

**SURGEONS OF SANTA FE COAST LINES
HOSPITAL ASSOCIATION**

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

SANTA FE HOSPITAL.....	Albuquerque
DR. T. A. KOONS, Surgeon.....	Albuquerque
DR. LOUIS LEVIN, Local Surgeon.....	Belen
DR. GEORGE W. HORST, Local Surgeon.....	Grants
DR. F. W. PARKER, Local Surgeon.....	Gallup
DR. J. W. MARTIN, Assistant Local Surgeon.....	Gallup
DR. DONALD F. DeMARSE, Local Surgeon.....	Holbrook
DR. FRANCIS W. FESSLER, Assistant Local Surgeon.....	Holbrook
DR. H. S. BECKWITH, Division Surgeon.....	Winslow
DR. LEO L. LEWIS, Local Surgeon.....	Winslow
DR. HUGH DIERKER, Local Surgeon.....	Flagstaff
DR. JOHN F. KAHLE, Assistant Local Surgeon.....	Flagstaff
DR. WILLIAM HENRY, Local Surgeon.....	Grand Canyon
DR. MARTIN C. FLOHR, Local Surgeon.....	Williams
DR. E. J. GUNGLE, Local Surgeon.....	Seligman
DR. WALTER BRAZIE, Local Surgeon.....	Kingman
DR. W. D. BIGFORD, Assistant Local Surgeon.....	Kingman
DR. T. G. HARWARD, District Surgeon.....	Needles
DR. J. E. ANDES, Local Surgeon.....	Needles
DR. H. C. MATTHEWS, Emergency Surgeon.....	Needles
DR. E. A. BORN, Division Surgeon.....	Prescott
DR. C. E. YOUNT, JR., Local Surgeon.....	Prescott
DR. H. T. SOUTHWORTH, Assistant Local Surgeon.....	Prescott
DR. FLOYD B. BRALLIAR, Local Surgeon.....	Wickenburg
DR. FREDERICK A. SHANNON, Assistant Local Surgeon.....	Wickenburg
DR. M. E. FULK, Local Surgeon.....	Glendale
DR. JOSEPH M. GREER, District Surgeon and Consultant.....	Phoenix
DR. C. E. HENDERSON, Assistant Local Surgeon.....	Phoenix
DR. DEAN TERRY MOATS, Assistant Local Surgeon.....	Phoenix
DR. T. C. HORTON, Local Surgeon.....	Parker

First Aid Kits are located at Dalies, Grants, Chambers, Holbrook, Ash Fork, Peach Springs, Yucca, Drake, Prescott, on all locomotives, and with all regularly assigned extra gangs.

H. G. WOOD,
Asst. Superintendent,
Phoenix, Ariz.

J. T. GROUNDWATER,
Trainmaster, Needles, Calif.

R. H. ADAMS, **J. W. BARRIGER**,
Trainmasters, Winslow, Ariz.

R. M. CHAMPION,
Chief Dispatcher,
Winslow, Ariz.

H. W. SCHWENCKERT,
J. S. ARMSTRONG,
A. C. PETRANOVICH,
A. J. WILLIS,
H. E. KELLY,
A. B. DAVIDSON,
E. D. STINSON,
R. C. VAN AUSDALL,

J. D. RICHARDS,
F. W. PLEASANTS,
B. R. LORING,
D. LaMAR,
J. N. ESSINGER,
J. R. DAVIS,
J. K. HOLT,
G. R. DIRKSEN,

H. R. RUSSELL,
W. F. MOHR,
Asst. Chief Dispatchers,
Winslow, Ariz.

Dispatchers, Winslow, Ariz.

**The
Atchison, Topeka and Santa Fe
Railway Co.**



**ALBUQUERQUE DIVISION
TIME TABLE No.
106**

**IN EFFECT
Sunday, April 28, 1957**

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

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

R. D. SHELTON,
General Manager,
Los Angeles, Calif.

F. N. STUPPI,
Asst. General Manager,
Los Angeles, Calif.

O. R. HAMMIT,
Superintendent,
Winslow, Ariz.

WESTWARD								TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Ways	Capacity of Sidings in 50 ft. Cars
FIRST CLASS													
17	123	23	21	1	19	3	7	NO. 106					
Super Chief	The Grand Canyon	The Grand Canyon	El Capitan	San Francisco Chief	The Chief	Mail Express	Fast Mail Express	April 28, 1957					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 5.25	PM 5.00		PM 3.55		AM 7.40		AM 12.55	ALBUQUERQUE	0.0			FW TY	Yard
5.40	5.20		4.10		7.55		1.10	12.6	21.1	26.4			
5.44	5.24		4.14		7.59		1.14	ISLETA	52.8	0.0			64
5.48	5.28		4.18		8.03		1.19	PAQUITA	52.8	0.0			43
5.52	5.32	PM 5.00	4.22	PM 3.15	8.07	AM 2.50	1.24	SANDIA	52.8	31.7			42
6.00	5.39	5.10	4.30	3.23	8.15	2.58	1.32	DALIES	52.8	0.0	31.7		59
6.08	5.47	5.18	4.38	3.31	8.23	3.06	1.40	RIO PUERCO	0.0	31.7			
6.12	5.51	5.23	4.42	3.35	8.27	3.10	1.44	SOUTH GARCOIA	31.7	0.0			118
6.20	5.59	5.33	4.50	3.43	8.35	3.18	1.52	SUWANEE	31.7	0.0			135
6.25	6.04	5.39	4.55	3.48	8.40	3.23	1.57	MARMON	31.7	0.0			126
6.29	6.09	5.44	4.59	3.52	8.44	3.27	2.02	QUIRK	31.7	0.0			83
6.36	6.16	5.52	5.06	4.00	8.51	3.35	2.09	LAGUNA	31.7	0.0			135
6.40	6.20	5.56	5.10	4.04	8.55	3.39	2.13	ACOMITA	31.7	0.0			118
6.43	6.24	6.00	5.13	4.08	8.58	3.43	2.17	McCARTYS	31.7	0.0			
6.52	6.35	6.11	5.22	4.17	9.07	3.53	2.27	ANZAC	31.7	0.0			118
6.57	6.40	6.17	5.27	4.22	9.12	3.58	2.32	GRANTS	31.7	0.0			184
7.02	6.45	6.22	5.32	4.27	9.17	4.03	2.37	REID	31.7	0.0			91
7.08	6.51	6.28	5.38	4.33	9.23	4.09	2.43	BLUEWATER	31.7	0.0			118
7.13	6.56	6.34	5.43	4.39	9.28	4.15	2.49	BAOIA	31.7	0.0			91
7.16	6.59	6.38	5.46	4.42	9.31	4.19	2.53	SOUTH CHAVES	31.7	0.0			118
7.19	7.02	6.41	5.49	4.45	9.34	4.23	2.57	THOREAU	31.7	0.0	Y		144
7.24	7.07	6.46	5.54	4.50	9.39	4.29	3.02	GONZALES	0.0	56.3			
7.28	7.11	6.50	5.58	4.54	9.43	4.34	3.06	SOUTH GUAM	0.0	31.7			118
								PEREA	0.0	31.7			118
								WINGATE	0.0	31.7			
7.34	7.17	6.58	6.04	5.00	9.49	4.41	3.12	McOUNE	0.0	31.7	Y		105
7.36	7.19	7.00	6.06	5.02	9.51	4.43	3.14	ZUNI	0.0	31.7			118
7.43 PM	7.30 PM	7.10 PM	6.13 PM	5.10 PM	9.58 AM	4.55 AM	3.25 AM	GALLUP	0.0	31.7	FW TY		Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(180.3)					

(69.7)

(64.1)

(57.0)

(69.7)

(69.8)

(69.7)

(64.2)

(64.1)

.....Average speed per hour

Signal System Two in effect between Albuquerque and Gallup, and between Belen and Dalies.

New Mexico Division time table and rules govern between Albuquerque and Isleta and Pecos Division rules govern between Belen station and junction with Albuquerque Division west end of yard.

Between Belen station and home signal of interlocking at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, 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.

(Continued on Page 3)

BELEN DISTRICT

WESTWARD			TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. Cars
FIRST CLASS							
23	1	3	NO. 106				
The Grand Canyon	San Francisco Chief	Mail Express	April 28, 1957				
Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 4.45	PM 3.00	AM 2.35	BELEN YL	0.0		FW TY	Yard
5.00 PM	3.15 PM	2.50 AM	DALIES	10.1	66.2		110
Arrive Daily	Arrive Daily	Arrive Daily	(10.3)				

(41.2)

(41.2)

(41.2)

.....Average speed per hour

FIRST DISTRICT

ALBUQUERQUE DIVISION

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE		EASTWARD							
					NO. 106		FIRST CLASS							
					April 28, 1957		22	124	24	2	18	20	4	8
					STATIONS		El Capitan	The Grand Canyon	The Grand Canyon	San Francisco Chief	Super Chief	The Chief	Mail Express	Fast Mail Express
Yard	FW TY	C			ALBUQUERQUE	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
64		C	21.1	26.4	12.6 ISLETA	AM 6.45	AM 9.50			PM 12.15	PM 2.25		PM 9.10	
43		B	52.8	0.0	5.4 PAQUITA	6.30	9.35			PM 11.59	2.10		8.55	
42		B	52.8	0.0	4.7 SANDIA	6.24	9.27			11-54	2-04		8-50	
59		C	52.8	31.7	3.9 DALIES	6.20	9.21	AM 9.35	AM 10.35	11-50	2-00		8-45	
118		B	0.0	31.7	8.8 RIO PUERCO	6.17	9.15	9-35	10-35	11-47	1-57	PM 7.15	8-40	
			62.8	0.0	13.6 SUWANEE	6-09	9-07	9-27	10-27	11-39	1-49	7-06	8-30	
156		B	31.7	0.0	10.7 MARMON	5-58	8-57	9-17	10-17	11-29	1-38	6-55	8-19	
118		B	31.7	0.0	5.3 QUIRK	5-49	8-48	9-08	10-08	11-20	1-29	6-46	8-09	
		B	31.7	0.0	4.8 LAGUNA	5-44	8-42	9-02	10-03	11-15	1-24	6-41	8-04	
110		C	31.7	0.0	9.1 ACOMITA	5-39	f 8.36	f 8-56	9-58	11-10	1-19	6-36	7-59	
118		B	31.7	0.0	4.6 McCARTYS	5-30	8-28	8-48	9-51	11-03	1-10	6-27	7-51	
		B	31.7	0.0	3.7 ANZAC	5-26	8-24	8-44	9-47	10-59	1-06	6-23	7-47	
132		B	31.7	0.0	10.0 GRANTS	5-22	8-20	8-40	9-43	10-55	1-02	6-19	7-43	
118		C	31.7	0.0	5.0 REID	5-12	8-10	f 8-30	9-34	10-46	12-52	6-10	7-33	
		B	31.7	0.0	7.7 BLUEWATER	5-07	8-04	8-24	9-29	10-41	12-47	6-05	7-23	
135		B	31.7	0.0	6.0 BAOA	5-02	7-59	8-19	9-24	10-36	12-42	6-00	7-18	
91		B	52.8	0.0	8.1 NORTE CHAVES	4-56	7-53	8-13	9-18	10-30	12-36	5-54	7-11	
118		B	52.8	0.0	8 THOREAU	4-51	7-48	8-08	9-13	10-25	12-31	5-49	7-04	
	Y	C	31.7	0.0	8 GONZALES	4-48	7-45	8-05	9-10	10-22	12-28	5-46	7-00	
118		B	21.1	31.7	4 NORTH GUAM	4-45	7-42	8-02	9-07	10-19	12-25	5-43	6-57	
181		B	0.0	31.7	10.9 WINGATE	4-39	7-35	7-55	9-01	10-13	12-19	5-37	6-49	
		B	0.0	31.7	8 McCUNE	4-29	7-26	7-46	8-50	10-04	12-09	5-27	6-38	
	Y	B	0.0	31.7	2.3 ZUNI	4-24	7-20	7-40	8-45	9-59	12-04	5-22	6-32	
118		B	0.0	31.7	6.0 GALLUP	4-17	7-13	7-33	8-38	9-52	11-57	5-15	6-25	
Yard	FW Y	C				AM	AM	AM	AM	AM	AM	PM	PM	
					(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (65.1) (61.4) (57.8) (68.6) (67.4) (65.1) (67.1) (58.4)

BELEN DISTRICT

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD		
		NO. 106		FIRST CLASS		
		April 28, 1957		24	2	4
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Yard	C	ABS	BELEN YL	AM 9.50	AM 10.50	PM 7.30
108	C		DALIES	9.35 AM	10.35 AM	7.15 PM
			(10.8)	Leave Daily	Leave Daily	Leave Daily
					Average speed per hour.....	(41.2) (41.2) (41.2)

(Continued from Page 2)

Between Belen and Gallup trains must keep to the left.

Rule 251 is in effect between Belen and Gallup.

Trains must get numbered clearance card before leaving Albuquerque, Belen and Gallup.

At Isleta, westward trains having received Albuquerque Division numbered clearance card, at Albuquerque or Abajo, will be governed by indication of train order signal.

At Isleta, eastward Albuquerque Division trains having received New Mexico Division numbered clearance card at Dalies will be governed by indication of train order signal. Trains receiving New Mexico Division numbered clearance card must also receive Albuquerque Division clearance card before leaving Dalies.

WESTWARD

FIRST CLASS

17	123	23	21	1	19	3	7
Super Chief	The Grand Canyon	The Grand Canyon	El Capitan	San Francisco Chief	The Chief	Mail Express	Fast Mail Express
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 7:45	PM 7:33	PM 7:13	PM 6:15	PM 5:12	AM 10:00	AM 5:00	AM 3:30
7:55	7:43	7:23	6:25	5:22	10:10	5:10	3:40
8:04	7:52	7:33	6:34	5:31	10:19	5:19	3:50
8:12	8:00	7:42	6:42	5:39	10:27	5:27	3:58
8:18	8:06	7:48	6:48	5:45	10:33	5:33	4:04
8:22	8:10	7:52	6:52	5:49	10:37	5:37	4:08
8:27	8:15	7:57	6:57	5:54	10:42	5:42	4:13
8:32	8:20	8:02	7:02	5:59	10:47	5:47	4:18
8:42	8:29	8:11	7:12	6:09	10:57	5:57	4:27
8:52	8:38	8:20	7:22	6:19	11:07	6:07	4:36
8:57	8:46	8:30	7:27	6:24	11:12	6:14	4:47
9:01	8:51	8:35	7:31	6:28	11:16	6:21	4:55
9:05	8:55	8:39	7:35	6:32	11:20	6:25	4:59
9:13	9:03	8:47	7:43	6:40	11:28	6:33	5:07
9:27 PM	9:20 PM	9:00 PM	7:57 PM	6:54 PM	11:42 AM	6:50 AM	5:20 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 106

April 28, 1957

STATIONS

GALLUP	YL	157.6		
9.4				
DEFIANCE		166.9	0.0	
13.4				
LUPTON		180.4	15.8	79
10.9				
HOUCK		191.2	0.0	135
8.0				
CHETO		199.7	15.8	104
5.9				
CHAMBERS		205.7	15.8	85
7.3				
NAVAJO		213.0	5.8	114
6.2				
PINTA		219.2	0.0	144
13				
ADAMANA		232.3	0.0	114
13.8				
ARNTZ		245.5	0.0	81
7.4				
HOLBROOK	YL	253.0	7.9	114
5.6				
PENZANCE		258.6	26.4	152
4.8				
JOSEPH CITY		263.5	0.0	72
11.1				
HIBBARD		274.8	17.4	114
10.8				
WINSLOW	YL	285.5	19.5	Yard

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP

TWO TRACKS

(127.2)

(74.8)

(69.0)

(69.0)

(74.8)

(74.8)

(74.8)

(69.4)

(69.4)

..... Average speed per hour

Signal System Two in effect between Gallup and Winslow.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, 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 15 miles per hour; between these

points main track may be used not protecting against regular and extra trains and engines.

Between Gallup and Winslow, trains must keep to the left.

Rule 251 in effect between Gallup and Winslow.

Trains must get numbered clearance card before leaving Gallup and Winslow.

SECOND DISTRICT

ALBUQUERQUE DIVISION

5

			EASTWARD											
			FIRST CLASS											
			22	124	24	2	18	20	4	8				
			El Capitan	The Grand Canyon	The Grand Canyon	San Francisco Chief	Super Chief	The Chief	Mail Express	Fast Mail Express				
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	TIME TABLE NO. 106 April 28, 1957											
			STATIONS											
			Yard	O	81.7	GALLUP YL	AM 4-15	AM 7-10	AM 7-30	AM 8-35	AM 9-50	AM 11-55	PM 5-10	PM 6-20
			104	B	81.7	9.4 DEFIANOE	4-04	6-56	7-17	8-24	9-39	11-44	4-55	6-06
			135	B	81.7	13.4 LUPTON	3-53	6-46	7-06	8-13	9-28	11-33	4-44	5-55
			100	B	81.7	10.0 HOUCK	3-45	6-38	6-57	8-05	9-20	11-25	4-35	5-45
				B	81.7	8.0 OHEITO	3-39	6-32	6-50	7-59	9-14	11-19	4-29	5-39
			144	O	81.7	5.9 CHAMBERS	3-35	6-28	6-45	7-55	9-10	11-15	4-24	5-33
			116	B	81.7	7.3 NAVAJO	3-29	6-23	6-40	7-49	9-04	11-09	4-18	5-27
			130	B	81.7	6.2 PINTA	3-24	6-18	6-35	7-44	8-59	11-04	4-13	5-21
			115	B	81.7	13.1 ADAMANA	3-14	6-08	6-25	7-35	8-50	10-55	4-02	5-09
			83	B	81.7	13.3 ARNTZ	3-04	5-58	6-15	7-25	8-40	10-45	3-52	4-57
			135	C	81.7	7.4 HOLBROOK	2-58	5-50	6-07	7-19	8-34	10-39	3-43	4-49
				B	81.7	5.6 PENZANCE	2-53	5-42	5-59	7-14	8-29	10-34	3-35	4-38
			74	B	16.9	4.8 JOSEPH CITY	2-49	5-38	5-54	7-10	8-25	10-30	3-30	4-34
104	B	81.7	11.1 HIBBARD	2-40	5-30	5-45	7-00	8-15	10-20	3-20	4-25			
Yard	C		10.8 WINSLOW YL	2-30 AM	5-20 AM	5-35 AM	6-50 AM	8-05 AM	10-10 AM	3-10 PM	4-15 PM			
			(127.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Average speed per hour.....			(72.7)	(69.4)	(66.0)	(72.7)	(72.7)	(72.7)	(63.6)	(61.1)				

Signal System Two in effect between Gallup and Winslow.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, 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 15 miles per hour; between these

points main track may be used not protecting against regular and extra trains and engines.

Between Gallup and Winslow trains must keep to the left.

Rule 251 in effect between Gallup and Winslow.

Trains must get numbered clearance card before leaving Gallup and Winslow.

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 30 ft. Cars
FIRST CLASS													
123	17	21	1	19	3	7	NO. 108	STATIONS	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 30 ft. Cars
The Grand Canyon	Super Chief	El Capitan	San Francisco Chief	The Chief	Mail Express	Fast Mail Express	April 28, 1957						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 9.50	PM 9.32	PM 8.02	PM 7.00	AM 11.47	AM 7.00	AM 5.25							
9.59	9.38	8.08	7.06	11.53	7.08	5.33	WINSLOW YL	286.5			O	FW TY	Yard
10.09	9.46	8.16	7.14	12.01	7.16	5.41	WEST WINSLOW YL	288.5	75.0	66.0	B		
10.17	9.53	8.22	7.20	12.07	7.24	5.50	DENNISON	298.3	75.0	73.1	B		104
10.24	9.58	8.27	7.25	12.12	7.29	5.56	SUNSHINE	305.9	75.0	0.0	B		72
10.36	10.08	8.37	7.38	12.22	7.41	6.08	CANYON DIABLO	311.7	60.7	23.8	B		115
10.44	10.15	8.43	7.43	12.29	7.48	6.16	ANGELL	322.7	75.0	22.7	B	Y	144
10.51	10.22	8.50	7.50	12.37	7.56	6.23	WINONA	328.6	75.0	0.0	B		
11.05	10.37	9.06	8.05	12.51	8.12	6.43	COSNINO	333.2	75.0	75.0	B		142
11.18	10.47	9.16	8.14	1.03	8.23	6.54	FLAGSTAFF YL	344.2	75.0	70.4	O	Y	105
11.24	10.52	9.21	8.19	1.08	8.29	7.00	RIORDAN	350.8	75.0	0.0	B	Y	96
11.32	10.59	9.27	8.24	1.14	8.36	7.06	BELLEMONT	356.3	64.5	75.0	O	Y	144
11.39	11.05	9.33	8.30	1.20	8.43	7.13	MAINE	362.5	75.8	97.0	B		
12.05	11.17	9.46	8.44	1.33	9.00	7.24	CHALENDER	368.0	75.0	75.0	B		108
12.13	11.23	9.52	8.50	1.41	9.10	7.30	WILLIAMS YL	378.2	75.0	6.8	O	W TY	99
12.23	11.33	10.02	9.00	1.51	9.20	7.40	SUPAI YL	381.6	0.0	137.8	B	Y	
12.36	11.46	10.15	9.13	2.04	9.33	7.53	McLELLAN	386.3	0.0	161.0	B		122
12.40	11.49	10.19	9.16	2.07	9.37	7.56	WELCH	391.7	0.0	95.0	B		
1.07	12.02	10.32	9.40	2.21	9.55	8.25	DAZE	393.7	14.8	95.0	B		112
1.17	12.10	10.40	9.48	2.29	10.03	8.33	ASH FORK YL	401.2	75.0	75.0	O	F WY	308
1.27	12.19	10.50	9.57	2.39	10.14	8.44	PINEVETA	408.8	75.0	39.6	B		108
1.37	12.27	10.58	10.05	2.47	10.23	8.53	GLEED	414.7	75.0	61.8	B		82
1.50	12.41	11.10	10.20	3.00	10.35	9.05	CROOKTON YL	419.5	0.0	95.0	B	Y	110
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	SELIGMAN YL	428.8			O	FW TY	Yard
(35.7)	(45.3)	(45.5)	(42.8)	(44.4)	(39.8)	(38.9)	(142.7)						

(35.7) (45.3) (45.5) (42.8) (44.4) (39.8) (38.9)Average speed per hour

Signal System Two in effect between Winslow and Seligman.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, 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 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must keep to the left between Winslow and overhead bridge M.P. 411-X plus 1000 feet, and to the right between this bridge and Seligman.

Rule 509 (b): At Supai, westward trains finding Signal 3821 and at Crookton eastward trains finding Signal 4142-A in "Stop" position must wait five minutes before proceeding, unless signals change to indicate proceed.

Westward freight trains must stop ten minutes at Daze and eastward freight trains ten minutes at any station, Flagstaff to Angell inclusive, to cool wheels and inspect train, except these stops may be omitted when train is handled by diesel locomotive with dynamic brakes in use on all units.

(Continued on Page 7)

THIRD DISTRICT

ALBUQUERQUE DIVISION

7

					EASTWARD						
					FIRST CLASS						
					124	2	18	20	4	8	22
					The Grand Canyon	San Francisco Chief	Super Chief	The Chief	Mail Express	Fast Mail Express	El Capitan
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
					AM 4.40	AM 6.45	AM 8.00	AM 10.05	PM 3.00	PM 4.10	AM 2.25
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Ways	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE						
Yard	FW TY	C			NO. 106						
					April 28, 1957						
					STATIONS						
96		B	75.0	31.7	WINSLOW YL						
		B	75.0	31.7	WEST WINSLOW YL						
		B	75.0	23.8	DENNISON						
144		B	60.7	0.0	SUNSHINE						
96	Y	B	75.0	22.7	CANYON DIABLO						
		B	75.0	0.0	ANGELL						
148		B	75.0	75.0	WINONA						
96	Y	O	75.0	47.3	COSNINO						
	Y	B	75.0	0.0	FLAGSTAFF YL						
135	Y	O	75.0	75.0	RIORDAN						
108		B	64.5	75.0	BELLEMONT						
119		B	52.8	75.0	MAINE						
118	W TY	O	75.0	75.0	CHALENDER						
27	Y	B	75.0	6.8	WILLIAMS YL						
108		B	0.0	95.0	SUPAI YL						
131		B	0.0	95.0	SERENO						
		B	0.0	95.0	CORVA						
108		B	0.0	95.0	WELCH						
120	F WY	O	14.8	95.0	DAZE						
		B	75.0	75.0	ASH FORK YL						
		B	147.8	39.6	PINEVETA						
144	Y	B	0.0	75.0	CROOKTON YL						
Yard	FW TY	O			SELIGMAN YL						
					(143.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (37.2) (51.3) (51.0) (49.8) (37.1) (38.3) (50.4)

(Continued from Page 6)

Rule 97. Clearance card not required for helper engines operating light Supai to Ash Fork.

Rule 251 in effect between Winslow and Seligman.

East crossover switches between main tracks opposite station sign Supai equipped with electric switch locks, time release six minutes.

Trains must get numbered clearance card before leaving Winslow and Seligman.

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS													
21	1	19	3	7	123	17	NO. 106	STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
El Capitan	Sag Francisco Chief	The Chief	Mail Express	Fast Mail Express	The Grand Canyon	Super Chief	April 28, 1957						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 11-12	PM 10-22	PM 3-02	AM 10-38	AM 9-08	AM 1-53	AM 12-43		SELIGMAN YL	428.8			FW TY	Yard
11-22	10-32	3-12	10-50	9-21	2-06	12-53		11.0 AUDLEY	489.8	72.9	75.0		107
11-28	10-38	3-18	10-57	9-27	2-13	12-59		7.1 FOA	446.9	75.0	75.0		107
11-36	10-46	3-26	11-05	9-34	2-23	1-07		5.2 YALPAI YL	452.2	75.0	69.7	Y	142
11-46	10-56	3-36	11-15	9-44	2-35	1-16		7.9 NELSON	460.2	0.0	105.6		92
11-53	11-03	3-43	11-22	9-50	2-43	1-22		5.6 PEACH SPRINGS	465.8	0.0	75.0		107
AM 12-03	11-13	3-53	11-31	10-01	2-55	1-31		11.4 TRUXTON	477.3	0.0	75.0		107
12-11	11-21	4-01	11-40	10-09	3-05	1-39		7.0 VALENTINE	484.0	0.0	75.0		
12-15	11-25	4-05	11-45	10-13	3-10	1-43		4.8 HACKBERRY	489.0	0.0	75.0		
12-24	11-34	4-14	11-55	10-23	3-20	1-52		12.3 WALPAI	501.3	48.8	71.8		96
12-30	11-40	4-20	PM 12-03	10-29	3-28	1-58		5.2 BERRY	509.4	46.0	31.7	Y	144
12-33	11-43	4-23	12-08	10-33	3-32	2-01		4.5 GETZ	513.9	50.2	0.0		
12-36	11-46	4-26	12-13	10-42	3-37	2-04		2.5 KINGMAN YL	516.4	0.0	95.0		118
								10.4 NEEDLES YL	516.4	0.0	95.0		
12-48	11-58	4-39	12-25	10-54	3-48	2-13		8.4 GRIFFITH	526.8				107
12-55	AM 12-05	4-46	12-33	11-02	3-56	2-19		5.0 ATHOS	535.2	0.0	75.0		
12-59	12-09	4-50	12-38	11-07	4-01	2-23		5.0 YUCCA	540.2	0.0	75.0		144
1-04	12-14	4-55	12-43	11-13	4-07	2-27		5.8 HAVILAND	546.2	0.0	75.0		
1-09	12-19	5-01	12-48	11-20	4-15	2-32		6.5 FRANCONIA	552.7	0.0	75.0		
1-19	12-29	5-12	12-59	11-34	4-29	2-42		12.4 TOPOCK	565.1	52.8	73.9		105
s 1-36 AM	s 12-45 AM	s 5-30 PM	s 1-20 PM	s 11-50 AM	s 4-50 AM	s 2-56 AM		12.4 NEEDLES YL	578.0	52.8	52.8	FW TY	107
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.6)					
(61.9)	(62.3)	(60.2)	(55.0)	(55.0)	(50.4)	(67.0)Average speed per hour						

Signal System Two in effect between Seligman and Needles.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Rule 251 in effect between Seligman and Needles.

Westward freight trains, except those handled by diesel locomotive with dynamic brakes in use, will stop at Yucca ten minutes to cool wheels.

Trains must get numbered clearance card before leaving Seligman and Needles.

KINGMAN DISTRICT

ALBUQUERQUE DIVISION

9

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE		EASTWARD						
					NO. 106		FIRST CLASS						
					April 28, 1957		2	18	20	4	8	22	124
					STATIONS		San Francisco Chief	Super Chief	The Chief	Mail Express	Fast Mail Express	El Capitan	The Grand Canyon
Yard	FW TY	O			SELIGMAN YL	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
107		B	72.9	73.9	11.2 AUDLEY	s 3:50 AM	s 5:09 AM	s 7:10 AM	s 11:05 AM	s 12:20 PM	s 11:32 PM	s 12:45 AM	
107		B	75.0	75.0	7.1 PICA	3:38	4:54	6:59	10:50	12:05 PM	11:19	12:30	
107	Y	B	75.0	69.7	5.2 YAMPAL YL	3:31	4:47	6:52	10:44	11:58	11:13	12:23	
118		O	0.0	75.0	7.9 NELSON	3:24	4:40	6:45	10:37	11:50	11:06	12:15	
107		O	0.0	75.0	5.6 PEACH SPRINGS	3:13	4:30	6:33	10:25	11:38	10:55	12:02 AM	
110		B	0.0	75.0	11.4 TRUXTON	3:05	4:24	6:25	10:17	f 11:29	10:47	11:53	
169		B	0.0	75.0	7.0 VALENTINE	2:52	4:09	6:12	10:02	11:13	10:32	11:37	
105		B	0.0	75.0	4.9 HACKBERRY	2:42	3:59	6:02	9:52	f 11:01	10:22	11:27	
116		B	43.8	71.8	12.3 WALAPAI	2:37	3:55	5:57	9:47	f 10:52	10:17	11:22	
144	Y	B	46.0	31.7	8.2 BERRY	2:27	3:45	5:47	9:34	10:36	10:06	11:09	
		B	50.2	0.0	4.5 GETZ	2:21	3:38	5:41	9:26	10:28	9:59	11:01	
107		C	0.0	75.0	2.8 KINGMAN YL	2:17	3:34	5:38	9:22	10:22	9:55	10:57	
144		B	0.0	75.0	5.1 HARRIS	2:14	3:30	5:35	s 9:18	s 10:16	9:51	s 10:53	
144		B	0.0	75.0	5.5 GRIFFITH	2:07	3:21	5:27	9:09	10:01	9:43	10:43	
71		B	0.0	75.0	8.4 ATHOS	1:58	3:14	5:19	9:01	9:52	9:34	10:34	
105		O	0.0	75.0	5.0 YUCCA	1:50	3:05	5:12	8:52	9:40	9:27	10:23	
72		B	0.0	75.0	5.9 HAVILAND	1:44	2:59	5:05	8:45	f 9:31	9:20	10:16	
144		B	0.0	75.0	6.5 FRANCONIA	1:38	2:52	4:58	8:38	9:22	9:13	10:09	
107		B	52.8	73.9	12.4 TOPOCK	1:31	2:45	4:51	8:31	9:14	9:06	10:02	
Yard	FW TY	C	52.8	52.8	12.4 NEEDLES YL	1:18	2:31	4:38	8:18	f 8:59	8:53	9:48	
					(149.3)	1:05 AM	2:17 AM	4:25 AM	8:05 AM	8:45 AM	8:40 PM	9:35 PM	
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (54.3) (52.1) (54.3) (49.8) (41.7) (52.1) (47.0)

Signal System Two in effect between Seligman and Needles.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch

not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Rule 251 in effect between Seligman and Needles.

Trains must get numbered clearance card before leaving Seligman and Needles.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD		TIME TABLE NO. 106 April 28, 1957	EASTWARD		Mile Post	Rolling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
				47		42				
				Passenger		Passenger				
				Leave Daily	STATIONS	Arrive Daily				
Yard	F WY	51.7	AM 1.15		ASH FORK YL	PM 11.45	0.0	52.8	O	
72		53.3	1.22		3.9 CRUICE	11.24	3.9	83.4	B	
39		33.8	1.29		5.3 MEATH	11.15	9.2	81.8	B	
72		0.0	1.37		6.8 ROK	11.04	16.0	79.2	B	
78	Y	52.8	f 1.45		5.3 DRAKE YL	f 10.55	21.3	79.2	C	
78		64.9	1.55		8.1 ABRA	10.42	29.4	79.2	B	
30		79.2	f 2.01		4.2 DEL RIO	f 10.36	33.6	56.0	B	
41		79.2	f 2.04		1.5 PURO	f 10.33	35.1	56.0	B	
98		79.2	f 2.09		3.8 COPPER	f 10.28	38.9	13.2	B	
38		79.5	2.16		6.7 GRANITE	10.21	44.6	39.6	B	
17		79.5	f 2.25		6.4 ENTRO	f 10.12	51.0	66.6	B	
Yard	F WY	158.4	a 2.45		6.1 PRESCOTT YL	a 10.00	57.1	0.0	O	
		158.4	2.54		2.9 POWDER	9.48	60.0	79.2	B	
34	Y	158.4	3.14		5.6 ALTO	9.31	65.6	0.0		
		0.0	3.16		0.6 PRIETA	9.29	68.2	158.4	B	
		0.0	f 3.21		1.4 IRON SPRINGS	f 9.25	67.6	158.4	B	
97		0.0	f 3.40		5.5 RAMSGATE	f 9.08	73.1	158.4	B	
62	Y	5.0	f 3.56		7.5 SKULL VALLEY YL	f 8.52	80.6	79.2	O	
62		79.7	f 4.09		6.2 KIRKLAND	f 8.40	86.8	79.2	O	
72		79.2	4.25		8.6 GRAND VIEW	8.24	95.4	79.2	B	
102		0.0	f 4.38		6.1 HILLSIDE	f 8.12	101.5	79.2	O	
76		64.3	f 4.56		8.2 DATE	f 7.55	109.7	79.2	B	
38		79.2	f 5.08		6.7 PIEDMONT	f 7.44	116.4	79.2	B	
72	Y	0.0	f 5.22		6.8 CONGRESS	f 7.31	123.2	79.2	O	
62		0.0	5.32		6.4 FLORES	7.19	129.6	79.2	B	
E. 22 W. 23	Y	0.0	5.44		5.3 MATTHIE YL	7.10	134.9	79.2	B	
87	FW	0.0	a 6.00		4.7 WICKENBURG YL	a 7.00	139.6	63.4	O	
78		79.7	6.08		3.9 ALLAH	6.53	143.5	56.6	B	
72		0.0	f 6.23		6.8 CASTLE HOT SPRINGS	f 6.40	150.3	34.8	B	
72		0.0	f 6.31		7.3 WITTMANN	f 6.29	157.6	34.8	B	
84		0.0	f 6.43		11.5 BEARDSLEY	f 6.15	169.1	34.8	B	
72		31.7	6.48		4.5 ENNIS	6.10	173.6	34.8	B	
42		0.0	f 6.52		3.1 MARINETTE	f 6.06	176.7	12.7	B	
72		0.0	f 6.56		3.2 PEORIA	f 6.02	179.9	0.0	O	
Yard		0.0	a 7.05		4.3 GLENDALE YL	a 5.56	184.2	18.6	O	
Yard		0.0	7.13		4.1 ALHAMBRA YL	5.47	188.3	23.2	B	
Yard	F WT	16.8	f 7.21		2.7 MOBEST YL	f 5.39	191.0	15.8	O	
Yard	Y		a 7.30		2.7 PHOENIX YL	5.30	193.7		O	
			AM			PM				
			Arrive Daily		(193.7)	Leave Daily				

(31.0)Average speed per hour..... (31.0)

At Ash Fork, No. 47 and No. 42 have no superiority between east switch of west wye and station, and will move between such limits prepared to stop short of train, obstructions or switch not properly lined, but not exceeding 15 miles per hour.

Westward freight trains must consume ten minutes at Ramsgate for inspection of trains and cooling wheels, except these stops may be omitted when train is handled by diesel locomotive with dynamic brakes in use on all units.

Train movements on Ennis Spur must be authorized by train order.

Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Depot at Phoenix.

At Phoenix, before crossing S.P. tracks on tail of wye, be governed by instructions in box on north side of S.P. tracks.

Trains must get numbered clearance card before leaving Ash Fork and Phoenix.

Trains must get clearance card before leaving Prescott and Wickenburg.

Extra trains and road engines originating must get numbered clearance card before leaving Mobest.

Train register in phone booths at Ennis and Entro, where trains will register as directed.

PARKER DISTRICT								
Capacity of sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 106 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
	Y			STATIONS				
				MATTHIE YL		0.0		B
		39.6		6.2			0.0	
45				DIVIDE		6.2	31.7	B
24		0.0		8.3				
				FOREPAUGH		14.5	29.0	B
43		0.0		7.7				
				AGUILA		22.2	21.1	O
42		19.8		8.9				
				GOLDEN		31.1	31.7	B
45		0.0		8.9				
				LOVE		40.0	31.7	B
12		0.0		4.8				
				WENDEN		44.8	21.1	B
24		26.4		5.2				
				SALOME		50.0	0.0	C
28		29.0		2.6				
				HARCUVAR		52.6	84.6	B
14		0.0		7.7				
				VICKSBURG		60.3	31.7	B
46		0.0		0.8				
				BUSH PIT		61.1	31.7	B
8		0.0		5.7				
				McVAY		68.8	31.7	B
14		0.0		3.7				
				UTTING		70.5	31.7	B
17		0.0		9.4				
				BOUSE		79.9	31.7	B
48		0.0		10.7				
				WALL		90.6	31.7	B
94	Y	31.7		15.2				
				PARKER YL		105.8		O
				(105.8)				

Trains must get numbered clearance card before leaving Parker.

12 ALBUQUERQUE DIVISION

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 106 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		15		14		
		Passenger		Passenger		
Leave Daily		STATIONS	Arrive Daily			
Yard		PM 8:00	GRAND CANYON YL	AM 7:00	63.7	
30	39.6	8:15	COOONINO	f 6:35	57.2	130.3
27	117.5	f 8:27	APEX	f 6:20	52.0	168.4
	0.0	f 8:43	ANITA	f 6:01	44.8	170.4
21	37.0	f 8:54	WILLAHA	5:48	37.7	79.2
32	62.3	f 9:09	VALLE	f 5:30	29.0	100.3
20	116.2	f 9:25	QUIVERO	f 5:10	20.5	48.0
29	132.0	f 9:48	RED LAKE	f 4:45	9.0	105.6
Yard	158.4	10:20 PM	WILLIAMS YL	4:15 AM	0.0	110.9
Arrive Daily		(64.3)	Leave Daily			

(27.6) Average speed per hour (23.4)

At Grand Canyon, switches leading from main track to east and west legs of wye must be left lined for wye and switch at stem of wye lined for east leg.

No. 14 will turn on wye and back into Grand Canyon.

No. 15 will turn on wye and back into Williams.

Office of communication at Grand Canyon; phones in booths at all sidings.

Wye at Anita and Williams.

Fuel, water and wye at Grand Canyon.

Trains must get numbered clearance card before leaving Grand Canyon and Williams.

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 106 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
		31				
28	79.2	BEAR	10.6	105.6		
23	0.0	PERKINSVILLE	18.3	105.6		
17	0.0	SYCAMORE	27.8	75.5		
Yard	82.3	CLARKDALE YL	38.0	105.6		
		(38.0)				

No switch lights on Clarkdale District.

Wye at Clarkdale and Drake.

Booth phone at Bear, Perkinsville and Sycamore; office of communication at Clarkdale and Drake.

At Clarkdale, spring point derail switch, normally lined for derail, located in upper yard below station.

Trains must get numbered clearance card before leaving Drake and Clarkdale.

MAYER DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 106 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
Yard	158.4	MAYER YL	25.8	158.4		
	158.9	POLAND YL	21.6	0.0		
Yard	50.2	HUMBOLDT YL	16.6	112.4		
13	53.3	CHERRY CREEK YL	14.8	98.0		
12	73.9	YAAGER YL	7.7	0.0		
22	84.5	ENTRO YL	0.0	96.1		
		(28.0)				

No switch lights on Mayer District.

Wye at Mayer and Humboldt.

Office of communication at Mayer.

1. Rule S-72: Except as otherwise provided all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Belen (station and yard offices), Gallup (station, yard offices, and roundhouse), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Needles, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

3. Rule 5: At Matthie time applies at west junction switch.

3(A). Rule 16 is amended as follows:

Sound	Indication
(e) _____	Canceled.
(l) _____	When standing — apply or release 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).

4. Rule 82 (B): Bulletin boards and books are located at Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork, Seligman, Needles, Clarkdale, Prescott, Wickenburg, Mobest, Phoenix and Parker.

5. Rules 83 and 83 (A): Check of train register at Belen will be accepted as applying at Dalies.

Williams, Ash Fork, and Wickenburg, only trains originating and terminating will register.

Matthie, only first class trains will register.

Mobest, first class trains may register by Form 903 and will not check register.

Gallup, Seligman, and Prescott, all first class trains may register by Form 903.

6. Rule S-89 (A) is amended:

At meeting point, the train holding main track must stop clear of the track to be used by the train to be met and, if practicable, be protected by lining the switch.

7. Rule 93: Yard limits are located at Belen, Grants, Gallup, Holbrook, Winslow-West Winslow, Flagstaff, Williams, Supai, Grand Canyon, Ash Fork, Crookton, Seligman, Yampai, Kingman, Needles, Drake, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Phoenix, Clarkdale, Parker, and Entro-Blue Bell.

8. Rule 104 (A) is amended:

When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (D) is amended: Spring switches will be designated by the letter "S" painted on the switch stand.

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

Except as provided in Rule 509 (A), if signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

9. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934 Spl) delivered therewith.

10. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen with a minimum on freight trains as follows:

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Supai to Daze, Westward track	1 retainer per 70 tons	1 retainer per 100 tons See Exception In Time Table Special Rule 15
Supai to Daze, Eastward track	1 retainer per 100 tons	No retainers
Daze to Ash Fork, Both tracks	1 retainer per 100 tons	No retainers
Mayer Dist. and Prescott to MP		
78 on descending grades	1 retainer per 70 tons	1 retainer per 100 tons
Clarkdale Dist. on descending grades	1 retainer per 80 tons	No retainers

On diesel operated freight trains with dynamic brakes in use, retainers will be manipulated from engine toward rear end of train; on other freight trains, retainers will be manipulated from caboose toward head end of train on required number of cars.

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

The maximum tonnage per operative brake in freight trains is 70 tons on the Grand Canyon District, westward track from Supai to Welch, and between Prescott and M.P. 78.

11. Rule 761: Following is list of structures:

Johnson Canyon Tunnel between McLellan and Daze on Third District, tunnel between Perkinsville and Sycamore on Clarkdale District, and tunnel between Vicksburg and Harcuvar on Parker District.

At Gallup, the tipples, bins, pipe lines, wires, and other obstructions located at Gallup American and Mutual Mines will not clear an engine or a man on top or side of car.

12. Rule 831: New Mexico statutes 1929 Section 116-202 provide that any railroad shall have the following powers:

"To expel from its cars 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 corporation in charge of such cars, or, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars."

Arizona: The 1928 Revised Code provides:

"Sec. 4790: Confidence game; bogus check. Every person who, with intent to cheat and defraud, shall obtain or attempt to obtain from any other person, any money, property, or valuable thing whatever, by means or by use of any trick or deception, or false or fraudulent representation, or statement or pretense, or by any other means or instruments, or device, commonly called the "confidence game," or by means or by use of any false or bogus check, or by any other printed, written or engraved instrument, or spurious coin or metal, shall be guilty of a felony, and shall be punished by imprisonment in the state prison for a term of not less than one nor more than five years.

"Sec. 4791: Bunko games. Whoever shall deal, play or practice, the confidence game or the game called top and bottom swindle, three card monte, bunko, or any similar play, game or practice, or practice any confidence trick or game not mentioned in this section, shall be deemed guilty of a felony.

"Sec. 4792: Venue of confidence game when committed on train; duty of trainmen. Whenever any of the offenses mentioned in the two preceding sections are committed on any railroad car, coach or train, the venue shall lie, and the person be tried in any county in this state through which said railroad may run. Railroad conductors and brakemen on railroad trains cognizant of the violation of the provisions of the two preceding sections, shall immediately arrest the person so offending without warrant or other process, and failure to make such arrest or attempt in good faith to do so shall be a misdemeanor."

13. Rule 862: Revenue passengers and employes holding passes stamped "Good on Freight Trains", may be carried on freight trains, but only to and from stations where these trains are required to stop.

14. Rule 945: Prescribed test must be made on passenger trains at: Supai, westward.

Prieta, westward and eastward.

15. Rule 947: Prescribed test must be made on freight trains at: Prieta, westward and eastward.

Supai, westward; except after making running air brake test at Williams on trains of less than 4800 tons and which do not exceed average weight of 50 tons per car, retainers will not be required and will be permitted to pass Supai without stopping if known by conductor and engineman that prescribed brake pipe pressure is indicated on gauges and dynamic brake is operating on each unit of a 6000 HP locomotive and will not exceed 20 mph from Supai to Daze and 25 mph from Daze to Ash Fork.

SPEED REGULATIONS

16. 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 derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty miles an hour at any point on the First, Second, Third, Kingman, Fourth, Belen, Parker and Grand Canyon Districts, and fifteen miles per hour at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Rule 817: 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 (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psg. Frt.	LOCATION	Miles Per Hour Psg. Frt.
Belen District, East & West	79 60	FIRST DISTRICT WESTWARD: (Continued)	
First District, Westward:		4 Curves M.P. 27.5 to 32.5	70 60
Isleta to Dalies	79 60	7 Curves M.P. 36.8x to 45.1x	70 60
Dalies to Marmon	100 60	1 Curve M.P. 59.2 to 60.1	75 60
Marmon to Gonzales	79 60	3 Curves M.P. 60.1 to 60.9	60 50
Gonzales to Gallup	100 60	4 Curves M.P. 60.9 to 62.9	50 50
First District, Eastward:		3 Curves M.P. 62.9 to 66.0	75 60
Gallup to Gonzales	79 60	2 Curves M.P. 66.0 to 67.4	65 60
Gonzales to Anzac	100 60	11 Curves M.P. 84.0 to 88.0	55 50
Anzac to Marmon	79 60	3 Curves M.P. 88.0 to 91.0	70 60
Marmon to Dalies	100 60	1 Street Crossing M.P. 95.5	40 40
Dalies to Isleta	79 60	6 Curves M.P. 149.4 to 156.5	85 60
Second District, West & East	100 60	1 Curve M.P. 156.5 to Gallup	30 20
Third District, Westward	79 60	FIRST DISTRICT EASTWARD:	
Third District, Eastward:		2 Curves Gallup to M.P. 156.5	50 50
Seligman to Winona	79 60	1 Curve M.P. 136.3x to 135.3x	70 60
Winona to Winslow	100 50	2 Curves M.P. 135.3x to 133.4x	65 60
Kingman District, Westward:		2 Curves M.P. 130.7x to 130.0x	65 60
Seligman to Peach Springs	79 60	3 Curves M.P. 130.0x to 127.5	85 60
Peach Springs to Needles	100 60	7 Curves M.P. 109.7 to 105.0	85 60
Kingman District, Eastward:		2 Curves M.P. 98.6 to 95.5	90 60
Needles to Getz	79 60	1 Street Crossing M.P. 95.5	40 40
Getz to Valentine	100 60	1 Curve M.P. 95.5 to 94.4	90 60
Valentine to Seligman	79 60	3 Curves M.P. 91.0 to 88.0	70 60
Grand Canyon District:		11 Curves M.P. 88.0 to 84.0	55 50
Fourth District	59 45	2 Curves M.P. 67.4 to 66.0	65 60
Parker District	59 40	3 Curves M.P. 66.0 to 62.9	75 60
Clarkdale District	20 20	3 Curves M.P. 62.9 to 61.1	50 50
Mayer District	15 15	4 Curves M.P. 61.1 to 60.1	60 50
Ennis Spur	20 20	1 Curve M.P. 60.1 to 59.2	75 60
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		1 Curve M.P. 39.1 to 38.6	95 60
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with dynamic brake not in use.		4 Curves M.P. 32.5 to 27.5	70 60
In freight service minimum of 16 minutes running time must be used Crookton to Pineveta.		1 Switch and 1 Curve M.P. 27.5 to 27.3	40 40
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		2 Curves M.P. 13.6 to 12.5	75 55
BELÉN DISTRICT WESTWARD:		SECOND DISTRICT WESTWARD:	
1 Switch and 1 Curve Belen to M.P. 0.3	15 10	4 Curves and 2 Street crossings Gallup to M.P. 158.2	30 30
2 Curves M.P. 6.7 to M.P. 8.4	70 50	1 Curve M.P. 160.7 to 160.9	85 60
2 Curves M.P. 8.4 to M.P. 10.2	60 50	4 Curves M.P. 173.1 to 175.1	95 60
BELÉN DISTRICT EASTWARD:		1 Curve M.P. 188.4 to 188.9	85 60
Dalies Jct. Switch M.P. 10.2 to 10.0	40 40	5 Curves M.P. 215.6 to 219.2	85 60
Grade and 6 Curves M.P. 10.0 to M.P. 0.5	75 50	2 Curves M.P. 250.6 to 252.1	85 60
2 Curves and 2 Switches M.P. 0.5 to Belen	15 10	1 Curve M.P. 264.2 to 264.4	85 60
FIRST DISTRICT WESTWARD:		SECOND DISTRICT EASTWARD:	
2 Curves M.P. 12.5 to 13.6	75 55	1 Curve M.P. 264.4 to 264.2	85 60
1 Curve and 3 Switches M.P. 26.8 to 27.5	40 40	2 Curves M.P. 252.1 to 250.6	85 60
		5 Curves M.P. 219.2 to 215.6	85 60
		1 Curve M.P. 188.9 to 188.4	85 60
		4 Curves M.P. 175.1 to 173.1	95 60
		1 Curve M.P. 166.8 to 166.3	95 60
		3 Curves M.P. 160.9 to 158.2	85 60
		3 Curves and 2 Street crossings M.P. 158.2 to 157.7	30 30
		1 Turnout M.P. 157.8 to Gallup	15 15

LOCATION

Miles Per Hour Psg. Frt.

THIRD DISTRICT WESTWARD:

5 Curves Winslow to M.P. 287.3	25 20
4 Curves M.P. 326.4 to 328.6	75 60
3 Curves M.P. 328.6 to 330.9	50 40
2 Curves M.P. 330.9 to 331.8	40 40
14 Curves M.P. 331.8 to 339.9	50 40
3 Curves M.P. 339.9 to 343.6	55 40
21 Curves M.P. 343.6 to 350.1	40 30
7 Curves M.P. 350.1 to 352.6	50 40
2 Curves M.P. 352.6 to 353.9	75 50
Grade and 4 Curves M.P. 364.1 to 366.8	55 40
13 Curves M.P. 366.8 to 371.7	50 45
Grade and 8 Curves M.P. 376.0 to 378.2	50 40
1 Curve and 1 Street crossing M.P. 378.2 to 378.9	30 30
5 Curves M.P. 378.9 to 381.1	40 30
7 Curves M.P. 381.1 to 382.7	35 30
Grade and 23 Curves M.P. 382.7 to 388.8	25 15
Tunnel and 1 Curve M.P. 388.8 to 388.9	20 15
Grade and 14 Curves M.P. 388.9 to 391.3	25 15
Grade and 20 Curves M.P. 391.3 to 401.0	40 20
3 Curves M.P. 401.0 to 401.9	30 20
Supai to Welch—	
Westward on eastward track	
10 Curves M.P. 382.8x to 391.2x	30 20
9 Curves M.P. 391.2x to 395.0x	25 20
1 Curve M.P. 404.3 to 404.6	75 60
1 Curve M.P. 406.9 to 407.2	60 50
3 Curves M.P. 409.5 to 411.9	60 50
4 Curves M.P. 411.9 to 413.1	35 30
13 Curves M.P. 413.1 to 416.4	25 25
8 Curves M.P. 416.4 to 418.0	35 30
Grade and 9 Curves M.P. 421.6 to 425.4	50 40

THIRD DISTRICT EASTWARD:

6 Curves M.P. 425.4 to 422.8	50 40
3 Curves M.P. 422.8 to 421.6	40 40
2 Curves M.P. 415.8x to 413.6x	50 40
Grade and 5 Curves M.P. 413.6x to 410.9x	40 25
Grade and 2 Curves M.P. 410.9x to 409.5	60 45
1 Curve M.P. 407.2 to 406.9	60 50
2 Curves M.P. 404.6 to 401.9	75 60
22 Curves M.P. 401.9 to 392.0	35 30
1 Curve M.P. 395.0x to 394.6x	35 25
6 Curves M.P. 394.6x to 391.6x	40 30
1 Curve M.P. 391.6x to 391.2x	35 25
1 Curve M.P. 391.2x to 388.2x	40 30
2 Curves M.P. 388.2x to 386.2x	50 30
3 Curves M.P. 386.2x to 383.7x	55 40
6 Curves M.P. 383.7x to 381.5	40 30
2 Curves M.P. 381.5 to 381.1	35 30
5 Curves M.P. 381.1 to 378.9	50 40
5 Curves and 1 Street crossing M.P. 378.9 to 378.2	30 30
4 Curves M.P. 378.2 to 376.0	50 40
13 Curves M.P. 371.7 to 366.8	50 45
4 Curves M.P. 366.8 to 364.1	55 45
2 Curves M.P. 353.9 to 352.6	75 50
7 Curves M.P. 352.6 to 350.1	50 40
20 Curves M.P. 350.1 to 343.6	40 30
3 Curves M.P. 343.6 to 341.6	55 40
2 Curves M.P. 339.9 to 339.2	50 40
Grade and 3 Curves M.P. 339.2 to 336.2	60 40
Grade and 9 Curves M.P. 336.2 to 331.8	50 40
Grade and 2 Curves M.P. 331.8 to 330.9	40 40
3 Curves M.P. 330.9 to 328.6	50 40
3 Curves M.P. 328.6 to 327.0	85 50
9 Curves M.P. 327.0 to 303.3	95 50
2 Curves M.P. 303.3 to 302.0	80 50
10 Curves M.P. 302.0 to 287.3	95 50
5 Curves M.P. 287.3 to Winslow	25 20

KINGMAN DISTRICT WESTWARD:

2 Curves M.P. 447.3 to 448.3	70 50
3 Curves M.P. 448.3 to 450.1	60 50
5 Curves M.P. 450.1 to 451.4	30 25
5 Curves and Grade M.P. 451.4 to 455.5	60 40
5 Curves and Grade M.P. 455.5 to 457.7	50 40
12 Curves and Grade M.P. 457.7 to 463.8	60 40
3 Curves M.P. 463.8 to 464.9	50 40
5 Curves and Grade M.P. 464.9 to 469.0	75 45
4 Curves M.P. 469.0 to 470.5	50 45
2 Curves and Grade M.P. 470.5 to 472.5	80 45
4 Curves M.P. 472.5 to 476.8	95 45
2 Curves and Grade M.P. 476.8 to 478.2	85 45
1 Curve and Grade M.P. 478.2 to 479.0	60 40

LOCATION

Miles Per Hour Psg. Frt.

KINGMAN DISTRICT WESTWARD: (Continued)

2 Curves and Grade M.P. 479.0 to 479.6	40 30
3 Curves and Grade M.P. 479.6 to 480.6	30 30
2 Curves and Grade M.P. 480.6 to 481.6	55 45
2 Curves and Grade M.P. 481.6 to 482.5	75 60
9 Curves M.P. 482.5 to 490.2	85 60
4 Curves M.P. 490.2 to 499.1	95 60
1 Curve and Grade M.P. 514.4 to 515.2	75 25
2 Curves and Grade M.P. 515.2 to 516.5	50 25
1 Street Crossing M.P. 516.5	25 25
6 Curves and Grade M.P. 516.5 to 519.2	45 25
5 Curves and Grade M.P. 519.2 to 524.3	85 45
14 Curves and Grade M.P. 524.3 to 562.3	95 45
1 Curve and Grade M.P. 562.3 to 562.8	70 45
7 Curves M.P. 562.8 to 565.9	50 45
1 Curve M.P. 565.9 to 566.6	80 60
3 Curves M.P. 572.4 to 575.6	90 60
4 Curves M.P. 575.6 to 577.2	45 30

KINGMAN DISTRICT EASTWARD:

4 Curves M.P. 577.2 to 575.7	45 45
8 Curves M.P. 565.9 to 562.3	50 50
1 Curve M.P. 554.8 to 554.7	65 60
2 Curves M.P. 554.7 to 550.5	75 60
1 Curve M.P. 526.7x to 525.9x	70 50
7 Curves M.P. 525.9x to 520.2x	60 50
10 Curves M.P. 520.2x to 516.7x	40 40
1 Street Crossing M.P. 516.7x	25 25
2 Curves M.P. 516.7x to 515.3x	55 50
1 Curve M.P. 515.3x to 514.1x	70 50
4 Curves M.P. 499.1 to 492.7	90 60
1 Curve M.P. 490.2 to 488.8	85 60
8 Curves M.P. 488.8 to 482.5	70 60
3 Curves M.P. 482.5 to 481.0	55 50
5 Curves M.P. 481.0 to 479.4	30 30
1 Curve M.P. 479.4 to 479.0	55 50
3 Curves M.P. 479.0 to 477.0	65 50
6 Curves M.P. 477.0 to 470.4	75 60
4 Curves M.P. 470.4 to 469.0	50 45
5 Curves M.P. 469.0 to 464.9	65 50
3 Curves M.P. 464.9 to 463.8	60 60
6 Curves M.P. 463.8 to 460.1x	60 50
8 Curves M.P. 460.1x to 457.0	50 50
3 Curves M.P. 457.0 to 455.5	50 50
2 Curves M.P. 455.5 to 453.2	65 50
1 Curve M.P. 453.2 to 452.1	55 50
2 Curves M.P. 452.1 to 451.4	40 40
5 Curves M.P. 451.4 to 450.1	30 25
3 Curves M.P. 450.1 to 448.3	60 40

FOURTH DISTRICT:

4 Curves M.P. 0.4 to 2.6	45 40
3 Curves M.P. 4.0 to 5.9	45 40
3 Curves M.P. 7.9 to 9.9	45 40
3 Curves M.P. 12.0 to 14.1	45 40
4 Curves M.P. 14.1 to 16.2	35 35
2 Curves M.P. 16.2 to 17.2	45 40
1 Curve M.P. 18.4 to 18.7	45 40
1 Curve M.P. 21.1 to 21.6	30 20
Br. B-22 M.P. 21.6 to 21.8	20 20
5 Curves M.P. 21.8 to 23.2	40 40
2 Curves M.P. 23.2 to 26.6	50 40
6 Curves M.P. 26.6 to 29.0	45 35
4 Curves M.P. 30.4 to 31.9	45 35
5 Curves M.P. 34.0 to 35.4	40 30
3 Curves M.P. 39.7 to 41.2	50 40
1 Curve M.P. 42.5 to 42.7	45 35
1 Curve M.P. 46.0 to 46.1	50 40
2 Curves M.P. 48.0 to 48.7	30 25
2 Curves M.P. 48.7 to 50.3	50 40
10 Curves M.P. 50.3 to 52.7	25 20
6 Curves M.P. 52.7 to 55.9	40 30
5 Curves M.P. 55.9 to 58.3	30 20
90 Curves and Grade M.P. 58.3 to 76.7	20 15
9 Curves M.P. 77.7 to 82.3	45 30
6 Curves M.P. 83.5 to 85.5	30 25
6 Curves M.P. 85.5 to 86.4	25 20
5 Curves M.P. 86.4 to 90.8	40 30
Cut. M.P. 90.8 to 91.0	20 20
9 Curves M.P. 91.0 to 94.3	30 25
5 Curves M.P. 94.3 to 96.2	25 20
3 Curves M.P. 96.2 to 97.4	40 30
3 Curves M.P. 97.4 to 98.3	30 25
3 Curves M.P. 98.3 to 99.7	40 30
4 Curves M.P. 99.7 to 101.8	30 25
2 Curves M.P. 101.8 to 103.2	40 30
17 Curves M.P. 103.2 to 107.7	25 20
2 Curves M.P. 107.7 to 109.0	40 30
8 Curves M.P. 109.0 to 112.2	35 30
1 Curve M.P. 112.2 to 112.5	30 25
2 Curves M.P. 112.5 to 114.2	40 30
2 Curves M.P. 114.2 to 115.1	35 30
5 Curves M.P. 115.1 to 118.0	40 30

SPECIAL RULES

ALBUQUERQUE DIVISION

15

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour		LOCATION	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
FOURTH DISTRICT: (Continued)					
2 Curves M.P. 118.0 to 118.3	30	25	3 Curves M.P. 0.0 to 2.4	45	30
4 Curves M.P. 118.3 to 119.7	40	30	3 Curves M.P. 53.3 to 55.0	40	25
1 Curve M.P. 119.7 to 119.8	35	30	12 Curves M.P. 55.0 to 58.1	30	20
4 Curves M.P. 119.8 to 120.9	40	30	3 Curves M.P. 95.2 to 97.2	45	30
7 Curves M.P. 120.9 to 122.6	25	20	1 Curve M.P. 101.6 to 101.9	45	30
1 Curve M.P. 122.6 to 123.2	50	40	GRAND CANYON DISTRICT:		
6 Curves M.P. 131.2 to 134.9	45	40	21 Curves M.P. 0.8 to 12.7	30	20
1 Curve M.P. 134.9 to 135.1	20	20	2 Curves M.P. 35.7 to 36.6	25	20
5 Curves M.P. 135.1 to 138.2	45	40	18 Curves M.P. 46.2 to 53.6	30	25
1 Curve M.P. 138.2 to 138.3	35	30	35 Curves M.P. 53.6 to 63.1	25	25
10 Curves M.P. 138.3 to 141.6	40	30	3 Curves M.P. 63.1 to 63.7	15	15
42 Curves M.P. 141.6 to 150.3	30	25	CLARKDALE DISTRICT:		
1 Curve M.P. 174.9 to 175.1	55	40	17 Curves M.P. 11.9 to 15.1	15	15
1 Curve M.P. 178.8 to 178.9	50	40	5 Curves M.P. 22.2 to 23.7	15	15
4 Curves and 22 Crossings M.P. 182.5 to 190.8	30	30	17 Curves M.P. 29.9 to 34.8	15	15
4 Curves and 8 Crossings M.P. 190.8 to 192.9	20	20	ENNIS SPUR:		
2 Switches and 2 Crossings M.P. 192.9 to 193.7	15	15	1 Dip M.P. 5.3 to 5.4	10	10
			1 Dip M.P. 8.9 to 9.0	10	10

MAXIMUM SPEED OF LOCOMOTIVES

	Forward	Light	Backing Or When Controlled From Rear Unit	Dead In Train
	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
Diesels without dynamic brakes in use				
Supal-Welch		15		
Welch-Ash Fork		20		
Nelson-Hackberry		40		
Getz-McConnico		20		
McConnico-Topock		30		
Prieta-Preccott		15		
Preccott-Skull Valley		15		
Diesels with dynamic brakes in use				
Supal-Welch		25		
Welch-Ash Fork		35		
Prieta-Preccott		20		
Prieta-Skull Valley		20		

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	00	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	00	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	52	69.2	1	26	41.9	2	45	21.8
..	54	66.5	1	28	40.9	3	00	20.0
..	55	64.2	1	30	40.0	3	30	17.1
..	56	62.5	1	32	39.1	4	00	15.0
..	55	65.5	1	34	38.3	5	00	12.0
..	56	64.2	1	36	37.5	6	00	10.0
..	57	63.2	1	38	36.8	12	00	5.0

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"WE"—West End.

Station	Type	Location	MPH
FIRST DISTRICT			
Dalies	I	Eastward main track to First District main track; Eastward main track to Belen District eastward main track; First District main track to westward main track	40
		East and west end westward siding	30
		EE eastward siding	30
		EE eastward siding	30
Rio Puerco		WE westward siding	30
South Garcia		EE eastward siding	30
Suwanee		WE westward siding	15
		EE eastward siding	15
Marmon		WE westward siding	15
		EE eastward siding	15
Laguna		WE westward siding	15
		EE eastward siding	15
Acomita		EE eastward siding; WE westward siding	30
Anzac		EE eastward siding; WE westward siding	30
Grants		EE eastward siding	15
		EE eastward siding	30
Bluewater	S	WE westward siding	15
		EE eastward siding	30
Baca	S	WE westward siding	30
South Chaves		WE westward siding	15
North Chaves		EE eastward siding	30
Thoreau		WE westward siding	30
Gonzales		EE eastward siding	30
South Guam		WE westward siding	30
North Guam		EE eastward siding	30
Perea		WE westward siding	30
Wingate		EE eastward siding	30
Gallup		Eastward freight lead to eastward main track east of station	30
SECOND DISTRICT			
Gallup	I	WE westward freight lead; crossover between main tracks WE westward freight lead	30
		WE westward passenger siding	15
		EE eastward freight lead	30
Defiance		EE eastward siding	30
Lupton		EE eastward siding	30
Houck		EE eastward siding; WE westward siding	30
Cheto		WE westward siding	30
Chambers		EE eastward siding; WE westward siding	30
Navajo		EE eastward siding; WE westward siding	30
Pinta		EE eastward siding; WE westward siding	30
Adamana		EE eastward siding; WE westward siding	30
Holbrook		EE eastward siding; WE westward siding	15
Penzance		WE westward siding	30
Hibbard		EE eastward siding; WE westward siding	30
Winslow		EE passenger track No. 1	15
		EE of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between main track, both normally lined for main tracks. West switch of crossover normally lined for movements thru crossover. Westward trains on westward main track must trail through this spring switch at M.P. 284.8	30
	I	Westward main track to westward freight lead	30
THIRD DISTRICT			
Winslow	S	West end passenger track No. 4	15
West Winslow	I	Westward freight lead to westward main track	30
	I	Crossover between main tracks, westward main track to eastward yard lead, and eastward main track to ice dock lead	15
Dennison	S	EE eastward siding	15
		WE westward siding	30
Canyon Diablo		EE eastward siding; WE westward siding	30
Angell		WE westward siding	15
		EE eastward siding	30
Cosnino		WE westward siding	15
		EE eastward siding	30
Flagstaff		WE westward siding	15
		EE eastward siding	30
Riordan		WE westward siding	15
Bellemont		EE eastward siding; WE westward siding	30
Maine		EE eastward siding	30
Chalender		EE eastward siding; WE westward siding	15
Williams		EE eastward siding; WE westward siding	15
McLellan		WE westward siding	15
Sereno		EE eastward siding	15
Corva		EE eastward siding	15
Daze		EE eastward siding; WE westward siding	15
Ash Fork		EE eastward siding	15
		WE westward siding	30
		EE westward siding	30
Pineveta		WE westward siding	30
Crookton		EE eastward siding; WE westward siding	15
Seligman	S	East yard lead to eastward main track	15
KINGMAN DISTRICT			
Seligman	S	Switches, west yard lead to main track and crossover	10
	S	East switch of crossover, west end of yard (eastward main line trains only); WE westward siding	30
Audley	S	EE eastward siding	15
	S	WE westward siding	30
Pica	S	EE eastward siding; WE westward siding	15
Yampai	S	EE eastward siding	15
	S	WE westward siding	30

16 ALBUQUERQUE DIVISION

SPECIAL RULES

Station	Type	Location	MPH
KINGMAN DISTRICT (Continued)			
Nelson	S	EE eastward siding	30
Peach Springs	S	EE eastward siding	15
		WE westward siding	30
Truxton	S	WE westward siding	15
	S	EE eastward siding	30
Valentine	S	EE eastward siding	30
Hackberry	S	WE westward siding	15
	S	EE eastward siding	30
Walapai	S	WE westward siding	15
	S	EE eastward siding	30
Berry	S	EE eastward siding; WE westward siding	30
Kingman	S	EE eastward siding	15
	S	WE eastward siding (normal position lined for quarry track)	10
Harris	S	EE eastward siding	30
Griffith	S	EE eastward siding	15
	S	WE westward siding	30
Yucca	S	EE eastward siding	15
	S	WE westward siding	30
Franconia	S	EE eastward siding; WE westward siding	30
Topock	S	EE eastward siding; WE westward siding	15
Needles	I	Lead and crossover switches, west of M.P. 574	30

GRAND CANYON DISTRICT			
Grand Canyon	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to east leg of wye	10

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

- Williams for Third District trains
- Ash Fork for Third District trains
- Drake for Fourth District trains
- Entro for Fourth District trains
- Matthie for Fourth District trains
- Ennis for Fourth District trains

Other Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
FIRST DISTRICT			
Ciniza	138.9	60	East-West
SECOND DISTRICT			
Black Star	160.7	1.1 mile	West
Manuelito	174.2	9	East
GRAND CANYON DISTRICT			
Woodin	43.8	7	West
KINGMAN DISTRICT			
Chino	432.9	12	West
McConnico	520.7	40	West
Powell	558.8	12	East
FOURTH DISTRICT			
Hawkins	113.3	8	East
Industry Track	133.0	20	East-West
Lizard	172.5	17	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	175.1	18	East
Bumstead	178.4	23	East-West
Webb	180.5	26	East-West
Wayne	181.8	14	East-West
Fennemore	183.0	35	East-West
Citrus Park	185.2	35	East-West
Waddell	186.0	1 Mile	
McMicken	187.8	64	East-West
MAYER DISTRICT			
Iron King	17.2	10	West
Mayer Stock Yard	27.4	Main
CLARKDALE DISTRICT			
Mack	6.6	6	East
Tapco	35.5	50	East
PARKER DISTRICT			
Spur	43.2	25	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Thoreau	369	Bellemont	376	Seligman	910	Congress (normally lined for east leg)	812
McCune	Gov. Spur	Williams	1620	Yampai	685	Matthie	Main Track
Gallup	306	Anita	400	Berry	2500	Phoenix	11th Ave. Spur
Pinta	491	Grand Canyon	1617	Drake	Main Track	Humboldt	1859
Winslow	343	Supai	282	Prescott (normally lined for west leg)	316	Mayer	150
Angell	558	Ash Fork—North Wye	910	Alto (normally lined for west leg)	201	Clarkdale	769
Flagstaff	170	Ash Fork—West Wye	2640	Skull Valley (normally lined for east leg)	726	Parker	564
RJordan	506	Crookton	190				

SPECIAL RULES

ALBUQUERQUE DIVISION 17

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
FIRST DISTRICT			
Belen	West switch of freight main track and junction switches.	Interlocking.	Coast Lines Main Track, — Coast Lines Siding, —0— New Mexico Main Track, ———0 New Mexico Siding, —00— Westward: To Westward Main Track, — To Eastward Main Track, ———0 Eastward: To Sandia Main Track, — To Belen Main Track, ———0 To North Siding, —0— To South Siding, —00— Eastward trains will sound whistle signal at microphone sign 500 feet west of signal 302.
Isleta	Junction and east switches of sidings and west switch Coast Lines siding.	Interlocking	
Dalles	Junction switch and switches both sidings.	Interlocking. Superior route to Sandia; Inferior route to Belen.	
SECOND DISTRICT			
Gallup	Switch west end westward freight lead; crossover between main tracks at west end westward freight lead and west switch of eastward freight lead.	Interlocking	Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 163.
Winslow	Switch from westward main track to freight lead.	Interlocking	Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
THIRD DISTRICT			
West Winslow	Switch from westward yard lead to westward main track, both switches of crossover between main tracks, switch from westward main track to eastward yard lead, west switch of ice dock lead.	Interlocking	Eastward trains will sound following whistle signals at microphone sign at M.P. 293: Eastward main track, — South yard —00— Ice dock lead —0— Westward trains will sound following whistle signals at microphone sign 2600 feet west of M.P. 394: Westward Main Track, — Westward Siding, East End, —0— Crossover Westward Track M.P. 400 plus 4130 feet to Yard, ———0 Eastward trains will sound following whistle signals at microphone sign 3500 feet east of M.P. 407: Eastward Main Track, — Extreme West Yard Switch M.P. 401 plus 5000 ft., —00— Eastward Siding, M.P. 400 plus 3855 ft., —0— Fourth District eastward trains will sound following whistle signals at microphone sign 800 feet west of M.P. 1: Eastward Main Track, Third District, — Entering yard at Extreme West Switch M.P. 401 plus 5000 ft., —00— Westward Third District Siding, —0—
Ash Fork	East switch of westward siding M.P. 400 plus 275 feet, both switches of crossover west end of eastward siding M.P. 400 plus 3855 feet, between M.P. 401 plus 5000 feet and M.P. 402 plus 550 feet, extreme west crossover between main tracks, crossover between westward main track and siding, extreme west switch eastward main track to switching lead, switch to Fourth District from westward siding.	Interlocking	
KINGMAN DISTRICT			
Needles M.P. 574-4380	Main line and connecting crossover.	Interlocking	Westward trains will sound following whistle signals at microphone sign 900 feet west of M.P. 570: Westward main track — Track 20 —00— Tracks 17 and 18 ———0

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

**CONDITIONAL STOPS SHOWN WILL BE MADE
ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Riverbank, Escalon, Pittsburg, Pimole		Belen and beyond
2	Pimole, Riverbank, Edwards	Belen and beyond	
	Kingman		Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
17	Pomona		Kansas City and beyond
18	Pomona	Kansas City and beyond	
19	Flagstaff	Barstow and south	Los Angeles
	Williams	Barstow and beyond	Kansas City and beyond; Denver to La Junta
20	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville, Pomona		Newton and beyond
	Victorville	Albuquerque and beyond	Albuquerque and beyond
	Kingman	Kansas City and beyond	San Bernardino and beyond
21	Williams	Barstow and beyond	Barstow and beyond
	Ash Fork		Albuquerque and beyond
	Pomona		Albuquerque and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
	Laguna, Grants		Albuquerque and beyond
123	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
	Grants	Albuquerque and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
71	Encinitas, San Juan Capistrano	Los Angeles	
75	Encinitas, San Clemente	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
74	Anaheim, San Juan Capistrano		Los Angeles
78	Irvine, El Toro		Los Angeles

A. J. STROBEL, General Watch Inspector Topeka
R. W. WELLS, Asst. General Watch Inspector San Bernardino

LOCAL TIME INSPECTORS

FRANK MINDLIN 314 W. Central Ave., Albuquerque
JAMES PECH 822½ Bridge Blvd., Albuquerque
M. E. TREMBLY 208 S. Main St., Belen
RICHARD EALY Belen
E. PARKE SELLARD Gallup
WARREN F. LIKEN 111 W. Hopi Dr., Holbrook
E. E. STARR Winslow
GAIL MORRIS 206 W. Bill Williams St., Williams
ALFRED WILLIAMS 849 Front St., Needles
MICHAEL MIGNELLA 135 N. Cortez St., Prescott
P. L. ADRIAN 107 S. Cortez St., Prescott
H. H. HOWARD 314 Goodrich Bldg., Phoenix
HENRI SANCHEZ 142 E. Glendale Ave., Glendale
TOM FINLEY Parker

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY
OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe — Danger —

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2¼ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

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.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!



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, F, and M, Book of Rules.)

