

# The Atchison, Topeka & Santa Fe Railway Co.



## Coast Lines



### ARIZONA DIVISION.

# EMPLOYEES' TIME TABLE No. 69

IN EFFECT

**SUNDAY, NOVEMBER 29, 1925,**

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Except Between Parker and Matthe where Mountain Standard will be Used.

Superseding Time Table No. 68, Dated May 10, 1925, and any Supplements thereto.

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

W. K. ETTER,  
General Manager,  
Los Angeles, Cal.

J. R. HITCHCOCK,  
Assistant General Manager,  
Los Angeles, Cal.

C. G. FLUHR,  
Superintendent,  
Needles, Cal.

F. B. GRIM,  
Trainmaster,  
1st District, Needles, Cal.

H. H. TISDALE,  
Trainmaster, 2nd District,  
Needles, Cal.

N. E. SCOTT,  
Trainmaster, 3rd District,  
Bakersfield, Cal.

G. P. SMITH,  
Chief Dispatcher,  
Needles, Cal.

J. E. ELKINS,  
Night Chief Dispatcher,  
Needles, Cal.

F. W. QUIRMBACH,  
E. A. HALLININ,  
W. B. KENNICOTT,  
H. R. CHAPMAN,  
J. W. HARTMAN,  
J. W. ROBBINS,  
L. DUNCAN,  
Dispatchers, Needles, Cal.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward and northward trains are superior to westward and southward trains of the same class.

3. The number of tons shown by rate sheet as ordinary rating for engines, is based on the maximum grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine. Outfit cars and carloads of gasoline in trains or being switched must have air coupled and working and must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train, except that this distance may be exceeded between Hackberry and Pica eastward, Ibis and Danby westward, and both eastward and westward between Muroc and Barstow, providing stop and inspection is made at stations entering and leaving the above limits.

6. Rule 91: In addition to instructions contained therein the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes, a light engine must not follow a freight train within less than ten minutes, and light engines moving in same direction must keep five minutes apart except in closing up at stations or where some form of block signal is used.

7. Rule 567 is abrogated except on Chloride, Ripley and Randsburg districts and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed" and the lamp left burning. When the light is not displayed, trains will reduce speed and if necessary to ascertain position of signal must be stopped. If no operator is on duty, the position of the signal will govern.

8. Rule 93: Yard limit boards are located as follows: Seligman, Peach Springs, Hackberry, Kingman, Yucca, Needles, Goffs, Danby, Cadiz, Bagdad, Ludlow, Newberry, Daggett, Barstow, Kramer, Mojave, Magunden-Algoso, Rice, Blythe, Ripley, Parker and Matthie.

First-class trains when ten minutes or more late are required to move within yard limits at each Mojave, Barstow, Needles and Seligman under control and responsibility for accident will rest with the first-class train. In case of fog or its equivalent such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

Within the zones named below no train or engine may exceed eight miles per hour. The main tracks will be used without regard to superiority and all trains and engines must move under control, expecting to find track occupied.

At Seligman between signals 4281 and 4292.

At Needles between automatic signal 5774 just east of yard office and signal bridge 5781-2 west of Division office.

At Barstow passenger yard between Signals 7473-7474 on Third District, Signal No. 2 on Los Angeles Division and public crossing east of ice house.

At Rice, all trains (including those of the first class) whether on time or late, are required to move within the yard limits under control.

At Mojave, all westward trains (including those of the first class) are required to move within the yard limits under control, whether late or on time, and must receive "Green" proceed signal from switch tender before occupying Southern Pacific tracks.

At Peach Springs, Hackberry, Kingman, Yucca, Goffs, Cadiz, Danby, Bagdad, Ludlow, Newberry, Daggett, Kramer, Magunden-Algoso, Blythe, Ripley, Parker and Matthie yard limits are applicable to second-class and extra trains only.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

10. The following addition is made to Rule 86-A, and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction, not less than ten minutes.

11. Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

First-class trains holding any of the orders described under Examples 1, 2 and 4 of Form "E" in the Book of Rules and Regulations must be governed by the requirements of Rule 92-A excepting at the first station named in such orders and inferior trains will respect them accordingly.

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

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train copies of all orders affecting movement of such train at or beyond the station where helper is attached must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5-B and last paragraph of Rule D-5. All trains will register at Register Stations.

At Kramer Nos. 93 and 94, only, will register and trains inferior thereto will check register.

At Cadiz first class trains except Nos. 17 and 18 will register by Form 903 and not check register. Extra trains except those to and from Parker District will not register, but must check against No. 17.

At Daggett, Santa Fe trains eastward will not register. First class westward may register by Form 903, westward extras will not register, but must check register for superior trains originating at Daggett unless given check by train order.

Union Pacific trains may register by Form 903, but westward trains must check register for superior trains unless arrival or departure of such trains was indicated on Santa Fe register in Union Pacific telegraph office Yermo.

Operator at Daggett will report to Operator of the Union Pacific at Yermo, the arrival and departure of westward scheduled trains and the latter will enter same on Santa Fe register, form 819, which is for checking purpose only.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit the trainmen to observe every wheel and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crew an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located as follows: Seligman, Needles, Barstow, Bakersfield and Parker.

Rule 3: Conductors and enginemen of Union Pacific trains westward having complied with that Company's time regulations at Yermo, are permitted movement to Barstow without further comparison. On arrival Barstow, Conductors of these trains must compare time with their engineman and following this with the Santa Fe Standard clock registering for themselves and engineman on the prescribed form.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required in Rule 3.

19. 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 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.

Maximum speed of passenger trains thirty miles per hour and freight trains twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions, not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers ten miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure and use whistle freely as warning signal.

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 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile; with all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

Trains handling wrecking derricks must not exceed twenty-five miles per hour (one mile in two minutes 24 seconds) on any part of the First, Second, Third and Parker Districts and fifteen miles per hour (one mile in four minutes) on Chloride, Randsburg and Ripley Districts.

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE.

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Over 10° Curve Mile Post 450½...	2	30	2	30	2	30
Yampai to Nelson.....	1	20	2	30	2	00
Nelson to Hackberry.....	0	51	2	00	2	00
Louise to Topock.....	0	51	2	00	2	00
Over Bridge A-567 (Topock).....	6	00	6	00	6	00
Over 10 degree curve just west of Bridge A-567.....	2	30				
Bridge A-567.....			4	00	3	00
Goffs to Bannock.....			2	00	2	00
Bannock to Needles.....	1	12	2	00	2	00
South Klondike to Siberia.....	1	20	3	00	3	00
Between Mile Posts 789 and 790...	1	30	3	00	3	00
Over Bridge A-106 (Parker).....	3	00	3	00	3	00
On Parker District except as below.	1	00	2	00	2	00
Between Matthe and Forepaugh..	1	12	2	00	2	00
Between Mile Posts 55½ and 57...	2	00	3	00	3	00
Between Linskey and Parker.....	1	20	2	00	2	00
Between Kilbeck and McCoy.....	1	20	2	00	2	00
On Chloride and Randsburg Districts .....	3	00	3	00	3	00
On Ripley District, except as below	3	00	3	00	3	00
Between M. P. 26 and M. P. 42...	2	00	2	00	2	00
Arvin District.....	2	30	2	30	2	30

20. Nos 233 and 234 will carry passengers from and to any station. Hand baggage only.

Passengers may be carried on second class and extra trains but only to and from stations where these trains are required to stop.

Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

21. Trainmen, enginemen or other employes using fuseses for protection on single track should place them outside of the rails on the engineer's side. On double track, fusees should be placed on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district, except when there is no operator on duty, without receiving clearance card (Form 902). No train will leave Bagdad, Parker or Blythe (except when no operator on duty) without receiving clearance card (Form 902). Parker will be considered the initial station for trains No. 17 and No. 18 departing.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given. Trains must be stopped and this test made on all eastward freight trains at Ash Hill.

Rule 882. Passenger trains will make this test as follows:

- (a) Leaving terminal.
- (b) Following any change in makeup of train.
- (c) Following change of crews.

(d) Before descending steep grades unless train has been stopped and test made in accordance with Rule 876.

In making this test, speed of train must be not less than 15 miles per hour and engine brake must be released so that it will be known that speed is reduced by application of brakes upon the train.

Flagman must take position on retainer end of rear car and when he hears exhaust, caused by release of air, give engineman proceed signal; if brakes fail to release properly or proceed signal not received, train must be stopped.

25. Rule 311: All employes are hereby notified that it is dangerous to stand erect upon cars, particularly cars of extraordinary height, while passing through Colorado River bridge at Topock, and through tunnel between Vicksburg and Harcuvar, and necessary precaution must be used by employes to protect themselves from injury at said points.

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

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

27. 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.

Where "Daylight" Signals are installed the indications both day and night will be given by color of light. When no light displayed trains will stop and be governed by Rules 853 and 854.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in semaphore type automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block obstructed, when light is seen block is clear.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "Proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signal to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

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MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE.

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2421-2426.....	1	43	2	00	2	00
2433.....	1	43	2	00	2	00
2439-2444.....	2	00	2	00	2	30
468-497.....	0	51	1	43	1	30
649-728.....	1	43	1	43	1	43
769-788.....	1	43	1	43	1	43
789-824.....	1	43	1	43	1	43
825-864 (Compound).....	2	00	2	30	2	30
825-864 (Simple).....	1	43	1	43	1	43
900-989.....	2	30	2	30	2	30
900-989 (Recounterbalanced).....	1	43	1	43	1	43
990-999.....	1	43	1	43	1	43
1226-1266 (Compound).....	1	12	1	43	1	30
1226-1266 (Simple).....	0	51	1	43	1	30
1270-1289.....	0	51	1	43	1	30
1297-1308.....	0	51	1	43	1	30
1309-1388.....	0	51	1	43	1	30
1400-1478.....	0	51	1	43	1	30
3500-3534.....	0	51	1	43	1	30
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	1	43	1	43	1	43
1674-1693.....	1	43	1	43	1	43
1950-1989.....	1	43	1	43	1	43
3010-3020.....	1	43	1	43	1	43
3129-3158.....	1	43	1	43	1	43
3228-3258.....	1	43	1	43	1	43
3701-3750.....	1	05	1	43	1	43
3800-3890.....	1	43	1	43	1	43
2700-5500-6000 Union Pacific.....	1	43	1	43	1	43
7800 Union Pacific.....	1	12	1	43	1	43
Switch, no truck.....					3	00
All other Classes.....			1	43	1	43
All classes, backing up.....					3	00

A tolerance of ten (10) per cent is allowed on the above excepting engines whose maximum is 70 miles per hour (one mile in 51 seconds).

WESTWARD

		First Class					Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 69 November 29, 1925
33	95	3	7	1	9	21						
FREIGHT	MIXED	California Limited	Fast Mail	The Scout	The Navajo	The Missionary	No. Cars	Miles.				
Leave Daily	Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
AM 4.00		PM 11.20	PM 8.03	PM 5.00	PM 2.00	AM 3.15	Yard	FW TY	428.8			<b>SELIGMAN</b>
		11.27	8.09	5.08	2.10	3.22	68		432.7	49.6	72.9	3.9
		11.36	8.18	5.18	f 2.24	3.30	67		439.5	75.0	70.8	6.8
		11.45	8.26	5.28	f 2.39	3.39	80	W	446.9	75.0	75.0	7.4
		11.57	8.36	5.41	f 2.54	3.49	80	Y	452.1	69.7	75.0	5.2
		AM 12.01	8.40	5.46	3.00	3.54			454.7	75.0	0	2.6
		12.10	8.48	5.54	s 3.10	4.01	110		460.2	105.6	0	5.3
		12.15	8.52	6.00	3.16	4.06			463.2	75.0	0	3.0
		12.19	8.56	6.05	s 3.25	4.10	80	W	465.8	75.0	0	2.6
		12.27	9.04	6.15	f 3.35	4.18			471.4	75.0	0	5.6
		12.35	9.11	6.24	3.46	4.26	80		477.7	75.0	0	6.2
		12.47	9.21	6.36	f 4.00	4.37			484.0	75.0	0	6.8
		1.00	9.33	6.50	s 4.16	4.49	80	FW	489.0	74.5	0	5.0
		1.09	9.42	7.02	f 4.28	4.58	80		495.1	22.7	43.8	6.1
		1.17	9.50	7.10	f 4.40	5.06	80		501.3	71.8	0	6.2
		1.30	10.00	7.22	f 4.56	5.17	80		510.2	33.3	46.0	8.9
		1.35	10.05	7.28	5.05	5.22			513.9	0	50.2	3.7
		AM 9.00	10.10	s 7.33	s 5.10	s 5.27	Yard	WY	516.4	95.0	0	2.5
		9.10 AM	1.46	10.22	7.46	f 5.24	57		520.8	95.0	0	4.4
		1.54	10.29	7.54	f 5.35	5.47	80		527.0	75.0	0	6.2
		1.59	10.34	7.59	5.43	5.52			531.1	75.0	0	4.1
		2.04	10.39	8.04	f 5.51	5.57	80		535.2	73.5	0	4.1
		2.10	10.45	8.11	s 6.02	6.04	80	W	540.2	75.0	0	5.0
		2.17	10.52	8.19	f 6.12	6.13	80	W	546.1	75.0	0	5.8
		2.26	11.00	8.29	f 6.25	6.22	80		553.7	75.0	0	6.7
		2.34	11.07	8.35	f 6.36	6.30	80		559.9	63.4	0	6.2
		2.43	11.15	8.45	f 6.49	6.39	80	W	565.8	73.9	32.5	6.9
		2.52	11.24	8.55	f 7.00	6.49	80		571.8	68.4	46.5	5.4
		3.05 AM	11.35 PM	9.10 PM	f 7.15 PM	f 7.00 AM	Yard	FW TY	578.0	62.3	53.9	6.6
Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						6.6
(13.0)	(25.8)	(39.8)	(42.3)	(35.7)	(28.4)	(39.0)	Average speed per hour					(149.0)

CHLORIDE DISTRICT

Westward	Capacity of Sidings	Fuel, Water and Wyes	Distance from McConnico	Ruling Grade Ascending	TIME TABLE NO. 69 November 29, 1925	Ruling Grade Ascending	Telegraph and Telephone Offices and Scott Phones	Eastward
First Class								Second Class
95								96
MIXED								MIXED
Leave Saturday Only	No. Cars		Miles		STATIONS			Arrive Saturday Only
AM 9.10	57	W	0.0		McCONNICO		B	PM 1.15
f 9.26	4		4.0	100.3	4.0	100.3		f 12.55
f 9.40	8		8.3	0	MUNDS	70.8		f 12.35
f 10.00	4		13.9	100.3	UNION	0		f 12.15
f 10.15	10		16.0	100.3	CERBAT	0		f 12.05 PM
f 10.25	4		17.8	100.3	MINERAL	0		f 11.50
10.50 AM	18	Y	22.7	158.4	KEYSTONE	0		11.30 AM
Arrive Saturday Only					CHLORIDE	0	B	Leave Saturday Only
(13.6)	Average speed per hour				(22.7)	(13.0)		

Nos. 33 and 95 (on First District) have no Time Table superiority.

FIRST DISTRICT

TIME TABLE NO. 69 November 29, 1925	Rating Grade Ascending	Grade Descending	Capacity of Siding	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Circuit and Both Power	EASTWARD					
						First Class					
						8	22	10	2	4	34
						Santa Fe Eight	The Missionary	The Scout	The Navajo	California Limited	FREIGHT
STATIONS			No. Cars			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
<b>SELICMAN</b>			Yard	FW TY	P	AM 7.45	PM 2.00	PM 11.45	AM 12.25	AM 2.10	PM 5.55
3.9	73.9	49.6				7.37	1.52	11.37	12.17	2.00	
<b>CHINO</b>						f 7.26	1.40	11.25	12.05 AM	1.48	
6.8	75.0	70.8	77		B	f 7.18	1.29	11.14	11.55	1.38	
<b>AUDLEY</b>						f 7.03	1.18	11.03	11.45	1.28	
7.4	75.0	75.0		W	B	f 7.02	1.11	10.56	11.38	1.22	
<b>PICA</b>						f 6.52	12.57	10.42	11.26	1.09	
5.2	69.7	75.0	70	Y	B	f 6.45	12.50	10.35	11.18	1.02	
<b>YAMPAI</b>						f 6.37	12.44	10.29	11.12	12.56	
2.6	75.0	0	80		B	f 6.20	12.29	10.14	10.59	12.40	
<b>FIELDS</b>						f 6.09	12.17	10.02	10.46	12.29	
5.3	75.0	0	66		DP	f 5.53	12.02 PM	9.47	10.31	12.14	
<b>NELSON</b>						f 5.41	11.51	9.36	10.19	12.03 AM	
3.0	75.0	0	80		B	f 5.26	11.38	9.23	10.05	11.48	
<b>SHIPLEY</b>						f 5.16	11.26	9.11	9.55	11.38	
2.6	75.0	0	63	W	P	f 5.06	11.15	9.00	9.45	11.27	
<b>PEACH SPRINGS</b>						f 5.00	11.10	8.55	9.39	11.22	
5.6	75.0	0	67		B	f 4.50	11.00	8.45	9.30	11.14	
<b>CHEROKEE</b>						f 4.31	10.43	8.28	9.12	10.57	
6.2	75.0	0	70		B	f 4.18	10.32	8.17	8.59	10.45	
<b>TRUXTON</b>						f 4.07	10.22	8.07	8.49	10.35	
6.6	75.0	0	70		B	f 3.58	10.13	7.58	8.41	10.26	
<b>VALENTINE</b>						f 3.42	10.00	7.45	8.26	10.13	
5.0	74.5	0	72	FW	P	f 3.24	9.42	7.27	8.08	9.55	
<b>HACKBERRY</b>						f 3.11	9.29	7.14	7.55	9.39	
6.1	22.7	48.8	66		B	f 2.59	9.17	7.02	7.43	9.27	
<b>ANTARES</b>						f 2.46	9.05	6.50	7.30	9.15	
6.2	71.8	0	70		B	f 2.36	8.55	6.40	7.21	9.06	
<b>WALAPAI</b>						2.25 AM	8.45 AM	6.30 PM	7.10 PM	8.55 PM	5.00 AM
8.9	33.3	46.0	66		B	2.25 AM	8.45 AM	6.30 PM	7.10 PM	8.55 PM	5.00 AM
<b>BERRY</b>						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
3.7	0	50.2	43		B	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
<b>LOUISE</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
2.8	75.0	0	43		B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>KINGMAN</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
5.1	75.0	0	68	Yard	WY	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>HARRIS</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
5.7	75.0	0	70		W	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>GRIFFITH</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
4.1	75.0	0	70		B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>KASTER</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
4.1	73.5	0	70		B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>ATHOS</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
5.0	75.0	0	66	W	P	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>YUCCA</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
5.8	75.0	0	66	W	B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>HAVILAND</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
6.7	75.0	0	70		B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>FRANCONIA</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
6.2	63.4	0	66		B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>POWELL</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
6.9	73.9	32.5	70	W	DP	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>TOPOCK</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
5.4	68.4	46.5	63		B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>BEAL</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
6.6	62.3	53.9	63		B	(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
<b>NEEDLES</b>						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)
(149.5)						(28.0)	(28.5)	(28.5)	(28.5)	(28.5)	(19.9)

No. 34 has no Time Table superiority

SECOND DISTRICT

WESTWARD										Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending.	TIME TABLE NO. 69 November 29, 1925
33	7	1	9	21	207	3	225	17	203						
FREIGHT	Fast Mail	The Scout	The Navajo	The Missionary	PASSENGER	California Limited	PASSENGER	The Phoenix	PASSENGER						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 5.25	PM 11.45	PM 9.30	PM 7.45	AM 7.30		AM 3.15									
	11.54	9.41	7.56	7.41		3.26									
	AM 12.03	9.52	f 8.07	7.51		3.36									
	12.12	10.02	8.19	8.01		3.45									
	12.20	10.14	f 8.32	8.11		3.55									
	12.32	10.29	f 8.48	8.23		4.10									
	12.44	10.43	f 9.05	8.35		4.22									
	1.00	s 11.05	s 9.30	f 8.55		4.42									
	1.06	11.13	f 9.39	9.03		4.50									
	1.11	11.19	f 9.46	9.09		4.56									
	1.19	11.28	f 9.56	9.18		5.05									
	1.24	11.34	10.02	9.24		5.11									
	1.30	11.41	f 10.09	9.33		5.20									
	1.40	11.52	f 10.20	9.44		5.30									
	1.47	AM 12.01	f 10.30	9.52		5.39		AM 12.35							
	1.55	12.10	f 10.39	10.01		5.47		12.45							
	2.03	12.20	s 10.50	10.11		5.55		12.54							
	2.14	s 12.30	s 11.02	s 10.22		6.05		s 1.09							
	2.22	12.38	11.10	10.30		6.13									
	2.32	12.48	11.22	10.40		6.23		1.19							
	2.43	12.58	f 11.32	10.50		6.33		1.29							
	2.56	1.12	f 11.46	11.04		6.47		1.42							
	3.06	1.22	f 11.56	11.14		6.57		1.54							
	3.15	f 1.31	AM s 12.12	s 11.29		7.06		s 2.09							
	3.22	1.41	f 12.22	11.38		7.16		2.19							
	3.27	1.48	f 12.29	11.44		7.23		2.25							
	3.32	1.55	12.35	11.50		7.30		2.31							
	3.40	2.04	f 12.43	11.58		7.39		2.39							
	3.48	2.12	f 12.53	PM 12.06		7.47		2.47							
	3.56	2.21	s 1.03	12.14		7.56		2.55							
	4.03	2.29	f 1.13	12.22		8.04		3.03							
	4.07	2.35	1.19	12.26		8.10		3.07							
	4.10	2.38	f 1.25	12.30	AM 8.30	8.13	AM 3.30	3.10	AM 12.30						
	4.16	2.44	1.33	12.36	8.36	8.19	3.36	3.16	12.38						
7.45 AM	4.25 AM	2.55 AM	1.45 AM	12.45 PM	8.45 AM	8.30 AM	3.45 AM	3.25 AM	12.50 AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
										Yard	FW TY	578.0			STATIONS
										70		581.4	0	76.3	NEEDLES 3.4
										75		585.0	0	78.7	HARTOUM 3.4
										0	W	589.0	0	76.3	JAVA 4.0
										79	W	592.4	0	76.2	KLINFELTER 3.4
										70		596.9	0	76.2	IBIS 4.5
										70		601.5	0	74.6	BANNOCK 4.6
										85	WY	609.1	42.2	74.6	HOMER 7.6
												614.3	52.8	0	GOFFS 5.2
										74	W	618.7	52.8	0	PIUTE 4.4
										74		625.7	52.8	0	FENNER 7.0
												630.3	52.8	0	ESSEX 4.6
										82	W	634.7	52.8	0	ARIMO 4.4
												641.8	52.8	0	DANBY 7.1
												648.1	48.0	0	SIAM 6.3
												655.0	52.8	26.4	CADIZ 6.9
												661.5	47.5	12.1	BOLO 6.5
												669.3	11.6	37.0	AMBOY 7.8
													0	73.9	BAGDAD 4.1
												673.5	0	73.9	TROJAN 3.2
												676.7	0	73.9	SIBERIA 5.2
												682.0	0	73.9	KLONDIKE 4.3
												686.7	0	73.9	ASH HILL 6.7
												693.3	52.8	26.4	LUDLOW 6.7
												698.5	0	52.8	ARGOS 5.1
												702.7	44.0	52.8	LAVIC 4.2
												706.6	52.8	37.0	PISGAH 3.9
												712.3	52.8	0	HECTOR 6.2
												719.5	39.6	0	TROY 6.7
												725.6	0	26.4	TROY 6.1
												731.6	0	26.4	NEWBERRY 6.0
												735.2	0	38.2	MINNEOLA 3.6
												737.6	18.0	31.7	GALE 2.4
												741.7	31.7	31.7	DACGETT 4.0
												746.4	31.7	31.7	NEBO 4.8
															BARSTOW

No. 33 has no Time Table superiority.

(15.6) (38.4) (31.7) (28.5) (32.7) (35.2) (32.7) (35.2) (34.7) (28.4)

.....Average speed per hour.....

SECOND DISTRICT

TIME TABLE NO. 69 November 29, 1925	Railing Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	EASTWARD.									
						First Class.									
						22	204	10	2	208	4	8	226	18	34
						The Missionary	PASSENGER	The Scout	The Navajo	PASSENGER	California Limited	Santa Fe Eight	PASSENGER	The Phoenix	FREIGHT
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
<b>NEEDLES</b> 3.4	0	76.3	Yard	FW TY	P	AM 8.15		PM 6.00	PM 6.40		PM 8.45	AM 2.15			AM 2.45
HARTOUM 3.4	0	78.7			B	8.07		5.52	6.32		8.37	2.07			
JAVA 4.0	0	76.3	80		B	f 8.02		5.47	6.27		8.32	2.02			
KLINFELTER 3.4	0	76.2		W		7.56		5.41	6.21		8.26	1.56			
IBIS 4.5	0	76.2			DP	f 7.51		5.36	6.16		8.21	1.51			
BANNOCK 4.6	0	74.6	80		B	f 7.44		5.29	6.09		8.14	1.45			
HOMER 7.6	42.2	74.6			B	f 7.39		5.24	6.04		8.09	1.39			
GOFFS 5.2	52.8	0	80	WY	P	f 7.31		f 5.15	5.56		8.01	f 1.30			
PIUTE 4.4	52.8	0	80		B	7.20		5.04	5.46		7.51	1.20			
FENNER 7.0	52.8	0	80	W	B	f 7.11		4.56	5.38		7.43	1.12			
ESSEX 4.6	52.8	0	77		B	f 6.58		4.43	5.25		7.30	12.59			
ARIMO 4.4	52.8	0	80		B	6.50		4.35	5.17		7.22	12.51			
DANBY 7.1	52.8	0	82	W	B	f 6.41		4.27	5.09		7.14	12.43			
SIAM 6.3	48.0	0	80	W	B	f 6.25		4.12	4.54		6.59	12.28			
<b>CADIZ</b> 6.9	52.8	26.4	82	Y	P	f 6.15		f 4.03	4.46		6.50	f 12.19			AM 12.41
BOLO 6.5	47.5	11.6	80		B	6.06		3.53	4.36		6.41	f 12.09			12.33
AMBOY 7.8	11.6	35.9	80		B	5.58		f 3.45	4.28		6.33	f 12.01 AM			12.25
BAGDAD 4.1	0	73.9	114	FW Y	P	5.48 5.41		3.35 s 3.28	4.18 4.11		6.23 6.16	11.50 s 11.43			s 12.15
TROJAN 3.2	0	73.9			B	5.35		3.22	4.05		6.10	11.37			12.04 AM
SIBERIA 4.6	0	121.4	91		B	5.31		3.18	4.01		6.06	f 11.33			11.59
SOUTH KLONDIKE 3.1	0	75.8	0			5.24		3.11	3.54		5.59	f 11.26			11.52
ASH HILL 6.7	52.8	26.4	80	Y	B	5.20		3.07	3.50		5.55	f 11.22			11.47
LUDLOW 5.1	0	52.8	90	W	P	f 5.11		s 2.58	3.41		5.46	s 11.13			s 11.38
ARGOS 4.2	44.0	52.8	80		B	5.03		2.49	3.33		5.38	f 11.05			11.29
LAVIC 3.9	52.8	37.0	10		B	4.58		2.44	3.28		5.33	f 10.59			11.24
PISGAH 6.2	52.8	0	80		B	4.53		2.39	3.23		5.28	10.54			11.18
HECTOR 6.7	39.6	0	80		B	4.43		2.30	3.13		5.18	f 10.45			11.08
TROY 6.1	0	26.8	80		B	4.35		2.22	3.05		5.10	f 10.37			11.00
NEWBERRY 6.0	0	26.4	80	WY	P	4.27		f 2.14	2.57		5.02	f 10.29			10.52
MINNEOLA 3.6	0	38.2	80		B	4.20		2.06	2.50		4.55	f 10.21			10.45
GALE 2.4	13.0	31.7	75		B	4.16		2.02	2.46		4.51	10.17			10.41
<b>DAGGETT</b> 4.0	31.7	31.7	87		P	4.13	AM 5.20	f 1.59	2.43	PM 4.00	4.48	f 10.14	PM 10.30		10.38
NEBO 4.8	31.7	31.7	81		B	4.08	5.13	1.53	2.38	3.53	4.43	10.08	10.23		10.33
<b>BARSTOW</b> (165.8)			Yard	FW TY	P	4.00 AM	5.05 AM	1.45 PM	2.30 PM	3.45 PM	4.35 PM	10.00 PM	10.15 PM	10.25 PM	2.15 PM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

WESTWARD

TIME TABLE

STATIONS

NEEDLES

HARTOUM

JAVA

KLINFELTER

IBIS

BANNOCK

HOMER

GOFFS

PIUTE

FENNER

ESSEX

ARIMO

DANBY

SIAM

CADIZ

BOLO

AMBOY

BAGDAD

TROJAN

SIBERIA

SOUTH KLONDIKE

ASH HILL

LUDLOW

ARGOS

LAVIC

PISGAH

HECTOR

TROY

NEWBERRY

MINNEOLA

GALE

DAGGETT

NEBO

BARSTOW

(165.8)

Average speed per hour

No. 34 has no Time Table superiority.

Average speed per hour: (40.1) (35.2) (40.1) (40.9) (35.2) (40.9) (40.1) (35.2) (43.4) (13.5)

No. 33 has no Time Table superiority.

WESTWARD				EASTWARD											
Second Class	First Class			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE						Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones
33	93	21	9					NO. 69	22	2	52	94	54		
FREIGHT	MIXED	The Missionary	The Navajo	No. Cars				The Missionary	The Navajo	FREIGHT	MIXED	FREIGHT	FREIGHT	FREIGHT	
Leave Daily	Leave Mon. Wednesday and Friday Only	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wednesday and Friday Only	Arrive Daily	Arrive Daily	Arrive Daily	
AM 9.45	AM 4.10	PM 2.30	AM 5.20	Yard	FW TY	746.4		AM 3.35	PM 1.10	AM 3.00	AM 10.55	AM 11.59	PM 8.00	PM 12.01	
	f 4.22	2.38	5.28	70		752.0	34.3	B	3.26	12.59	2.43	f 10.42	11.42	7.43	
	s 4.35 4.45	f 2.46	f 5.35	82	W	757.0	5.3	P	3.20	f 12.50	2.30	10.30 s 10.20	11.29	7.30	
	f 4.57	2.52	5.43	81		762.0	31.7	B	3.14	12.42	2.18	f 10.10	11.17	7.18	
	f 5.07	3.00	f 5.50	82		766.7	34.3	B	3.09	f 12.35	2.10	f 10.00	11.09	7.10	
	f 5.20	3.08	5.58	81		772.3	34.3	B	3.02	12.27	2.00	f 9.48	10.59	7.00	
	5.35 AM	s 3.19	s 6.10	82	WY	780.1	28.1	P	2.53	s 12.17	1.45	9.30 AM	10.44	6.45	
		3.25	6.16	82		784.4	24.3	B	2.47	12.07	1.33		10.32	6.33	
		f 3.31	f 6.21	81		788.7	0	B	2.42	f 12.02 PM	1.18		10.17	6.18	
		3.38	6.27	82		793.4	0	B	2.37	11.56	1.05		10.04	6.05	
		f 3.47	f 6.35	82	W	797.9	23.2	P	2.32	f 11.51	12.50		9.49	5.50	
		3.56	6.43	82		802.7	21.1	B	2.27	11.44	12.35		9.34	5.35	
		f 4.02	f 6.49	82		807.6	21.1	B	2.22	f 11.38	12.27		9.26	5.27	
		4.09	6.56	81		813.0	29.6	B	2.16	11.32	12.16		9.15	5.16	
		4.20 PM	f 7.05 AM	Yard	FW TY	813.2	50.2	P	2.10 AM	11.25 AM	12.01 AM		9.00 AM	5.00 PM	
		PM 7.20	AM 10.00	59		825.2	124.2	P	PM 11.25	AM 8.40					
10.45 PM		f 7.30 PM	10.10 AM	Yard	WTF	827.7	11.6	P	11.15 PM	8.30 AM				10.00 PM	
Arrive Daily	Arrive Mon. Wednesday and Friday Only	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wednesday and Friday Only	Leave Daily	Leave Daily	Leave Daily	
(10.5)	(26.4)	(38.8)	(38.8)	Average speed per hour				(50.4)	(38.3)	(23.8)	(26.4)	(23.8)	(23.7)	(10.00)	

No. 34 has no Time Table superiority.

RANDSBURG DISTRICT

WESTWARD				EASTWARD					
First Class	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distances from Kramer	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	Second Class
93					NO. 69	94			
MIXED	No. Cars	Miles			NO. 69	94			
Leave Mon. Wednesday and Friday Only					November 29, 1925	MIXED		Arrive Mon. Wednesday and Friday Only	
AM 5.45	82	WY			KRAMER	AM 9.20		AM 9.20	
	f 6.31	6	14.4	105.6	14.4	f 8.32	P	f 8.32	
	f 6.57	10	22.5	125.1	8.1	f 8.06		f 8.06	
	f 7.03	13	23.5	132.0	1.0	f 8.00	0	f 8.00	
	f 7.14	13	26.7	132.0	3.2	f 7.50		f 7.50	
	7.20 AM	30	28.5	132.0	1.8	7.40 AM	DP	7.40 AM	
Arrive Mon. Wednesday and Friday Only					JOHANNESBURG	Leave Mon. Wednesday and Friday Only			
(18.0)	Average speed per hour				(28.5)			(15.1)	

ARVIN DISTRICT

WESTWARD				EASTWARD				
	Capacity of Sidings	Distance from Magunden	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones
				NO. 69				
				NO. 69				
				November 29, 1925				
					STATIONS			
		17.8	31.7		VACCARO	0		
	20	16.4	39.6		1.4	0	Y	
		14.0	42.2		ARVIN			
	38	12.1	0		2.4	37.0		
		10.1	0		GIFFEN JCT.	42.2		
	00	00	0		1.9	43.3		
					DI GIORGIO			
					2.0			
					RIBIER			
					10.1			
					MAGUNDEN			
					(17.8)			
Average speed per hour								



PARKER DISTRICT

RIPLEY DISTRICT—ARIZONA DIVISION

WESTWARD		Capacity of Slidings	Distance From Matthie	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 69 November 29, 1925	Ruling Grade Ascending	Telegraph Offices	EASTWARD		
Second Class	First Class								First Class	Second Class	
233	17								18	234	
MIXED	PASSENGER								PASSENGER	MIXED	
Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	
PM 1.25	PM 7.56	53	.0	Y	39.6			B	AM 7.29	AM 10.40	
f 1.45	f 8.07	29	6.2		0				f 7.19	f 10.20	
f 2.10	f 8.20	29	14.5		0			B	f 7.08	f 9.55	
s 2.35	s 8.33	17	22.2	W	0			DP	s 6.58	s 9.30	
f 3.00	f 8.46	16	31.1		19.8			B	f 6.45	f 9.05	
f 3.25	f 8.59	15	40.0		0			B	6.33	f 8.45	
s 3.30	s 9.08	15	44.8		0			B	s 6.25	s 8.35	
s 3.55	s 9.15	27	50.0	W	26.4			DP	6.15	s 8.20	
4.10	9.28	27	52.7		29.0			B	s 6.05		
s 4.35	s 9.40	18	60.3		0			B	6.01	8.10	
f 5.00	f 9.55	17	70.5		0			B	s 5.46	s 7.50	
s 5.35	s 10.14	17	79.9	W	0			B	5.29	f 7.25	
f 5.55	10.29	17	90.6		0			DP	s 5.15	s 7.05	
f 6.15	10.42	16	99.6		0			B	4.53	f 6.35	
7.00 PM	s 10.52	162	105.8	WF Y	5.8			B	4.40	f 6.15	
	10.02				31.7			P	4.30	6.00 AM	
	f 10.07	Spur	107.3		31.7			B	s 3.20		
	f 10.17	32	114.2		31.7			B	f 3.15		
	s 10.28	20	120.1	W	31.7			NP	s 2.53		
	f 10.45	28	131.7		31.7			B	f 2.30		
	s 10.58	28	140.5		10.5			NP	2.13		
	11.08				0			NP	s 2.03		
	f 11.14	28	144.0		0			B	f 1.58		
	f 11.24	37	151.1		0			B	f 1.48		
	f 11.34	38	155.9	W	0			B	f 1.41		
	f 11.46	38	164.1		31.7			B	f 1.25		
	f 11.54	38	169.2		31.7			B	f 1.17		
	f 12.02	37	173.6		31.7			B	f 1.11		
	f 12.12	39	179.8		15.8			B	f 1.02		
	f 12.21	38	185.1		23.2			B	12.53		
	12.31 AM	Yard	190.5	Y	31.7			P	12.45 AM		
Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	
(19.0)	(37.6)	Average Speed Per Hour				(36.4)	(22.7)				

Mountain Standard Time will be used between Matthie and Parker and Pacific Standard Time West of Parker.

WESTWARD		Capacity of Slidings	Distance from Rice	Ruling Grade Ascending	TIME TABLE NO. 69 November 29, 1925	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Places	EASTWARD	
Second Class	25								26	
MIXED	MIXED								MIXED	
Leave Daily Ex. Monday	Leave Daily Ex. Monday								Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
AM 5.30	AM 5.30	28	00.0						PM 10.10	PM 10.10
f 6.20	f 6.20	Spur 10	16.5	83.4				FY	f 9.17	f 9.17
f 6.27	f 6.27	11	19.3	0					f 9.10	f 9.10
f 6.35	f 6.35	16	20.3	0					f 9.04	f 9.04
f 6.43	f 6.43	Spur 3	22.5	0					f 8.57	f 8.57
f 7.15	f 7.15	Spur 8	33.9	0					f 8.23	f 8.23
7.20	7.20	18	35.8	0					8.18	8.18
s 7.25	s 7.25	Spur 8	37.6	5.3					s 8.12	s 8.12
s 7.40	s 7.40	Yard	42.0	10.6					s 8.00	s 8.00
8.15	8.15			7.4				FWY	s 7.25	s 7.25
f 8.25	f 8.25	Spur 4	44.6	42.8					f 7.15	f 7.15
8.40 AM	8.40 AM	Yard	49.3					WY	7.00 PM	7.00 PM
Arrive Daily Ex. Monday	Arrive Daily Ex. Monday								Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(19.1)	(19.1)	Average speed per hour				(19.1)				

(19.1) Average speed per hour (19.1)

(Continued from page 3.)

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. No. 1 and No. 21 will stop at any point to let off passengers from east of Albuquerque and Belen or south of Ash Fork.

No. 21 will stop on flag at Hackberry, Yucca, Amboy, Newberry and Daggett for revenue passengers only.

No. 17 will stop at any point between Cadiz and Barstow to discharge passengers from points east of Cadiz via Parker District.

No. 18 will stop on flag at any station to take on passengers for points on or via Parker district and at Daggett to discharge revenue passengers from San Bernardino or west thereof, Mojave or north thereof.

34. Rule 19: In addition to instructions contained therein the following must be observed: On double track when a train is turned out against the current of traffic by night, green lights must be displayed to the front and side, and to the rear, a green light toward the inside and a red light to the opposite side.

Extra trains, the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon, will thereby be authorized to move with the current of traffic on double track, First District, between Seligman and Needles and on double track, Second District, between Needles and Barstow without Form "G" orders; but if provision has been made for the use of a section of double track as single track, no extra train may move over such section in either direction without having an order Form "G" as provided by the "Rules and Regulations, Operating Department. A clearance card must be secured for each initial movement on double track.

35. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

36. Empties should be handled in solid trains when practicable. When handled with loads in trains of fifty cars or more, empties in excess of ten should be handled two thirds on head end and one third on rear, and if ten or less should all be placed on rear. In trains of less than fifty cars, ten or less empties should be placed on head end, if more than ten, two thirds on head end and one third on rear. Local trains excepted.

37. Standard thermometers are located at Barstow, Daggett, Newberry, Ludlow, Bagdad, Danby, Goffs, Needles, Yucca, Kingman, Peach Springs, Hackberry, Pica, Seligman, Parker, Muroc and Tehachapi. Conductors of trains having perishable freight will be governed by instructions contained in S. F. R. D. Circular 2-H and special bulletins with respect to handling ventilators.

38. 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. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

39. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

40. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed **ELECTRIC HEADLIGHTS** on engines may be dimmed:

- (a) In yards where switch engines are employed.
- (b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
- (c) Approaching another train in the act of receiving or discharging passengers.
- (d) When standing at stations.
- (e) On double track as may be expedient or necessary when trains approaching in opposite direction.

41. Rule 211-A is modified as follows: In automatic block territory and on double track when moving with current of traffic Form 19 train order may be used to restrict the superiority of trains, except that form 31 must be used,

- (a) when block is out of service,
- (b) when necessary to restrict a train which is at blind siding or closed office,
- (c) when necessary to restrict a train which has been cleared, (see Rule 219)
- (d) when issuing order, example 3 of Form "G," giving right over all trains,
- (e) when reducing a time order,
- (f) when order is to be delivered superior train at meeting point,
- (g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
- (h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators, having orders, before clearing a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out or "O.K." given in advance of the approach of train.

42. 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 or modify special rules, train orders or 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.

43. 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.

44. 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.

#### FIRST AND CHLORIDE DISTRICTS.

45. Double track with automatic signals between Seligman and Needles, trains must keep to the right.

46. Train movements through gauntlet, Colorado river bridge A-567, are governed by "Daylight" type automatic block signals. The indication given by signals No. 5651 and No. 5662 are superior to right, class or direction subject to provisions of Rule 854. "Daylight" dwarf signals located opposite these signals control movement against the current of traffic.

47. Not more than two engines of any class may be coupled together over the Colorado River bridge A-567.

48. At Needles first signal east of depot must be respected by eastward trains when using westward track to first crossover the same as if they were leaving on the eastward track.

At Kingman, all trains in either direction will not exceed ten (10) miles an hour between the pumphouse just east of the station building and Second street, which is the second crossing west of station.

49. Trains from Chloride District enroute Kingman will use westward track against the current of traffic, McConnico to Kingman, proceeding on signal indication without train order. To protect such movements an Eastward Automatic Signal ("Daylight" type) is located at junction switch east end of McConnico, normal indication "Stop," and which will only show "Clear" when block is unoccupied and when released by the operator at Kingman.

To permit this movement conductor will advise dispatcher when ready. Dispatcher must issue order to operator at Kingman to hold all westward trains and authorize him to clear the signal. "Clear" indication will be authority for train to proceed and must be received before fouling westward track.

50. Water column between main tracks at M. P. 480.

51. At Seligman spring switch from east yard lead to eastward main track normally lined for eastward track. Trains from lead will trail through and not take slack or make backward movement until switch thrown for lead.

52. All westward freight trains will stop five (5) minutes at Yucca for inspection of train and cooling wheels.

#### SECOND AND PARKER DISTRICTS

53. Double track with Automatic Signals between Needles and Barstow. Trains must keep to the right.

(Continued on page 11)

(Continued from page 10)

Double track extends through Barstow passenger yard, tracks are numbered one to six, commencing at the station. Number one is Westward main track. Number four is Eastward main track.

54. At Barstow, spring switch from east freight lead to Eastward main track normally lined for eastward track. Trains from lead will trail through and not take slack or make backward movement until switch thrown for lead. Trains in either direction must not exceed twenty miles per hour over this switch.

55. All eastward freight trains will stop five (5) minutes at Bannock and five (5) minutes at Java for inspection of train and cooling wheels.

56. No. 17 is superior to No. 18, Parker to Cadiz.

57. At Cadiz Nos. 17 and 18 will use eastward passing track between west switch and junction with the Parker District main track; other trains using this track on the time of Nos. 17 and 18 will be governed by Rule 99.

Normal position of junction switch will leave unbroken rail for Parker District main track.

58. At Rice, switch connecting the Ripley District with the house track will be normally lined for the Ripley District.

59. Water Tank at McVay Spur.

60. Normal position of junction switch at Matthie will leave unbroken rail for Albuquerque Division.

61. Not more than two engines may be coupled together over Colorado river bridge A-106 at Parker

62. At Daggett, interlocking plant controls all switches east of station. The indication given by home signals will be superior to right, class or direction for movements made

within limits of these signals. Westward trains will not exceed fifteen miles per hour through the interlocking switches.

Following whistle signals will be used:

Eastward and westward Santa Fe and westward Union Pacific trains to their respective main tracks:

Eastward Union Pacific trains to Union Pacific main track: —o. Transfer No. 2: o o o o —

THIRD AND RANDBURG DISTRICTS

63. Automatic signals between junction of Los Angeles and Arizona division main tracks at west end of Barstow yard and the wye west of Bridge A-748.

Trains finding Automatic Signals No. 7473 westward and No. 7482 eastward, in stop position, will stop and then if signal does not clear proceed under control through the block. This modifies Rule 854.

Trains will not enter or leave west end of Barstow yard until given signal by switch tender. Los Angeles Division trains will receive green flag or lamp signal and Third District trains, yellow flag or lamp signal.

Trains leaving yard will call for Los Angeles Division by one long blast and for Third District by one long and one short blast of whistle.

Passenger trains must not exceed fifteen miles per hour and freight trains ten miles per hour over Puzzle switches.

64. For movement of trains between Mojave and Kern Junction see Southern Pacific Co.'s time table.

For movement of trains between Kern Junction and Bakersfield see Valley Division time table.

65. At Kern Junction, all junction switches between S. P. Co. and A. T. & S. F. Co. controlled by interlocker, home signals.

SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Venero	436.1	0	None	Freight only
Mile Post 480	480.0	6	West	Freight only
Crozier	481.4	0	None	Nos. 9-8
Mojave Gap	545.1	53	None	Freight only
<b>SECOND DISTRICT</b>				
Altura	651.2	0	None	Freight only
Saltus	658.4	50	West	Freight only
Funston	660.1	80	West	Freight only
<b>RANDBURG DISTRICT</b>				
Miles from Kramer				
Penshaw	6.9	4	West	Freight only
<b>PARKER DISTRICT</b>				
Miles from Matthie				
McVay	66.8	4	West	Freight only
Chubbuck	172.6	5	East	Freight only
<b>ARVIN DISTRICT</b>				
Miles from Magunden				
Algoso	0.3	9	East	Freight only
Lamont	7.8	6	West	Freight only
Giffen Spur	14.0	Lgth	West	Freight only
		1.5 Miles		

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Fee
Yampai	245.5	Barstow (mile 747.3)	926.0
Kingman	425.0	Chioride	370.0
Needles	1584.5	Rice	363.0
Goffs	458.0	Blythe	251.0
Cadiz	1020.0	Ripley	289.0
Bagdad	470.0	Kramer	494.3
Ash Hill	410.9	Johannesburg	398.3
Newberry	724.0	Parker	543.0
Arvin	400.0	Matthie	Main Line

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO. COAST LINES  
AND  
SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.  
DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles, Cal.

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|--|--|
| DR. R. M. TAFEL.....Seligman, Ariz.                  | DR. B. C. ANDERSON.....Barstow, Calif.                     |
| DR. T. R. WHITE ..... Kingman, Ariz.                 | DR. WM. L. DENTON, Local Surgeon..Randsburg, Calif.        |
| DR. W. C. TODT ..... Kingman, Ariz.                  | DR. C. C. WARNER ..... Mojave, Calif.                      |
| DR. V. C. CHARLESTON ..... Needles, Calif.           | DR. JOE SMITH, Local Surgeon.....Bakersfield, Calif.       |
| DR. W. G. MORTON, Division Surgeon...Needles, Calif. | DR. G. C. SABICHI, Consulting Surgeon, Bakersfield, Calif. |
| DR. G. H. MILLER, Local Surgeon.....Ludlow, Ariz.    | DR. F. A. HAMLIN, Oculist ..... Bakersfield, Calif.        |
| DR. LYLE GRAHAM ..... Newberry, Calif.               | DR. K. S. McKEE.....Bakersfield, Calif.                    |
| DR. A. C. PRATT, Local Surgeon.....Barstow, Calif.   | DR. M. A. NETTLE ..... Parker, Ariz.                       |
|  | DR. WM. H. CHAPMAN ..... Blythe, Calif.                    |

First aid kits are located at Peach Springs, Yucca, Goffs, Bagdad, Rice, Newberry and Kramer.

GENERAL WATCH INSPECTOR

R. D. Montgomery.....Topeka, Kan.

LOCAL WATCH INSPECTORS.

American Jewelry Co.....Bakersfield  
Alfred Williams .....Needles

Fletcher E. Schaffer, Traveling Watch Inspector...San Bernardino

At Seligman..... { 1st, 7:45 a.m. until 1st, 2:00 p.m.  
15th, 7:45 a.m. until 15th, 2:00 p.m.

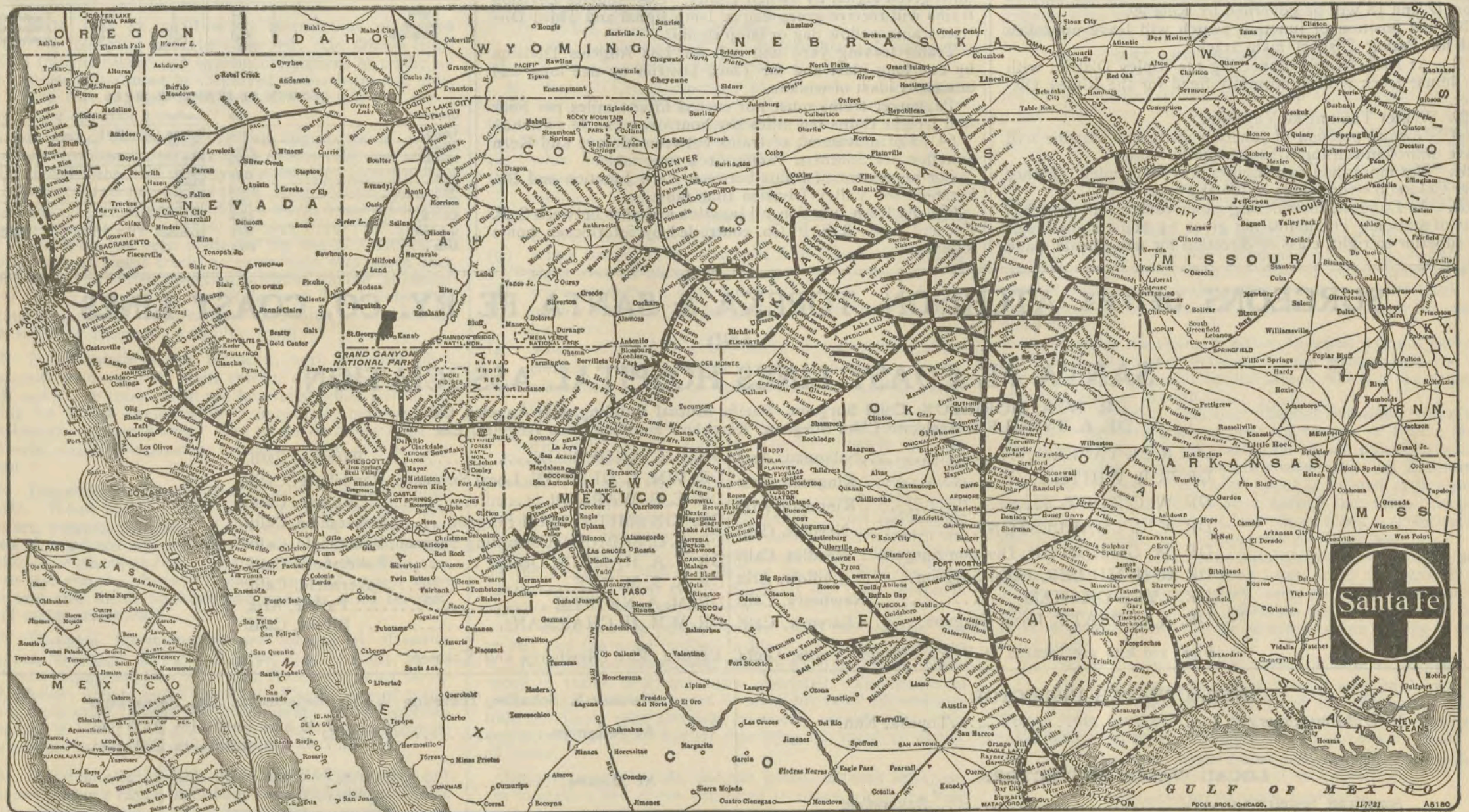
At Mojave..... { 5th, 7:05 a.m. until 5th, 11:25 a.m.  
19th, 7:05 a.m. until 19th, 11:25 a.m.

At Barstow..... { 5th, 1:10 p.m. until 6th, 10:25 p.m.  
19th, 1:10 p.m. until 20th, 10:25 p.m.

# 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.)



Legend: Santa Fe Through Lines, Double Track, Lines Under Construction, Roads, Connecting Lines