.3	65	55
Curve, M.P. 773.3 to M.P. 773.5	75	55
End of Two Tracks Westward, M.P. 773.6	40	40
WESTWARD MAIN TRACK:		
Curve, M.P. 778.8 to M.P. 779.1	65	55
Curves, M.P. 779.5 to M.P. 780.5	65	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	20
SINGLE TRACK:		
Curves, M.P. 788.6 to M.P. 793.7	65	55
Curve, M.P. 796.2 to M.P. 796.7	65	55
Curve, M.P. 797.1 to M.P. 797.8	70	55
Curve, M.P. 811.3 to M.P. 811.5	65	55
Curve, M.P. 843.9 to M.P. 844.7	65	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
Curve, 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	25
Curve, M.P. 870.7 to M.P. 870.9	30	25
Curve, M.P. 870.9 to M.P. 874.1	30	25
Curve, M.P. 874.4 to M.P. 875.0	50	40
Curve, M.P. 893.1 to M.P. 893.6	65	55
Curves, M.P. 894.0 to M.P. 894.2	70	55
Curves, M.P. 895.1 to M.P. 895.5	30	20
Two Main Tracks M.P. 895.7 to M.P. 896.8	15	15

7 PECOS DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
ROSWELL DISTRICT		
Track, M.P. 84.6 to M.P. 85.9	35	30
CARLSBAD DISTRICT		
Bridge, M.P. 128.9 to 129.0	40	30
Bridge, M.P. 166.6 to 167.7	35	30
Bridge, M.P. 181.7 to 181.8	35	30
Bridge, M.P. 198.9 to 199.0	15	15
Bridge, M.P. 210.3 to 210.4	15	15
Bridge, M.P. 213.8 to 213.9	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.....	10
Hagerman.....	Argyle.....	8

(D) MAXIMUM LOCOMOTIVE SPEEDS.

	Miles Per Hour	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
		Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric				
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
168	95	45	45	90
M105-M189	60	60	25	60
M190	75	60	25	75
100-167, 169-241, 400-408, 2611	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS—(Cont'd).

	Miles Per Hour	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
		Miles Per Hour	Miles Per Hour	Miles Per Hour
Steam				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
885-899, 3100-3153	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	

(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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
—Passenger.....	3	5	5
—Freight.....	5	5	5
—44 Ton Yard.....	2	5	5
—Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines			
—Roller Bearing.....	9	5	5
Passenger Cars			
—Roller Bearing.....	8	5	..
—Friction Bearing.....	12	5	..

(F) STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, 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.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(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	All Locomotives Except Mountain Type Include
0-4-0	2-6-2	2-10-0	Mountain Type Includes	4-8-2
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2
				4-6-4

(H) Spring Switches, Turnouts and Crossovers.

In heading in or out over the following spring switches, turnouts, and crossovers, trains or engines must not exceed indicated speed. On all 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
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
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 yards	30	30
Vaughn	Interlock	West end two Main tracks	30	30
Vaughn	Interlock	West switch, heading in and out track freight yard	30	30
Tejon	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

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers—(Cont'd).

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
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 EB freight yard	30	30
Belen	Spring	East end River track No. 2 on engine lead	15	15
Belen	Interlock	Belen Junction switches	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

(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	BRIDGE NUMBER	NAME
656.7 786.6 787.7	786-B	Foot overhead bridge Ice House Track 15 Clovis. Overhead highway bridge near Vaughn. Sand Conveyor Pipe over East Bound Main Track Vaughn Sand House.
800.5 856	800-B 856-A	Overhead highway bridge near Encino. Overhead highway bridge near Mountainair.
895.8 896.2	932-A	Foot overhead bridge Ice House Track 22 Belen. Foot overhead bridge Belen Yard.
167.6 181.7 198.9	167-B 181-C 198-B	Pecos River. Pecos River. Black River.

5. SPECIAL RULES AND FACILITIES.

(A) Centralized Traffic Control: Trains originating at other than district terminals may proceed without clearance card on authority of signal indication and will display signals as per Rule 21.

Time of scheduled trains in CTC territory applies at the station sign.

6. RAILROAD CROSSINGS AND JUNCTIONS:

BELEN M.P. 895.5, 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.

7. 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.
Ricardo Water Track....	731.5	18	East & West	None.
Yeso Water Track.....	745.2	25	East & West	None.
Buchanan Water Track..	757.4	26	East & West	None.
Duoro Water Track.....	770.1	28	East & West	None.
SECOND DISTRICT—				
Sais Crusher Tracks.....	874.2	152	West	None.
ROSWELL DISTRICT—				
Burro Sand Spur.....	9.4	47	East	None.
Elkins Water Track.....	74.5	5	East & West	None.
Ewell.....	92.9	12	West	61-62.
Kemp Spur.....	94.3	23	East	61-62.
Harbert.....	95.7	10	West	61-62.
CARLSBAD DISTRICT—				
AAA Alfalfa.....	110.9	7	East	61-62.
Industry.....	111.5	24	East & West	61-62.
Roswell Airport Spur....	113.0	119	West	None.
Moutray.....	121.8	9	East & West	61-62.
Mossman.....	135.0	10	East & West	61-62.
Carlsbad Industrial Spur.	181.7	180	West	None.
Getty Spur.....		7	East	None.
Wills Spur.....		10	West	None.
Loving Industrial Spur..	194.5	352	East & West	None.
Northwestern Refinery..	236.4	10	East & West	45-46.

7. 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
ESTANCIA DISTRICT—				
Witt Spur.....	17.3	10	West	Frnt. Only.

8. 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 and Roundhouse Register Room.

9. STANDARD CLOCKS.

BELEN—Yard Office and Passenger Station.

CARLSBAD—Telegraph Office.

CLOVIS—Telegraph Office and Yard Office.

ROSWELL—Freight Station.

VAUGHN—Telegraph Office.

10. STANDARD THERMOMETERS.

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

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.

FREIGHT TRAIN TERMINALS, AND JUNCTIONS. (Subject to Change Without Notice.)	WESTWARD.									
	61	39	37	TDF	43	49	53	59	91	99
	Way Freight.	Way Freight.	Way Freight.	Texas Denver Freight.	Southern Calif. Fast Frt.	Northern Calif. Fast Frt.	Southern Calif. Fast Frt.	Northern Calif. Fast Frt.	Fast Freight.	Fast Freight.
STATIONS.	Leave Daily Ex. Sun.	Leave Tues., Thurs., and Sat.	Leave Mon., Wed. and Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
CLOVIS.	AM 4:30		AM 8:00	PM 4:30	PM 12:45	AM 8:45	PM 10:45	PM 7:15	AM 5:00	AM 9:30
VAUGHN.		AM 7:00	6:30 PM	9:15 9:45	7:15 7:45	PM 3:15 3:45	AM 4:45 5:00	AM 1:15 1:30	10:30 10:45	PM 1:30 1:45
BELEN.		3:30 PM		2:00 AM	12:15 AM	8:15 PM	9:30 AM	6:00 AM	3:00 PM	5:00 PM
ROSWELL.	11:30 AM									
	Arrive Daily Ex. Sun.	Arrive Tues., Thurs., and Sat.	Arrive Mon., Wed. and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.

FREIGHT TRAIN TERMINALS, AND JUNCTIONS. (Subject to Change Without Notice.)	EASTWARD.									
	38	40	62	34	44	CTX	BTX	PVX		
	Way Freight.	Way Freight.	Way Freight.	Southern Calif., Chicago Fast Frt.	Northern Calif., Chicago Fast Frt.	Calif. Texas Freight.	Calif. Texas Freight.	Fast Freight		
STATIONS.	Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Mon.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
CLOVIS.	PM 5:00		AM 9:25	AM 4:30	AM 4:30	AM 9:30	AM 7:30	AM 4:15		
VAUGHN.	6:30 AM	PM 9:00		11:15 11:00	11.15 11:00	4:45 4:00	2:30 2:15	11:15 11:00		
BELEN.		8:00 AM		5:30 PM	5:30 PM	11:30 PM	10:00 PM	6:00 PM		
ROSWELL.			2:00 AM							
	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Leave Daily. Ex. Mon.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



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.)

