

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES.

SOUTHERN DISTRICT.



PECOS DIVISION.

EMPLOYEES' TIME TABLE No. 40

IN EFFECT

SUNDAY, JUNE 2, 1918,

AT 12:01 O'CLOCK A.M.

MOUNTAIN STANDARD TIME.

Superseding Time Table No. 39, Dated February 7, 1915, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

R. J. PARKER,

General Manager,
AMARILLO, TEXAS.

T. H. SEARS,

General Superintendent,
AMARILLO, TEXAS.

C. B. STROHM,

Supt. Transportation,
CHICAGO, ILLINOIS.

F. J. EVANS,

Superintendent,
CLOVIS, NEW MEXICO.

SPECIAL RULES AND REGULATIONS.

Effective on the Pecos Division and Superseding all General Rules inconsistent Therewith.

A book of the Atchison, Topeka & Sante Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table must be in the hands of all employés of the Operating Department.

Where upper quadrant three-position signals are installed the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

Except as otherwise provided, all Eastward Trains are superior to Westward Trains of the same class.

At stations shown in full-faced type, all Conductors must personally register their trains.

Conductors of freight and accommodation trains will fill up Telegraph Train Reports (Form 903), and leave them at all stations except registering stations. Operators will send these reports by wire promptly to the Trainmaster's office.

The following stations have Yard Limits (see No. 93 General Rules): Belen, Mountainair, Willard, Vaughn, Clovis, Roswell, Carlsbad, and Pecos. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Thermometers are located at Belen, Becker, Mountainair, Willard, Negra, Vaughn, Yeso, Ricardo, Taiban, Melrose, Clovis, and Scholle.

Time signals will be sent daily at 10:00 A. M., "Mountain" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

<p>9 57 00 A. M., 9 57 30 A. M., 9 58 00 A. M., 9 58 30 A. M., 9 59 00 A. M., 9 59 30 A. M., 10 00 00 A. M.,</p>	<p>Second beats commence and continue until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence and continue until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.</p>
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This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the

Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signal as received.

Standard Clocks are located at Belen, Vaughn, Clovis and Roswell.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown and the engine bell must be rung constantly until without the limits:

Portales, Roswell, Hagerman: eight (8) miles per hour; Dexter, ten (10) miles per hour.

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 employés 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 employés, who uses vile or profane language in the car, or who threatens to assault other passengers or train employés, 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.

All employés are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employés must PROTECT themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employés to protect themselves from injury from overhead structures at said points while riding on top of cars:

PECOS DIVISION.

MILE POSTS.	BRIDGE NUMBER.	NAMES.
167.6.....	167B.....	Pecos River.
181.7.....	181C.....	Pecos River.
198.9.....	198B.....	Black River.

RAILROAD CROSSINGS.

New Mexico Central Crossing .4 mile east of Willard. After coming to full stop brakeman must go ahead of train and flag this crossing, knowing that it is clear before giving an all-right signal. Trains must not proceed towards this crossing after stop is made until all-right signal is given by brakeman.

Junction between Pecos Division and Rio Grande Division at West Belen Junction: All trains from and to Pecos Division will approach this junction under full control, looking out for Rio Grande Division trains crossing into yard.

All trains must stop at the head of heavy grades, make service test of air brakes, and see that retaining valves are turned in a horizontal position before starting.

Conductors of freight trains will ride on top of cars descending grades of three (3) per cent or over, and will be held personally responsible for speed of trains on all grades.

Brakemen will remain on top of cars descending grades of two (2) per cent. or over, and at such other places as Conductors may direct.

Engines backing up must not exceed a speed of 18 miles per hour.

Trains must not exceed a speed of 25 miles an hour on the following bridges: Nos. 893A Rio Grande River, 166A Spillway, 226A Screwbean, 92A Pecos River, and 10 miles an hour on Bridge 213B Delaware River.

J. B. BRISCOE, Trainmaster,
Clovis, N. M.

G. S. WOODWARD, Chief Dispatcher,
Clovis, N. M.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, 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.

EASTERN LINES.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55, 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
MISSOURI DIVISION.—Trains 44, 45, 59, 60; 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 73, 74, 145, 146, 147, 148, 215 and 216.
MIDDLE DIVISION.—Trains 71, 72, 310, 311, 351, 352, 387, 388, 94 and 95.
OKLAHOMA DIVISION.—Trains 419, 420, 421, 422, 449 and 450.
SOUTHERN KANSAS DIVISION.—Trains 218, 219, 223, 224, 229, 232, 247, 248, 273, and 274.

WESTERN LINES.

WESTERN DIVISION.—Trains 73, 74, 77, 78, 79, 80, 578, and 579.
ARKANSAS RIVER DIVISION.—Trains 81, 82, 83, 84, 569, 570, 571, 572, 573, 574, 580 and 581.
COLORADO DIVISION.
NEW MEXICO DIVISION.—Trains 700 and 701, between La Junta and Trinidad.
RIO GRANDE DIVISION.
PANHANDLE DIVISION.—Trains 509, 510, 519, 520, 521, 522, 530, 531, 51, 52, 53, 54, 551 and 552.
PECOS DIVISION.—Trains 943, 944, 945 and 946.
PLAINS DIVISION.—Trains 919, 920, 55, 56, 73 and 74.
SLATON DIVISION.—Trains 921, 922, 923 and 924.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized for picking up passengers, agents may flag the trains in accordance herewith.

- No. 1. (a) Will stop at any station Chicago to Kansas City, or at Kansas City, Kan., Argentine Station, to receive passengers ticketed to El Paso, Deming or points south or west thereof; also for passengers ticketed to Arizona or California points, and will stop at Holliday for Passengers from No. 208 destined for points west of Holliday at which No. 1 is carded to stop.
 (b) Will stop at any station Newton to La Junta for passengers ticketed to California points; will stop at any station west of Kansas City to let off passengers ticketed from points east of Kansas City.
- No. 2. Will stop at any station La Junta to Chicago, to discharge passengers from Phoenix, Arizona, or from points in California.
- No. 5. (a) Will stop at any station in Illinois to discharge passengers holding tickets from beyond Chicago.
 (b) Will stop at any station Chicago to Fort Madison to receive passengers ticketed to Kansas City or beyond, or for points on St. Joseph Branch.
 (c) Will stop at stations Coal City to Ransom inclusive to discharge passengers from Chicago or Joliet.
 (d) Will stop at Sheffield to discharge passengers.
 (e) Will stop at any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) Will stop at Kansas City, Kan., Argentine Station, for passengers destined to Colorado points, La Junta or beyond.
 (g) Will stop at Nickerson and Offerle to discharge passengers from Kansas City or east thereof.
 (h) Will stop at stations Ellinwood to Dodge City to discharge passengers from McPherson District.
 (i) Will stop at any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (j) Will stop at Dean Lake and Standish for passengers destined to stations on St. Joseph District.
 (k) Will stop at any station Hutchinson to Kinsley to discharge passengers from train No. 558 ticketed from points Kinsley to Hutchinson, when No. 565 misses connection with No. 558.
- No. 6. (a) Will stop at Littleton for passengers ticketed to points east or south of Newton, and west and south of Albuquerque.
 (b) Will stop at stations Dodge City to Newton to discharge passengers from west of Dodge City when connection is not made at Dodge City with No. 568.
 (c) Will stop at Speareville, Garfield, Pawnee Rock, Raymond and Alden for passengers ticketed to Chicago or east.
 (d) Will stop at any station Newton to Kansas City to discharge passengers from south of Purcell.
 (e) Will stop at Mazon for passengers for Chicago or east thereof, and for passengers from Kansas City or west thereof.
 (f) Will stop at any station in Missouri or Illinois to discharge passengers from west or south of Newton.
 (g) Will stop at Speareville for passengers destined east or south of Newton or stations between Ellinwood and Florence on M. & M. Branch.
- No. 7. (a) Will stop at Los Cerrillos, Domingo and Bernalillo for passengers destined Albuquerque or beyond.
- No. 8. (a) Will stop at any station on Western, Middle or Eastern Divisions to discharge passengers from west of Dodge City.
 (b) Will stop at Offerle and Garfield for passengers for Newton and east or south.
 (c) Will stop at any station Kansas City to Chicago to discharge passengers from Lawrence, Olathe or points west thereof; also for passengers from connecting lines at Kansas City.
 (d) Will stop at Baring and Wyaconda for passengers for Galesburg or east thereof at points at which this train stops.
 (e) Will stop at Mazon, Williamsfield and Princeville for passengers for Chicago or east.
 (f) Will stop at Gorin for passengers for Chicago or east.
 (g) Will stop at Lebo, Melvern, Quenemo or Pomona for passengers for Kansas City or east.
 (h) Will stop at Caddoa, Prowers, Holcomb and Pierceville for passengers destined east or south of Newton.
 (i) Will stop at any station La Junta to Dodge City to discharge passengers from west or south of La Junta.
- No. 9. (a) Will stop at Dallas City for passengers ticketed to Colorado or beyond, or to Texas, Arizona, or California.
 (b) Will stop at Holliday for passengers from 210 for west of La Junta at which No. 9 is scheduled to stop.
 (c) Leaving Hutchinson Sundays, will stop at any station on the Second District to discharge passengers from Chicago or points east of there using this train from Chicago.
- No. 10. (a) Will stop at any station Albuquerque to La Junta to discharge passengers from west of Albuquerque.
 (b) Will stop at any station La Junta to Kansas City to discharge passengers from west and south of La Junta.
 (c) Will stop at Dillwyn and Zenith for passengers for Hutchinson and points east thereof at which this train is scheduled to stop.
 (d) Will stop at Peabody to discharge passengers from west of Newton.
 (e) Will stop at Strong City to discharge passengers from points on El Dorado Branch, also from points west of Newton.

- No. 11. Will stop at any station between La Junta and Denver to discharge passengers from points south of La Junta.
- No. 12. (a) Will stop at Strong City and Osage City to discharge passengers from west of Dodge City.
 (b) Will stop at Macksville, St. John, Stafford and Sylvia for passengers for points at which this train is scheduled to stop.
 (c) Will stop at Holliday to discharge passengers from west of Dodge City for Southern Kansas Division or Leavenworth Districts.
 (d) Will stop at any station between Pueblo and La Junta to discharge passengers from points west of Pueblo.
 (e) Will stop at any station to discharge passengers from Moore, Okla., or from stations south of Purcell.
 (f) Will stop at Lakin and Cimarron for passengers destined east or south of Newton.
 (g) Will stop at Sylvia to discharge passengers from Dodge City or west including D. C. & C. V. branch.
- No. 16. Will stop at any station Newton to Kansas City to discharge passengers from west or south of Newton.
- No. 17. (a) Will stop at any station Kansas City to Newton to discharge passengers from points east of Kansas City.
 (b) Will stop at Holliday for passengers from Southern Kansas Division Train No. 202 destined to points at which train is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa.
 (c) Will stop at Holliday for passengers from No. 210, ticketed to points at which No. 17 is scheduled to stop.
 (d) Will stop at Lake View for passengers for Topeka and points west at which train is scheduled to stop; also for passengers from Lawrence.
 (e) Will stop at De Soto, Carbondale, Scranton and Reading for passengers for points at which train is scheduled to stop; also to discharge passengers from Kansas City, Topeka or St. Joseph Districts.
 (f) Will stop at any station south of Arkansas City to discharge passengers from points east or west of Newton.
 (g) Will stop at Chilocco for passengers for Ponca City or points south.
 (h) Will stop at any station south of Guthrie to discharge passengers from points on Panhandle Division reaching Guthrie via Enid District.
- No. 18. (a) Will stop at White Eagle for passengers for Kansas City or east thereof.
 (b) Will stop at any station south of Newton to discharge passengers from south of Purcell.
 (c) Will stop at any station east of Newton to discharge passengers from south of Newton.
 (d) Will stop at Chilocco to discharge passengers from Ponca City or points south.
- No. 113. (a) Will stop at any station west of Wellington to discharge passengers from Wellington or east.
 (b) Will stop at any station west of Wellington to pick up passengers for points beyond Amarillo.
- No. 116 Will stop at Derby to discharge passengers from south of Mulvane, and to pick up passengers for north of Wichita.
- No. 117. Will stop on flag at Derby for passengers destined to points on Panhandle Division and beyond.
- No. 118. (a) Will stop at any point east of Clovis to discharge passengers from Clovis or beyond.
 (b) Will stop at any point east of Clovis to pick up passengers for Wellington and points east.
- No. 203. Will stop at Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and points east.
- No. 204. (a) Will stop at Richmond and Princeton to discharge passengers from south and west of Cherryvale.
- No. 210. Will stop at Holliday to discharge passengers going west on No. 17, and will also stop at Holliday to discharge passengers for No. 9 destined to points west of La Junta, at which that train is scheduled to stop.
- No. 405. Will stop at any station south of Wichita to discharge passengers from east or west of Newton, and at stations south of Arkansas City to discharge passengers from points on Florence Branch Hampton to Akron, inclusive.
- No. 406. (a) Will stop at any station to discharge passengers from south of Purcell.
 (b) Will stop on flag at Bliss for passengers for points on Third District; also for passengers for points at which this train stops.
- No. 412. Will stop at Britton for passengers destined to points north of Guthrie, at which point this train is scheduled to stop.
- No. 801. Will stop to discharge passengers from east of Albuquerque.

THE FOLLOWING SIGNS INDICATE—

s—Regular stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

PECOS DIVISION.—FIRST DISTRICT.

WESTWARD.				TIME TABLE No. 40. June 2, 1918.	EASTWARD.					
33	113	Capacity of Siding.	Fuel, Water, Turn Tables and Wye.		Ruling Grade Ascending.	Ruling Grade Ascending.	Distance from Atchison.	Telegraph and Telephone Offices.	118	34
Mexico and California Fast Freight.	Panhandle & New Mexico Express.								Eastern Express.	Fruit Express.
Leave Daily.	Leave Daily.	No. Cars.	W F T Y	STATIONS.	Miles.	Arrive Daily.	Arrive Daily.			
PM 9.40	AM 10.00	1000	W F T Y	CLOVIS.	656.7	N P	AM 7.20	AM 6.35		
	f 10.10	120		5.3	12.7		f 7.10			
	f 10.20	91		BLACK TOWER.	662.2	D T	f 7.04			
	f 10.30	121		5.4	11.1		f 7.04			
	s 10.47	150	W	GRIER.	667.6		f 6.55			
	f 10.57	101		5.3	13.7		s 6.44			
	f 11.07	153		ST. VRAIN.	672.9		f 6.33			
	f 11.17	79		7.9	11.1	N P	f 6.25			
	s 11.28	124	W F	MELROSE.	680.3		f 6.16			
	f 11.43	93		6.2	26.4		f 6.09			
	PM s 12.01	126	W Y	CANTARA.	687.0		f 5.55			
	f 12.13	92		5.9	31.7		s 5.43			
	s 12.25	83	W	5.9	31.7		f 5.30			
	f 12.37	66		KRIDER.	692.9		f 5.23			
	s 12.52	147	W F	5.6	31.7		f 5.13			
	f 1.08	67		5.6	31.7	D T	s 5.03			
	f 1.22	120	W	4.3	31.7		f 4.53			
	f 1.35	66		TAIBAN.	702.3	N P	f 4.43			
	f 1.53	95	W	7.3	31.7		f 4.35			
	f 2.06	68		LA LANDE.	710.1	D T	f 4.24			
	f 2.19	99		6.7	31.7		f 4.13			
9.15 AM	2.30 PM	650	W F T Y	FT. SUMNER.	716.3	D T	f 4.03			
				7.7	0			9.40 PM		
				AGUDO.	724.5					
				5.8	15.8					
				RICARDO.	730.3	N P				
				6.7	0					
				EVANOLA.	737.0					
				6.9	0					
				YESO.	743.9	N P				
				6.6	0					
				LARGO.	750.5					
				5.6	0					
				BUCHANAN.	756.1	D T				
				5.7	0					
				CARDENAS.	761.3					
				7.2	31.7					
				DUORO.	769.0	G P				
				7.0	10.2					
				CASAUS.	776.0					
				6.8	0					
				IDEN.	782.3					
				4.7	0					
				VAUGHN.	787.5	N P	3.55 AM	9.40 PM		
				(130.8)	10.6		Leave Daily.	Leave Daily.		

(29.0)

Average speed per hour.....

(38.3)

All trains must get Clearance Cards before leaving Clovis and Vaughn.
 Duoro water track, M. P. 770.1; capacity, 32 cars.
 Buchanan water track, M. P. 757.4; capacity, 30 cars.
 Yeso water track, M. P. 745.2; capacity, 29 cars.
 Ricardo water track, M. P. 731.5; capacity, 21 cars.
 Dispatcher's telephone booths are located at Krider and Iden.
NOS. 33 AND 34 HAVE NO TIME TABLE RIGHTS.

PECOS DIVISION—SECOND DISTRICT.

WESTWARD.				TIME TABLE				EASTWARD.			
	First Class.	Capacity of Stings.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	No. 40, June 2, 1918.	Rolling Grade Ascending.	Distance from Atchison	Telegraph and Telephone Offices.	First Class.		
33	113								118	34	
Mexico and California Fast Freight.	Panhandle and New Mexico Express.							Eastern Express.	Fruit Express.		
Leave Daily.	Leave Daily.	No. Cars.					Miles.	Arrive Daily.	Arrive Daily.		
AM 10.15	PM 2.55	650	W F T Y	31.7		0	787.5	N P	AM 3.35	PM 8.50	
	f 3.03	96		31.7		0	792.3		f 3.15		
	f 3.13	67		10.5		31.7	797.9		f 3.00		
	s 3.27	114		31.7		31.7	803.8	N P	s 2.48		
	f 3.35	102	W	31.7		31.7	808.6		f 2.38		
	f 3.49	92		31.7		31.7	815.5	D T	f 2.25		
	f 3.56	94		31.7		31.7	819.3		f 2.18		
	f 4.05	90		12.1		31.7	823.6		f 2.10		
	f 4.15	90	W	30.6		31.7	828.8	D T	f 2.00		
	f 4.27	91		30.3		31.7	836.0		f 1.46		
				12.7		0	841.7				
	s 4.43	300	W F Y	31.7		0	842.1	N P	s 1.35		
	f 4.55	62		31.7		0	849.6		f 1.20		
	s 5.07	189	W Y	31.7		66.0	855.7	N P	s 1.10		
	f 5.18	89		3.2		66.0	862.2		f 12.51		
	f 5.30	112	W	0		66.0	868.9	N P	f 12.30		
	f 5.45	63		0		66.0	875.5		f 12.11 AM		
	f 5.55	158	W F Y	0		66.0	881.6	N P	f 11.55		
	f 6.03	89		0		31.7	886.1		f 11.45		
	f 6.13	97		0		31.7	891.8		f 11.35		
				12.1		31.7					
7.55 PM	6.25 PM	700	W F T Y				896.5	N P	11.25 PM	11.35 AM	
Arrive Daily.	Arrive Daily.				(109)				Leave Daily.	Leave Daily.	

(31.1) Average speed per hour (27 0)

Trains must proceed under control through Abo Canyon and look out for falling stone in the deep cuts.
 All trains must get Clearance Cards before leaving Vaughn and Belen.
 Westward freight trains will not exceed one mile in four minutes between Scholle and Sais.
 Operator Scholle will block all westbound trains 15 minutes apart.
 Lucy Water Track Spur, M. P. 829.1; capacity, 36 cars.
 Dispatchers' telephone booths are located at Tejon and Madrone.
NOS. 33 AND 34 HAVE NO TIME TABLE RIGHTS.

PECOS DIVISION—ROSWELL DISTRICT.

WESTWARD.				Capacity of Stairs.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from Clovis Junction.	Telephone and Telephone Offices.	EASTWARD.	
Second Class.	First Class.	No. Cars.	W F T				No. 40.	Miles.	First Class.				Second Class.	
943	937								938				944	
Way Freight.	Pecos Valley Express.							June 2, 1918.						Chicago Express.
Leave Daily Ex. Sunday.	Leave Daily.					Arrive Daily.	Arrive Daily Ex. Sunday.							
AM 7.10	AM 10.10	1000	W F T			AM 4.00	PM 5.50							
			Y	0	CLOVIS.									
				37.0	0.7									
7.40	10.25	43		52.8	Clovis Junction.									
				52.8	7.9			f 3.37	5.05					
8.10	10.43	104	W	52.8	CAMEO.									
				52.8	9.7			\$ 3.17	4.20					
9.00	10.50	32		52.8	PORTALES.									
				52.8	3.3			3.05	3.55					
9.37	11.05	26		52.8	YERBA.			f 2.49	3.20					
				52.8	8.4									
10.07	11.15	36		52.8	DELPHOS.			f 2.36	2.55					
				52.8	5.5									
10.34	11.30	97		52.8	KERMIT.			\$ 2.22	2.30					
				52.8	7.4									
10.59	11.42	26	Y	52.8	ELIDA.									
				48.1	6.8									
11.19	11.50	73	W F	42.2	TORNERO.			2.04	1.50					
				42.2	3.5			\$ 1.55	1.30					
PM 12.05 ⁹⁴⁴ 12.43 ⁹³⁷	PM 12.15 ⁹⁴³	57		52.8	KENNA.									
				52.8	13.4			f 1.30	12.43 ⁹⁴³					
1.00	12.25 ⁹⁴⁴	40		52.8	BOAZ.									
				52.8	6.0			f 1.17	12.25 ⁹³⁷ PM					
1.25	12.47	27		52.8	ELKINS.									
				45.9	10.5			f 12.55	11.45					
1.45	1.02	64		37.0	CAMPBELL.									
				52.8	7.6			f 12.38	11.15					
1.55	1.12	37		52.8	ACME.									
				52.8	5.3			f 12.25	10.45					
2.15	1.28	36		52.8	MELENA.									
				52.8	7.8			f 12.08 AM	10.20					
2.35 PM	1.40 PM	307	W F Y	52.8	POE.									
				52.8	4.7									
Arrive Daily Ex. Sunday.	Arrive Daily.				ROSWELL.			11.59 PM	10.00 AM					
					(107.8)			Leave Daily.	Leave Daily Ex. Sunday.					

(16.1) (30.8) Average speed per hour (25.8) (13.1)

All trains must get Clearance Cards before leaving Clovis and Roswell.
 No Switch Lights, Clovis to Roswell.
 All westward trains must approach Acme under control.
 Sand Spur, M. P. 92.9; capacity, 4 cars.
 Sand Spur, M. P. 93.9; capacity, 6 cars.
 Sand Spur, M. P. 94.5; capacity, 9 cars.
 Sand Spur, M. P. 95.7; capacity, 7 cars.
 Dispatchers' telephone booths are located at Yerba, Kermit, Elkins and Melena.

PECOS DIVISION—CARLSBAD DISTRICT.

WESTWARD.				EASTWARD.						
Third Class.	First Class.	Capacity of Siding.	Fuel, Water, Turn Tables, and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 40, June 2, 1918.	Ruling Grade Ascending.	Distance from Clovis Junction.	Telegraph Offices.	First Class.	Third Class.
945	937								938	946
Way Freight.	Pecos Valley Express.	No. Cars.			STATIONS.	Miles.		Kansas City and Chicago Express.	Way Freight.	
Leave Daily Ex. Sunday.	Leave Daily.							Arrive Daily.	Arrive Daily Ex. Sunday.	
AM 8.00	PM 1.50	307	WFY	47.0	ROSWELL.	107.8	N	PM 11.45	AM 11.55	
8.17	f 2.00	32		30.1	4.9	52.8		f 11.33	11.30	
8.55	f 2.13	59		0	SOUTH SPRING.	112.7		f 11.18	10.55	
9.20	s 2.27	113		0	6.4	35.2		f 11.08	10.28	
9.29	f 2.32	58	W	0	ORCHARD PARK.	119.1		f 11.02	10.15	
9.55 ⁹⁴⁶	s 2.42	111		46.2	5.1	41.7	D	s 10.52	9.55 ⁹⁴⁵	
10.35	s 2.58	28		32.7	DEXTER.	124.2		s 10.37	9.10	
11.25	s 3.24	92		38.5	2.4	52.8	D	s 10.12	8.25	
PM 12.07	s 3.40	23	W	45.8	GREENFIELD.	126.6		s 9.55	7.55	
12.36	s 3.54	41		18.6	3.9	42.2		s 9.40	7.30	
1.16	f 4.07	15		50.7	HAGERMAN.	130.5	D	f 9.27	7.10	
1.57	f 4.22	25		52.8	8.6	52.8		f 9.12	6.45	
		No Siding.		52.8	LAKE ARTHUR.	139.1	D			
2.30 PM	4.35 PM	130	WFY	0	9.9	31.7				
Arrive Daily Ex. Sunday.	Arrive Daily.			0	ARTESIA.	149.9	D			
(16.6)	(27.3)			0	8.0	41.7				
				0	DAYTON.	157.9	D			
				0	6.5	52.8				
				0	LAKWOOD.	164.4	D			
				0	6.1	48.8				
				0	GLOBE.	170.5				
				0	7.0	52.8				
				0	AVALON.	177.5				
				0	3.6	52.8				
				0	LA HUERTA.	181.1				
				0	1.9	25.0				
				0	CARLSBAD.	183.0	N	9.00 PM	6.30 AM	
				0	(75.2)			Leave Daily.	Leave Daily Ex. Sunday.	
				0				(27.3)	(16.9)	

(16.6) (27.3) Average speed per hour (27.3) (16.9)

All trains must get Clearance Cards before leaving Roswell and Carlsbad.
 No Switch Lights, Roswell to Carlsbad.
 Industry Spur, M. P. 111.5; capacity, 8 cars.
 Russell Spur, M. P. 128.1; capacity, 10 cars.

Washington Spur, M. P. 132.6; capacity, 18 cars.
 Espuella Spur, M. P. 144; capacity, 21 cars.
 Atoka Spur, M. P. 154.9; capacity, 14 cars.
 Lakewood Stock Yard Spur, M. P. 163.6; capacity, 13 cars.
 Dispatchers telephone booths are located at Orchard Park, Globe and Avalon

PECOS DIVISION—CARLSBAD DISTRICT.

WESTWARD.				EASTWARD.									
Second Class.			Capacity of Sidings.	Fuel, Water, Turn Tables, and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 40. June 2, 1918.	Rolling Grade Ascending.	Distance from Clovis Junction.	Telegraph Offices.	Second Class.			
	941										942		
	Mixed.										Mixed.		
	Leave Daily Ex. Sunday.		No. Cars.			STATIONS.		Miles.			Arrive Daily Ex. Sunday.		
	AM 8.30		173	WFY		CARLSBAD.		183.0	N		PM 5.45		
	f 8.45		22		29.3	6.1 OTIS.	18.5	189.1			f 5.30		
	s 9.02		16		39.1	6.2 LOVING.	39.6	195.3	D		s 5.15		
	s 9.15		27		39.6	4.5 MALAGA.	39.6	199.8			s 5.00		
	f 9.45		27		39.6	11.0 RED BLUFF.	39.6	210.8			f 4.30		
	f 9.58		26		0	5.7 CORRAL.	36.1	216.5			f 4.15		
					39.6	0.7 TEXAS AND NEW MEXICO LINE.	37.0	217.2					
	f 10.37		17		39.6	13.5 ORLA.	39.6	230.7	D		f 3.40		
	f 11.05		27		26.4	10.5 RIVERTON.	39.1	241.2			f 3.10		
	f 11.22		3		13.2	5.9 DIXIELAND. (Spur.)	34.8	247.1			f 2.50		
	f 11.35		16		36.4	4.3 ARNO.	10.6	251.4			f 2.40		
	PM 12.02		18		12.4	10.0 PATROLE.	28.5	261.4			f 2.10		
	12.30 PM		136	FY		10.1 PECOS.	31.7	271.5	D		1.45 PM		
	Arrive Daily Ex. Sunday.					(88.5)					Leave Daily Ex. Sunday.		
	(22.0)		Average speed per hour									(22.0)	

All trains will get Clearance Cards before leaving Carlsbad and Pecos.
 Trains between State Line and Pecos will be governed by Panhandle and Santa Fe Railway Company Time Table.
 No Switch Lights, Carlsbad to Pecos.
 Rock Spur track, M. P. 207.9; capacity, 15 cars.
 Carlsbad Stock Yards, M. P. 185.1; capacity, 23 cars.
 Angeles Spur, M. P. 223.4; capacity, 2 cars.
 No. 941 has right over No. 942.

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SURGEONS OF THE A. T. & S. F. HOSPITAL ASSOCIATION.

DR. J. P. KASTER, Chief Surgeon, Topeka.

DRS. MINNEY, MAGEE & WILLIAMS, Specialists Eye and Ear, Topeka.

DR. L. H. MUNN, Specialist Diseases Nerves and Spine, Topeka.

DR. C. A. MCGUIRE, Consultant, Topeka.

PECOS DIVISION.

DR. L. BLACK, Carlsbad.

DR. W. T. JOYNER, Roswell.

DR. C. RUSSELL, Artesia.

DR. A. F. BROWN, Ft. Sumner.

DR. J. O. MICHAEL, Vaughn.

DR. H. A. MILLER, Clovis Hospital.

DR. C. D. OTTOSEN, Willard.

DR. G. C. GOODWIN, Clovis Hospital.

H. S. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, PECOS DIVISION.

E. T. JERNIGAN & COMPANY, Clovis.

J. R. DENHOF, Clovis.

W. C. SELLERS, Carlsbad.

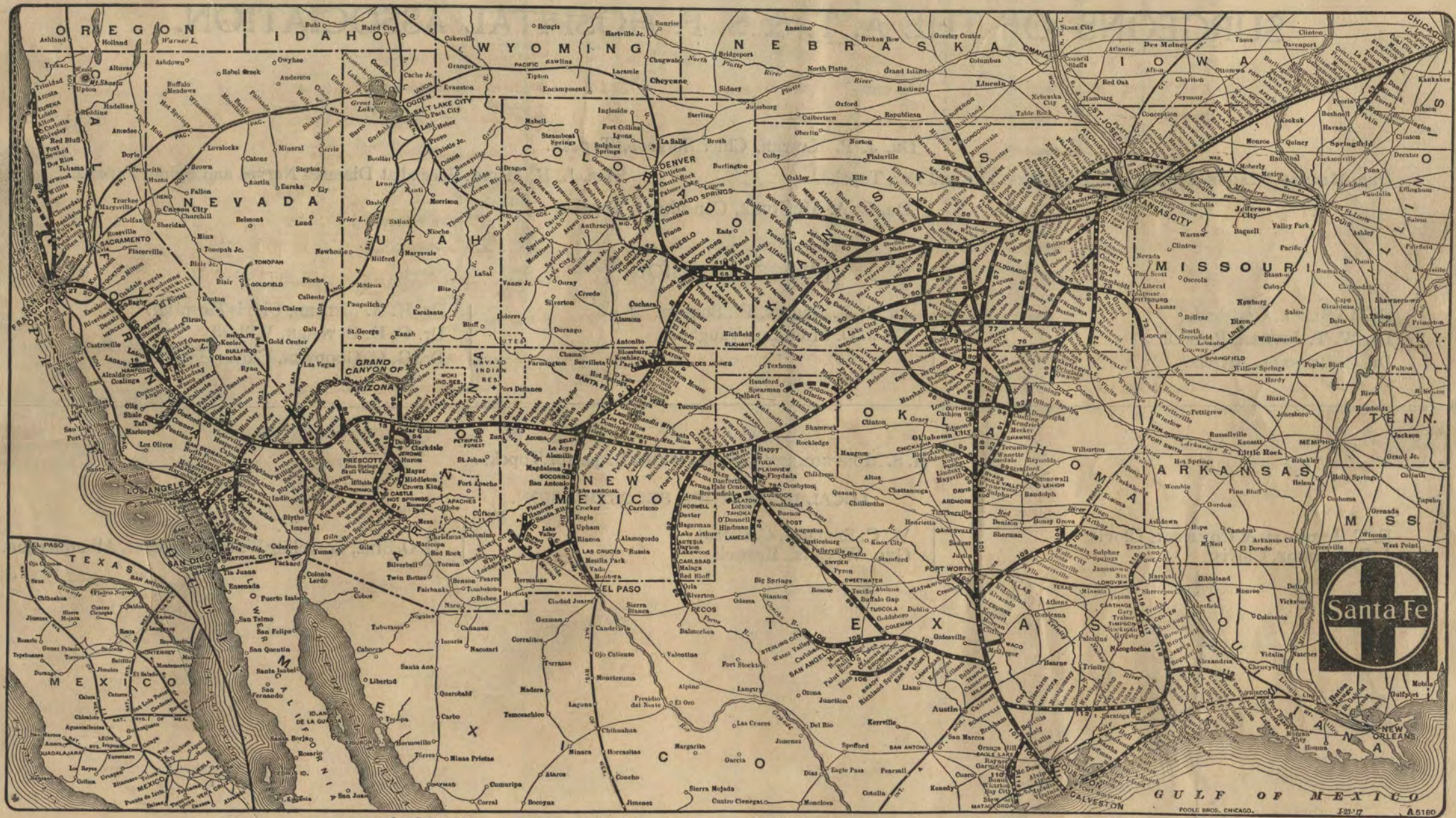
GEO. W. ZINK, Roswell.

G. O. SILL, Traveling Watch Inspector, Albuquerque.

SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition.”

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



— Santa Fe Through Lines — Double Track - - - - Lines Under Construction — Roads — Connecting Lines



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