

The Atchison, Topeka & Santa Fe Railway Co.



WESTERN LINES.
SOUTHERN DISTRICT.

PECOS DIVISION

EMPLOYEES' TIME TABLE No. 50.

IN EFFECT

SUNDAY, MARCH 4, 1928,

AT 12:01 O'CLOCK A.M.

MOUNTAIN STANDARD TIME.

Superseding Time Table No. 49, Dated June 12, 1927, and any Supplements thereto.

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

R. H. ALLISON,
Vice Pres. and Gen. Manager,
AMARILLO, TEXAS.

F. L. MYERS,
Asst. General Manager,
AMARILLO, TEXAS.

H. R. LAKE,
Supt. Transportation,
CHICAGO, ILLINOIS.

C. E. SMYER,
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 & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table must be in the hands of all employes of the Operating Department.

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.

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

Standard thermometers are located at Belen, Becker, Scholle, Mountainair, Willard, Pedernal, Vaughn, Yeso, Taiban, Melrose and Clovis.

Bulletin books are located at Santa Fe, Belen, Vaughn, Clovis, Roswell and Carlsbad.

Trainmen on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than sixty miles without a stop being made for the purpose of inspecting equipment.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

Conductors of freight and mixed trains will leave telegraph train reports, Form 903, at all stations, except register stations, where cars are picked up or set out. Operators will send these reports to dispatcher when reporting arrival and departure of trains.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Rule 776, Book of Rules and Regulations, Operating Department, is amended as follows:

Interlocking signals govern the use of the routes of an interlocking plant, and as to movements within home signal limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

Rule 854, Book of Rules and Regulations, Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL, except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor.

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.

Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory, which the rear of the train having passed, normal speed may be resumed.

Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

Following are locations, permanent slow boards, restricting speed of all trains to forty (40) miles per hour:

- M. P. 865.9.
- M. P. 867.3.
- M. P. 870.2.
- M. P. 875.2.

While head of train is passing the highway crossings in cities and towns named below, speed must not exceed eight (8) miles per hour or seven and one-half (7½) minutes per mile:

- Portales**—Washington, Broad, Hereford and Lang.
- Roswell**—Summit, Bland, Sherman, Stanton, Stress, 2nd, 3rd, 4th and 5th Streets.
- Hagerman**—Argyle.

And not exceed speed of ten (10) miles per hour or six (6) minutes per mile.

Dexter—First Street and Lincoln Avenue.

All trains must stop at the head of heavy grades, make service test of air brakes.

The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

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 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.

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.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, and spreaders will not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed ten (10) miles per hour, or six (6) minutes for each mile.

With rods down or disconnected, but with all drivers on rail, speed of train must not exceed fifteen (15) miles per hour, or four (4) minutes for each mile.

With all rods up and connected, speed of train may be increased to twenty (20) miles per hour, or three (3) minutes for each mile.

All classes of engines, when backing up, will not exceed speed of twenty (20) miles per hour, or three (3) minutes for each mile.

In heading in or out over all turnouts and crossovers, all trains will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile.

Westward freight trains will not exceed speed of thirty (30) miles per hour or two (2) minutes for each mile Mountainair to Scholle, and twenty (20) miles per hour or three (3) minutes for each mile Scholle to Sais.

Passenger trains will consume not less than thirteen (13) minutes from Scholle to Sais.

All trains will not exceed speed of twenty-five (25) miles per hour, or two and one-half (2½) minutes per mile, on the following bridges: Nos. 166A Spillway, and ten (10) miles per hour, or six (6) minutes per mile, on Bridge 213-B, Delaware River.

Time signals will be sent daily at 10 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:

- H. M. S.
- 9 57 00 A. M., Second beats commence and continue until the 28th second, inclusive, when circuit opens until
- 9 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
- 9 58 00 A. M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until
- 9 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
- 9 59 00 A. M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until
- 9 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until
- 10 00 00 A. M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

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 signals as received.

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

All employes 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 employes 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 employes 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 AND JUNCTIONS.

Willard—Estancia District crossing, Second District, protected by gate; normal position locked against Estancia District, and crossing will be used by Estancia District trains only under flag protection.

Santa Fe—A. T. & S. F. New Mexico Division crossing .5 miles east, New Mexico Division movements protected by derails on Pecos Division. Pecos Division trains will use this crossing only under flag protection.

Belen—Junction switches 0.2 mile west of depot, governed by automatic block signals. Normally lined for Coast Line trains. Rio Grande Division trains must stop before passing these signals, line switches, and then be governed by signal indication.

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.

D. TRAHEY,
Train Master,
CLOVIS, N. M.

J. W. WALTER,
Train Master,
CLOVIS, N. M.

M. T. JONES,
Chief Dispatcher,
CLOVIS, N. M.

RAY HARRISON,
Night Chief Dispatcher,
CLOVIS, N. M.

TRAIN DISPATCHERS:

- R. C. Johnson,
- L. B. Colburn,
- G. S. Guyer,
- H. L. Marsh,
- D. J. Cummings,
- T. J. Anderson,
- J. J. Sanger,
- J. C. Collins,
Clovis, N. M.

PECOS DIVISION.—FIRST DISTRICT.

WESTWARD.				Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Ruling Grade Ascending.	Distance from Alchison.	Telegraph and Telephone Offices.	EASTWARD.		
First Class											First Class		
43	33	1	21								22	10	34
Arizona-California Fast Freight.	Mexico and California Fast Freight.	The Scout	The Missionary	No. Cars.	W F T Y		STATIONS.	Miles.		The Missionary	The Scout	Fruit Express.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Yard						Arrive Daily.	Arrive Daily.	Arrive Daily.	
AM 2.30	PM 1.30	PM 8.30	AM 7.50			28.0	CLOVIS.	656.7	N P	AM 8.55	PM 9.10	AM 8.35	
		8.40	f 8.01	189		23.1	5.5	12.7					
		8.53 ¹⁰	f 8.10	130		26.4	MAIZE.	662.2		8.42	f 9.00		
		9.02	f 8.20 ²²	130		19.0	GRIER.	667.6		8.30	f 8.53 ¹		
		s 9.16	s 8.36	170	W	26.0	5.3	13.7		8.20 ²¹	f 8.45		
		9.27	8.46	120		0	ST. VRAIN.	672.9		s 8.05	s 8.32		
		9.35	f 8.55	173		0	7.9	11.1	N P	7.55	8.23		
		9.43	f 9.03	128		0	MELROSE.	687.0		7.46	f 8.16		
		f 9.49	s 9.11	172	W F	0	6.2	26.4		7.38	f 8.07		
		10.01	f 9.25	141		0	CANTARA.	692.9	D F	s 7.31	s 8.01		
		s 10.12	s 9.37	194	W Y	26.4	5.9	31.7	N P	7.19	f 7.49		
		10.22	9.50	113		26.4	KRIDER.	698.5		s 7.09	s 7.38		
		10.29	f 10.00	131	W	31.7	5.6	31.7		6.57	7.27		
		10.38	f 10.13	114		31.7	4.3	31.7	N P	6.49	f 7.17		
		10.48	s 10.25	154	W F	31.7	TOLAR.	702.8		6.39	f 7.07		
		10.58	f 10.37	130		31.7	7.3	31.7	N P	6.29	s 6.57		
		11.08	f 10.49	160	W	31.7	TAIBAN.	707.8		6.20	6.47		
		11.16	f 10.59	113		31.7	6.7	31.7		6.13	f 6.37		
		11.26	f 11.12	142	W	31.7	LA LANDE.	710.1		6.06	f 6.28		
		11.36	f 11.25	114		31.7	6.7	31.7	N P	5.56	f 6.18		
		11.46	f 11.38	130		31.7	FT. SUMNER.	716.8		5.46	f 6.08		
11.30 AM	11.00 PM	11.58 PM	f 11.50 AM	Yard	W F T Y	31.7	7.7	0		5.37	5.58		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			31.7	AGUDO.	724.5		5.30 AM	5.50 PM	9.40 PM	
						31.7	5.8	15.8		Leave Daily.	Leave Daily.	Leave Daily.	
						31.7	RICARDO.	730.3	D F				
						31.7	6.7	0					
						31.7	EVANOLA.	737.0					
						31.7	6.9	0	N P				
						31.7	YESO.	748.9					
						31.7	6.6	0					
						31.7	LARGO.	750.5					
						31.7	5.6	0					
						31.7	BUCHANAN.	756.1	D F				
						31.7	5.7	0					
						31.7	CARDENAS.	761.8					
						31.7	7.2	31.7	N P				
						31.7	DUORO.	769.0					
						31.7	7.0	10.2					
						31.7	JOFFRE.	776.0					
						31.7	6.8	0					
						31.7	IDEN.	782.8					
						31.7	4.7	0					
						31.7	VAUGHN.	787.5	N P				
						31.7	(130.8)	10.6					

(37.7) (32.7) Average speed per hour (38.2) (39.3)

All trains must get Clearance Card before leaving Clovis, Taiban 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.
 Gravel Spur, M. P. 718.7; capacity, 19 cars.
 Tolar Sand Spur, M. P. 699.7, capacity 24 cars.
 Emergency telephone at all sidings.
NOS. 33, 34 AND 43 HAVE NO TIME TABLE AUTHORITY.

PECOS DIVISION—SECOND DISTRICT.

WESTWARD.				Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Ruling Grade Ascending.	Distance from Atchison	Telephone and Telephone Offices.	EASTWARD.				
43	33	First Class									No. Cars.	Miles.	First Class		
		21	1										22	10	34
Arizona-California Fast Freight.	Mexico and California Fast Freight.	The Missionary.	The Scout.								The Missionary.	The Scout.	Fruit Express.		
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.		
PM 12.30	PM 11.45	PM 12.15	AM 12.08	Yard	W T F Y		VAUGHN. 4.8	0	787.5	N P	AM 5.25	PM 5.20	PM 8.50		
		12.23	12.15	115			TEJON. 5.6	0	792.3		5.18	5.13			
		12.33	12.27	114			CARNERO. 5.9	31.7	797.9		5.10	5.03			
		\$12.42	12.38	162			ENCINO. 4.8	31.7	803.3	P N	5.02	\$ 4.53			
		f 12.50	12.45	122	W		NEGRA. 6.9	31.7	808.6		4.55	f 4.45			
		f 1.02	12.59	112			PEDERNAL. 3.8	31.7	815.5	N P	4.45	f 4.33			
		1.07	1.05	130			DUNMOOR. 4.3	31.7	819.3		4.40	4.28			
		1.13	1.14	93			CULEBRA. 5.2	31.7	823.6		4.33	4.19			
		f 1.22	1.23	135	W		LUCY. 7.2	31.7	828.3	D T	4.25	f 4.10			
		1.33	1.35	130			SILIO. 5.7	31.7	836.0		4.14	3.59			
							A. T. & S. F. Crossing. 0.4	0	841.7						
		\$ 1.42	\$ 1.46	351	W F Y		WILLARD. 7.5	0	842.1	N P	\$ 4.05	\$ 3.50			
		1.55	2.00	113			BRONCHO. 6.1	0	849.6		3.55	3.37			
		\$ 2.07	\$ 2.10	240	Y		MOUNTAINAIR. 6.5	66.0	855.7	N P	\$ 3.45	\$ 3.27			
		f 2.17	2.20	114			ABO. 6.7	66.0	862.2		3.32	f 3.10			
		f 2.27	2.30	138	W		SCHOLLE. 6.6	66.0	868.9	N P	3.18	\$ 2.55			
		f 2.40 ¹⁰	2.43	113			SAIS. 6.1	66.0	875.5		3.05	f 2.40 ²¹			
		f 2.50	2.52 ²²	193	W F Y		BECKER. 4.5	31.7	881.6	N P	2.52 ¹	f 2.25			
		2.58	3.00	133			BODEGA. 5.7	31.7	886.1		2.40	2.13			
		3.10	3.10	114			MADRONE. 4.7	31.7	891.8		2.30	2.00			
9.00 PM	8.45 AM	3.20 PM	3.20 AM	Yard	W T F Y		BELEN. 4.7	31.7	896.5	N P	2.20 AM	1.50 PM	11.35 AM		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				(109)				Leave Daily.	Leave Daily.	Leave Daily.		

(34.8) (34.0) Average speed per hour (34.8) (31.1)

Trains must proceed under control between Scholle and Sais and look out for falling stone in deep cuts.

All trains must get Clearance Card before leaving Vaughn, Pedernal and Belen.

Lucy Water Track Spur, M. P. 829.1; capacity, 36 cars.

Sais Crusher, Spur M. P. 874.2; capacity, 150 cars.

Emergency telephone at all sidings.

NOS. 33, 34 AND 43 HAVE NO TIME TABLE AUTHORITY.

Automatic block signals M. P. 852.5 to M. P. 896.5.

PECOS DIVISION—ROSWELL DISTRICT.

WESTWARD.				EASTWARD.							
		First Class.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Ruling Grade Ascending.	Distance from Clovis Junction.	Telegraph and Telephone Offices.	First Class.	
47	91	Chicago Express.								Way Freight.	
Way Freight.	Pecos Valley Express.	Chicago Express.	Way Freight.	No. Cars.	W F T Y	STATIONS.	Miles.	Arrive Daily.	Arrive Daily Ex. Sunday.		
Leave Daily Ex. Sunday.	Leave Daily.	PM 7.30	PM 2.00	Yard		CLOVIS.					
AM 8.00	AM 9.35					0	19.5				
						0.7	52.8				
						Clovis Junction.					
8.20	9.50		43			7.9	52.8	7.9	1.35		
						CAMEO.					
9.05	10.07		126	W		9.7	52.8	17.6	1.10		
						PORTALES.					
9.25	10.13		32			3.3	52.8	20.9	12.40		
						YERBA.					
9.50	10.28		26			8.4	37.0	29.3	12.25		
						DELPHOS.					
10.05	10.38		36			5.5	52.8	34.8	12.10 PM		
						KERMIT.					
10.30	10.53		97			7.4	52.8	42.2	11.55		
						ELIDA.					
10.48	11.03		73	Y		6.8	52.8	49.0	11.25		
						TORNERO.					
11.10	11.09		73	W F		3.5	52.8	58.5	11.10		
						KENNA.					
11.45	11.34		57			13.4	47.5				
						BOAZ.					
						6.0	40.7	65.9	10.25		
PM 12.01	11.45		40			ELKINS.					
						10.5	52.8	71.9	10.10		
12.25	PM 12.05		27			CAMPBELL.					
						7.6	52.8	82.4	9.45		
1.00	12.21		64			ACMB.					
						5.3	52.8	90.0	9.15		
1.15	12.31		39			MELENA.					
						7.8	52.8	96.3	8.40		
1.35	12.46		36			POE.					
						4.7	52.8	103.1	8.20		
2.00 PM	12.55 PM		Yard	W F Y		ROSWELL.					
Arrive Daily Ex. Sunday.	Arrive Daily.					(107.8)	52.8	107.8	8.00 AM		
									Leave Daily Ex. Sunday.		

(32.3) Average speed per hour (33.4)

All trains must get Clearance Card before leaving Clovis and Roswell.
 No Switch Lights on Roswell District.
 All westward trains must approach Acme under control.
 Sand Spur, M. P. 9.4; capacity, 7 cars.
 Sand Spur, M. P. 92.9; capacity, 9 cars.
 Sand Spur, M. P. 95.7; capacity, 11 cars.
 Emergency telephone, Cameo, Yerba, Delphos, Kenna, Boaz, Elkins, Campbell and Melena.
Nos. 47 AND 48 HAVE NO TIME TABLE AUTHORITY.

PECOS DIVISION—CARLSBAD DISTRICT.

WESTWARD.				EASTWARD.							
First Class.	Capacity of Slings.	Fuel, Water, Turn Tables, and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Rolling Grade Ascending.	Distance from Clavis Junction.	Telegraph Offices.	First Class.	Capacity of Slings.	Fuel, Water, Turn Tables, and Wyes.	Rolling Grade Ascending.
45	91							92	46		
Way Freight.	Pecos Valley Express.							Kansas City and Chicago Express.	Way Freight.		
Leave Daily Ex. Sunday.	Leave Daily.	No. Cars.		STATIONS.	Miles.			Arrive Daily.	Arrive Daily Ex. Sunday.		
AM 10.00	PM 1.25	Yard	W F Y	ROSWELL.	107.8	N P		PM 4.05	PM 12.20 PM		
10.15	f 1.36	32		4.9	52.8			f 3.55	11.55		
10.30	f 1.50	59		SOUTH SPRING.	112.7			f 3.43	11.30		
11.00	\$ 2.05	134		6.4	35.2			\$ 3.31	11.00		
11.15	f 2.11	58	W	ORCHARD PARK.	119.1			f 3.26	10.40		
11.45	\$ 2.20	111		5.1	41.7	D T		\$ 3.18	10.25		
PM 12.15	\$ 2.40	41		DEXTER.	124.2			\$ 3.01	9.40		
12.35	f 2.50 ⁹²	21		2.4	21.1			f 2.50 ⁹¹	9.20		
1.05	\$ 3.02	92		GREENFIELD.	126.6			\$ 2.40	8.55		
1.30	f 3.10	23		3.9	42.2			f 2.28	8.35		
1.45	f 3.15	23	W	HAGERMAN.	130.5	D T		f 2.23	8.25		
2.15	f 3.27	41		8.6	52.8			f 2.11	8.00		
2.40	f 3.37	15		LAKE ARTHUR.	139.1			f 1.57	7.40		
3.10	f 3.50	25		4.8	31.7			f 1.43	7.15		
3.35 PM	4.00 PM	Yard	W F Y	ESPUELLA.	143.9			1.30 PM	7.00 AM		
Arrive Daily Ex. Sunday.	Arrive Daily.			6.0	31.7			Leave Daily.	Leave Daily Ex. Sunday.		
				ARTESIA.	149.9	D T					
				5.1	41.7						
				ATOKA.	155.0						
				2.9	41.7						
				DAYTON.	157.9						
				6.5	52.8						
				LAKEWOOD.	164.4						
				6.1	48.8						
				GLOBE.	170.5						
				7.0	52.8						
				AVALON.	177.5						
				5.5	52.8						
				CARLSBAD.	183.0	N P					
				(75.2)							

(29.1) Average speed per hour (29.1)

All trains must get Clearance Card before leaving Roswell and Carlsbad.
 No Switch Lights on Carlsbad District.
 Industry Siding, M. P. 111.5; capacity, 15 cars.
 Russell Spur, M. P. 128.1; capacity, 10 cars.
NOS. 45 AND 46 HAVE NO TIME TABLE AUTHORITY.

Emergency telephone, Lakewood, Globe and Avalon.

PECOS DIVISION—PECOS DISTRICT.

WESTWARD.				Capacity of Stings.	Fuel, Water, Turn Tables, and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from Clovis Junction.	Telegraph Offices.	EASTWARD.							
Second Class.							No. Cars.	Yard	WFY				No. 50,			Miles.	N	D	Second Class.	
91													March 4, 1928.						92	
			Mixed.																	
			Leave Daily Ex. Sunday.												Arrive Daily Ex. Sunday.					
			AM 7.30												PM 5.00					
		f	7.45	22		29.3		18.5	183.0	N			f	4.40						
		s	8.03	29		29.3		39.6	189.1											
		s	8.17	27		39.1		39.6	195.3	D			s	4.18						
		f	8.50	27		39.6		39.6	199.3				s	4.01						
		f	9.05	26		39.6		36.1	210.3				f	3.33						
		s	9.48	16		39.6		39.6	216.5				f	3.18						
		f	10.20	27		39.6		39.1	230.7				s	2.43						
		f	10.38	4		26.4		34.8	241.2				f	2.21						
		s	10.51	16		13.2		10.6	247.1				f	2.09						
		f	11.20	18		36.4		28.5	251.4				s	2.00						
			11.55 AM	136	FY	12.4		31.7	261.4				f	1.40						
			Arrive Daily Ex. Sunday.						271.5	N				1.20 PM						
			(20.0)											(24.1)						
.....Average speed per hour.....																				

All trains will be governed by P. and S. F. Ry. Co. Time Table between Corral and Pecos.

All trains must get Clearance Card before leaving Carlsbad and Pecos.

All P. & S. F. trains will be governed by time rules and regulations of the T. & P. Railroad time table while occupying T. & P. main line at Pecos.

All trains must approach Pecos under control, expecting to find T. & P. trains occupying main line.

No Switch Lights on Pecos District.

Carlsbad Stock Yards, M. P. 185.1; capacity, 23 cars.

Rock Spur M. P. 207.9; capacity, 15 cars.

Angeles Spur, M. P. 223.4; capacity, 2 cars.

Irabel Spur, M. P. 243.4; capacity, 4 cars.

Spur track, M. P. 265.5; capacity 2 cars.

Emergency telegraph box Patrole and Riverton.

NO. 91 IS SUPERIOR TO NO. 92.

PECOS DIVISION—ESTANCIA DISTRICT.

WESTWARD.		Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Railing Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Railing Grade Ascending.	Distance from Torrance.	Telegraph and Telephone Offices	EASTWARD.	
Second Class	First Class.								First Class.	Second Class
53	51							52	54	
Mixed.	Passenger.							Passenger.	Mixed.	
Leave Sunday, Wednesday, Friday	Leave Tuesday, Thursday and Saturday	No. Cars.					Miles.	Arrive Monday, Wednesday, Friday	Arrive Tuesday, Thursday, Saturday	
AM 8.00	AM 7.45	45	W F Y	0	TORRANCE	0	0.0	PM 4.30	PM 4.50	
f 8.20	f 8.05			37.0	7.0 CAMELEON.	73.9	7.0	f 4.05	f 4.20	
f 8.30	\$ 8.15			23.2	3.9 CEDARVALE.	65.0	10.9	\$ 3.55	f 4.10	
f 8.45	f 8.30			37.0	5.7 BIANCA.	27.5	16.6	f 3.40	f 3.45	
f 9.05	f 8.50			52.8	7.4 PROGRESSO.	42.2	24.0	f 3.20	f 3.25	
\$ 9.45	\$ 9.25	391	W F Y	42.2	12.0 WILLARD. A. T. & S. F. Crossing.	36.0	36.0	\$ 2.50	\$ 2.50	
\$ 11.10	\$ 10.05	221	W	10.6	11.3 ESTANCIA.	10.6	47.3	\$ 2.20	\$ 2.20	
f 11.35	f 10.25			66.0	7.6 McINTOSH.	44.9	54.9	f 1.55	f 1.30	
PM 12.10	PM 10.50	48		51.2	8.4 MORIARTY.	68.6	63.3	\$ 1.35	\$ 1.05	
f 12.30	f 11.10			44.4	6.9 OTTO.	0.0	70.2	f 1.15	f 12.40	
f 12.45 ⁵² 1.10	\$ 11.25	56		72.3	4.8 STANLEY.	60.7	75.0	f 1.05 \$ 12.45 ⁵³	f 12.25 \$ 12.05 PM	
f 1.35	f 11.45 ⁵⁴	30	W	0.0	7.5 TRAHEY.	169.0	82.5	f 12.25	f 11.45 ⁵¹	
1.45	11.55	12		0.0	3.0 DYKE SPUR.	169.0	85.5	12.05 PM	11.20	
f 2.00	PM 12.01			137.1	2.4 CLARK.	55.4	87.9	f 11.59	f 11.10	
\$ 2.25	\$ 12.20	175	Y	158.4	6.1 KENNEDY.	93.5	94.0	\$ 11.40	\$ 10.50	
f 2.50	f 12.45			142.6	5.8 VEGA BLANCA.	142.6	99.3	f 11.25	f 10.20	
f 3.25	f 1.15			158.4	10.5 DONACIANA.	0.0	110.3	f 11.00	f 9.50	
f 3.35	f 1.25			116.2	3.9 GRANDALL.	0.0	114.2	f 10.52	f 9.41	
				116.2	1.1 A. T. & S. F. Crossing.	0.0	115.3			
3.45 PM	1.35 PM	Yard	W T Y		0.5 SANTA FE.	0.0	115.3	D 10.45 AM	9.35 AM	
Arrive Sunday, Wednesday, Friday	Arrive Tuesday, Thursday and Saturday				115.8			Leave Monday, Wednesday, Friday	Leave Tuesday, Thursday, Saturday	
(15.8)	(19.6) Average speed per hour.....				(21.5)	(16.7)			

All trains must get clearance card before leaving Torrance, Willard and Santa Fe.
 West bound trains must stop at Trahey and test air before descending Clark hill.
 Estancia District trains have no time table superiority in Santa Fe and Willard yards.
 No switch lights on Estancia District.

Spur tracks are located at: Cedarvale, capacity, 17 cars
 Bianca, capacity, 3 cars
 Progreso, capacity, 6 cars
 McIntosh, capacity, 18 cars
 Otto, capacity, 4 cars
 Clark, capacity, 10 cars
 Vega Blanca, capacity, 8 cars
 Donaciana, capacity, 8 cars
 Dyke Spur, M. P. 85.5, capacity, 12 cars

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.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.

MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.

EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73 and 74.

MIDDLE DIVISION.—Trains 59, 60, 61, 62, 63, 64, 75, 76, 89, 90, 97 and 98; 73 and 74 between Concordia and Superior, 87 and 88 between Little River and Ellinwood.

OKLAHOMA DIVISION.—Trains 73, 74, 75, 76, 79, 80, 81, 82, 83 and 84.

SOUTHERN KANSAS DIVISION.—Trains 81, 82, 83, 84, 85, 86, 87, 88, 91, 92, 97 and 98.

WESTERN DIVISION.—Trains 77, 78, 79, 80, 81 and 82.

ARKANSAS RIVER DIVISION.—Trains 87, 88 and 90.

NEW MEXICO DIVISION.—Trains 71 and 72.

PANHANDLE DIVISION.—Trains 57, 58, 59, 60, 61, 62, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.

PECOS DIVISION.—Trains 45, 46, 47 and 48.

PLAINS DIVISION.—Trains 73, 74, 85 and 86; and 87 and 88 between Woodward and Shattuck.

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 to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) At any station Chicago to Kansas City for passengers to Newton and beyond, and at Baring to discharge passengers from Chicago and pick up passengers for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California.
 (c) At any station west of Kansas City to discharge passengers from east of Kansas City or St. Joseph District.
 (d) At Holliday for passengers from No. 46 for points at which No. 1 is scheduled to stop, when No. 46 does not make connection with No. 56 at Ottawa, and for passengers from No. 50 at which No. 1 is scheduled to stop.
 (e) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (f) At Coal City for passengers destined west of Ancona.
 (g) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
 (h) At any station Clovis to Belen to discharge passengers from east and south of Clovis.
- No. 2. (a) At any station La Junta to Chicago to discharge passengers from Phoenix, Arizona, and from points in California.
 (b) At any station east of Kansas City to discharge passengers from south of Newton.
- No. 5-6. From Chicago (a) At any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from El-dorado District, and Southern Kansas Division.
- No. 5-6. From Denver (a) At any station Denver to Pueblo for passengers east and south of Newton.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City and pick up passengers for stations at which No. 6 is scheduled to stop.
 (c) At any station Purcell to Kansas City to discharge passengers from south of Purcell.
 (d) At any station east of Kansas City to discharge passengers from west and south of Newton and passengers reaching Kansas City on No. 50.
 (e) At Bucklin for passengers for Chicago and east.
- No. 7. At Domingo and Bernalillo to discharge passengers from Lamy and East, and to pick up passengers for points in Arizona and California.
- No. 8. (a) At any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station Newton to Kansas City to discharge passengers from west of Newton.
- No. 9. (a) At Stronghurst for passengers for Kansas City and beyond.
 (b) At La Plata for passengers west of Newton at which No. 9 is scheduled to stop.
 (c) At Halstead, Sterling and Ellinwood to discharge passengers from Topeka, Lawrence and from Kansas City and east.
 (d) At any station Dodge City to La Junta to discharge passengers from Kansas City and east, and to pick up passengers for Arizona and California.
- No. 10. (a) At any station Belen to Clovis to discharge passengers from Albuquerque, Belen and points west and south of Belen.
 (b) At any station Wellington to Newton to discharge passengers from west of Mulvane and stations Kansas City to Chicago to discharge passengers from west of Newton.

- No. 11-12. (a) At Olathe for passengers to La Junta and beyond, and Ottawa Junction for passengers beyond Newton, west or south, at which 11 or 27 is scheduled to stop.
 From Kansas City (b) At Florence for passengers to Dodge City and west for points at which 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Las Animas to discharge passengers from east and south of Newton, and pick up passengers for Pueblo and points north thereof at which No. 12 is scheduled to stop.
 (d) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12. From Denver (a) At Littleton and Monument to pick up passengers for Colorado Springs, Pueblo and east where 11-12 is scheduled to stop.
 (b) At Osage City to discharge passengers from west of La Junta.
 (c) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
- No. 14. (a) At any station La Junta to Newton to discharge passengers from La Junta and west.
 (b) At stations east of Kansas City to discharge passengers from west of Kansas City.
 (c) At Stronghurst and Williamsfield for passengers for Chicago and east and to discharge passengers from Kansas City.
 (d) At Halsted Street, Chicago, to discharge passengers for stock yards district.
- No. 17. (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from east or west of Kiowa, via Enid District.
 (c) At Burlingame and Osage City to discharge passengers from Kansas City and east and to pick up passengers for south of Mulvane.
- No. 18. (a) At any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21. (a) At any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avarad.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) At any station Belen to Clovis to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (c) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (d) At points Mulvane to Emporia to discharge passengers from west of Mulvane.
 (e) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
 (f) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (g) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (h) At Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
 (i) At Ransom, Kinsman, Verona and Mazon to discharge passengers from west of Fort Madison and to pick up passengers for Chicago and beyond.
- No. 27. At Newkirk to discharge passengers from Winfield and east and to pick up passengers for Guthrie and beyond where No. 27 is scheduled to stop.
- No. 28. (a) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Wichita, Newton and points east at which No. 28 is scheduled to stop.
 (b) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond where No. 28 is scheduled to stop.
 (c) At stations Newton to Kansas City to discharge passengers from south of Purcell.
- No. 45. At Turner and Morris for passengers south of Holliday.
- No. 47. At Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
- No. 48. (a) At Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and south.
 (b) At Morehead for passengers for Ottawa and east where No. 48 is scheduled to stop.
- No. 50. At Holliday to discharge passengers for No. 1.

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.

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

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

Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

Dr. C. A. MCGUIRE, Consultant, Topeka.

Dr. M. L. PERRY, Consultant, Topeka.

Drs. WILLIAMS & BOGGS, Specialists Eye and Ear, Topeka.

Drs. KILLOUGH & STREIT, Specialists Eye and Ear,
Amarillo.

Dr. J. T. HUTCHINSON, Specialist Eye and Ear, Lub-
bock.

Dr. I. H. DILLON, Specialist Eye and Ear, Wellington.

Dr. R. F. PETITT, Dentist, Albuquerque.

Dr. A. H. VOGT, Neurologist, Albuquerque.

Dr. R. C. PORTER, Specialist Eye and Ear, Newton.

Dr. J. J. PATTEE, Specialist Eye and Ear, Pueblo.

Dr. W. C. BENNETT, Specialist Eye and Ear, La Junta.

Dr. E. M. CHAPMAN, Dentist, Clovis.

Dr. S. G. VON ALMEN, Specialist Eye and Ear, El Paso.

Dr. H. W. GIBBS, Specialist Eye and Ear, Las Vegas.

Dr. T. P. LYON, Specialist Eye and Ear, Raton.

PECOS DIVISION.

Dr. W. F. GLAZIER, Carlsbad.

Dr. W. T. JOYNER, Roswell.

Dr. C. RUSSELL, Artesia.

Dr. A. J. EVANS, Elida.

Dr. M. C. WEBER, Moriarty.

Dr. A. F. BROWN, Fort Sumner.

Dr. G. A. MILLER, Vaughn.

Dr. S. L. WILKINSON, Belen.

Dr. N. F. WOLLARD, Portales.

Dr. J. A. MASSIE, Santa Fe.

Dr. H. A. MILLER, Clovis Hospital.

Dr. C. D. OTTOSEN, Willard.

Dr. JIM CAMP, Pecos.

Dr. W. D. Dabbs, Clovis Hospital.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, PECOS DIVISION.

J. R. DENHOF, Clovis.

GEO. W. ZINK, Roswell.

CHAS. E. DENHOF, Carlsbad.

H. C. YONTZ, Santa Fe.

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, all unsafe conditions or practices.”

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

