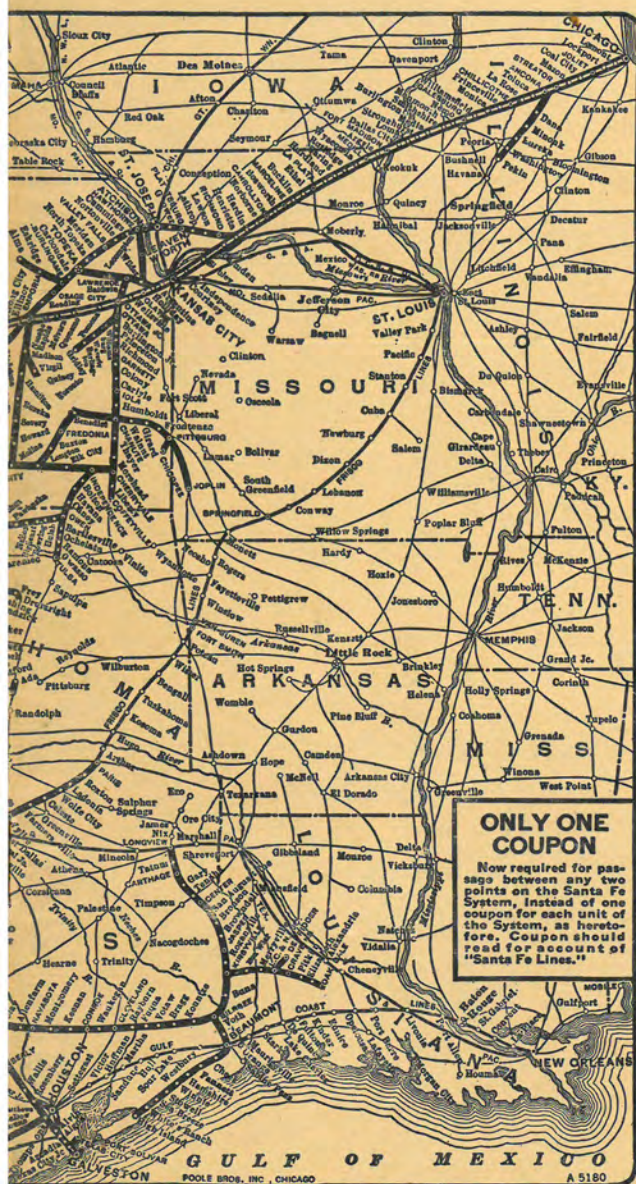


**E
FIRST**



Member of Safety Committee,
Practices.



**ONLY ONE
COUPON**

Now required for passages between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES
Southern District**

PECOS DIVISION

TIME TABLE No.

73

**IN EFFECT
Sunday, June 2, 1946**

**At 12:01 A. M.
Mountain Standard Time**

**Superseding Time Table No. 72, Dated April 8, 1945,
and any Supplements Thereto.**

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

**G. C. JEFFERIS,
General Manager,
Amarillo, Texas.**

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

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

First District.

Track Capacity 55 ft. Per Car.		WESTWARD.		Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 73, June 2, 1946.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		First Class.								First Class.	
		23	1							24	2
Other Tracks.	Sidings.	Grand Canyon Limited.	The Scout.	Miles.					Grand Canyon Limited.	The Scout.	
		Leave Daily.	Leave Daily.						Arrive Daily.	Arrive Daily.	
	Yard	PM 2.25	AM 1.25	656.7	28.0	CLOVIS. 5.9	12.7	W F T Y	C	PM 1.00	AM 2.15
60	E112	2.35	1.35	662.6	28.1	GALLAHER. 4.8	11.1		B	12.49	2.05
18	W103	2.41	1.43	667.4	28.4	GRIER. 5.5	13.7		B	12.42	1.58
23	E100	2.47	1.51	672.9	19.0	ST. VRAIN. 7.9	11.1		B	12.34	1.51
82	W102	s 2.58	s 2.05	680.8	26.0	MELROSE. 6.8	26.4	W	C	s 12.25	s 1.40
5	200	3.06	2.14	687.6	0	CANTARA. 5.8	31.7		B	12.12	1.28
51	200	3.12	2.22	693.4	0	KRIDER. 5.6	31.7		B	12.05 PM	1.22
43	150	3.18	2.29	699.0	0	TOLAR. 3.8	31.7		B	11.59	1.16
56	240	f 3.23	2.34	702.8	26.4	TAIBAN. 7.3	31.7	W		f 11.54	1.12
23	186	3.30	2.43	710.1	26.4	LA LANDE. 6.7	31.7		B	11.47	1.04
78	101	s 3.42	s 2.55	716.8	31.7	FORT SUMNER. 6.8	0	W Y	C	s 11.39	s 12.55
4	212	3.53	3.05	723.6	31.7	AGUDO. 5.8	15.8		B	11.28	12.41
20	200	4.01	3.14	729.3	31.7	RICARDO. 7.2	0	W	B	11.21	12.34
5	200	4.09	3.23	736.6	31.7	EVANOLA. 7.3	0		B	11.14	12.27
37	200	4.18	f 3.33	743.9	31.7	YESO. 5.7	0	W	C	11.07	f 12.20
4	200	4.28	3.43	749.6	31.7	LARGO. 6.5	0		B	10.59	12.13
23	200	4.37	3.51	756.1	31.7	BUCHANAN. 5.3	0	W	B	10.54	12.06 AM
4	200	4.44	3.59	761.4	31.7	CARDENAS. 7.6	31.7		B	10.49	11.59
23	211	4.53	4.09	769.0	31.7	DUORO. 6.0	10.2	W	B	10.42	11.52
5	107	5.02	4.19	775.0	31.7	JOFFRE. 7.3	0		B	10.36	11.46
6		5.10	4.29	782.3	31.7	IDEN. 5.2	10.6		B	10.30	11.39
	Yard	5.18 PM	4.38 AM	787.5		VAUGHN.		W F T Y	C	10.23 AM	11.30 PM
		Arrive Daily.	Arrive Daily.			(130.8)				Leave Daily.	Leave Daily.
		45.4	40.7			Average speed per hour.				49.9	47.6

Double track between Clovis M.P. 655.3 and Melrose M.P. 679.5 and between Joffre M.P. 776.2 and Vaughn M.P. 788.4 on which trains will operate as prescribed by Rule. D-152.

Trains in current of traffic direction not authorized by Time Table will move on receipt of clearance cards Form 902 and trains so authorized will display signals as prescribed by Rule 21. The movement of trains will be supervised by the train dispatcher who will issue instructions to signalmen when required. Except as affected by these rules all signal and train rules remain in force.

Centralized Traffic Control (CTC) between Melrose M.P. 679.5 and Joffre M.P. 776.2. See Time Table Rule 25.

Trains have no Time Table superiority between Westward Interlocked Signals East end Clovis yard and Eastward Interlocked Signals Hull Street West end Clovis yard and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Trains have no Time Table superiority between Westward Interlocked Signals East end Vaughn yard and Eastward Interlocked Signals West end of double track Vaughn, and must move within such limits at restricted speed.

Automatic Block between M.P. 656.2 and M.P. 679.5 and between M.P. 776.2 and M.P. 788.4.

Trains must get numbered clearance card Form 902 before leaving Clovis and Vaughn.

Second District.

Track Capacity 55 ft. Per Car.		WESTWARD.				Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		First Class.		First Class.				No. 73, June 2, 1946.		First Class.						
		23	1	24	2			Grand Canyon Limited.	The Scout.	Grand Canyon Limited.	The Scout.					
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Miles.	STATIONS.					Arrive Daily.	Arrive Daily.					
	Yard	PM 5.21	AM 4.43	787.5	VAUGHN. 5.3	31.7	0	W F T Y	C	AM 10.20	PM 11.25					
5	194	5.37	5.01	792.8	TEJON. 6.0	31.7	0		B	10.05	11.10					
3	165	5.43	5.10	798.8	CARNERO. 5.0	10.5	31.7		B	10.00	11.02					
41	101	f 5.49	5.19	803.8	ENCINO. 4.9	31.7	31.7		C	f 9.54	10.54					
42	218	5.54	5.26	808.7	NEGRA. 6.8	31.7	31.7	W	B	9.48	10.47					
3	208	6.02	5.35	815.5	PEDERNAL. 4.0	31.7	31.7		B	9.41	10.40					
3	100	6.07	5.41	819.5	DUNMOOR. 4.6	31.7	31.7		B	9.34	10.35					
3	130	6.12	5.46	824.1	CULEBRA. 4.7	12.1	31.7		B	9.28	10.30					
35	178	6.18	5.53	828.8	LUCY. 6.8	30.5	31.7		B	9.22	10.23					
3	148	6.24	6.02	835.6	SILIO. 6.5	30.3	31.7		B	9.16	10.15					
214	121	f 6.34	s 6.14	842.1	WILLARD. 6.5	31.7	0	W Y	C	f 9.09	s 10.05					
3	226	6.44	6.25	848.6	BRONCHO. 7.1	31.7	0		B	8.58	9.53					
215	E 118 W 310	s 6.56	s 6.40	855.7	MOUNTAINAIR. 7.3	31.7	66.0	Y	C	s 8.50	s 9.45					
5	246	7.06	6.50	863.0	ABO. 5.9	3.2	66.0		B	8.35	9.28					
25	276	7.15	7.00	868.9	SCHOLLE. 7.0	0	66.0	W	B	8.26	9.15					
3	153	7.28	7.13	875.9	SAIS. 5.7	0	66.0		B	8.13	9.01					
61	171	7.34	7.21	881.6	BECKER. 5.0	0	31.7	W	B	8.05	8.53					
3	172	7.39	7.28	886.6	BODEGA. 5.7	0	31.7		B	7.59	8.48					
6	170	7.45	7.35	892.3	MADRONE. 4.2	12.1	31.7		B	7.53	8.40					
	Yard	7.55 PM	7.45 AM	896.5	BELEN.			W F T Y	C	7.45 AM	8.30 PM					
		Arrive Daily.	Arrive Daily.		(109.0)					Leave Daily.	Leave Daily.					
		42.5	35.9		Average speed per hour.					42.2	37.4					

Double track through Vaughn from M.P. 787.2 to M.P. 788.4 on which trains will operate as prescribed by Rule D-152.

Centralized Traffic Control (CTC) between M.P. 788.4 West end of double track Vaughn and M.P. 895.6 East end double track Belen. See Time Table Rule 25.

VAUGHN—Trains have no Time Table superiority between Westward Interlocked Signals East end Vaughn yard and Eastward Interlocked Signals West end of double track at Vaughn, and must move within such limits at restricted speed.

BELEN—Double track through Belen passenger yard between Albuquerque Division Junction M.P. 896.7 and Double Track Junction M.P. 895.6 on which trains will operate as prescribed by Rules D-151 and D-152.

Trains have no Time Table superiority between Albuquerque Division Junction and Automatic Signal 9324 and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

El Paso District trains have no Time Table superiority on Pecos Division through Belen, but will move between El Paso District Junction and Double Track Junction at M.P. 895.6 on signal indications under authority Time Table Rule 24-A.

Automatic Block M.P. 895.6 to M.P. 896.7.

Trains must get numbered clearance card Form 902 before leaving Vaughn and Belen.

Roswell District.

Track Capacity 66 ft. Per Car.		WEST- WARD. First Class.	Distance from Clovis Junction.	Ruling Grade Ascending.	TIME TABLE No. 73, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class.
		25 The Cavern.							26 The Cavern.
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
	Yard	AM 2.45		0	CLOVIS. 0.7	19.5	W F T Y	C	AM 12.55
			.0		Clovis Junction. 7.8	52.8			
	67	f 3.01	7.8	52.8	CAMEO. 9.8	52.8		B	f 12.35
72	77	s 3.20	17.6	52.8	PORTALES. 3.3	52.8	W	C	s 12.19
	27	3.27	20.9	52.8	YERBA. 8.4	16.7			12.08 AM
	57	f 3.39	29.3	52.8	DELPHOS. 5.5	37.0		B	f 11.58
	30	f 3.47	34.8	52.8	KERMIT. 7.4	52.8			f 11.49
35	48	s 4.00	42.2	52.8	ELIDA. 6.8	52.8		C	s 11.37
	22	4.11	49.0	48.1	TORNERO. 3.5	52.8		B	11.21
8	68	f 4.17	52.5	42.2	KENNA. 13.4	47.5		B	s 11.14
	48	f 4.37	65.9	52.8	BOAZ. 5.9	40.7		B	f 10.53
	34	f 4.47	71.8	52.8	ELKINS. 10.6	52.8		B	f 10.43
	56	f 5.05	82.4	45.9	CAMPBELL. 7.6	52.8		C	f 10.25
	19	f 5.18	90.0	37.0	ACME. 5.3	52.8		B	f 10.10
	31	f 5.26	95.3	52.8	MELENA. 7.8	52.8		B	f 9.59
	56	f 5.38	103.1	52.8	POE. 4.7	52.8			f 9.45
	Yard	5.50 AM	107.8		ROSWELL.		WFY	C	9.35 PM
		Arrive Daily.			(108.5)				Leave Daily.
		35.3			Average speed per hour.				32.5

Trains have no Time Table superiority between Westward Interlocked Signals East end Clovis yard and Eastward Interlocked Signals Hull Street West end of Clovis yard and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Trains must get numbered clearance card Form 902 before leaving Clovis and Roswell.

Water tank M.P. 74.5.

Estancia District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from Willard.	Ruling Grade Ascending.	TIME TABLE No. 73, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		39							40
Other Tracks.	Sidings.	Leave Wed. and Sat.	Miles.		STATIONS.				Arrive Wed. and Sat.
		Mixed.							Mixed.
214	121	AM 8.40	0.0	42.2	WILLARD. 11.8	42.2	W Y	C	PM 12.30
35	27	s 9.10	11.8	66.0	ESTANCIA. 16.0	44.9		C	s 12.01 PM
8	31	s 10.15 AM Arrive Wed. and Sat.	27.8		MORIARTY.				s 10.40 AM Leave Wed. and Sat.
		16.3			(27.8)				
					Average speed per hour.				18.2

Trains 39 and 40 have no time table authority.

Trains must get numbered clearance card Form 902 before leaving Willard.

No switch lights on Estancia District.

Carlsbad District.

Track Capacity 55 ft. Per Car.		WESTWARD.			Distance from Clovis Junction.	Ruling Grade Ascending.	TIME TABLE No. 73, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communication	EASTWARD.		
		45	45	First Class. 25							First Class. 26	46	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.	Miles.	STATIONS.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Tues., Thurs., and Sat.				
	Yard		AM 11.35	AM 6.05	107.8	ROSWELL. 4.8	52.8	WFY	C	PM 9.30	PM 7.45		
7	21		11.45	f 6.14	112.6	SOUTH SPRING. 6.5	35.2			f 9.23	6.46		
	49		11.56 PM	f 6.24	119.1	CHISUM. 5.1	41.7			f 9.14	6.27		
56	49		12.10	s 6.33	124.2	DEXTER. 2.4	21.1		C	s 9.07	6.11		
	49		12.15	f 6.37	126.6	GREENFIELD. 3.9	42.2		B	f 9.01	5.56		
37	49		12.30	s 6.44	130.5	HAGERMAN. 8.6	52.8		C	s 8.54	5.44		
14	21		12.57	s 6.59	139.1	LAKE ARTHUR. 4.7	31.7			s 8.40	5.16		
22			1.11	f 7.07	143.8	ESPUELA. 6.1	31.7			f 8.32	5.01		
256	61		3.00	s 7.20	149.9	ARTESIA. 5.1	41.7	W	C	s 8.22	4.46		
20			3.20	f 7.29	155.0	ATOKA. 2.9	41.7			f 8.12	3.45		
45	25		3.35	f 7.34	157.9	DAYTON. 6.5	52.8		B	f 8.07	3.35		
24	22		3.59	f 7.45	164.4	LAKWOOD. 13.1	48.8		B	f 7.59	2.56		
	58	PM	4.33	f 8.06	177.5	AVALON. 5.5	52.8		B	f 7.40	2.20	PM	
	Yard	1.00	4.46 PM	8.15 AM	183.0	CARLSBAD. 6.1	18.5	WFY	C	7.30 PM	1.50 PM	12.20	
	19	f 1.16			189.1	OTIS. 6.2	39.6					f 12.05 PM	
65	25	s 1.45			195.3	LOVING. 4.5	39.6	Y	C			s 11.50	
25		f 2.10			199.8	MALAGA. 11.0	39.6					f 11.30	
33		f 2.50			210.8	RED BLUFF. 5.7	36.1					f 11.05	
21		f 3.05			216.5	CORRAL. 8.1	39.6					f 10.50	
12		f 3.25			224.6	ANGELES. 6.1	39.6					f 10.23	
8	14	f 3.45			230.7	ORLA. 10.5	39.1					f 10.10	
22		f 4.15			241.2	RIVERTON. 10.2	34.8					f 9.40	
13		f 4.45			251.4	ARNO. 20.1	31.7					f 9.17	
	Yard	6.00 PM			271.5	PECOS.		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.	
		14.4	18.0	34.7		Average speed per hour.				37.6	12.7	23.1	

Trains must get numbered clearance card Form 902 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 213-B and a member of crew will precede the train before crossing.

SPECIAL RULES AND REGULATIONS.

Effective on the Pecos Division and superseding all General Rules inconsistent therewith.

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

2. YARD LIMITS.

(A) Artesia.	Estancia.	Roswell.
Belen.	Loving (includes	Vaughn.
Carlsbad (includes	Loving Indus-	Willard (Estancia
Carlsbad Industrial	trial Spur).	District only).
Spur and Airport	Pecos.	
Spur).	Portales.	
Clovis.		

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

3. Rules M, 5, 10(A), 10(f), 14K, 15, S-83, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 632, 701, 705, 706, 711 and 872, of the Operating Department Rules are cancelled, superseded, or amended by the following:

4. RULE M. Amended by adding.

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

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

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

5. RULE 5. First paragraph is amended to read:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train enters the siding; where there is no such switch, it applies at the station.

6. RULE 10(A). Amended by adding.

Temporary reduced speed signals (yellow flag, yellow disc, or yellow light) will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light) which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of location where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

7. RULES 10(f) and 701.

Substitute "Red" for "Purple" as the color indication for dwarf signals.

8. RULE 15.

The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

9. RULE S-83, as applied at the end of double track Melrose, Joffre, Vaughn and Belen is amended to read:

"A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left, but where end of double track is beginning of CTC operation, movement will continue on signal indication only."

10. RULE 86. Amended to read:

Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five (5) minutes, but must be clear at the time a first class train in same direction is due to leave the next station in the rear, where time is shown. Where automatic block signals are continuous between stations, inferior trains in the same direction will only be required to clear superior trains sufficiently to avoid delay.

11. RULE 95. Amended to read:

Two or more sections may be run on the same schedule. Each section has equal time table authority. A train must not display signals for a following section, except as prescribed by Rule 85, without train orders, except on double track or centralized traffic control territory the dispatcher may authorize sections of a schedule at initial station by clearance card Form 902.

12. RULE 97. Amended to read:

Extra trains must not be run without train orders, except that in CTC territory, or on double track with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card, form 902, and trains so authorized will display signals as prescribed by Rule 21.

13. RULE 103(A). Amended to read:

Cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Passenger cars, either deadhead or in service, and outfit cars in service or occupied must only be moved or switched with air brakes in use.

14. RULE 104(A). First paragraph amended to read:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

15. RULE 204. Amended to read:

Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Additional copies of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

16. RULE 210. Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

17. RULE 221.

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

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

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

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

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

18. RULE 360. Amended by adding.

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

19. RULE 632.

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

20. RULES 705 and 706. Amended by adding.

Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or engine-men from protecting their train as provided for by the rules.

21. RULE 872.

(A) When the engine has been coupled on and gauge shows a sufficient pressure in the brakepipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also number of brakes cut out or inoperative.

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

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

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

(B) Westward passenger trains will make a service test of air brakes as soon as speed of train permits, after leaving Mountainair, as per Rule 879.

22. SPEED REGULATIONS.

(A) The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable

22. SPEED REGULATIONS—(Cont'd).

trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

(B) MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	90	50
SECOND DISTRICT	90	50
ROSWELL DISTRICT	50	30
CARLSBAD DISTRICT:		
Roswell and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		30
Loving and Pecos	20	20
ESTANCIA DISTRICT	20	20
FIRST DISTRICT.		
Double Track M.P. 655.3 to M.P. 658.1	15	15
End of Double Track Eastward, M.P. 681.2	40	30
SINGLE TRACK:		
Curve, M.P. 682.3 to M.P. 682.4	85	50
Curves, M.P. 687.9 to M.P. 689.3	85	50
Curve, M.P. 693.7 to M.P. 693.9	75	50
Curve, M.P. 695.6 to M.P. 695.8	75	50
Curve, M.P. 700.0 to M.P. 700.1	65	50
Curve, M.P. 712.5 to M.P. 712.6	85	50
Curves, M.P. 716.5 to M.P. 720.6	75	50
Curve, M.P. 722.8 to M.P. 722.9	85	50
Curve, M.P. 725.8 to M.P. 725.9	85	50
Curve, M.P. 726.8 to M.P. 727.6	75	50
Curve, M.P. 730.1 to M.P. 730.3	85	50
Curve, M.P. 740.1 to M.P. 740.3	85	50
Curve, M.P. 748.2 to M.P. 748.3	85	50
Curves, M.P. 749.9 to M.P. 751.3	75	50
Curve, M.P. 752.9 to M.P. 753.9	75	50
Curve, M.P. 755.5 to M.P. 755.8	75	50
Curve, M.P. 757.3 to M.P. 757.5	75	50
Curve, M.P. 758.6 to M.P. 759.0	75	50
Curves, M.P. 761.0 to M.P. 764.5	75	50
Curves, M.P. 766.2 to M.P. 768.1	85	50
Curve, M.P. 768.8 to M.P. 768.9	75	50
Curve, M.P. 769.5 to M.P. 769.7	75	50
Curve, M.P. 771.0 to M.P. 771.3	75	50
Curve, M.P. 771.9 to M.P. 772.3	85	50
Curve, M.P. 773.3 to M.P. 773.5	75	50
End of Double Track Westward, M.P. 773.6	40	30
WESTWARD MAIN TRACK:		
Curve, M.P. 774.0 to M.P. 775.4	85	50
Curve, M.P. 777.8 to M.P. 777.9	85	50
Curve, M.P. 778.8 to M.P. 779.1	75	50
Curves, M.P. 779.5 to M.P. 780.5	55	50
Curve, M.P. 782.3 to M.P. 782.5	75	50
Curves, M.P. 785.4 to M.P. 787.1	70	50

22. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd).		
EASTWARD MAIN TRACK:		
Curves, M.P. 774.0 to M.P. 775.4	85	50
Curve, M.P. 777.8 to M.P. 777.9	85	50
Curve, M.P. 782.3 to M.P. 782.5	75	50
Curves, M.P. 785.4 to M.P. 787.1	70	50
SECOND DISTRICT		
West End Double Track Westward, M.P. 788.6	30	20
SINGLE TRACK:		
Curves, M.P. 788.6 to M.P. 793.7	65	50
Curves, M.P. 794.8 to M.P. 796.0	80	50
Curve, M.P. 796.2 to M.P. 796.7	65	50
Curve, M.P. 797.1 to M.P. 797.8	70	50
Curve, M.P. 798.6 to M.P. 799.7	85	50
Curve, M.P. 800.5 to M.P. 801.1	80	50
Curves, M.P. 808.1 to M.P. 811.0	80	50
Curve, M.P. 811.3 to M.P. 811.5	65	50
Curves, M.P. 811.7 to M.P. 814.8	80	50
Curve, M.P. 816.7 to M.P. 817.2	65	50
Curve, M.P. 818.0 to M.P. 818.4	80	50
Curve, M.P. 820.1 to M.P. 820.7	80	50
Curve, M.P. 822.0 to M.P. 822.5	85	50
Curve, M.P. 823.8 to M.P. 825.1	85	50
Curve, M.P. 829.2 to M.P. 829.5	85	50
Curve, M.P. 831.3 to M.P. 831.5	85	50
Curve, M.P. 836.7 to M.P. 836.9	85	50
Curve, M.P. 838.0 to M.P. 838.8	85	50
Curve, M.P. 843.9 to M.P. 844.7	65	50
Curves, M.P. 845.3 to M.P. 846.3	70	50
Curve, M.P. 846.7 to M.P. 847.2	75	50
Curve, M.P. 849.4 to M.P. 849.7	80	50
Curve, M.P. 851.5 to M.P. 852.0	85	50
Curves, M.P. 855.2 to M.P. 861.4	65	50
Curve, M.P. 863.3 to M.P. 863.6	65	50
Curves, M.P. 865.1 to M.P. 867.1	40	35
Curve, M.P. 867.6 to M.P. 868.6	70	50
Curve, M.P. 869.9 to M.P. 870.0	70	50
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. 881.3 to M.P. 881.8	85	50
Curve, M.P. 884.0 to M.P. 884.2	85	50
Curve, M.P. 888.2 to M.P. 888.5	85	50
Curve, M.P. 890.9 to M.P. 891.2	65	50
Curve, M.P. 891.6 to M.P. 892.0	85	50
Curve, M.P. 893.1 to M.P. 893.6	65	50
Curves, M.P. 894.0 to M.P. 894.2	70	50
Curves, M.P. 895.1 to M.P. 895.5	30	20
Double track M.P. 895.7 to M.P. 896.8	15	15

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM 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. 167.6 to 167.7	35	35
Bridge, M.P. 181.7 to 181.8	35	35
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
Roswell.....	Summit and Bland.....	8
	Sherman and Stanton.....	8
	Stress and Second.....	8
	Third, Fourth and Fifth.....	8

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 15, Incl. and 50.....	100	40	40*
Diesels 100 to 159 Incl.	65	40	40*
Diesels 160 to 168 Incl.	90	40	40*
Gas-Electric M-105, M-189, Incl.....	60	60	25
Gas-Electric M-190.....	75	60	25
(A) Atlantic Type 79 in. Drivers.....	100	40	25
(B) Atlantic Type 73 in. Drivers.....	90	40	25
(C) Pacific Type 79-84 in. Drivers.....	100	40	25
(D) Pacific Type 73-74 in. Drivers.....	80	40	25
3700 to 3750, Incl.....	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl...	90	40	25
(E) Prairie Type 69 in. Drivers except 1800-1886.....	50	40	25
	60	40	25
789-825; 870-874; 1790-1797, Incl.....	30	30	20
885-999; 1600-1705; 1950-1991.....	35	35	20
1798-1799.....	55	40	25
2506; 2531; 2535 to 2553, Incl.....	35	35	20
2565 to 2569, Incl.....	35	35	20
2507 to 2530, Incl.; 2532.....	55	40	25
3011 to 3027; 3100-3158.....	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.....	65	40	25
All regularly assigned to switching service	20	20	20
All Other Engines.....	20	20	20

*Diesels when backing up as second unit, may operate at speed of the lead unit.

22. SPEED REGULATIONS—(Cont'd).

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
1413 1416 1453 1468 1473	550, 552, 556 558, 559 1420, 1425 1431, 1458 1462, 1483 1487, 1488 1491, 1492 1496, 1498	1211, 1212 1218, 1222 3400 to 3408* 3410 3412 to 3442* 3446 to 3448* 3450 to 3459* 3460 to 3465*	1226 to 1399* 3409, 3411 3443 to 3445* 3449 3500 to 3534*	1000 to 1152* 1207, 1210 1214, 1215 1800 to 1886*

*Both Inclusive.

(E) Moving Against Current of Traffic.

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

Trains or engines moving against current of traffic over spring switches at east end of siding Gallaher, west end of siding Grier, and east end of siding St. Vrain, must not exceed a speed of twenty-five miles per hour.

(F) Maximum Speed over Submerged Track.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water	
	New Wheels	Worn Wheels
Passenger Diesels.....	4 in.	3 in.
Freight Diesels.....	6 in.	5 in.
44-ton Yard Diesels.....	3 in.	2 in.
Other Yard Diesels.....	6 in.	5 in.
Gasoline-Electric Cars.....	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

(G) Steam Wrecking Cranes, etc.

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

(H) 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.

Gas-Electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour.

Freight Diesel locomotives sixty (60) miles per hour.

22. SPEED REGULATIONS—(Cont'd).

Yard Diesel locomotives thirty (30) miles per hour.

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

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour.

(I) 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. Trailing movements through spring switches must not be reversed until switch has been properly lined.

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 EB Main track to WB Main track at east end siding.....	30	20
Melrose	Interlock	Both ends siding.....	30	20
Melrose	Interlock	End double track.....	40	30
Cantara	Interlock	Both ends siding.....	40	30
Krider	Interlock	Both ends siding.....	40	30
Tolar	Interlock	Both ends siding.....	40	30
Taiban	Interlock	Both ends siding.....	40	30
Fort Sumner	Interlock	Both ends siding.....	30	20
Agudo	Interlock	Both ends siding.....	40	30
Ricardo	Interlock	Both ends siding.....	40	30
Evanola	Interlock	Both ends siding.....	40	30
Yeso	Interlock	Both ends siding.....	40	30
Largo	Interlock	Both ends siding.....	40	30
Buchanan	Interlock	Both ends siding.....	40	30
Cardenas	Interlock	Both ends siding.....	40	30
Duoro	Interlock	Both ends siding.....	40	30
Joffre	Interlock	East end double track....	40	30
Joffre	Interlock	Both ends siding.....	30	20
Joffre	Interlock	Crossover EB to WB Main track.....	40	30
Vaughn	Interlock	Crossover WB to EB Main track east end yards...	30	20
Vaughn	Interlock	West end double track...	30	20
Vaughn	Interlock	West switch, heading in and out track freight yard...	30	20
Tejon	Interlock	Both ends siding.....	40	30
Carnero	Interlock	Both ends siding.....	40	30
Encino	Interlock	Both ends siding.....	30	20
Negra	Interlock	Both ends siding.....	40	30
Pederal	Interlock	Both ends siding.....	40	30
Dunmoor	Interlock	Both ends siding.....	30	20
Culebra	Interlock	Both ends siding.....	40	30
Lucy	Interlock	Both ends siding.....	40	30
Silio	Interlock	Both ends siding.....	40	30
Willard	Interlock	Both ends siding.....	30	20
Broncho	Interlock	Both ends siding.....	40	30
Mountainair	Interlock	Both ends east siding....	40	30
Mountainair	Interlock	Both ends No. 2 Track....	15	15
Mountainair	Interlock	Both ends west siding....	40	30

22. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Abo	Interlock	Both ends siding.....	40	30
Scholle	Interlock	Both ends siding.....	40	30
Scholle	Interlock	Crossover between siding and Main track.....	30	20
Sais	Interlock	Both ends siding.....	40	30
Becker	Interlock	Both ends siding.....	40	30
Bodega	Interlock	Both ends siding.....	40	30
Madrone	Interlock	Both ends siding.....	40	30
Belen	Interlock	East end EB freight yard..	30	20
Belen	Spring	East end River track No. 2 on engine lead.....	10	10
Belen	Interlock	Belen Junction switches...	15	10
Belen	Interlock	East end double track....	30	20
Belen	Interlock	Albuquerque Div. Junction	15	10
Belen	Interlock	East and west end cross- over Albuquerque Div. Junction.....	15	10

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

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

23. OVERHEAD OBSTRUCTIONS. (See Rule 310).

MILE POSTS	BRIDGE NUMBER	NAME
656.7		Foot overhead bridge Ice House Track 16 Clovis.
786.6	786-B	Overhead highway bridge near Vaughn.
787.7		Sand Conveyor Pipe over East Bound Main Track Vaughn Sand House.
800.5	800-B	Overhead highway bridge near Encino.
856	856-A	Overhead highway bridge near Mountainair.
895.8		Foot overhead bridge Ice House Track 22 Belen.
896.2	932-A	Foot overhead bridge Belen Yard.
167.6	167-B	Pecos River.
181.7	181-C	Pecos River.
198.9	198-B	Black River.

24. INTERLOCKING PLANTS.

(A) Rule 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

(B) When signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830 (A) or (B), but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

25. SPECIAL RULES AND FACILITIES.

(A) In automatic block territory on single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions have been observed. Trains moving from siding to main track will foul the circuit and set signal before lining switch.

(B) Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. Their indication normally is proceed. At certain non-continuous offices, signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop, when a train is ready to leave siding, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

(C) CENTRALIZED TRAFFIC CONTROL.

(CTC) will govern and control all train movements between Melrose M.P. 679.5 and West crossover switch Joffre M.P. 776.2 and between West end double track Vaughn M.P. 788.4 and east end double track Belen M.P. 895.6.

In these limits, trains will be governed by block signals, whose indications will supersede time table superiority.

Interlocked Signals will govern all routings, and Stop and Proceed Signals will govern intermediate blocks.

DUAL CONTROL switches, so designated, may be operated by motor or hand. They may be hand operated only on the authority of the train dispatcher, who will issue instructions governing the limits and length of time such switches may be so used. When this permission is received, selector lever will be changed from MOTOR to HAND position, and the switch operated and locked the same as any other hand throw switch. In such cases, the inter-

25. SPECIAL RULES AND FACILITIES—(Cont'd).

locked signals protecting such switch will remain in Stop position, and the crew is authorized to pass these home signals in Stop position in making necessary movements. Trainmen must notify the engineman that the selector lever is in HAND position, giving him the time and the working limits, as indicated by the dispatcher. The selector lever must be restored to MOTOR position and locked, and the train must be into clear not later than the time authorized for hand operations, and the dispatcher will then be notified that the selector lever has been restored to MOTOR position. If necessary to operate a DUAL CONTROL switch by hand in emergency, and means of communication with the dispatcher have failed, such movements may be made under flag protection only.

Certain intermediate switches on main track and on sidings are hand operated and electrically locked. Electric locks are automatically released by train standing on track at switch for short period of time. Trains in the clear on such tracks desiring to open such hand throw switches to enter main track or siding, must secure authority from the dispatcher before passing the fouling point and before removing switch lock.

When a train is stopped by a STOP SIGNAL, with no apparent cause, a member of the crew will communicate with the dispatcher by telephone and be governed by his instructions. If authorized by the dispatcher to proceed, all switches in the block must be examined before passing over them and train may move at restricted speed to the next signal without sending a flagman ahead. The authority for this movement must be secured after train has stopped at the signal and ready to move, and not in advance of that time.

In case a train is stopped by a Stop Signal, and communication with dispatcher cannot be secured, trains will act as follows: Where DUAL CONTROL switches are provided, place the selector lever for HAND operations, see that switch is properly lined for movement, lock hand throw lever, and proceed with flagman ahead to the next governing Proceed Signal. Where DUAL CONTROL is not provided, see that all switches are properly lined for the movement, spike same and proceed with flagman ahead to the next governing Proceed Signal. Maul and spikes will be available in a box at each interlocked switch. In such cases, DUAL CONTROL switches must be restored to normal position and selector lever locked in MOTOR position, and other interlocked switches must be unspiked and all switches left behind the train in the position in which they were found. When selector lever of DUAL CONTROL switch is in HAND position and hand throw lever cannot be locked, the switch must be spiked before movement is made over it.

When a train is stopped by a Stop and Proceed Signal, either on the main track or the siding, it may proceed immediately at restricted speed without sending a flagman ahead.

Telephones will be located in door of instrument houses at all interlocked switches and in box near all other switches. All information or instructions issued by the dispatcher to the crews on the telephone must be repeated to him for verification, and such information must contain a clear understanding of the movement authorized.

Trains must enter all sidings in compliance with Rule 105, expecting to find them occupied.

Trains may operate in CTC territory without signal orders prescribed by Rule 95 and without running orders prescribed by Rule 97. Trains will move in CTC territory on the authority of Clearance Card received at the district terminal. 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. Trains will display classification signals indicated on Clearance Card, Form 902, leaving initial station and trains entering CTC territory at other than district terminals will display classification signals previously carried.

Rule 14-K is modified to the extent that in CTC territory if a train fails to answer signals the train displaying signals need not stop to secure acknowledgment.

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

In case any train is unprepared to promptly accept Proceed Signal for any reason, the dispatcher must immediately be informed so other trains may be moved.

Train orders relating to track conditions which have been issued to crews of helper engines and work trains, unless annulled, will remain in effect on return movement.

All rules, including Rule 99, which have not been modified or cancelled by these instructions will remain in full force and effect.

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

(E) 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.

(F) FORM 903.

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

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

Location	Miles from Acheson	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Gallaher Airport Spur....	662.8	79	East	None.
Ricardo Water Track....	731.5	21	East & West	None.
Yeso Water Track.....	745.2	31	East & West	None.
Buchanan Water Track..	757.4	30	East & West	None.
Duoro Water Track.....	770.1	32	East & West	None.
SECOND DISTRICT				
Sais Crusher Tracks.....	874.2	150	West	None.
ROSWELL DISTRICT				
	Miles from Clovis Jet.			
Burro Sand Spur.....	9.4	35	East	None.
Elkins Water Track....	74.5	6	East & West	None.
Ewell.....	92.9	12	West	47-48.
Carter Spur.....	94.2	34	West	47-48.
Kemp Spur.....	94.3	4	East	47-48.
Harbert.....	95.7	9	West	47-48.
CARLSBAD DISTRICT				
Industry.....	111.5	21	East & West	45-46.
Roswell Airport Spur...	113.0	119	West	None.
Mossman.....	135.0	9	East & West	45-46.
Carlsbad Industrial Spur.	181.7	64	West	None.
Getty Spur.....		7	East	None.
Wills Spur.....		10	West	None.
Carlsbad Airport Spur...	185.4	172	East	None.
Loving Industrial Spur...	194.5	312	East & West	None.
ESTANCIA DISTRICT				
	Miles from Willard			
Witt Spur.....	17.3	11	West	Frts. only.

27. 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.

28. STANDARD CLOCKS.

BELEN.....Yard Office and Passenger Station.
 CARLSBAD....Telegraph Office.
 CLOVIS.....Telegraph Office and Yard Office.
 ROSWELL....Freight Station.
 VAUGHN.....Telegraph Office.

29. STANDARD THERMOMETERS.

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

30. 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.

WESTWARD.						FREIGHT TRAIN TERMINALS, AND JUNCTIONS.	EASTWARD.				
47	39	37	TDF	33	43		34	44	38	40	48
Way Freight.	Way Freight.	Way Freight.	Texas Denver Frt.	Calif.-Texas-Oklahoma Fast Frt.	Ariz.-California Fast Frt.	(Subject to Change Without Notice.)	Southern Calif., Chicago Fast Frt.	Northern Calif., Chicago Fast Frt.	Way Freight.	Way Freight.	Way Freight.
Leave Daily Ex. Sun.	Leave Tues., Thurs., and Sat.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Mon.	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Mon.
AM 4.30		PM 12.01	PM 4.00	AM 4.00	PM 6.45 AM	CLOVIS.	AM 4.30	AM 4.30	PM 9.00		AM 9.25
	AM 7.00	9.00 PM	9.00 9.30	10.15 10.30	12.45 1.00	VAUGHN.	11.15 11.00	11.15 11.00	5.00 AM	PM 9.00	
	3.30 PM		2.00 AM	3.00 PM	5.30 AM	BELEN.	5.30 PM	5.30 PM		8.00 AM	
11.30 AM						ROSWELL.					2.00 AM
Arrive Daily Ex. Sun.	Arrive Tues., Thurs., and Sat.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily Ex. Mon.	Leave Mon., Wed. and Fri.	Leave Daily Ex. Mon.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

C. F. ABRAMS, Trainmaster.....Clovis, New Mexico.
R. D. McGEE, Trainmaster.....Clovis, New Mexico.

R. HARRISON, Chief Dispatcher.....Clovis, New Mexico.
H. L. MARSH, Night Chief Dispatcher.....Clovis, New Mexico.

TRAIN DISPATCHERS.

(Offices at Clovis, and Mountainair, New Mexico.)

R. C. JOHNSON.	J. A. ELROD.	H. H. RUMSEY.	C. F. HURLEY.
J. C. COLLINS.	E. V. CHURCH.	C. H. LEMMONS.	H. R. MOOTS.
L. J. MICHELET.	D. D. BOLER.	B. E. WRATHER.	M. R. JONES.

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

LOCAL WATCH INSPECTORS—PECOS DIVISION.

MAY BROTHERS, (Monthly trips to Vaughn.).....Clovis.
G. M. McCoy.....Carlsbad.

C. L. CARROLL.....Belen.
J. B. ALISON.....Roswell.

SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, AND THE A.T.&S.F. HOSPITAL ASSOCIATION.
DR. M. L. BISHOFF, Chief Surgeon.....Topeka. DR. H. W. GOOTEE, Assistant Chief Surgeon.....Topeka.

PECOS DIVISION.

CLOVIS HOSPITAL.

DR. H. A. MILLER, Surgeon in charge.

DR. WALLACE P. MARTIN, Assistant Surgeon.

DR. I. D. JOHNSON, Consulting Dentist.

LOCAL SURGEONS.

DR. GEO. H. BUER.....Mountainair.
DR. J. H. WIGGINS.....Estancia.
DR. D. T. WIER.....Belen.
DRUGH. H T. BRASELL.....Portales.

DR. J. P. WILLIAMS.....Roswell.
DR. C. RUSSELL.....Artesia.
DR. A. C. SHULER.....Carlsbad.
DR. JIM CAMP.....Pecos.

DR. G. W. GRISWOLD, Eye, Ear, Nose and Throat Specialist.....Roswell.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49 and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 73 and 74.
 MIDDLE DIVISION—Trains 49, 50, 59, 69, 70, 75, 76, 87, 88 and 98.
 OKLAHOMA DIVISION—Trains 79, 80, 81, 82, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96,
 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

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

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

The following conditional stops apply only to revenue passengers FROM or DESTINED TO points where train is authorized by time table to make CONDITIONAL, REGULAR or FLAG STOPS. Where train is authorized to pick up passengers, agents may flag train accordingly.

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| <p>No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.</p> <p>No. 2. (a) At Mooreland, to discharge passengers from Amarillo and beyond, and to receive passengers for Wellington and beyond.
 (b) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (c) At Florence, to discharge passengers from south of Newton.
 (d) At Strong City, to discharge passengers from Wichita or beyond.
 (e) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, to receive passengers for beyond Chicago.</p> <p>No. 3. (a) At Toluca, to receive passengers for Kansas City and beyond.
 (b) At Nickerson, Alden, Raymond, Pawnee Rock, Garfield, Offerle, Spearville and Wright, to discharge passengers from Kansas City and beyond or to receive passengers for La Junta and beyond.</p> <p>No. 4. (a) At Los Cerrillos, to receive passengers for La Junta and beyond.
 (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta.
 (c) At Wright, Spearville, Offerle, Garfield, Pawnee Rock, Raymond, Alden, Nickerson, to discharge passengers from La Junta and beyond, and to receive passengers for Newton and beyond.</p> <p>No. 5. (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond.
 (b) At Ottawa Jct., to receive passengers for beyond Newton.
 (c) At Granada, to receive passengers for La Junta and beyond.
 (d) At Las Animas and Holly, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (e) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.</p> <p>Nos. 101-110. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas and Holly, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Ottawa Jct., to discharge passengers from west of Newton.</p> <p>Nos. 13-130 (From La Junta.) At any station La Junta to Denver to discharge passengers from La Junta or beyond.</p> <p>Nos. 141-14. (From Denver.) At any station Denver to La Junta, to receive passengers for La Junta or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for scheduled stops in California.</p> | <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.</p> <p>No. 19. (a) At Joliet and Streator, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, to discharge passengers from beyond Chicago.
 (c) At Galesburg, La Plata, Marceline or Carrollton, to receive passengers for Colorado, New Mexico, Arizona or California.
 (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.
 (b) At Carrollton, Marceline, La Plata, Galesburg, Streator or Joliet, to discharge passengers from California or Arizona.
 (c) At Galesburg, to receive passengers for beyond Chicago.</p> <p>No. 21. (a) At Joliet, Streator, Chillicothe or Galesburg, to receive passengers for California.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Gorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Ottawa Jct., to discharge passengers for Ottawa and for connection with No. 47.
 (e) At Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond.
 (b) At Olathe and Quenemo, to receive passengers for Newton or beyond.
 (c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.</p> <p>No. 24. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California.
 (b) At any station Kansas City to Fort Madison, to discharge passengers from beyond Kansas City.
 (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City or beyond.
 (d) At Dallas City or Stronghurst, to receive passengers for Chicago or beyond.</p> <p>No. 27. At Marland, to receive passengers for Oklahoma City.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Marland, to discharge passengers from Oklahoma City.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony and Humboldt, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner and Humboldt, to receive passengers for Chanute or beyond.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> |
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The following signs indicate:

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



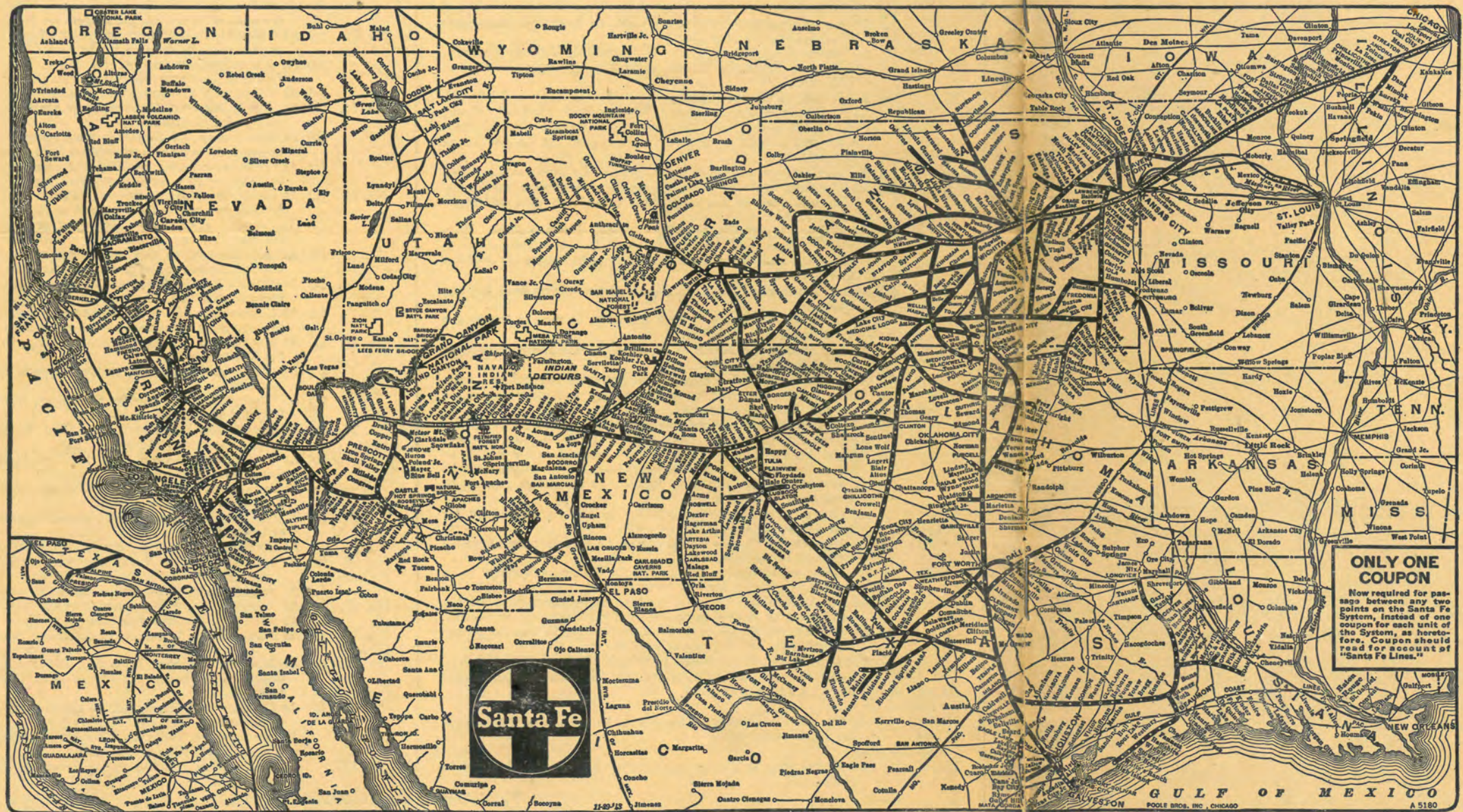
SANTA FE

SAFETY FIRST



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

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



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

————— Santa Fe Through Lines == Double Track plus two main lines between Newton and Albuquerque - - - - - Steamship Lines _____ Roads ●●●●●●●●●● Motor Routes Coordinated with Train Service