

L. P. HEATH, Trainmaster.....Clovis, New Mexico  
 E. O. CHADDOCK, Trainmaster.....Carlsbad, New Mexico  
 R. HARRISON, Chief Dispatcher.....Clovis, New Mexico  
 J. A. ELROD, Assistant Chief Dispatcher.....Clovis, New Mexico  
 M. R. JONES, Assistant Chief Dispatcher.....Clovis, New Mexico

**TRAIN DISPATCHERS—CLOVIS, NEW MEXICO**

R. C. JOHNSON.	D. D. BOLER.	J. N. NAYLOR.
J. C. COLLINS.	B. E. WRATHER.	I. F. PHILLIPS.
L. J. MICHELET.	H. R. MOOTS.	C. M. BONARDEN.
E. V. CHURCH.	J. E. YOUNG.	E. W. VANCE.
H. H. RUMSEY.	D. H. WILLIAMS.	

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

**LOCAL TIME INSPECTORS**

BRYANT MADDOX.....Amarillo  
 FRED W. HINDS.....Amarillo  
 L. N. PITTMAN.....Amarillo  
 JESSE A. MAY.....Clovis  
 H. C. EDWARDS.....Clovis  
 M. E. TREMBLY.....Belen  
 RICHARD EALY.....Belen  
 D. H. WEBB.....Portales  
 J. B. ALLISON.....Roswell  
 G. M. MCCOY.....Carlsbad

**SURGEONS OF THE**

**ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY  
 AND THE A.T.&S.F. HOSPITAL ASSOCIATION**

DR. GEO. S. HOPKINS, Chief Surgeon.....Topeka  
 DR. T. A. KOONS, Surgeon In Charge.....Albuquerque

**LOCAL SURGEONS**

DR. V. SCOTT JOHNSON.....Clovis  
 DR. JOEL ZEIGLER.....Clovis  
 DR. LEWIS THOMAS.....Clovis  
 DR. WALTER D. DABBS.....Clovis  
 DR. J. B. MOSS, JR.....Clovis  
 DR. LANE E. MOORE, D. O.....Ft. Sumner  
 DR. EDWARD D. FIKANY.....Ft. Sumner  
 DR. RALPH P. BROWER, D. O.....Vaughn  
 DR. J. H. WIGGINS.....Estancia  
 DR. GEORGE W. EARLE.....Estancia  
 DR. ROBERT J. SAUL.....Mountainair  
 DR. LOUIS J. LEVIN.....Belen  
 DR. W. D. RADCLIFFE.....Belen  
 DR. H. T. BRASELL.....Portales  
 DR. R. F. CRANE.....Portales  
 DR. J. P. WILLIAMS.....Roswell  
 DR. EARL A. LATIMER, JR.....Roswell  
 DR. JAN PIETER VOUTE.....Hagerman  
 DR. C. RUSSELL.....Artesia  
 DR. W. E. TONEY.....Artesia  
 DR. J. H. HILLSMAN.....Carlsbad  
 DR. C. L. WOMACK.....Carlsbad  
 DR. JOSEPH R. MANSFIELD.....Carlsbad  
 DR. EARL B. FLANAGAN.....Carlsbad  
 DR. THEODORE E. HAUSER.....Carlsbad  
 DR. JIM CAMP.....Pecos

**EYE, EAR, NOSE AND THROAT SPECIALISTS**

DR. R. L. CURRY.....Clovis  
 DR. G. W. GRISWOLD.....Roswell  
 DR. CLAY GWINN.....Carlsbad

# The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES  
 Southern District  
 PECOS DIVISION**

## TIME TABLE No.

# 86

**IN EFFECT  
 Sunday, July 22, 1956**

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

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

**G. R. BUCHANAN,  
 General Manager,  
 Amarillo, Texas.**

**T. J. ANDERSON,  
 Asst. General Manager,  
 Amarillo, Texas.**

**T. W. GOOLSBY,  
 Superintendent,  
 Clovis, New Mexico.**

**CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS**  
 The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM		
1	Alva Woodward Canadian Hereford Fort Sumner Vaughn	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque		
					Glorieta Rowe Ribera			Albuquerque and beyond	
2	Vaughn Fort Sumner Hereford Canadian Woodward Alva Kiowa	Kansas City and beyond	North of Barstow	124	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond		
					Thatcher			La Junta and beyond	Trinidad and beyond
3	Canadian Hereford Vaughn	Barstow and beyond	Kansas City and beyond	124	La Junta to Hutchinson	Newton and beyond	La Junta and beyond		
4	Vaughn Hereford Canadian	Kansas City and beyond	Barstow and beyond	191-190	La Junta to Denver		Beyond La Junta		
23	Hazelton	Waynoka and beyond	Wellington and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond		
	Umberger Black	Clovis and beyond	Beyond Amarillo		18	Hutchinson	Chicago and beyond		
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond		
	Black Umberger	Beyond Amarillo	Clovis and beyond		Littleton	Colorado Springs, Pueblo and beyond			
	Hazelton	Wellington and beyond	Waynoka and beyond		21	Hutchinson	La Junta and beyond	Kansas City and beyond	
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	21	Garden City	Albuquerque and beyond	Kansas City and beyond, and South of Newton		
	Thatcher	Trinidad and beyond	La Junta and beyond		Trinidad	Raton and beyond	Dodge City and beyond		
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond		22	Trinidad	Dodge City and beyond	Any scheduled station stop	
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Garden City	Kansas City and beyond and South of Newton	Albuquerque and beyond		
				19	St. John Garden City Lamar	Albuquerque and beyond, and North of La Junta	Emporia, Kansas City and beyond, and South of Newton		
					20	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond, and North of La Junta	
				27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo			
					Palmer Lake			Any station	Any station
					28-(C&S)			Palmer Lake	Any station

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation

**FIRST DISTRICT.**

**PECOS DIVISION. 2**

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 86, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
		First Class.									First Class.				
		3	23	1							24	2	4		
Other Tracks.	Sidings.	Passenger.	The Grand Canyon.	San Francisco Chief.		STATIONS.					The Grand Canyon.	San Francisco Chief.	Passenger.		
		Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.		
	Yard	PM 10.05	AM 11.15	AM 10.50	656.7	<b>CLOVIS. YL</b> 5.9	12.7	W T Y	C	s	PM 2.30	s	PM 2.45	s	PM 11.45
70	127	10.11	11.24	10.56	662.6	<b>GALLAHER.</b> 4.8	11.1		B		2.16	2.34	11.31		
18	110	10.15	11.30	11.00	667.4	<b>GRIER.</b> 5.4	18.7		B		2.10	2.30	11.26		
26	110	10.20	11.36	11.05	672.8	<b>ST. VRAIN.</b> 8.0	11.1		B		2.04	2.25	11.20		
84	109	10.27	11.47	11.12	680.8	<b>MELROSE.</b> 6.8	26.4		C	f	1.54	2.18	11.12		
6	216	10.33	11.54	11.18	687.6	<b>CANTARA.</b> 5.8	31.7		B		1.44	2.12	11.05		
57	220	10.38	11.59 PM	11.23	693.4	<b>KRIDER.</b> 5.1	31.7		B		1.38	2.07	10.59		
51	161	10.43	12.04	11.27	698.5	<b>TOLAR.</b> 4.3	31.7		B		1.33	2.03	10.53		
63	260	10.48	12.09	11.31	702.8	<b>TAIBAN.</b> 7.3	31.7		B		1.28	1.59	10.48		
25	201	10.55	12.16	11.37	710.1	<b>LA LANDE.</b> 6.7	31.7		B		1.22	1.53	10.42		
70	112	11.03	12.28	11.42	716.8	<b>FORT SUMNER.</b> 6.8	31.7	Y	C	f	1.14	1.47	10.36		
4	231	11.10	12.36	11.48	723.6	<b>AGUDO.</b> 5.7	31.7		B		1.05	1.41	10.31		
19	216	11.16	12.44	11.53	729.8	<b>RICARDO.</b> 7.3	31.7		B		1.00	1.36	10.26		
5	216	11.24	12.54 <sup>24</sup> PM	11.59 PM	736.6	<b>EVANOLA.</b> 7.3	31.7		B		12.54 <sup>23</sup>	1.30	10.20		
44	110 110	11.32	1.02	12.05	743.9	<b>YESO.</b> 5.7	31.7		C		12.48	1.24	10.14		
2	216	11.39	1.08	12.10	749.6	<b>LARGO.</b> 6.5	31.7		B		12.43	1.19	10.09		
26	216	11.46	1.14 <sup>2</sup>	12.16	756.1	<b>BUCHANAN.</b> 5.3	31.7		B		12.38	1.14 <sup>23</sup>	10.04		
4	217	11.52	1.22	12.21	761.4	<b>CARDENAS.</b> 7.6	31.7		B		12.33	1.09	9.59		
15	237	11.59 AM	1.30	12.27 <sup>24</sup>	769.0	<b>DUORO.</b> 6.7	31.7		B		12.27 <sup>1</sup>	1.03	9.53		
5	125	12.07	1.37	12.34	775.7	<b>JOFFRE.</b> 6.9	31.7		B		12.20	12.57	9.47		
9		12.15	1.43	12.41	782.6	<b>IDEN.</b> 4.9	31.7		B		12.13	12.51	9.41		
	Yard	12.25 AM	1.55 PM	12.50 PM	787.5	<b>VAUGHN. YL</b>	10.6	W T Y	C		12.05 PM	12.45 PM	9.35 PM		
		Arrive Daily.	Arrive Daily.	Arrive Daily.		(130.8)					Leave Daily.	Leave Daily.	Leave Daily.		
		56.0	49.0	65.4		Average speed per hour.					54.1	65.4	60.3		

Signal System Two between Clovis MP 655.0 and Vaughn MP 787.5.

At Clovis between westward interlocked signals east end Clovis yard and eastward interlocked signals west end Clovis yard there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main tracks may be used not protecting against regular and extra trains and engines.

Two main tracks between Clovis MP 655.0 and Melrose MP 681.2 and between Joffre MP 773.6 and Vaughn MP 788.4. Trains will operate as per Rule 251 on that portion of these two main tracks between Clovis MP 655.0 and east crossover Melrose MP 679.5 and between west crossover Joffre MP 776.2 and Vaughn MP 788.4.

Centralized Traffic Control (CTC) on all main tracks and sidings between east crossover Melrose MP 679.5 and west crossover Joffre MP 776.2, except siding Melrose is not included. Trains moving on siding Melrose must comply with Rule 105.

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

### 3 PECOS DIVISION.

### SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 86, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Icys.	Communications.	EASTWARD.		
		First Class.									First Class.		
		23	1	3							24	2	4
Other Tracks.	Sidings.	The Grand Canyon.	San Francisco Chief.	Passenger.							The Grand Canyon.	San Francisco Chief.	Passenger.
	Yard	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.
		PM 1.55	PM 12.50	AM 12.25	787.5						PM 12.05	PM 12.45	PM 9.35
5	214	2.05	12.57	12.32	792.7	31.7	VAUGHN. YL 5.2	0	W T Y	C	PM 12.05	PM 12.45	PM 9.35
3	181	2.15	1.05	12.40	798.7	31.7	TEJON. 6.0	0		B	11.55	12.40	9.28
46	120	2.23	1.10	12.45	803.8	10.5	CARNERO. 5.1	31.7		B	11.50	12.35	9.23
30	239	2.29	1.15	12.50	808.8	31.7	ENCINO. 5.0	31.7		C	11.45	12.31	9.19
3	229	2.35	1.21	12.56	815.5	31.7	NEGRA. 6.7	31.7	W	B	11.40	12.27	9.15
3	116	2.40	1.25	1.00	819.5	31.7	PEDERNAL. 4.0	31.7		B	11.34	12.21	9.09
5	191	2.45	1.30	1.05	824.0	31.7	DUNMOOR. 4.5	31.7		B	11.30	12.17	9.05
39	213	2.49	1.35	1.10	828.8	12.1	CULEBRA. 4.8	31.7		B	11.26	12.13	9.00
3	169	2.55	1.41	1.16	836.1	30.5	LUCY. 7.3	31.7		B	11.22	12.09	8.56
235	128	3.05	1.46	1.21	842.1	30.3	SILIO. 6.0	31.7		B	11.16	12.03 PM	8.50
3	246	3.13	1.53	1.28	848.5	31.7	WILLARD. 6.4	0	W Y	C	11.10	11.58	8.44
220	64 126 388	3.25	2.00	1.35	855.7	31.7	BRONCHO. 7.2	0		B	11.03	11.53	8.38
6	270	3.34	2.07	1.42	863.2	31.7	MOUNTAINAIR. 7.5	66.0	Y	C	10.57	11.47	8.32
20	801	3.43	2.14	1.49	868.9	3.2	ABO. 5.7	66.0		B	10.45	11.39	8.22
3	166	3.56	2.26	2.02	875.9	0	SCHOLLE. 7.0	66.0		B	10.36	11.32	8.12
67	186	4.02	2.31	2.07	881.6	0	SAIS. 5.7	66.0		B	10.23	11.20	8.00
3	186	4.08	2.35	2.11	886.6	0	BECKER. 5.0	31.7		B	10.18	11.15	7.55
7	187	4.14	2.39	2.15	891.8	0	BODEGA. 4.7	31.7		B	10.13	11.11	7.51
	Yard	4.25 PM	2.50 PM	2.25 AM	897.4	12.1	MADRONE. 6.1	31.7		B	10.08	11.07	7.47
		Arrive Daily.	Arrive Daily.	Arrive Daily.			BELEN. YL		W T Y	C	10.00 AM	11.00 AM	7.40 PM
		43.9	54.9	54.9			(109.9)				Leave Daily.	Leave Daily.	Leave Daily.
							Average speed per hour.				52.7	62.8	67.3

CENTRALIZED TRAFFIC CONTROL

Signal System One between Vaughn MP 787.5 and MP 888.0.  
Signal System Two between MP 888.0 and Belen MP 897.6.  
Two main tracks through Vaughn MP 787.2 to MP 788.4 and at Belen between MP 896.5 and MP 897.6 on which trains will operate as per Rule 251.

Centralized Traffic Control (CTC) on all main tracks and sidings between end of two main tracks Vaughn MP 788.4 and east end of two main tracks Belen MP 896.5 and on freight lead Belen between MP 893.9 and MP 895.4, except sidings Encino, Dunmoor, Willard and Track No. 2 Mountainair are not included. Trains moving on sidings Encino, Dunmoor, Willard and on Track No. 2 Mountainair must comply with Rule 105.

Between Albuquerque Division junction MP 897.6 and Automatic Signal 9324 Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Mountainair, westward passenger trains not making station stop, will make service test of air brakes as prescribed by Rule 945 (e).

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

**ROSWELL DISTRICT.**

**PECOS DIVISION. 4**

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. <b>25</b> Passenger.		Rating Grade Ascending.	TIME TABLE No. 86, July 22, 1956.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. <b>26</b> Passenger.
Other Tracks.	Slidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
	Yard	PM 1.45		0	<b>CLOVIS. YL</b> 0.7	19.6	W F T Y	C	PM 1.00
			0.0	37.0	Clovis Jct. 7.6	52.8			
2	110	f 1.58	7.6	52.8	CAMEO. 10.0	52.8		B	f 12.46
96	134	s 2.12	17.6	52.8	<b>PORTALES. YL</b> 3.3	52.8		C	s 12.32
	27	2.18	20.9	52.8	YERBA. 8.9	16.7			12.26
2	110	f 2.29	29.8	52.8	DELPHOS. 7.4	37.0		B	f 12.16
2	115	f 2.39	37.2	52.8	KERMIT. 5.0	52.8		B	f 12.06 -PM-
39	50	s 2.46	42.2	52.8	ELIDA. 5.4	52.8		C	s 11.59
2	110	2.54	47.6	48.1	TORNERO. 4.9	52.8		B	11.49
8	72	f 3.02	52.5	42.2	KENNA. 13.0	47.5		B	f 11.42
	110	f 3.20	65.5	52.8	BOAZ. 6.3	40.7		B	f 11.25
	34	f 3.29	71.8	52.8	ELKINS. 10.1	52.8		B	f 11.16
	110	f 3.42	81.9	45.9	CAMPBELL. 8.1	52.8		C	f 11.03
	18	f 3.55	90.0	37.0	ACME. 4.9	52.8		B	f 10.50
	110	f 4.03	94.9	52.8	MELENA. 8.2	52.8		B	f 10.42
	59	f 4.13	103.1	52.8	POE. 4.7	52.8		B	f 10.32
	Yard	s 4.20 PM	107.8		<b>ROSWELL. YL</b>		Y	C	10.25 AM
		Arrive Daily.			(108.5)				Leave Daily.
		42.0			Average speed per hour.				42.0

At Clovis between westward interlocked signals east end Clovis yard and eastward interlocked signals west end Clovis yard there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main tracks may be used not protecting against regular and extra trains and engines.

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

**Estancia District.**

Track Capacity 50 ft. Per Car.		WEST- WARD. <b>39</b> Mixed.		Rating Grade Ascending.	TIME TABLE No. 86, July 22, 1956.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. <b>40</b> Mixed.
Other Tracks.	Slidings.	Leave Wed. and Sat.	Mile Post.		STATIONS.				Arrive Wed. and Sat.
235	128	AM 9.40	0.0	42.2	<b>WILLARD. YL</b> 11.8	42.2	W Y	C	PM 1.30
37	26	s 10.20	11.8	66.0	ESTANCIA. YL 16.0	44.9		C	s 12.50 PM 11.40 AM
8	31	s 11.15 AM	27.8		MORIARTY.				Leave Wed. and Sat.
		Arrive Wed. and Sat.			(27.8)				15.2
		17.6			Average speed per hour.				

Trains 39 and 40 have no time table authority.

Trains must get numbered clearance card before leaving Willard.

No switch lights on Estancia District.

5 PECOS DIVISION.

CARLSBAD DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.			Ruling Grade Ascending.	TIME TABLE No. 86, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communication.	EASTWARD.	
		45	First Class.							26	46
			Mixed.	Passenger.							
Other Tracks.	Sidings.	Leave Mon. Wed. and Fri.	Leave Daily.	Mile Post.	STATIONS.	Arrive Daily.	Arrive Tues. Thurs. and Sat.				
	Yard		PM 4.25	107.8	47.0	<b>ROSWELL. YL</b> 4.6	52.8	Y	C	AM 10.20	
9	21		f 4.34	112.6	30.1	<b>SOUTH SPRING.</b> 6.2	35.2			f 10.11	
	110		f 4.42	118.8	0	<b>CHISUM.</b> 5.4	41.7		B	f 10.03	
61	51		s 4.49	124.2	0	<b>DEXTER.</b> 2.4	21.1		C	s 9.56	
50			f 4.53	126.6	46.2	<b>GREENFIELD.</b> 3.9	42.2		B	f 9.52	
40	51		s 4.58	130.5	32.7	<b>HAGERMAN.</b> 8.6	52.8		C	s 9.47	
15	19		s 5.09	139.1	38.5	<b>LAKE ARTHUR.</b> 4.7	31.7		B	s 9.36	
22	110		f 5.16	143.8	8.5	<b>ESPUELA.</b> 6.1	31.7		B	f 9.29	
287	64		s 5.24	149.9	45.8	<b>ARTESIA. YL</b> 5.1	41.7		C	s 9.21	
22			f 5.31	155.0	29.0	<b>ATOKA.</b> 2.9	41.7			f 9.14	
44	25		f 5.35	157.9	18.6	<b>DAYTON.</b> 7.3	52.8		B	f 9.10	
26	110		f 5.44	165.2	50.2	<b>LAKEWOOD.</b> 12.3	48.8		B	f 9.01	
	61		PM f 6.03	177.5	52.8	<b>AVALON.</b> 5.5	52.8		B	f 8.42	
	Yard	8.00	s 6.15	183.0	29.8	<b>CARLSBAD. YL</b> 6.1	18.5	FY	C	8.30 AM	
19			f 8.15	189.1	29.3	<b>OTIS.</b> 6.2	39.6			f 8.30	
65			s 8.45	195.3	39.1	<b>LOVING. YL</b> 4.5	39.6	Y	C	s 8.15	
24			f 9.00	199.8	39.6	<b>MALAGA.</b> 11.0	39.6			f 5.50	
36			f 9.35	210.8	39.6	<b>RED BLUFF.</b> 5.7	36.1			f 5.15	
23			f 9.55	216.5	39.6	<b>CORRAL.</b> 8.1	39.6			f 4.55	
13			f 10.20	224.6	39.6	<b>ANGELES.</b> 6.1	39.6			f 4.30	
8	12		f 10.40	230.7	39.6	<b>ORLA.</b> 10.5	39.1			f 4.10	
24			f 11.13	241.2	26.4	<b>RIVERTON.</b> 10.1	34.8			f 3.37	
26			f 11.45 AM	251.3	36.4	<b>ARNO.</b> 20.2	31.7			f 3.05	
	Yard		s 1.00 AM	271.5		<b>PECOS. YL</b>		Y	C	2.00 AM	
		Arrive Tues. Thurs. and Sat.	Arrive Daily.			(163.7)				Leave Tues. Thurs. and Sat.	
		17.7	41.0			Average speed per hour.				41.0 18.6	

Trains must get numbered clearance card 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 M.P. 213.8 and a member of crew will precede the train before crossing.

## SPECIAL RULES.

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

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e) : Canceled.

(l) : ————— When standing — apply or release air brakes.

(m) : ————— When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

### 2. YARD LIMITS.

Artesia.

Belen.

Carlsbad (includes  
Carlsbad Industrial  
Spur).

Clovis.

Estancia.

Loving (includes  
Loving Industrial  
Spur).

Pecos.

Portales.

Roswell.

Vaughn.

Willard (Estancia  
District only).

### 3. SPEED REGULATIONS.

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

#### (B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT</b>	<b>79</b>	<b>55</b>
<b>SECOND DISTRICT</b>	<b>79</b>	<b>55</b>
<b>ROSWELL DISTRICT:</b>		
Clovis and M.P. 19	59	30
M.P. 19 and M.P. 56	59	45
M.P. 56 and Roswell	59	30
<b>CARLSBAD DISTRICT:</b>		
Roswell and M.P. 114	59	30
M.P. 114 and M.P. 139	59	45
M.P. 139 and Carlsbad	59	30
Carlsbad and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		30
Loving and Pecos	20	20
<b>ESTANCIA DISTRICT</b>	<b>20</b>	<b>20</b>
<b>FIRST DISTRICT</b>		
End of two main tracks eastward, M.P. 681.2	40	40
Curve, M.P. 695.6 to M.P. 695.8	75	55
Curve, M.P. 700.0 to M.P. 700.2	75	55
4 Curves, M.P. 716.5 to M.P. 720.6	75	55
Curve, M.P. 726.8 to M.P. 727.6	75	55
Curve, M.P. 751.0 to M.P. 751.3	75	55
Curve, M.P. 752.9 to M.P. 753.9	75	55
Curve, M.P. 755.5 to M.P. 755.8	75	55
Curve, M.P. 757.3 to M.P. 757.5	75	55
3 Curves, M.P. 762.9 to M.P. 764.5	70	55
Curve, M.P. 769.5 to M.P. 769.7	75	55
Curve, M.P. 771.0 to M.P. 771.3	75	55
End of two main tracks westward, M.P. 773.6	40	40
<b>WESTWARD MAIN TRACK:</b>		
Curve, M.P. 778.8 to M.P. 779.1	70	55
Curve, M.P. 779.5 to M.P. 779.9	70	55
Curve, M.P. 779.9 to M.P. 780.5	75	55
3 Curves, M.P. 785.4 to M.P. 787.1	70	55
<b>EASTWARD MAIN TRACK:</b>		
2 Curves, M.P. 785.4 to M.P. 787.1	70	55
<b>SECOND DISTRICT</b>		
West end two main tracks westward, M.P. 788.4	30	30
5 Curves, M.P. 788.6 to M.P. 793.7	70	55
Curve, M.P. 796.2 to M.P. 796.7	70	55
Curve, M.P. 811.3 to M.P. 811.5	75	55

## PECOS DIVISION. 6

### 3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>SECOND DISTRICT—(Cont'd).</b>		
Curve, M.P. 843.9 to M.P. 844.7	75	55
8 Curves, M.P. 855.2 to M.P. 861.4	65	55
Curve, M.P. 863.3 to M.P. 863.6	65	55
Curve, M.P. 865.2 to M.P. 865.6	65	55
4 Curves, M.P. 865.6 to M.P. 867.1	40	35
Curve, M.P. 867.6 to M.P. 868.6	70	55
Curve, M.P. 869.9 to M.P. 870.0	50	40
Curve, M.P. 870.5 to M.P. 870.6	30	30
7 Curves, M.P. 870.7 to M.P. 874.1	30	30
Curve, M.P. 874.4 to M.P. 875.0	50	40
Curve, M.P. 893.1 to M.P. 893.6	70	55
Curve, M.P. 894.0 to M.P. 894.6	65	55
2 Curves, M.P. 894.9 to M.P. 895.6	40	40
2 Curves, M.P. 897.1 to M.P. 897.6	15	15
<b>ROSWELL DISTRICT</b>		
Curve, M.P. 8.7 to M.P. 9.0	55	30
Curve, M.P. 44.2 to M.P. 44.4	59	40
Curve, M.P. 50.0 to M.P. 50.2	50	30
Curve, M.P. 51.3 to M.P. 51.4	59	40
Curve, M.P. 52.4 to M.P. 52.6	59	40
Curve, M.P. 53.5 to M.P. 53.6	59	40
Curve, M.P. 54.2 to M.P. 54.3	59	40
2 Curves, M.P. 84.1 to M.P. 84.6	55	30
3 Curves, M.P. 84.6 to M.P. 85.9	35	30
Curve, M.P. 85.9 to M.P. 86.6	55	30
2 Curves, M.P. 89.6 to M.P. 90.9	55	30
<b>CARLSBAD DISTRICT</b>		
Curve, M.P. 129.0 to M.P. 129.2	55	40
Curve, M.P. 131.0 to M.P. 131.2	59	40
Curve, M.P. 135.0 to M.P. 135.1	59	40
3 Curves, M.P. 166.1 to M.P. 166.6	55	30
Bridge, M.P. 166.6	20	20
Curve, M.P. 166.6 to M.P. 167.7	35	30
Bridge, M.P. 167.7	35	30
2 Curves, M.P. 167.7 to M.P. 168.8	55	30
Main Track Switch, M.P. 181.3	20	20
Main Track Switch, M.P. 181.7	20	20
Bridge, M.P. 181.7 to M.P. 181.8	20	20
Bridge, M.P. 198.9 to M.P. 199.0	15	15
Bridge, M.P. 210.3 to M.P. 210.4	15	15
Bridge, M.P. 213.8 to M.P. 213.9	10	10
<b>CARLSBAD INDUSTRIAL SPUR</b>		
Switch, M.P. 0.3	20	20
Switch, M.P. 0.6	20	20
Switch, M.P. 2.0	20	20
Switch, M.P. 13.5	20	20
<b>LOVING INDUSTRIAL SPUR</b>		
Switch, M.P. 5.1	10	10

(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.....	30

# 7 PECOS DIVISION.

# SPECIAL RULES.

## 3. SPEED REGULATIONS—(Cont'd).

### (D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75

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

Steam	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

## 3. SPEED REGULATIONS—(Cont'd).

### (E) MAXIMUM SPEED OVER SUBMERGED TRACK.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 - 600 - 2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 281 - 300 - 325 - 500 - 501 - 503 - 541 - 625 - 700 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings . . . . .	9	5	5
Passenger Cars			
Roller Bearings . . . . .	8	5	0
Friction Bearings . . . . .	12	5	0

### (F) STEAM DERRICKS, CRANES, ETC.

Trains handling derricks, 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 thirty (30) miles per hour at any point on First and Second Districts, twenty-four (24) miles per hour on Roswell District and between Roswell and Loving on Carlsbad District, and twenty (20) miles per hour between Loving and Pecos on Carlsbad District, and on Estancia District.

### (G) LOCOMOTIVES HANDLED DEAD IN TRAINS.

With side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH		25 MPH	35 MPH
All Freight and Switch Locomotives include types:		Passenger Locomotives	
0-4-0	2-6-2	2-10-0	Mountain Type Includes
0-6-0	2-8-0	2-10-2	All Locomotives Except Mountain Type Include
0-8-0	2-8-2	2-10-4	4-8-2
2-6-0	2-8-4		4-8-4
			4-4-0
			4-4-2
			4-6-0
			4-6-2
			4-6-4

### (H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnout, and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour.



## SPECIAL RULES.

### 3. SPEED REGULATIONS—(Cont'd).

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Clovis	I	All Interlock switches east and west end of yard	15
Gallaher	S	East end eastward siding	15
Grier	S	West end westward siding	15
St. Vrain	S	East end eastward siding	15
Melrose	I	Crossover between two main tracks at east end siding	20
	I	Both ends siding	30
	I	End two main tracks	40
Cantara	I	Both ends siding	40
Krider	I	Both ends siding	40
Tolar	I	Both ends siding	40
Taiban	I	Both ends siding	40
LaLande	I	Both ends siding	40
Fort Sumner	I	Both ends siding	30
Agudo	I	Both ends siding	40
Ricardo	I	Both ends siding	40
Evanola	I	Both ends siding	40
Yeso	I	Both ends siding	40
	I	Crossover	30
Largo	I	Both ends siding	40
Buchanan	I	Both ends siding	40
Cardenas	I	Both ends siding	40
Duoro	I	Both ends siding	40
Joffre	I	East end two main tracks	40
	I	Both ends siding	30
	I	Crossover between two main tracks	40
Vaughn	I	Crossover between two main tracks east end yard	30
	I	West end two main tracks	30
	I	West switch, heading in and out track freight yard	30
Tejon	I	Both ends siding	40
Carnero	I	Both ends siding	40
Encino	I	Both ends siding	30
Negra	I	Both ends siding	40
Pedernal	I	Both ends siding	40
Dunmoor	I	Both ends siding	30
Culebra	I	Both ends siding	40
Lucy	I	Both ends siding	40
Sillo	I	Both ends siding	40
Willard	I	Both ends siding	30
Broncho	I	Both ends siding	40
Mountainair	I	Both ends east siding	40
	I	Both ends No. 2 track	15
	I	Both ends west siding	40
Abo	I	Both ends siding	40
Scholle	I	Both ends siding	40
	I	Crossover	30
Sais	I	Both ends siding	40
Becker	I	Both ends siding	40
Bodega	I	Both ends siding	40
Madrone	I	Both ends siding	40
Belen	I	East end freight lead	30
	I	East end storage yard	15
	I	El Paso Dist. Jct.	15
	I	East end two main tracks	30
	I	Albuquerque Div. Jct.	15
	I	East and west end crossover Albuquerque Div. Jct.	15

## PECOS DIVISION. 8

### 3. SPEED REGULATIONS—(Cont'd).

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Carlsbad	S	East leg wye M.P. 181.3	15
	S	West leg wye M.P. 181.7 (Carlsbad Industrial Spur)	15
	S	Tail of wye M.P. 0.3	15
	S	Both lead switches Potash yard	15
Getty Spur	S	Jct. switch	15

#### (I) SPEED TABLE.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
1	—	61.0	2	05	28.8
1	02	60.0	2	10	27.7
1	04	58.0	2	15	26.7
1	06	56.2	2	30	24.0
1	08	54.5	2	45	21.8
1	10	52.9	3	—	20.0
1	12	51.4	3	30	17.1
1	14	50.0	4	—	15.0
1	16	48.6	5	—	12.0
1	16	47.4	6	—	10.0

### 4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

MILE POSTS	NAME
656.7	Foot overhead bridge Ice House Track 15 Clovis.
786.6	Overhead highway bridge near Vaughn.
787.7	Sand Conveyor Pipe over Eastward Main Track Vaughn Sand House.
800.5	Overhead highway bridge near Encino.
856.0	Overhead highway bridge near Mountainair.
897.1	Foot overhead bridge Belen Yard.
167.6	Pecos River.
181.7	Pecos River.
198.9	Black River.
14.4	Conveyor over KCL loading track International Minerals & Chemical Co.
27.7	Beet Loader Conveyor Belt Moriarty.

### 5. RAILROAD CROSSINGS AND JUNCTIONS:

BELEN M.P. 895.6, Junction New Mexico—Pecos Division protected with interlocking plant.

BELEN—Albuquerque Division Junction 0.2 mile west of passenger station (east for New Mexico Division) with New Mexico Division, protected with interlocking plant.

## 9 PECOS DIVISION.

## SPECIAL RULES.

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

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT—</b>				
Gallaher Airport Spur...	662.8	79	East	None.
<b>SECOND DISTRICT—</b>				
Sais Crusher Tracks....	874.2	152	West	None.
<b>ESTANCIA DISTRICT—</b>				
Witt Spur . . . . .	17.3	10	West	Frnt. Only.
<b>ROSWELL DISTRICT—</b>				
Elkins Water Track....	74.5	5	East & West	None.
Ewell . . . . .	92.9	12	West	61-62.
Harbert . . . . .	95.7	10	West	61-62.
<b>CARLSBAD DISTRICT</b>				
Builders Block and Stone Co. . . . .	110.6	7	East	None.
AAA Alfalfa . . . . .	110.9	7	East	61-62.
Industry . . . . .	111.5	24	East & West	61-62.
Roswell Airport Spur...	113.0	153	West	None.
Moutray . . . . .	121.8	9	East & West	61-62.
Mossman . . . . .	135.0	10	East & West	61-62.
Artesia Compress . . . . .	147.0	40	East & West	61-62.
Northwestern Refinery.	236.4	10	East & West	45-46.
<b>CARLSBAD INDUSTRIAL SPUR—</b>				
Getty . . . . .	12.8	107	East & West	None.
Wills Spur . . . . .	16.2	10	East	None.
Potash Company of America . . . . .	19.2	340	East	None.
Southwest Potash Corp . . . . .	6.1	111	East	None.
Duval Sulphur and Potash Company . . . . .	7.1	133	East	None.
United States Potash Company . . . . .	2.9	26	East	None.
National Potash Co....	8.9	183	East	None.
<b>LOVING INDUSTRIAL SPUR—</b>				
United States Potash Company . . . . .	4.3	295	East & West	None.
International Mineral and Chemical Corporation . . . . .	14.4	310	East	None.

### 7. BULLETIN BOOKS.

BELEN—Roundhouse Register Room,  
Yard Office and Passenger Station.  
CARLSBAD—Telegraph Office and Roundhouse Register Room.  
CLOVIS—Division Office Building,  
Yard Office and Roundhouse Register Room.  
ROSWELL—Freight Station.  
VAUGHN—Telegraph Office.

### 8. STANDARD CLOCKS.

BELEN—Passenger Station, Yard Office and East Tower.  
CARLSBAD—Telegraph Office and Roundhouse Register Room.  
CLOVIS—Telegraph Office and Yard Office.  
ROSWELL—Freight Station.  
VAUGHN—Telegraph Office.

### 9. STANDARD THERMOMETERS.

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

### 10. 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.

### 12. AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY JUDGING SPEED.

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

### IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Force		Car Coupled at	Units of Destructive Force
Safe	1 mph	1	Damaging	5 mph	25
	2 "	4		6 "	36
	3 "	9		7 "	49
	4 "	16		8 "	64
			9 "	81	
			10 "	100	



# SANTA FE SAFETY FIRST



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

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

