

**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. ARTHUR GARCIA, 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. JOHN J. STANDIFER, Assistant Local Surgeon.....	Holbrook
DR. HAL B. RICHERSON, Assistant Local Surgeon.....	Holbrook
DR. H. S. BECKWITH, Division Surgeon.....	Winslow
DR. LEO L. LEWIS, Local Surgeon.....	Winslow
DR. CHARLES B. BEAL, Local Surgeon.....	Flagstaff
DR. JOHN CASKEY, Assistant Local Surgeon.....	Flagstaff
DR. MARTIN C. FLOHR, Local Surgeon.....	Williams
DR. E. J. GUNGLER, 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. 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 engines, cabooses, and with all extra gangs.

WM. BAXTER, Trainmaster, Gallup, N. Mex.	H. G. WOOD, Asst. Superintendent, Phoenix, Ariz.	J. FARQUHARSON, J. H. LANE, Road Foremen of Engs., Winslow, Ariz.
R. E. ROWLAND, Trainmaster, Winslow, Ariz.	W. F. MOHR, H. E. KELLY, Asst. Chief Dispatchers, Winslow, Ariz.	A. K. SMELLIE, Road Foreman of Engs., Needles, Calif.
D. G. RUEGG, Trainmaster, Needles, Calif.	H. W. SCHWENCKERT, J. S. ARMSTRONG, A. C. PETRANOVICH, A. J. WILLIS, A. B. DAVIDSON, E. D. STINSON, F. W. PLEASANTS, Dispatchers, Winslow, Ariz.	D. KEMP, Road Foreman of Engs., Phoenix, Ariz.
	B. R. LÖRING, D. LaMAR, J. R. DAVIS, J. K. HOLT, G. R. DERKSEN, I. M. OWSLEY,	

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



**ALBUQUERQUE DIVISION
TIME TABLE No.**

1

IN EFFECT

Sunday, December 6, 1959

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

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

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

J. H. BLAKE,
Asst. General Manager,
Los Angeles, Calif.

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

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
123	17	1	19	7	3	NO. 1					
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	Mail Express	December 6, 1959					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 5.00	PM 4.25		AM 7.40	AM 12.55		ALBUQUERQUE	0.0			TY	Yard
5.15	4.40		7.55	1.10		12.6 ISLETA	12.6	21.1	26.4		57
5.23	4.48		8.03	1.19		10.1 SANDIA	22.8	62.8	0.0		42
5.27	4.52	PM 4.15	8.07	1.24	AM 1.10	3.9 DALIES	27.4	62.8	31.7		59
5.34	5.00	4.23	8.15	1.32	1.18	8.8 RIO PUEBRO	33.9	0.0	31.7		
5.42	5.08	4.31	8.23	1.40	1.26	9.4 SOUTH GARCIA	43.3	31.7	0.0		118
5.46	5.12	4.35	8.27	1.44	1.30	5.1 SUWANEE	47.3	31.7	0.0		135
5.54	5.20	4.43	8.35	1.52	1.38	10.8 MARMON	58.1	31.7	0.0		126
5.59	5.25	4.48	8.40	1.56	1.42	5.2 QUIRK	63.3	31.7	0.0		83
6.04	5.29	4.52	8.44	2.00	1.46	4.8 LAGUNA	68.7	31.7	0.0		135
6.11	5.36	5.00	8.51	2.07	1.53	9.1 ACOMITA	77.6	31.7	0.0		118
6.15	5.40	5.04	8.55	2.11	1.57	4.6 McCARTYS	82.3	31.7	0.0		
6.19	5.43	5.08	8.58	2.15	2.01	3.7 ANZAC	85.9	31.7	0.0		118
6.30	5.52	5.17	9.07	2.25	2.10	10.0 GRANTS YL	95.5	31.7	0.0		134
6.35	5.57	5.22	9.12	2.30	2.15	6.1 REID	101.6	31.7	0.0		
6.40	6.02	5.27	9.17	2.35	2.20	5.6 BLUEWATER	107.2	31.7	0.0		118
6.46	6.08	5.33	9.23	2.41	2.26	7.7 BACA	114.9	31.7	0.0		91
6.51	6.13	5.39	9.28	2.47	2.32	6.8 SOUTH CHAVES	121.7	31.7	0.0		118
6.54	6.16	5.42	9.31	2.50	2.35	4.0 THOREAU	126.6	31.7	0.0	Y	144
6.57	6.19	5.45	9.34	2.53	2.38	3.7 GONZALES	129.3	31.7	0.0		
7.02	6.24	5.50	9.39	2.59	2.44	8.9 SOUTH GUAM	136.2	0.0	56.3		118
7.06	6.28	5.54	9.43	3.03	2.48	5.3 PEREA	141.5	0.0	31.7		118
						4.6 WINGATE	146.1	0.0	31.7		
7.12	6.34	6.00	9.49	3.09	2.54	3.2 McOUNE	149.3	0.0	31.7	Y	106
7.14	6.36	6.02	9.51	3.11	2.56	2.3 ZUNI	151.6	0.0	31.7		118
7.25 PM	6.43 PM	6.10 PM	9.58 AM	3.25 AM	3.15 AM	6.0 GALLUP YL	157.6	0.0	31.7	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(160.3)					

(66.3)

(69.7)

(69.8)

(69.7)

(64.1)

(64.2)

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

Rule 5: At Isleta time applies west end Albuquerque Division siding.

(Continued on Page 3)

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
1	3	NO. 1								
San Francisco Chief	Mail Express	December 6, 1959								
Leave Daily	Leave Daily	STATIONS								
PM 4.00	AM 12.55	BELEN YL 10.3 DALIES				0.0			TY	Yard
4.15 PM	1.10 AM					10.1	66.2			110
Arrive Daily	Arrive Daily	(10.3)								
(41.2)	(41.2) Average speed per hour								

FIRST DISTRICT

ALBUQUERQUE DIVISION

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE		EASTWARD					
						NO. 1		FIRST CLASS					
						December 6, 1959		20	124	2	18	4	8
						STATIONS		The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Mail Express	Fast Mail Express
Yard	TY	O			0.0	ALBUQUERQUE	AM 5.45	AM 9.50		PM 1.15		PM 8.50	
57		B	21.1	26.4	12.6	12.6 ISLETA	5.30	9.35		12.59		8.35	
42		B	52.8	0.0	22.8	10.1 SANDIA	5-18	9-21		12-50		8-23	
59		O	52.8	31.7	27.4	3.0 DALIES	5-15	9-15	AM 10-35	12-47	PM 7-15	8-16	
148		B	0.0	31.7	33.9	3.8 RIO PUERCO	5-06	9-07	10-27	12-39	7-06	8-04	
156		B	52.8	0.0		18.5 SUWANEE	4-55	8-57	10-17	12-29	6-55	7-51	
118		B	31.7	0.0	47.3	10.7 MARMON	4-46	8-48	10-08	12-20	6-46	7-39	
		B	31.7	0.0	63.3	5.3 QUIRK	4-41	8-42	10-03	12-15	6-41	7-32	
110		O	31.7	0.0	68.7	4.8 LAGUNA	4-36	f 8-36	9-58	12-10	6-36	7-25	
118		B	31.7	0.0	77.6	0.1 ACOMITA	4-27	8-28	9-51	12-03	6-27	7-15	
		B	31.7	0.0	82.3	4.6 McOARTYS	4-23	8-24	9-47	PM 11-59	6-23	7-09	
182		B	31.7	0.0	85.9	3.7 ANZAO	4-19	8-20	9-43	11-55	6-19	7-03	
118		O	31.7	0.0	95.5	10.0 GRANTS YL	4-08	f 8-10	9-34	11-46	6-10	6-51	
		B	31.7	0.0	101.6	6.1 REID	4-03	8-04	9-29	11-41	6-05	6-39	
185		B	31.7	0.0	107.2	5.6 BLUEWATER	3-58	7-59	9-24	11-36	6-00	6-32	
91		B	31.7	0.0	114.9	7.7 BACA	3-52	7-53	9-18	11-30	5-54	6-23	
118		B	52.8	0.0	121.8	6.9 NORTH OHAVES	3-47	7-48	9-13	11-25	5-49	6-14	
		O	52.8	0.0	126.6	3.8 THOREAU	3-44	f 7-45	9-10	11-22	5-46	6-08	
118		B	31.7	0.0	129.3	3.7 GONZALES	3-41	7-42	9-07	11-19	5-43	6-03	
181		B	21.1	31.7	136.7	7.4 NORTH GUAM	3-35	7-35	9-01	11-13	5-37	5-53	
		B	0.0	31.7		10.9 WINGATE	3-25	7-26	8-50	11-04	5-27	5-42	
117		B	0.0	31.7	146.1	3.2 McOUNE							
169		B	0.0	31.7	149.3	2.3 ZUNI	3-20	7-20	8-45	10-59	5-22	5-34	
Yard	Y	O	0.0	31.7	157.6	6.0 GALLUP YL	3-12 AM	7-13 AM	8-38 AM	10-52 AM	5-15 PM	5-25 PM	
						(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (63.0) (61.4) (68.8) (67.4) (67.1) (47.0)

BELEN DISTRICT

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD	
		NO. 1		FIRST CLASS	
		December 6, 1959		2	4
		STATIONS		San Francisco Chief	Mail Express
Yard	O	BELEN YL	AM 10-50	PM 7-30	
176	O	DALIES	10-35 AM	7-15 PM	
		(10.3)	Leave Daily	Leave Daily	
Average speed per hour..... (41.2) (41.2)					

(Continued from Page 2)

Rule D-151: Between Belen and Gallup trains must keep to the left.

Rule 251 is in effect between Belen and Gallup.

Rule 83: Train register at Albuquerque will be accepted to indicate that trains shown thereon have arrived and left Isleta. When identification of a superior train cannot be made between Albuquerque and Isleta, the inferior train must not enter single track where Rule 261 is not in effect at Isleta until it has been ascertained that such superior train has arrived or left.

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

Trains must get numbered clearance card from both Albuquerque and New Mexico Divisions before leaving Albuquerque.

At Dalies eastward First District trains must get numbered New Mexico Division clearance card and Albuquerque Division clearance card.

WESTWARD					TIME TABLE NO. 1 December 6, 1959	Mile Post	Ruling Grade Ascending	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS									
123	17	1	19	7	STATIONS				
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
PM 7-28	PM 6-45	PM 6-12	AM 10-00	AM 3-30	GALLUP	YL	157.6		Yard
7-38	6-55	6-22	10-10	3-40	9.4 DEFIANCE		166.9	0.0	
7-47	7-04	6-31	10-19	3-50	13.4 LUPTON		180.4	15.8	79
7-55	7-12	6-39	10-27	3-58	10.9 HOUCK		191.2	0.0	135
8-01	7-18	6-45	10-33	4-04	8.0 CHETO		199.7	15.8	104
8-05	7-22	6-49	10-37	4-08	5.9 CHAMBERS		205.7	15.8	80
8-10	7-27	6-54	10-42	4-13	7.9 NAVAJO		213.0	5.8	114
8-15	7-32	6-59	10-47	4-18	6.2 PINTA		219.2	0.0	Y 144
8-24	7-42	7-09	10-57	4-27	13.1 ADAMANA		232.3	0.0	114
8-33	7-52	7-19	11-07	4-36	13.3 AERTZ		245.5	0.0	81
8-41	7-57	7-24	11-12	4-50	7.4 HOLBROOK		253.0	7.9	114
8-46	8-01	7-28	11-16	4-58	5.6 PENZANCE		258.6	26.4	152
8-50	8-05	7-32	11-20	5-02	4.8 JOSEPH CITY		263.5	0.0	72
8-58	8-13	7-40	11-28	5-10	11.1 HIBBARD		274.8	17.4	114
9-15 PM	8-27 PM	7-54 PM	11-42 AM	5-30 AM	10.8 WINSLOW	YL	285.6	19.5	TY Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(127.2)				
(71.3)	(74.8)	(74.8)	(74.8)	(63.6)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 20 MPH. Between these points

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

Rule D-151: 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

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	Mile Post	TIME TABLE NO. 1 December 6, 1959		EASTWARD				
						FIRST CLASS				
						20	124	2	18	8
						The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	O		157.6	GALLUP YL	AM 3-10	AM 7-10	AM 8-35	AM 10-50	PM 5-10	
104	B	31.7	166.9	9.4 DEFIANCE	2-59	6-56	8-24	10-39	4-55	
135	B	31.7	180.4	13.4 LUPTON	2-48	6-46	8-13	10-28	4-44	
142	B	31.7	191.2	10.9 HOUCK	2-40	6-38	8-05	10-20	4-35	
	B	31.7	199.7	8.0 OHETO	2-34	6-32	7-59	10-14	4-29	
108	O	31.7	205.7	6.0 CHAMBERS	2-30	6-28	7-55	10-10	f 4-24	
116	B	31.7	213.0	7.3 NAVAJO	2-24	6-23	7-49	10-04	4-18	
130	B	31.7	219.2	6.2 PINTA	2-19	6-18	7-44	9-59	4-13	
144	B	31.7	232.3	13.1 ADAMANA	2-09	6-08	7-35	9-50	f 4-02	
83	B	31.7	245.5	13.3 ARNITZ	1-59	5-58	7-25	9-40	3-52	
135	O	31.7	253.0	7.4 HOLBROOK	1-53	5-50	7-19	9-34	s 3-43	
	B	31.7	258.6	5.6 PENZANCE	1-48	5-42	7-14	9-29	3-35	
74	B	31.7	263.5	4.8 JOSEPH CITY	1-44	5-38	7-10	9-25	3-30	
144	B	16.9	274.8	11.1 HIBBARD	1-35	5-30	7-00	9-15	3-20	
Yard	O	31.7	285.5	10.8 WINSLOW YL	1-25 AM	5-20 AM	6-50 AM	9-05 AM	3-10 PM	
				(127.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....					(72.7)	(69.4)	(72.7)	(72.7)	(63.6)	

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 20 MPH. Between these points

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

Rule D-151: 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	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
123	17	1	19	7	NO. 1						
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	December 6, 1959						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 9:50	PM 8:32	PM 8:00	AM 11:47	AM 5:50	WINSLOW YL	285.5			O	TY	Yard
9:59	8:38	8:06	11:53 PM	5:57	WEST WINSLOW YL	288.5	75.0	66.0	B		
10:09	8:46	8:14	12:01	6:10	DENNISON	298.3	75.0	73.1	B		104
10:17	8:53	8:20	12:07	6:20	SUNSHINE	305.9	75.0	0.0	B		72
10:24	8:58	8:25	12:12	6:27	CANYON DIABLO	311.7	60.7	23.8	B		115
10:36	9:08	8:36	12:22	6:41	ANGELL	322.7	75.0	22.7	B	Y	144
10:44	9:15	8:43	12:29	6:49	DARLING	328.6	75.0	0.0	B		
10:51	9:22	8:50	12:37	6:55	COSNINO	333.2	75.0	75.0	B		142
11:05	9:37	9:05	12:51	7:19	FLAGSTAFF YL	344.2	75.0	70.4	O	Y	145
11:18	9:47	9:14	1:03	7:30	RIORDAN	350.8	75.0	0.0	B	Y	96
11:24	9:52	9:19	1:08	7:38	BELLEMONT	356.3	75.0	75.0	B	Y	144
11:32	9:59	9:24	1:14	7:46	MAINE	362.5	64.5	75.0	B		
11:39 AM	10:05	9:30	1:20	7:53	CHALENDER	368.0	75.8	97.0	B		108
12:05	10:17	9:44	1:33	8:01	WILLIAMS YL	378.2	75.0	75.0	O	Y	99
12:13	10:23	9:50	1:41	8:07	SUPAI YL	381.6	0.0	137.3	B	Y	
12:23	10:33	10:00	1:51	8:18	McLELLAN	386.3	0.0	161.0	B		122
12:40	10:49	10:16	2:07	8:34	DAZE	393.7	14.8	95.0	B		112
1:07	11:02	10:40	2:21	9:05	ASH FORK YL	401.2	75.0	75.0	O	Y	308
1:17	11:10	10:48	2:29	9:13	PINEVETA	408.8	75.0	39.6	B		108
1:27	11:19	10:57	2:39	9:24	GLEED	414.7	75.0	61.8	B		82
1:37	11:27	11:05	2:47	9:33	CROOKTON YL	419.5	0.0	95.0	B	Y	110
1:50 AM	11:41 PM	11:20 PM	3:00 PM	9:45 AM	SELIGMAN YL	428.8			O	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.7)						

(35.7) (45.3) (42.8) (44.4) (36.4)Average speed per hour

Signal System Two in effect between Winslow and Seligman.
 Rule 312: Bridges 312.2 (Canyon Diablo) and 317.8 (Canyon Padre) protected with dragging equipment detectors. When actuated, Signals 3121, 3132, or 3192 will be in stop position and at the same time lower unit these signals will display illuminated letter "E", in which case trains must stop and inspect for dragging equipment.

Rule 320 (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.

At Winslow between M.P. 285 and eastward automatic Block Signal 2856, and at Seligman between 29 poles west of M.P. 427 and 21 poles east of M.P. 430, 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 MPH. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: 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.

(Continued on Page 7)

THIRD DISTRICT

ALBUQUERQUE DIVISION

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE		EASTWARD				
						NO. 1		FIRST CLASS				
						December 6, 1959		124	2	18	8	20
						STATIONS		The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	TY	O			285.5	WINSLOW YL	AM	AM	AM	PM	AM	
		B	75.0	31.7	288.5	3.1 WEST WINSLOW YL	4.40	6.45	9.00	3.00	1.20	
98		B	75.0	31.7	298.3	9.8 DENNISON	4.17	6.38	8.54	2.47	1.10	
		B	75.0	23.8	305.9	7.6 SUNSHINE	4.09	6.31	8.47	2.39	1.02	
144		B	60.7	0.0	311.7	5.8 CANYON DIABLO	4.03	6.25	8.41	2.33	12.56	
98	Y	B	75.0	22.7	322.7	11.0 ANGELL	3.58	6.21	8.37	2.25	12.51	
		B	75.0	0.0	328.6	6.0 DARLING	3.49	6.13	8.29	2.15	12.43	
149		B	75.0	75.0	333.2	4.4 COSMINO	3.45	6.09	8.25	2.08	12.38	
98	Y	O	75.0	47.3	344.2	10.8 FLAGSTAFF YL	3.39	6.03	8.19	2.01	12.32	
	Y	B	75.0	0.0	350.8	8.5 RIORDAN	3.25	5.51	8.06	1.46	12.20	
185	Y	B	75.0	75.0	356.3	5.6 BELLEMONT	3.12	5.41	7.56	1.36	12.10	
108		B	64.5	75.0	362.5	6.0 MAINE	3.04	5.36	7.51	1.29	12.05	
119		B	52.8	75.0	368.0	5.6 CHALENDER	2.58	5.31	7.46	1.21	11.59	
118	Y	O	75.0	75.0	378.2	10.1 WILLIAMS YL	2.50	5.24	7.39	1.13	11.52	
27	Y	B	75.0	6.8	381.6	3.4 SUPAI YL	2.35	5.12	7.26	12.58	11.40	
108		B	0.0	95.0	384.2	2.5 SERENO	2.21	5.04	7.21	12.46	11.35	
131		B	0.0	95.0	390.2	6.2 CORVA	2.16	4.59	7.17	12.40	11.31	
108		B	0.0	95.0	393.7	6.7 DAZE	2.00	4.50	7.06	12.26	11.19	
120	Y	C	14.8	95.0	401.2	7.5 ASH FORK YL	1.47	4.38	6.54	12.10	11.07	
		B	75.0	75.0	408.8	7.6 PINEVETA	1.30	4.25	6.42	11.55	10.45	
			147.8	39.6		8.1	1.12	4.14	6.33	11.33	10.30	
144	Y	B			419.5		1.03	4.05	6.24	11.21	10.20	
Yard	Y	O	0.0	75.0	428.8	9.3 SELIGMAN YL	12.48	3.52	6.11	11.08	10.07	
						(143.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....							(37.1)	(49.8)	(51.0)	(37.1)	(44.6)	

(Continued from Page 6)

Westward freight trains must stop not less than ten minutes at Daze to cool wheels and inspect train, except these stops may be omitted on trains not required to use retainers under Timetable Rule 10.

Eastward freight trains must stop not less than ten minutes at any station Flagstaff to Angell, inclusive to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total

of 1600 tons, may be added to the foregoing limitation.

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	Turn Tables and Ways	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
17	1	19	7	123	NO. 1					
Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	The Grand Canyon	December 6, 1959					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 11:43	PM 11:22	PM 3:02	AM 9:48	AM 1:53	SELIGMAN YL	428.8			Y	Yard
11:53	11:32	3:12	10:01	2:06	11.0 AUDLEY	439.8	72.9	75.0		107
11:59 AM	11:38	3:18	10:07	2:13	7.1 PICA	446.9	75.0	75.0		107
12:07	11:46	3:26	10:15	2:23	5.2 YAMPAL YL	452.2	75.0	89.7	Y	142
12:16	11:56 AM	3:36	10:24	2:35	7.9 NELSON	460.2	0.0	105.6		92
12:22	12:03	3:43	10:31	2:43	5.6 PEACH SPRINGS	465.8	0.0	75.0		107
12:31	12:13	3:53	10:40	2:55	11.4 TRUKTON	477.3	0.0	75.0		107
12:39	12:21	4:01	10:48	3:05	7.0 VALENTINE	484.0	0.0	75.0		
12:43	12:25	4:05	10:52	3:10	4.9 HACKBERRY	489.0	0.0	75.0		95
12:52	12:34	4:14	11:02	3:20	12.3 WALAPAI	501.3	43.8	71.8		107
12:58	12:40	4:20	11:08	3:28	8.2 BERRY	509.4	46.0	31.7	Y	144
1:01	12:43	4:23	11:12	3:32	4.5 GETZ	513.9	50.2	0.0		
1:04	12:46	4:26	11:22	3:37	2.5 KINGMAN YL	516.4	0.0	95.0		118
					10.4		0.0	95.0		
1:13	12:58	4:39	11:33	3:48	GRIFFITH	526.8				107
1:19	1:05	4:46	11:39	3:56	8.8 ATHOS	535.6	0.0	75.0		
1:22	1:09	4:50	11:42	4:01	4.6 YUCCA	540.2	0.0	75.0		144
1:31	1:19	5:01	11:51	4:15	11.4 FRANCONIA	552.7	0.0	75.0		105
1:41	1:29	5:12	12:01 PM	4:29	12.4 TOPOCK	565.1	52.8	73.9		107
1:56 AM	1:45 AM	5:30 PM	12:20 PM	4:50 AM	12.4 NEEDLES YL	578.0	52.8	52.8	TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(148.6)					
(67.0)	(62.3)	(60.2)	(58.7)	(50.4) Average speed per hour					

Signal System Two in effect between Seligman and Needles.

Rule 312: Bridge 566.0 (Topock) protected with dragging equipment detectors. When actuated, Signals 5672 or 5653 will be in stop position and at the same time lower unit these signals will display illuminated letter "E", in which case trains must stop and inspect for dragging equipment.

At Seligman between 29 poles west of M.P. 427 and 21 poles east of M.P. 430, and at Needles between train signs located at east and west ends of passenger yard, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 20 MPH.

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

Rule 251 in effect between Seligman and Needles.

Westward freight trains must stop not less than ten minutes at Yucca to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitation.

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

KINGMAN DISTRICT

ALBUQUERQUE DIVISION

9

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE		EASTWARD				
						NO. 1		FIRST CLASS				
						December 6, 1959		2	18	8	20	124
						STATIONS		San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief	The Grand Cañon
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	Y	O	72.9	73.9	428.8	SELIGMAN	YL	^s AM 3-50	^s AM 6-09	^{s1} AM 1-05	^{s1} PM 10-05	^{s1} AM 12-45
107		B	75.0	75.0	439.8	11.2 AUDLEY		3-38	5-54	10-50	9-53	12-30
107		B	75.0	69.7	446.9	7.1 PIOA		3-31	5-47	10-44	9-47	12-23
107	Y	B	75.0	69.7	452.2	5.2 YAMPAI	YL	3-24	5-40	10-37	9-40	12-15
113		B	0.0	75.0	460.2	7.9 NELSON		3-13	5-30	10-25	9-30	12-02
168		O	0.0	75.0	466.8	5.6 PEACH SPRINGS		3-05	5-24	10-17	9-23	^{AM} 11-53
110		B	0.0	75.0	477.3	11.4 TRUXTON		2-52	5-09	10-02	9-10	11-37
189		B	0.0	75.0	484.0	7.0 VALENTINE		2-42	4-59	9-50	9-00	11-27
105		B	0.0	75.0	489.0	4.0 HACKBERRY		2-37	4-55	9-45	8-56	11-22
115		B	43.8	71.8	501.3	12.3 WALAPAI		2-27	4-45	9-32	8-46	11-09
144	Y	B	46.0	81.7	509.4	8.2 BERRY		2-21	4-38	9-26	8-40	11-01
		B	50.2	0.0	513.9	4.5 GETZ		2-17	4-34	9-22	8-36	10-57
107		O	0.0	75.0	516.4	3.8 KINGMAN	YL	2-14	4-30	^s 9-18	8-32	^s 10-53
144		B	0.0	75.0	521.5	5.1 HARRIS		2-05	4-21	9-06	8-23	10-37
144		B	0.0	75.0	526.8	5.5 GRIFFITH		1-58	4-14	9-00	8-17	10-30
143		B	0.0	75.0	535.6	8.8 ATHOS		1-49	4-04	8-51	8-08	10-21
105		O	0.0	75.0	540.2	4.6 YUCCA		1-44	3-59	^f 8-45	8-03	10-15
144		B	0.0	75.0	552.7	11.4 FRANCONIA		1-31	3-45	8-31	7-51	10-02
107		B	52.8	73.9	565.1	12.4 TOPOCK		1-18	3-31	8-18	7-38	9-48
Yard	TY	O	52.8	52.8	578.0	NEEDLES	YL	1-05 AM	3-17 AM	8-05 AM	7-25 PM	9-35 PM
						(149.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....								(54.3)	(52.1)	(49.8)	(56.0)	(47.1)

Signal System Two in effect between Seligman and Needles.

Rule 312: Bridge 566.0 (Topock) protected with dragging equipment detectors. When actuated, Signals 5672 or 5653 will be in stop position and at the same time lower unit these signals will display illuminated letter "E", in which case trains must stop and inspect for dragging equipment.

At Seligman between 29 poles west of M.P. 427 and 21 poles east of M.P. 430, and at Needles between train signs located at east and west

ends of passenger yard, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 20 MPH. Between these points main track may be used not protecting against regular and 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 Slings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS		FIRST CLASS			
			47		42			
			Passenger		Passenger			
			Leave Daily	STATIONS	Arrive Daily			
Yard	Y		AM 2-10	ASH FORK YL	PM 10-15	0.0		O
72		51.7	3.9	ORUIOE	9-39	3.9	52.8	B
39		53.8	5.3	MEATH	9-31	9.2	83.4	B
72		33.8	6.8	ROK	9-22	16.0	81.8	B
78	Y	0.0	5.3	DRAKE YL	9-15	21.3	79.2	O
78		52.8	8.1	ABRA	9-04	29.4	79.2	B
80		64.9	4.2	DEL RIO	8-58	33.6	79.2	B
41		79.2	1.5	PURO	8-56	35.1	56.0	B
96		79.2	3.8	COOPER	8-51	38.9	56.0	B
38		79.2	6.7	GRANITE	8-45	44.6	13.2	B
17		79.5	6.4	ENTRO	8-36	51.0	39.6	B
Yard	Y	79.5	8.1	PRESCOTT YL	8-24	57.1	66.5	B
		158.4	2.9	POWDER	8-15	60.0	0.0	O
34	Y	158.4	6.8	ALTO	7-58	65.6	79.2	B
		168.4	0.6	PRIETA	7-56	68.2	0.0	O
		0.0	1.4	IRON SPRINGS	7-52	67.6	158.4	B
97		0.0	5.5	RAMSGATE	7-35	73.1	158.4	B
62	Y	0.0	7.5	SKULL VALLEY YL	7-19	80.6	158.4	O
62		5.0	8.2	KIRKLAND	7-07	86.8	79.2	B
72		79.7	8.6	GRAND VIEW	6-51	95.4	79.7	B
102		79.2	8.1	HILLSIDE	6-39	101.5	79.2	O
128		0.0	8.2	DATE	6-22	109.7	79.2	B
38		64.3	6.7	PIEDMONT	6-11	116.4	79.2	B
72	Y	79.2	6.8	CONGRESS	5-58	123.2	79.2	O
62		0.0	8.4	FLORES	5-47	129.6	79.2	B
E. 22 W. 23	Y	0.0	5.3	MATTHIE YL	5-39	134.9	79.2	B
87		0.0	4.7	WICKENBURG YL	5-30	139.6	79.2	O
78		0.0	3.9	ALLAH	5-23	143.5	68.4	B
72		79.7	6.8	CASTLE HOT SPRINGS	5-10	150.3	56.5	B
72		0.0	7.3	WITTMANN	4-59	157.6	34.8	B
84		0.0	11.5	BEARDSLEY	4-45	169.1	34.8	B
72		0.0	4.5	ENNIS	4-40	173.6	34.8	B
42		31.7	3.1	MARNETTE	4-36	176.7	34.8	B
72		0.0	3.2	PEORIA	4-32	179.9	12.7	O
Yard		0.0	4.3	GLENDALE YL	4-26	184.2	0.0	O
Yard		0.0	4.1	ALHAMBRA YL	4-17	188.3	18.5	B
Yard	T		2.7	MOBEST YL	4-09	191.0	23.2	O
Yard	Y	15.8	2.7	PHOENIX YL	4-00	193.7	15.8	O
			AM		PM			
			Arrive Daily	(193.7)	Leave Daily			

(30.6) Average speed per hour (31.0)

At Ash Fork between east switch of west wye and station, and between Mobest and Phoenix, No. 47 and No. 42 have no superiority and will move between these limits prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 20 MPH.

Westward freight trains must stop not less than ten minutes at Ramsgate to cool wheels and inspect train, except these stops may be omitted on trains not required to use retainers under Timetable Rule 10.

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.

Trains must get clearance card before leaving Prescott and Wickenburg.

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

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

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

PARKER DISTRICT								
Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
			STATIONS					
	Y			MATTHIE YL		0.0		B
45		39.6		8.2 DIVIDE		6.2	0.0	B
24		0.0		8.3 FOREPAUGH		14.5	31.7	B
48		0.0		7.7 AGUILA YL		22.2	29.0	O
46		19.8		17.8 LOVE		40.0	31.7	B
12		0.0		4.8 WENDEN		44.8	31.7	B
24		26.4		5.2 SALOME		50.0	21.1	O
28		29.0		2.6 HAROUVAR		52.6	0.0	B
14		0.0		7.7 VICKSBURG		60.3	84.5	B
46		0.0		0.8 BUSH PIT		61.1	31.7	B
8		0.0		5.7 McVAY		66.8	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
				(106.8)				

Trains must get numbered clearance card before leaving Parker.

Booth phone located at MP 31.1.

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	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 ^a	AM 7:00	63.7	
30	39.8	8:15	6.5 OOCONINO	f 6:35	67.2	130.3
27	117.5	f 8:27	5.2 APEX	f 6:20	62.0	168.4
	0.0	f 8:43	7.3 ANITA	f 6:01	44.8	170.4
21	37.0	f 8:54	7.0 WILLAHUA	5:48	37.7	79.2
82	62.3	f 9:09	8.8 VALLE	f 5:30	29.0	100.3
20	116.2	f 9:25	8.4 QUIVERO	f 5:10	20.5	48.0
29	132.0	f 9:48	11.6 RED LAKE	f 4:45	9.0	105.6
Yard	158.4	s 10:20 PM	9.5 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.

At Williams, switch leading from main track to east leg of wye must be left lined for wye; switch leading from main track to west leg of wye must be left lined for main track; switch at stem of wye must be left lined for west leg of wye.

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

Offices of communication at Grand Canyon and Williams; phones in booths at all sidings.

Wye at Anita, Williams and 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. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
		31				
28	79.2	10.7 BEAR	10.6	105.6		
23	0.0	7.6 PERKINSVILLE	18.3	105.6		
17	0.0	9.6 SYCAMORE	27.8	75.5		
Yard	82.3	10.1 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.

IRON KING DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
		Yard				
Yard	50.2	0.6 HUMBOLDT YL		16.6	112.4	
13	53.3	1.8 CHERRY CREEK YL		14.8	98.0	
12	73.9	7.1 YAEGER YL		7.7	0.0	
22	84.5	7.7 ENTRO YL		0.0	96.1	
		(17.2)				

No switch lights on Iron King District.

Wye at Humboldt.

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 and yard office), Winslow (telegraph office and roundhouse), Flagstaff, Williams, Ash Fork, Seligman, Needles, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

3.

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

5. Rules 83 and 83 (A):

Williams and Ash Fork, 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.

7. Rule 93: Yard limits are located at:

Belen	Kingman
Grants	Needles
Gallup	Drake
Winslow-West Winslow	Prescott
Flagstaff	Skull Valley
Williams	Matthie
Supai	Wickenburg
Grand Canyon	Ennis Spur
Ash Fork	Glendale-Phoenix
Crookton	Clarkdale
Seligman	Aguila
Yampai	Parker
	Entro-Iron King

8. Rule 104 (E) is amended: All sidings having hand-throw derrails 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 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 maximum tonnage per operative brake in freight trains is 75 tons on westward track Supai to Welch; between M.P. 61.5 and M.P. 78, Fourth District; and Grand Canyon District.

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:

Supai to Daze Westward Track & Prieta to M.P. 61.5

No dynamic brake Use all retainers with 50% in high pressure position on loaded cars.

Units with dynamic brake operative Use one retainer for each 70 tons in excess of:

	Non Pressure Maintaining:		Pressure Maintaining		
			Classes of Power		
	All Classes	325-344 105-199 407-430	200-268 2697-2893	269-289 700-751 2110-2162	600-609 800-820 900-944
1.	500	700	1200	1300	1800
2.	1000	1400	2400	2600	3600
3.	1500	2100	3600	3900	5200
4.	2000	2800	4800	5200	5250

Prieta to MP-78

1.	500	700	1250	1500	1700
2.	1000	1300	2100	2600	2700
3.	1500	1800	2750	3100	3600
4.	2000	2400	3400	3600	3800

**Supai to Daze Eastward Track
Daze to Ash Fork Both Tracks**

1.	800	1000	1500	1750	2000
2.	1600	2000	3000	3500	4000
3.	2400	3000	4500	5250	7000
4.	3600	4000	6000	7000	8000

When retainers are not required under the "Pressure Maintaining" columns above, and average tonnage per operative brake exceeds 55 tons, retainers must be used as outlined under provisions of "Non-Pressure Maintaining" column.

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

WESTWARD	EASTWARD
Gonzales-Gallup	Dalies-Belen
Supai-Ash Fork	Gonzales-Anzac
Crookton-Seligman	Winona-Dennison
Yampai-Hackberry	Supai-Williams
Getz-Topock	Riordan-Flagstaff
Prieta-Skull Valley	Crookton-Pineveta
	Prieta-M.P. 61.5

For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitations without requiring use of retainers.

If retainers are positioned before reaching summit of grade, or retainers are not required, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges; otherwise, Rule 947 will apply at Supai westward and Prieta, westward and eastward.

When retainers are used on a freight train, not less than 10 must be set and speed must not exceed 20 MPH.

If dynamic brake becomes inoperative, or its efficiency impaired, on one or more units, and tonnage being handled is in excess of that authorized for the remaining units with operative dynamic brakes, train must be immediately stopped and retainers set as prescribed above.

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; and Prieta, westward and eastward.

15.

SPEED REGULATIONS

16. Trains handling Orton pile drivers AT 199452 and 199453 must not exceed 45 MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the First, Second, Third, Kingman, Fourth, Belen, Parker and Grand Canyon Districts, and 15 MPH 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, 800-823, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 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	M.P.H. Psgr. and Light	Frt.	LOCATION	M.P.H. Psgr. and Light	Frt.
Belen District, East & West	79	60	BELEN DISTRICT EASTWARD:		
First District, Westward:			Dalles Jct. Switch M.P. 10.2 to 10.0	40	40
Isleta to Dalles	79	60	Grade and 6 Curves M.P. 10.0 to M.P. 0.5	75	50
Dalles to Marmon	90	60	2 Curves and 2 Switches M.P. 0.5 to Belen	15	10
Marmon to Gonzales	79	60	FIRST DISTRICT WESTWARD:		
Gonzales to Gallup	90	60	2 Curves M.P. 12.5 to 13.6	70	55
First District, Eastward:			1 Curve and 3 Switches M.P. 26.8 to 27.5	40	40
Gallup to Gonzales	79	60	4 Curves M.P. 27.5 to 32.5	70	60
Gonzales to Anzac	90	60	7 Curves M.P. 36.8x to 45.1x	70	60
Anzac to Marmon	79	60	1 Curve M.P. 59.2 to 60.1	70	60
Marmon to Dalles	90	60	3 Curves M.P. 60.1 to 60.9	60	60
Dalles to Isleta	79	60	4 Curves M.P. 60.9 to 62.9	50	50
Second District, West & East	90	60	3 Curves M.P. 62.9 to 66.0	70	60
Third District, Westward:	79	60	2 Curves M.P. 66.0 to 67.4	65	60
Third District, Eastward:			11 Curves M.P. 84.0 to 88.0	55	50
Seligman to Winona	79	60	3 Curves M.P. 88.0 to 91.0	70	60
Darling to Winslow	90	50	1 Street Crossing M.P. 95.5	40	40
Kingman District, Westward:			6 Curves M.P. 149.4 to 156.5	80	60
Seligman to Peach Springs	79	60	1 Curve M.P. 156.5 to M.P. 157.7	30	30
Peach Springs to Needles	90	60	2 Street Crossings M.P. 157.7 to M.P. 157.9	20	20
Kingman District, Eastward:			FIRST DISTRICT EASTWARD:		
Needles to Getz	79	60	2 Curves Gallup to M.P. 156.5	50	50
Getz to Valentine	90	60	3 Curves M.P. 136.3x to 133.4x	65	60
Valentine to Seligman	79	60	2 Curves M.P. 130.7x to 130.0x	65	60
Grand Canyon District	40	40	3 Curves M.P. 130.0x to 127.5	80	60
Fourth District	59	49	7 Curves M.P. 109.7 to 105.0	80	60
Parker District	59	49	1 Street Crossing M.P. 95.5	40	40
Clarkdale District	20	20	1 Curve M.P. 95.0 to 94.4	80	60
Iron King District	15	15	3 Curves M.P. 91.0 to 88.0	70	60
Ennis Spur	20	20	11 Curves M.P. 88.0 to 84.0	55	50
Westward freight trains between Yampai and Topock, and eastward freight trains between Darling and Winslow averaging 50 tons or less per car may observe passenger train speed restrictions with a maximum of 60 MPH with consist and power as follows:			5 Curves M.P. 67.4 to 62.9	65	60
			3 Curves M.P. 62.9 to 61.1	50	50
			4 Curves M.P. 61.1 to 60.1	60	60
			1 Curve M.P. 60.1 to 59.2	70	60
			4 Curves M.P. 32.5 to 27.5	70	60
			1 Switch and 1 Curve M.P. 27.5 to 27.3	40	40
			2 Curves M.P. 13.6 to 12.5	70	55
			SECOND DISTRICT WESTWARD:		
			4 Curves and 2 Street Crossings Gallup to M.P. 158.2	30	30
			1 Curve M.P. 160.7 to 160.9	80	60
			1 Curve M.P. 188.4 to 188.9	80	60
			5 Curves M.P. 215.6 to 219.2	80	60
			2 Curves M.P. 250.6 to 252.1	80	60
			1 Curve M.P. 264.2 to 264.4	80	60
			SECOND DISTRICT EASTWARD:		
			1 Curve M.P. 264.4 to 264.2	80	60
			2 Curves M.P. 252.1 to 250.6	80	60
			5 Curves M.P. 219.2 to 215.6	80	60
			1 Curve M.P. 188.9 to 188.4	80	60
			3 Curves M.P. 160.9 to 158.2	80	60
			4 Curves and 2 Street Crossings M.P. 158.2 to Gallup	30	30

LOCATION M.P.H. Psgr. and Light Frt.

THIRD DISTRICT WESTWARD:

5 Curves Winslow to M.P. 287.3	25	25
4 Curves M.P. 326.4 to 328.6	70	60
3 Curves M.P. 328.6 to 330.9	50	50
2 Curves M.P. 330.9 to 331.8	40	40
14 Curves M.P. 331.8 to 339.9	50	50
3 Curves M.P. 339.9 to 343.6	55	50
21 Curves M.P. 343.6 to 350.1	40	40
7 Curves M.P. 350.1 to 352.6	50	50
2 Curves M.P. 352.6 to 353.9	70	60
Grade and 4 Curves M.P. 364.1 to 366.8	55	40
13 Curves M.P. 366.8 to 371.7	50	50
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	40
7 Curves M.P. 381.1 to 382.7	35	30
Grade and 23 Curves M.P. 382.7 to 388.8	25	20
Tunnel and 1 Curve M.P. 388.8 to 388.9	20	20
Grade and 14 Curves M.P. 388.9 to 391.3	25	20
Grade and 20 Curves M.P. 391.3 to 401.0	40	25
3 Curves M.P. 401.0 to 401.9	30	25
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	70	60
1 Curve M.P. 406.9 to 407.2	60	60
3 Curves M.P. 409.5 to 411.9	60	60
4 Curves M.P. 411.9 to 413.1	35	35
13 Curves M.P. 413.1 to 416.4	25	25
8 Curves M.P. 416.4 to 418.0	35	35
Grade and 9 Curves M.P. 421.6 to 425.4	50	50

THIRD DISTRICT EASTWARD:

6 Curves M.P. 425.4 to 422.8	50	50
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 3 Curves M.P. 410.9x to 409.5	60	45
1 Curve M.P. 407.2 to 406.9	60	60
2 Curves M.P. 404.6 to 401.9	70	60
22 Curves M.P. 401.9 to 392.0	35	35
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
4 Curves 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	40
2 Curves M.P. 381.5 to 381.1	35	35
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	50
13 Curves M.P. 371.7 to 366.8	50	50
4 Curves M.P. 366.8 to 364.1	55	55
2 Curves M.P. 353.9 to 352.6	70	60
7 Curves M.P. 352.6 to 350.1	50	50
20 Curves M.P. 350.1 to 343.6	40	40
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
2 Curves M.P. 303.3 to 302.0	80	50
5 Curves M.P. 287.3 to Winslow	25	25

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
3 Curves M.P. 450.1 to 451.4	30	30
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
5 Curves and Grade M.P. 457.7 to 460.1	60	40
7 Curves and Grade M.P. 460.1 to 463.8	60	45
3 Curves M.P. 463.8 to 464.9	50	45
5 Curves and Grade M.P. 464.9 to 469.0	70	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	90	45
2 Curves and Grade M.P. 476.8 to 478.2	80	45

LOCATION M.P.H. Psgr. and Light Frt.

KINGMAN DISTRICT WESTWARD: (Continued)

1 Curve and Grade M.P. 478.2 to 479.0	60	40
2 Curves and Grade M.P. 479.0 to 479.6	40	40
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	70	60
9 Curves M.P. 482.5 to 490.2	80	60
1 Curve and Grade M.P. 514.4 to 515.2	70	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	80	45
14 Curves and Grade M.P. 524.3 to 562.3	90	45
1 Curve and Grade M.P. 562.3 to 562.8	65	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	85	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	70	60
1 Curve M.P. 526.7x to 525.9x	65	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	55
1 Curve M.P. 515.3x to 514.1x	65	60
4 Curves M.P. 499.1 to 492.7	85	60
1 Curve M.P. 490.2 to 488.8	80	60
8 Curves M.P. 488.8 to 482.5	65	60
3 Curves M.P. 482.5 to 481.0	55	55
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	70	60
4 Curves M.P. 470.4 to 469.0	50	50
5 Curves M.P. 469.0 to 464.9	65	50
3 Curves M.P. 464.9 to 463.8	50	50
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	30
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	30
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	

SPECIAL RULES

ALBUQUERQUE DIVISION 15

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frts.	LOCATION	M.P.H. Psgr. and Light	Frts.
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 2 Crossings M.P. 182.5 to 190.8	30	30	17 Curves M.P. 29.9 to 34.8	15	15
4 Curves and B Crossings M.P. 190.8 to 192.9	20	20			
2 Switches and 2 Crossings M.P. 192.9 to 193.7	15	15			

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing Or When Controlled From Rear Unit	Dead In Train
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
600-611	65	65	45	60
99, 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, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-823, 900-944	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M151, M176-M186	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
Diesels without dynamic brakes in use				
Crookton-Pineveta		30		
Supai-Welch		15		
Welch-Ash Fork		20		
Yampal-Nelson		30		
Nelson-Hackberry		40		
Getz-McConnico		20		
McConnico-Topock		30		
Prieta-Prescott		15		
Prieta-Skull Valley		15		
Diesels with dynamic brakes in use				
Supai-Welch		25		
Welch-Ash Fork		35		
Prieta-Prescott		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	..	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	..	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	20	24.0
..	51	70.6	1	26	41.9	2	25	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	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.
"S"—Spring Switch.

"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
FIRST DISTRICT			
Isleta	I	Both ends of siding	15
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
		WE westward siding	30
Rio Puerco	S	EE eastward siding; WE westward siding	30
South Garcia	S	EE eastward siding; WE westward siding	30
Suwanee	S	EE eastward siding; WE westward siding	30
Marmon	S	EE eastward siding; WE westward siding	30
Laguna	S	EE eastward siding; WE westward siding	30
Acomita	S	EE eastward siding; WE westward siding	30
Anzac	S	EE eastward siding; WE westward siding	30
Grants	S	EE eastward siding; WE westward siding	30
Bluewater	S	EE eastward siding; WE westward siding	30
Baca	S	WE westward siding	30
South Chaves	S	WE westward siding	15
North Chaves	S	EE eastward siding	30
Thoreau	S	WE westward siding	30
Gonzales	S	EE eastward siding	30
South Guam	S	WE westward siding	30
North Guam	S	EE eastward siding	30
Perea	S	WE westward siding	30
Wingate	S	EE eastward siding	30
Gallup	S	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
	S	WE westward passenger siding	15
	S	WE eastward freight lead	15
Defiance	S	EE eastward siding	30
Lupton	S	EE eastward siding	30
Houck	S	EE eastward siding; WE westward siding	30
Cheto	S	WE westward siding	30
Chambers	S	EE eastward siding; WE westward siding	30
Navajo	S	EE eastward siding; WE westward siding	30
Pinta	S	EE eastward siding; WE westward siding	30
Adamana	S	EE eastward siding; WE westward siding	30
Holbrook	S	EE eastward siding; WE westward siding	15
Penzaunce	S	WE westward siding	30
Hibbard	S	EE eastward siding; WE westward siding	30
Winslow	S	EE passenger track No. 1	15
	S	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
	S	WE westward siding	30
Canyon Diablo	S	EE eastward siding; WE westward siding	30
Angell	S	WE westward siding	15
	S	EE eastward siding	30
Cosmito	S	WE westward siding	15
	S	EE eastward siding	30
Flagstaff	S	WE westward siding	15
	S	EE eastward siding	30
Riordan	S	WE westward siding	15
Bellemont	S	EE eastward siding; WE westward siding	30
Maine	S	EE eastward siding	30
Chalender	S	EE eastward siding; WE westward siding	15
Williams	S	EE eastward siding; WE westward siding	15
McLellan	S	WE westward siding	15
Sereno	S	EE eastward siding	15
Corva	S	EE eastward siding	15
Daze	S	EE eastward siding; WE westward siding	15
Ash Fork	S	EE eastward siding	15
	S	WE westward siding	30
	S	EE westward siding	30
Pineveta	S	WE westward siding	30
Crookton	S	EE eastward siding; WE westward siding	15
Seligman	S	East yard lead to eastward main track	15
	S	Crossover eastward main track to yard lead east end of yard	15
	S	Crossover movements	30
	S	Main track movements	30
	S	West yard lead to main track and crossover west end of yard	10
	S	Crossover movements	30
	S	Main track movements	30
KINGMAN DISTRICT			
Seligman	S	Crossover eastward main track to yard lead east end of yard	15
	S	Crossover movements	30
	S	Main track movements	30
	S	West yard lead to main track and crossover west end of yard	10
	S	Crossover movements	30
	S	Main track movements	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; WE westward siding	30
Truxton	S	WE westward siding; EE eastward siding	30
Valentine	S	EE eastward siding	30
Hackberry	S	WE westward siding; EE eastward siding	30
Walapai	SS	WE westward siding	15
	SS	EE eastward siding	30
Berry	S	EE eastward siding; WE westward siding	30
Kingman	S	EE eastward siding	30
	S	WE eastward siding (normal position lined for quarry track)	10
Harris	S	EE eastward siding	30
Griffith	S	EE eastward siding; WE westward siding	30
Athos	S	EE eastward siding	30
Yuca	S	EE eastward siding; WE westward siding	30
Franconia	S	EE eastward siding; WE westward siding	30
Topock	S	WE westward siding	15
	S	EE eastward siding	30
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
Williams	SS	Switch from main track to east leg of wye	10
	SS	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to west leg of wye	10

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Williams for Third District
 Ash Fork for Third District
 Drake for Fourth District
 Entro for Fourth District
 Matthe for Fourth District
 Ennis for Fourth District

Other Stations or 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
THIRD DISTRICT			
Rallhead	339.9	49	East-West
Welch	391.7	14	West
GRAND CANYON DISTRICT			
Woodin	43.8	7	West
KINGMAN DISTRICT			
Chino	432.9	12	West
McConnico	520.7	40	West
Haviland	546.2	10	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
Burnt Ranch	186.1	13	East
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	Crocketon	190	Skull Valley (normally lined for east leg)	726
McCune	Gov. Spur 306	Williams	1620	Seligman	910	Congress (normally lined for east leg)	812
Gallup	306	Anita	400	Yampai	685	Matthe	Main Track
Pinta	491	Grand Canyon	1617	Berry	2500	Phoenix	11th Ave. Spur
Winslow	343	Supai	282	Drake	Main Track	Humboldt	1859
Angell	558	Ash Fork—North Wye	910	Prescott (normally lined for west leg)	316	Clarkdale	769
Flagstaff	170	Ash Fork—West Wye	2640	Alto (normally lined for west leg)	201	Parker	564
Riordan	506						

SPECIAL RULES

ALBUQUERQUE DIVISION 17

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
FIRST DISTRICT			
Belen	West switch of freight main track and junction switches.	Interlocked-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 both switches Coast Lines siding.	Interlocked-Interlocking	
Dalles	Junction switch and switches both sidings.	Interlocked-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.	Interlocked-Interlocking	{ Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.
Winslow	Switch from westward main track to freight lead.	Interlocked-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.	Interlocked-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.	Interlocked-Interlocking	
KINGMAN DISTRICT			
Needles M.P. 574.8	Main track and connecting crossover.	Interlocked-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———

**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	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Flagstaff	Pasadena and Los Angeles	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond des- tined south of Ash Fork
18	Pomona		Williams and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
19	Flagstaff	Kansas City and beyond	Los Angeles
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
20	Pomona		Williams and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
123	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
124	Rivera		Williams and beyond
	Rivera, Ludlow	Williams 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, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
74	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
76	San Juan Capistrano		Los Angeles
80	Irvine, El Toro		Los Angeles

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

Safe — Danger —

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

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!

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

B. C. HOLMES 206 W. Bill Williams St., Williams

ALFRED WILLIAMS 849 Front St., Needles

P. L. ADRIAN 107 S. Cortez St., Prescott

H. H. HOWARD 314 Goodrich Bldg., Phoenix

ALLAN N. GOLDMAN 23 N. Third Ave., Glendale

TOM FINLEY Parker



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, M and N, Book of Rules.)

