



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

ASSISTANT SUPERINTENDENT

H. G. WOODPhoenix, Ariz.

TRAINMASTERS

R. L. BANIONGallup, N. Mex.

W. H. LAWSONWinslow, Ariz.

R. R. KINGTONNeedles, Calif.

ASSISTANT TRAINMASTER

D. E. BEAUCHAMPPhoenix, Ariz.

ROAD FOREMEN OF ENGINES

F. V. DOBBSGallup, N. Mex.

T. W. ANDERSONWinslow, Ariz.

D. KEMPNeedles, Calif.

J. H. LANEPhoenix, Ariz.

CHIEF DISPATCHER

J. S. ARMSTRONGWinslow, Ariz.

ASSISTANT CHIEF DISPATCHERS

E. D. STINSONWinslow, Ariz.

D. LA MARWinslow, Ariz.

DISPATCHERS - WINSLOW, ARIZ.

A. C. PETRANOVICH

H. A. MILLER

A. J. WILLIS

J. C. OWSLEY

H. E. KELLY

J. D. RICHARDS

F. W. PLEASANTS

T. H. ESHELMAN

B. R. LORING

E. L. YORK

J. K. HOLT

L. C. SEYLER

G. R. DERKSEN

T. L. FISHER

I. M. OWSLEY

The
Atchison, Topeka and Santa Fe
Railway Co.



COAST **Santa Fe** LINES

ALBUQUERQUE DIVISION

TIME TABLE No.

9

IN EFFECT

Sunday, October 31, 1965

At 12:01 A.M.

Mountain Standard Time

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

J. N. LANDRETH
General Manager
LOS ANGELES, CALIF.

R. H. ADAMS
Asst. General Manager
LOS ANGELES, CALIF.

C. E. ROLLINS
Superintendent
WINSLOW, ARIZ.

2 ALBUQUERQUE DIVISION

FIRST DISTRICT

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS												NO. 9
23	17	1	19	7	3							
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	Mail Express	October 31, 1965						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 5.00	PM 4.40		AM 8.10	AM 12.55		ALBUQUERQUE	0.0			TY	Yard	
5.15	4.55		8.25	1.10		ISLETA	12.6	21.1	26.4		48	
5.23	5.03		8.33	1.18		SANDIA	22.8	52.8	0.0		42	
5.27	5.07	PM 4.45	8.37	1.22	AM 1.07	DALIES	27.4	52.8	31.7		69	
5.35	5.15	4.53	8.45	1.30	1.14	RIO PUERCO	33.9	0.0	31.7			
5.43	5.23	5.01	8.53	1.38	1.22	SOUTH GARCIA	43.3	31.7	0.0		118	
5.47	5.27	5.05	8.57	1.42	1.26	SUWANEE	47.3	31.7	0.0		135	
5.55	5.35	5.13	9.05	1.50	1.34	MARMON	58.1	31.7	0.0		125	
6.00	5.40	5.18	9.10	1.55	1.39	QUIRK	63.3	31.7	0.0		83	
6.05	5.44	5.22	9.14	1.59	1.44	LAGUNA	68.7	31.7	0.0		135	
6.12	5.51	5.30	9.21	2.06	1.52	ACOMITA	77.6	31.7	0.0		118	
6.16	5.55	5.34	9.25	2.10	1.56	MCCARTYS	82.3	31.7	0.0			
6.20	5.58	5.38	9.29	2.13	2.00	ANZAO	86.9	31.7	0.0		118	
6.33	6.08	5.48	9.39	2.25	2.10	GRANTS	95.5	31.7	0.0		134	
6.39	6.13	5.53	9.44	2.30	2.15	REID	101.7	31.7	0.0			
6.44	6.17	5.57	9.48	2.34	2.20	BLUEWATER	107.2	31.7	0.0		118	
6.51	6.23	6.03	9.54	2.40	2.26	BACA	114.9	31.7	0.0		91	
6.56	6.28	6.09	9.59	2.45	2.31	SOUTH OHAVES	121.7	31.7	0.0		118	
6.59	6.31	6.12	10.02	2.48	2.34	THOREAU	125.6	31.7	0.0	Y	144	
7.02	6.34	6.15	10.05	2.51	2.37	GONZALES	129.3	0.0	56.3			
7.08	6.39	6.20	10.10	2.56	2.42	SOUTH GUAM	136.2	0.0	31.7		118	
7.13	6.43	6.24	10.14	3.00	2.46	PEREA	141.5	0.0	31.7		118	
						WINGATE	146.1	0.0	31.7			
7.20	6.49	6.32	10.20	3.06	2.52	MCCUNE	149.3	0.0	31.7	Y	105	
7.22	6.51	6.34	10.22	3.08	2.54	ZUNI	151.6	0.0	31.7			
7.40 PM	7.00 PM	6.45 PM	10.30 AM	3.20 AM	3.05 AM	GALLUP YL	157.6	0.0	31.7	Y	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(160.3)						

(60.1) (68.7) (66.9) (68.7) (66.3) (68.0)Average speed per hour

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

Rule 251 is in effect between Belen and Gallup.

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 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 Divisions, 0.2 miles west of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. 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.

At Dalies eastward trains to Belen District and westward trains from Belen District may proceed with current of traffic on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

(Continued on Page 3)

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending—Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS		NO. 9								
1	3									
San Francisco Chief	Mail Express	October 31, 1965								
Leave Daily	Leave Daily	STATIONS								
PM 4.30	AM 12.55	BELEN YL	0.0						TY	Yard
4.45 PM	1.07 AM	DALIES	10.1					66.2		110
Arrive Daily	Arrive Daily	(10.3)								

(41.2) (51.5)Average speed per hour

FIRST DISTRICT

ALBUQUERQUE DIVISION 3

Capacity of Sidings In 50 ft. Cars	Turn Tables and Ways	Communications	Rising Grade Descending Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE		EASTWARD					
						NO. 9		FIRST CLASS					
						October 31, 1965		20	24	2	18	8	4
Yard	TY	C				The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	Mail Express		
						STATIONS							
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
					0.0	ALBUQUERQUE	AM 5.00	AM 9.50		PM 1.20	PM 8.35		
48		B	21.1	26.4	12.6	-12.6 ISLETA	4.45	9.35		1.05	8.15		
42		B	52.8	0.0	22.8	10.1 SANDIA	4.35	9.20		12.55	7.59		
69		C	52.8	31.7	27.4	3.9 DALIES	4.31	9.13	AM 10.20	12.51	7.55	PM 8.10	
143		B	0.0	31.7	33.9	8.8 RIO PUERRO	4.22	9.05	10.12	12.42	7.44	8.00	
			52.8	0.0		13.5							
160		B			47.3	SUWANEE	4.12	8.54	10.02	12.30	7.32	7.48	
118		B	31.7	0.0	58.1	10.7 MARMON	4.04	8.46	9.54	12.21	7.23	7.40	
		B	31.7	0.0	63.3	5.3 QUIRK	3.58	8.38	9.48	12.15	7.16	7.33	
110		B	31.7	0.0	68.7	4.8 LAGUNA	3.53	8.32	9.43	12.10	7.11	7.28	
118		B	31.7	0.0	77.6	9.1 ACOMITA	3.43	8.23	9.36	12.02	7.03	7.18	
		B	31.7	0.0	82.3	4.6 McCARTYS	3.39	8.18	9.32	11.58	6.59	7.14	
182		B	31.7	0.0	85.9	3.7 ANZAC	3.35	8.13	9.28	11.54	6.55	7.10	
118		C	31.7	0.0	95.5	10.0 GRANTS	3.24	8.02	9.19	11.45	6.45	7.00	
		B	31.7	0.0	101.7	6.2 REID	3.18	7.54	9.14	11.40	6.34	6.50	
185		B	31.7	0.0	107.2	5.5 BLUEWATER	3.13	7.49	9.09	11.35	6.29	6.45	
91		B	31.7	0.0	114.9	7.7 BACA	3.07	7.43	9.03	11.28	6.23	6.39	
118		B	52.8	0.0	121.8	6.9 NORTH CHAVES	3.02	7.38	8.58	11.23	6.18	6.34	
	Y	C	52.8	0.0	125.6	3.8 THOREAU	2.59	7.35	8.55	11.20	6.15	6.31	
118		B	31.7	0.0	129.3	3.7 GONZALES	2.56	7.32	8.52	11.17	6.12	6.28	
181		B	21.1	31.7	136.7	7.4 NORTH GUAM	2.50	7.25	8.46	11.11	6.06	6.22	
		B				10.9							
117		B	0.0	31.7	146.1	WINGATE	2.39	7.16	8.35	11.00	5.57	6.12	
	Y	B	0.0	31.7	149.3	3.2 McCUNE							
169		B	0.0	31.7	151.6	2.3 ZUNI	2.34	7.10	8.30	10.54	5.52	6.07	
			0.0	31.7		6.0							
Yard	Y	C			157.6	GALLUP YL	2.27 AM	7.03 AM	8.23 AM	10.47 AM	5.45 PM	6.00 PM	
						(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour. (63.0) (57.7) (68.8) (63.0) (56.7) (61.9)

BELEN DISTRICT

Capacity of Sidings In 50 ft. Cars	Communications	TIME TABLE		EASTWARD	
		NO. 9		FIRST CLASS	
		October 31, 1965		2	4
Yard	C			San Francisco Chief	Mail Express
STATIONS					
Arrive Daily					
Yard	O	ABS	BELEN YL	AM 10.35	PM 8.35
175	C		DALIES	10.20 AM	8.10 PM
(10.3)					
Leave Daily					
Average speed per hour. (41.2) (24.7)					

(Continued from Page 2)

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 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.

Bridge 69.8, between Acomita and Laguna, highwater indicator will actuate westward Signal 681 and eastward Signal 702.

Bridge 70.1, between Acomita and Laguna, highwater indicator will actuate westward Signal 681 and eastward Signal 702.

Bridge 72.6, between Acomita and Laguna, highwater indicator will actuate westward Signal 711 and eastward Signal 732.

Bridge M.P. 91.5, between Anzac and Grants, highwater indicator will actuate westward Signal 901 and eastward Signal 922.

Trains stopped by these signals must make inspection of bridge or track before proceeding.

4 ALBUQUERQUE DIVISION

SECOND DISTRICT

Capacity of Sidings in 50 ft. Cars		WESTWARD					TIME TABLE NO. 9 October 31, 1965	EASTWARD					Ruling Grade Ascending— Feet Per Mile	Capacity of Sidings in 50 ft. Cars
		FIRST CLASS						FIRST CLASS						
		23	17	1	19	7		20	24	2	18	8		
		The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express		The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard		PM 7.45	PM 7.02	PM 6.47	AM 10.32	AM 3.35	GALLUP YL	AM 2.25	AM 7.00	AM 8.20	AM 10.45	PM 5.35		Yard
	0.0	7.55	7.12	6.57	10.42	3.45	9.4 DEFIANCE	2.14	6.46	8.09	10.33	4.59	31.7	104
79	15.8	8.04	7.21	7.06	10.51	3.54	13.4 LUPTON	2.03	6.36	7.58	10.22	4.48	31.7	135
135	0.0	8.12	7.29	7.14	10.59	4.02	10.9 HOUCK	1.55	6.28	7.50	10.14	4.39	31.7	145
104	16.8	8.18	7.35	7.20	11.05	4.08	8.0 GHETO	1.49	6.22	7.44	10.08	4.33	31.7	
80	15.8	8.22	7.39	7.24	11.09	4.12	5.9 CHAMBERS	1.45	6.18	7.40	10.04	4.29	31.7	101
114	5.8	8.27	7.44	7.29	11.14	4.17	7.3 NAVAJO	1.39	6.13	7.34	9.59	4.23	31.7	118
144	0.0	8.32	7.49	7.34	11.19	4.22	6.2 PINTA	1.34	6.08	7.29	9.54	4.18	31.7	130
114	0.0	8.41	7.58	7.43	11.28	4.32	13.1 ADAMANA	1.24	5.58	7.20	9.45	4.09	31.7	144
81	0.0	8.50	8.07	7.52	11.37	4.41	13.3 ARNTZ	1.14	5.48	7.10	9.35	3.59	31.7	83
114	7.9	9.01	8.12	7.58	11.42	4.52	7.4 HOLBROOK	1.08	5.40	7.04	9.29	3.50	31.7	135
152	26.4	9.07	8.16	8.02	11.46	5.00	5.8 PENZANOE	1.03	5.32	6.59	9.24	3.38	31.7	
72	0.0	9.10	8.19	8.05	11.49	5.03	3.7 JOSEPH CITY	12.59	5.28	6.55	9.20	3.35	31.7	
114	17.4	9.19	8.28	8.14	11.58	5.12	12.2 HIBBARD	12.50	5.20	6.45	9.10	3.25	16.9	144
Yard	19.5	9.45 PM	8.45 PM	8.30 PM	12.10 PM	5.35 AM	10.8 WINSLOW YL	12.40 AM	5.10 AM	6.35 AM	9.00 AM	3.15 PM	31.7	Yard
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(127.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		(63.6)	(74.1)	(74.1)	(77.8)	(63.6) Average speed per hour	(72.7)	(69.4)	(72.7)	(72.7)	(54.5)		

Signal System Two in effect between Gallup and Winslow.

At Winslow, between M.P. 285 and M.P. 288, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-15T: Between Gallup and Winslow, trains must keep to the left.

Turntable at Winslow. Wye at Gallup, Pinta and Winslow.

Office of communication at Gallup, Holbrook and Winslow. Booth phones at all other stations.

Rule 251 in effect between Gallup and Winslow.

Trains must get clearance card before leaving Gallup and Winslow.

M.P. 174.8, between Defiance and Lupton, rock slide indicator actuates westward Signal 1741 and eastward Signal 1752.

Bridge 239.4, Rio Puerco River between Adamana and Arntz, highwater indicator actuates Signals 2391 and 2392.

Trains stopped by these signals must make inspection of bridge and/or track before proceeding.

THIRD DISTRICT

ALBUQUERQUE DIVISION 5

Communications	Ruling Grade Ascending—Feet Per Mile	WESTWARD					TIME TABLE NO. 9 October 31, 1965	Mile Post	EASTWARD					Ruling Grade Ascending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars
		FIRST CLASS							FIRST CLASS						
		23	17	1	19	7			24	2	18	8	20		
		The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express		The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		PM 10.05	PM 8.55	PM 8.40	PM 12.20	AM 5.50		AM 4.40	AM 6.15	AM 8.50	PM 3.05	AM 12.30 AM			
							STATIONS								
							WINSLOW YL	285.5							
							12.9 DENNISON	298.3							
							13.4 CANYON DIABLO	311.7							
							17.0 DARLING	328.8							
							15.2 FLAGSTAFF	344.2	s 3.19	f 5.12	7.45	s 2.00	f 11.20		
							12.1 BELLEMONT	356.3							
							6.0 MAINE	362.5							
							12.2 WILLIAMS JOT.	374.6	s 2.37	s 4.25	s 7.05	s 1.15	s 10.35		
							10.8 PERRIN	385.4							
							9.7 DOBLEA	395.1							
							12.2 EAGLE NEST	407.3							
							12.2 CROOKTON	419.6							
							9.0 SELIGMAN	428.8	1.25 AM	3.29 AM	6.05 AM	12.05 PM	9.32 PM		
							(142.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		(40.2)	(50.4)	(51.0)	(53.5)	(40.8) Average speed per hour		(43.9)	(51.6)	(51.9)	(47.6)	(48.1)		

Signal System Two in effect between Winslow and Seligman.

Rule 261 "TCS" in effect on main tracks between Winslow, M.P. 288 and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo and on track No. 1 Seligman.

ATS—Eastward movements:

Crookton to Maine
Darling to Winslow

Westward movements:

Maine to Crookton

Rule 85: Between Winslow and Seligman exchange of train orders, signals and numbers is not required.

Trains must get clearance card before leaving Winslow and Seligman.

Trains originating must get clearance card before leaving Williams Jct.

At Winslow between M.P. 285 and M.P. 288, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

M.P. 395.5, between Doublea and Eagle Nest, rock slide indicator actuates westward controlled Signals 250 feet west of M.P. 395 and automatic Signals 3972 and 3974. Trains stopped at these signals, when authorized to proceed, will proceed at restricted speed until track at this location is known to be clear.

Bridge 317.8, Canyon Padre, protected with dragging equipment detectors. When actuated, illuminated letter "E" will be displayed on posts located at M.P. 320.7 opposite eastward Signals 3202-3204. Trains observing indicator lighted must stop and inspect for dragging equipment.

Bridge 312.2, Canyon Diablo, protected with dragging equipment detectors. When actuated, illuminated letter "E" will be displayed on posts located at M.P. 314.8 opposite eastward Signals 3142-3144 or on posts located opposite Signals 3073 and 3071. Trains observing indicator lighted must stop and inspect for dragging equipment.

Between Winslow and Dennison, Bridge 290.5, high water indicator actuates Signals 2912 and 2914 and westward controlled Signals at M.P. 287.5. Trains stopped at these signals, when authorized to proceed, must make inspection of bridge and/or track for high water.

Following switches are equipped with electric switch locks. Be governed by instructions posted in phone box:

Seligman—2 spurs M.P. 428.6 and 429.4.

Set out tracks Crookton, Eagle Nest, Doublea, Perrin and Maine.

Ordnance interchange track M.P. 355.9.

Bellefont—Both ends of siding.

Flagstaff—Both ends of siding.

West end of crossover from siding to eastward main track M.P. 343.8.

Switches to crossover between eastward and westward main tracks M.P. 343.9.

Sunshine—Both ends of set out track.

Turntable at Winslow. Wye at Winslow, Angell, Flagstaff and Seligman.

6 ALBUQUERQUE DIVISION

KINGMAN DISTRICT

WESTWARD					TIME TABLE NO. 9 October 31, 1965	Mile Post	Rolling Grade Ascending— Feet Per Mile	Rolling Grade Descending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
17	1	19	7	23						
Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	The Grand Canyon						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 11.47	PM 11.30	PM 3.02	AM 9.23	AM 1.40	SELIGMAN	428.8	72.9	75.0	Y	Yard
AM 11.57	AM 11.41	AM 3.12	AM 9.36	AM 1.51	-11.0 AUDLEY	439.8	75.0	75.0		107
AM 12.03	AM 11.47	AM 3.18	AM 9.42	AM 1.58	7.1 PICA	446.9	75.0	69.7		107
AM 12.11	AM 11.55	AM 3.25	AM 9.50	AM 2.06	5.2 YAMPAI	452.2	0.0	105.6	Y	142
AM 12.20	AM 12.04	AM 3.34	AM 9.59	AM 2.16	7.9 NELSON	460.2	0.0	75.0		92
AM 12.26	AM 12.10	AM 3.40	AM 10.07	AM 2.23	5.6 PEACH SPRINGS	465.8	0.0	75.0		107
AM 12.36	AM 12.20	AM 3.50	AM 10.17	AM 2.34	11.4 TRUXTON	477.3	0.0	75.0		107
AM 12.44	AM 12.28	AM 3.58	AM 10.26	AM 2.43	7.0 VALENTINE	484.0	0.0	75.0		
AM 12.49	AM 12.33	AM 4.02	AM 10.31	AM 2.48	4.9 HACKBERRY	489.0	43.8	71.8		95
AM 12.59	AM 12.43	AM 4.11	AM 10.42	AM 2.58	12.3 WALAPAI	501.3	46.0	31.7		107
AM 1.06	AM 12.50	AM 4.17	AM 10.49	AM 3.05	8.2 BERRY	509.4	60.2	0.0	Y	144
AM 1.09	AM 12.53	AM 4.20	AM 10.54	AM 3.09	4.5 GETZ	513.9	0.0	95.0		
AM 1.14	AM 12.58	AM 4.23	AM 11.04	AM 3.19	2.5 KINGMAN	516.4	0.0	95.0		118
					10.4					
AM 1.25	AM 1.09	AM 4.33	AM 11.15	AM 3.30	GRIFFITH	526.8	0.0	75.0		107
AM 1.33	AM 1.17	AM 4.40	AM 11.22	AM 3.38	8.8 ATHOS	536.6	0.0	75.0		
AM 1.37	AM 1.21	AM 4.44	AM 11.26	AM 3.42	4.6 YUCCA	540.2	0.0	75.0		144
AM 1.49	AM 1.33	AM 4.54	AM 11.35	AM 3.53	12.5 FRANCONIA	552.7	52.8	73.9		105
AM 1.59	AM 1.43	AM 5.04	AM 11.46	AM 4.06	12.4 TOPOCK	565.1	62.8	52.8		107
AM 2.20	AM 2.05	AM 5.25	AM 12.05	AM 4.35	12.4 NEEDLES YL	578.0			Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(148.7)					

(58.3) (57.6) (62.4) (55.1) (51.0) Average speed per hour

Signal System Two in effect between Seligman and Needles.

Rule 251 in effect between Needles and M.P. 429.9.

Rule 261 "TCS" in effect on two main tracks between M.P. 429.9 and Seligman and on Track No. 1 Seligman.

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.

Trains must get clearance card before leaving 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.

(Continued on Page 7)

Capacity of Sidings to 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 9 October 31, 1965 STATIONS	EASTWARD				
							FIRST CLASS				
							2	18	8	20	24
							San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief	The Grand Canyon
Yard	Y	C			428.8		AM	AM	PM	PM	AM
107		B	72.9	73.9	439.8	SELIGMAN 11.2	s 3.27	s 6.03	s 12.03 PM	s 9.30	s 1.23
107		B	75.0	75.0	446.9	AUDLEY 7.1	3.15	5.45	11.47	9.12	1.05
107	Y	B	75.0	69.7	452.2	PICA 5.2	3.08	5.39	11.41	9.06	12.59
113		B	0.0	75.0	460.2	YAMPAI 7.9	3.01	5.32	11.34	8.58	12.52
168		C	0.0	75.0	466.8	NELSON 5.6	2.50	5.22	11.22	8.48	12.41
110		B	0.0	75.0	477.3	PEACH SPRINGS 11.4	2.42	5.16	11.14	8.42	12.34
169		B	0.0	75.0	484.0	TRUXTON 7.0	2.28	5.03	10.59	8.29	12.20
105		B	0.0	75.0	489.0	VALENTINE 4.9	2.17	4.53	10.48	8.19	12.10
115		B	43.8	71.8	501.3	HACKBERRY 12.3	2.12	4.48	10.43	8.14	12.05 AM
144	Y	B	46.0	81.7	509.4	WALAPAI 8.2	2.01	4.39	10.30	8.05	11.55
		B	50.2	0.0	513.9	BERRY 4.5	1.55	4.33	10.24	7.59	11.49
		B	0.0	75.0	516.4	GETZ 2.8	1.51	4.30	10.20	7.55	11.44
107		C	0.0	75.0	516.4	KINGMAN 5.1	f 1.48	4.26	s 10.15	f 7.51	s 11.40
144		B	0.0	75.0	521.5	HARRIS 5.5	1.36	4.17	9.54	7.42	11.21
144		B	0.0	75.0	526.8	GRIFFITH 8.8	1.29	4.09	9.47	7.36	11.13
143		B	0.0	75.0	535.6	ATHOS 4.6	1.20	4.00	9.36	7.29	11.06
105		B	0.0	75.0	540.2	YUCCA 12.5	1.14	3.54	9.28	7.22	10.59
144		B	52.8	73.9	552.7	FRANCONIA 12.4	1.01	3.41	9.12	7.10	10.46
107		B	52.8	52.8	565.1	TOPOCK 12.4	12.48	3.28	8.58	6.58	10.33
Yard	Y	C			578.0	NEEDLES YL	12.35 AM	3.15 AM	8.45 AM	6.45 PM	10.20 PM
						(149.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour. (52.1) (53.4) (45.3) (54.3) (49.0)

(Continued from Page 6)

Bridge 439.0, between Seligman and Audley, highwater detector will actuate Signals 4381 and 4412.

Bridge 467.7, between Peach Springs and Truxton, highwater indicator will actuate Signals 4671 and 4682.

Bridge 505.9, between Walapai and Berry, highwater indicator will actuate Signals 5051 and 5072.

Bridge 562.8, between Powell and Topock, highwater indicator will actuate Signals 5611 and 5632.

Trains stopped at these signals must make inspection of bridge and or track before proceeding.

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

8 ALBUQUERQUE DIVISION

FOURTH DISTRICT

Communications	Turn Tables and Wyes	Ruling Grade Ascending Feet Per Mile	WESTWARD		TIME TABLE NO. 9 October 31, 1965	EASTWARD		Mile Post	Ruling Grade Ascending Feet Per Mile	Capacity of Stings in 30 ft. Cars
			FIRST CLASS			FIRST CLASS				
			15	47		42	14			
			Passenger	Passenger		Passenger	Passenger			
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
O		75.0	AM 4.45	AM 1.30	(TCS) WILLIAMS JCT.	PM 9.35	PM 9.30	375.2	75.0	Yard
B	Y	75.0	4.55 AM	f 2.00	3.6 WILLIAMS YL	f 9.14	9.10 PM	378.2	6.8	Yard
B		0.0		2.05	3.4 SUPAI	9.08		381.6	95.0	
B		0.0		2.10	2.5 SERENO	9.03		384.2	95.0	108
B		0.0		2.20	6.2 CORVA	8.54		390.2	95.0	131
B		0.0		2.32	6.7 DAZE	8.42		398.7	95.0	108
O				s 2.52	7.5 ASH FORK YL	s 8.30		401.2	0.0	Yard
B		51.7		2.59	3.9 CRUISE	8.20		3.9	52.8	72
B		58.3		3.07	5.3 MEATH	8.13		9.2	83.4	39
B		33.8		3.17	6.3 ROK	8.03		16.0	81.8	72
B	Y	0.0		f 3.24	5.3 DRAKE YL	f 7.56		21.3	79.2	73
B		52.8		3.35	7.1 ABRA	7.46		28.4	79.2	120
		12.1		3.42	6.0 KAYFOUR	7.40		34.4	75.0	33
		72.9		3.55	11.8 TUCKER	7.28		46.2	0.0	135
O		72.9		f 4.17	20.0 SKULL VALLEY	f 7.08		80.6	75.0	116
B		5.0		f 4.29	6.2 KIRKLAND	f 6.57		86.8	79.2	62
B		79.7		4.46	3.6 GRAND VIEW	6.41		95.4	79.2	72
O		79.2		f 4.58	6.1 HILLSIDE YL	f 6.29		101.5	79.2	102
B		0.0		f 5.16	3.2 DATE	f 6.12		109.7	79.2	128
B		64.3		5.29	6.7 PIEDMONT	6.00		116.4	79.2	38
B	Y	79.2		f 5.44	6.8 CONGRESS	f 5.47		123.6	79.2	72
B		0.0		5.51	6.0 FLORES	5.41		129.6	79.2	62
B	Y	0.0		5.59	5.3 MATTHIE YL	5.34		134.9	79.2	E 22 W23
O		0.0		s 6.10	4.7 WICKENBURG YL	s 5.26		139.6	79.2	87
B		79.7		6.19	3.9 ALLAH	5.18		143.5	63.4	73
B		0.0		f 6.34	6.8 CASTLE HOT SPRINGS	f 5.03		150.3	56.5	72
B		0.0		6.43	7.3 WITTMANN	4.56		157.6	34.8	72
B		0.0		6.56	11.5 BEARDSLEY YL	4.44		169.1	34.8	84
B		81.7		7.02	4.5 ENNIS YL	4.39		173.6	34.8	72
B		0.0		7.07	3.1 MARINETTE YL	f 4.35		176.7	34.8	42
O		0.0		f 7.12	3.2 PEORIA YL	f 4.31		179.9	12.7	72
O		0.0		s 7.22	4.3 GLENDALE YL	s 4.24		184.2	0.0	Yard
B	Y	0.0		7.32	4.1 ALHAMBRA YL	4.15		188.3	18.5	Yard
O	T	15.8		7.40	2.7 MOBEST YL	4.09		191.0	23.2	Yard
B	Y			s 8.00 AM	2.7 PHOENIX YL	4.00 PM		193.7	15.8	Yard
			Arrive Daily	Arrive Daily	(208.8)	Leave Daily	Leave Daily			

(21.6) (32.1)Average speed per hour..... (37.4) (10.8)

Between Mobest and Phoenix, No. 47 and No. 42 have no superiority and will move between these limits at restricted speed.

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

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

Trains must get clearance card before leaving Williams Jct., Ash Fork, Wickenburg and Mobest.

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

Rule 83: Check of train register at Williams Jct. will be accepted to indicate that trains shown thereon have arrived or left Williams.

Rule 83(A): Train register located in phone booth at Williams, Drake, Abra and Ennis where trains will register as directed.

Rule 261 "TCS" in effect on main track between Williams Jct. and Williams M.P. 378.1.

PARKER DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 9 October 31, 1965	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications
			STATIONS				
			MATTHIE YL		0.0		B
45	39.6		6.2 DIVIDE		6.2	0.0	B
24	0.0		8.3 FOREPAUGH		14.5	31.7	B
103	0.0		7.7 AGUILA YL		22.2	29.0	C
45	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	C
14	29.0		10.3 VICKSBURG		60.3	84.5	B
8	0.0		6.5 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	31.7		15.2 PARKER YL		105.8	31.7	C
			(105.8)				

Booth phone located at M.P. 31.1.
Wye at Matthie and Parker.

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 9 October 31, 1965	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
		FIRST CLASS 15 Passenger				
		Leave Daily	STATIONS	Arrive Daily		
Yard		AM 4.55	WILLIAMS YL	PM 9.10	0.0	
29	168.4		9.5 RED LAKE		9.0	110.9
20	132.0	5.15	11.6 QUIVERO	8.48	20.5	105.6
32	116.2	5.40	8.4 VALLE	8.25	29.0	48.0
21	62.3	6.00	8.8 WILLAHA	8.09	29.0	100.3
	37.0	6.18	7.0 ANITA	7.54	37.7	79.2
	0.0	6.31	7.3 APEX	7.43	44.8	170.4
27	117.5	6.50	5.2 OOONINO	7.27	52.0	158.4
30	39.6	7.05	6.5 GRAND CANYON YL	7.15	57.2	130.3
Yard		AM 7.30		PM 7.00	63.7	
		Arrive Daily	(64.3)	Leave Daily		

(24.9) Average speed per hour. (29.7)

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

No. 15 will turn on wye and back into Grand Canyon.
Office of communication at Grand Canyon; booth phones at all other sidings.

Wye at Grand Canyon, Anita and Williams.
At Williams between M.P. 1 and station, there is no superiority of trains.
Trains will move between these limits at restricted speed.
Trains must get clearance card before leaving Grand Canyon.

PRESCOTT DISTRICT

Communications	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 9 October 31, 1965	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			STATIONS				
B	73		ABRA		28.4		79.2
B	80	64.9	4.2 DEL RIO		33.6		56.0
B	17	70.5	17.4 ENTRO		51.0		66.5
C	Yard	70.5	6.1 PRESCOTT		57.1		
			(27.7)				

Trains must get clearance card before leaving Prescott.
Wye at Prescott.
Yard limits Abra to Prescott inclusive.

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 9 October 31, 1965	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			STATIONS			
31	79.2		DRAKE		0.0	105.6
23	82.3		18.3 PERKINSVILLE		18.3	105.6
Yard			19.7 CLARKDALE		38.0	
			(38.0)			

No switch lights on Clarkdale District.
Wye at Clarkdale and Drake.

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

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

Trains must get clearance card before leaving Clarkdale.
Yard limits Drake to Clarkdale inclusive.

IRON KING DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 9 October 31, 1965	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			STATIONS			
Yard			IRON KING		16.9	
Yard	50.2		0.3 HUMBOLDT		16.8	112.4
22	84.5		16.6 ENTRO		0.0	96.1
			(16.9)			

No switch lights on Iron King District.

Wye at Humboldt.
Booth phone at Entro.
Yard limits Entro to Iron King inclusive.

10 ALBUQUERQUE DIVISION

SPECIAL RULES

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 Jct., Seligman, Needles, Ash Fork, Prescott, Mobest (telegraph office and roundhouse), Phoenix, Glendale and Parker.

3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

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

5. Rules 83 and 83 (A):
Williams Jct., trains may register by Form 903.
Matthie, only first class trains will register.
Glendale, first class trains will register by Form 903.
Mobest, first class trains may register by Form 903.

6. Rule 93: Yard limits are located at:

Belen	Prescott District
Gallup	Hillside
Winslow	Matthie
Williams	Wickenburg
Grand Canyon	Beardsley to and including Phoenix
Needles	Clarkdale District
Ash Fork	Aguila
Drake	Parker
	Iron King District

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

<u>Westward</u>	<u>Eastward</u>
Gonzales-Gallup	Riordan-Flagstaff
Supai-Ash Fork	Darling-Dennison
Williams Jct.-Eagle Nest	Gonzales-Anzac
Crookton-Seligman	Suwanee-Rio Puerco
Yampai-Hackberry	Dalies-Belen
Getz-Topock	

8. Rule 97 is amended: Extra trains must not be run without train orders, except where trains are operated under Rule 251 or 261, train dispatcher may authorize extras by clearance card.

9. 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.

10. 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.

11. Rule 761: Following is list of structures:

Tunnel between Perkinsville and Sycamore on Clarkdale District.

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

At Pittsburgh-Midway Coal Co., Defiance Spur, tippie will not clear man on top or side of car.

12. 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.

SPEED REGULATIONS

13. Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts	40	45	30
Any point on all other Districts	15	15	15

Pile drivers must be handled in train next to engine.

SPECIAL RULES

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	Thlrd District, Eastward:	
First District, Westward:		Seligman to Crookton	79 60
Isleta to Dalles	79 60	Crookton to Maine	90 60
Dalles to Marmon	90 60	Maine to Darling	79 60
Marmon to Gonzales	79 60	Darling to Winslow	90 60
Gonzales to Gallup	90 60	Kingman District, Westward:	
First District, Eastward:		Seligman to Peach Springs	79 60
Gallup to Gonzales	79 60	Peach Springs to Needles	90 60
Gonzales to Anzac	90 60	Kingman District, Eastward:	
Anzac to Marmon	79 60	Needles to Getz	79 60
Marmon to Dalles	90 60	Getz to Valentine	90 60
Dalles to Isleta	79 60	Valentine to Seligman	79 60
Second District, West & East	90 60	Grand Canyon District	40 40
Defiance Spur	15 15	Fourth District	59 49
Third District, Westward:		Parker District	59 49
Winslow to Maine	79 60	Clarkdale District	20 20
Maine to Crookton	90 60	Prescott District	59 49
Crookton to Seligman	79 60	Iron King District	25 25
		Ennis Spur	20 20

Between Belen and Needles, where freight train district speed is shown as 60 MPH, trains qualifying as outlined below may observe passenger train speed restrictions but NOT to exceed 65 or 70 MPH.

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	Maximum M.P.H.
2 or more	1750 or less	46 to 50 tons 45 tons or less	65 70
3 or more	3249 or less	46 to 50 tons 45 tons or less	65 70
4 or more	3250 or less	Number of Cars 50 to 54 55 or more	65 70
	3251 to 3500	55 to 59 60 or more	65 70
	3501 to 3750	60 to 64 65 or more	65 70
	3751 to 4000	70 to 74 75 or more	65 70
	4001 to 4250	75 to 79 80 or more	65 70
	4251 to 4500	80 to 89 90 or more	65 70
	4501 to 4750	90 to 99 100 or more	65 70

EXCEPT: Between M.P. 455.5 to 460.1 speed is 40 MPH for all westward freight trains, and between 514.4 to 519.2 speed is 40 MPH for westward freight trains qualified above.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. and Light Frt.
In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:			
1.0 to 1.5%	30 MPH		
1.5 to 2.0%	25 MPH		
2.0 and over	15 MPH		
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.			
BELEN DISTRICT WESTWARD:			
West Switch Tracks 23-24, Belen, and 2 Curves Belen to M.P. 0.5	30 30		
2 Curves M.P. 6.7 to 8.3	70 60		
2 Curves M.P. 8.3 to 10.2	60 55		
BELEN DISTRICT EASTWARD:			
Dalles Jct. Switch			
M.P. 10.2 to 10.0	40 40		
6 Curves M.P. 10.0 to 0.5	75 60		
2 Curves M.P. 0.5 to Belen and West Switch Tracks 23-24, Belen	30 30		
FIRST DISTRICT WESTWARD:			
2 Curves M.P. 12.5 to 13.6	70 65		
1 Curve & 3 Switches M.P. 26.8 to 27.5	40 40		
4 Curves M.P. 27.5 to 32.5	70 70		
7 Curves M.P. 36.8 to 45.2x	70 65		
1 Curve M.P. 59.1 to 60.1	70 60		
3 Curves M.P. 60.1 to 60.9	60 60		
4 Curves M.P. 60.9 to 62.9	50 50		
3 Curves M.P. 62.9 to 66.0	70 70		
2 Curves M.P. 66.0 to 67.4	65 60		
11 Curves M.P. 83.9 to 88.0	55 55		
3 Curves M.P. 88.0 to 91.0	70 65		
6 Curves M.P. 149.3 to 156.5	80 70		
1 Curve M.P. 156.5 to 157.6	30 30		
2 Street Crossings M.P. 157.6 to 157.9	20 20		
FIRST DISTRICT EASTWARD:			
2 Curves M.P. 157.6 to 156.5	50 50		
3 Curves M.P. 136.4x to 133.4x	65 60		
2 Curves M.P. 130.7x to 129.9x	65 60		
3 Curves M.P. 129.9x to 127.5	80 70		
7 Curves M.P. 109.7 to 105.0	80 70		
1 Curve M.P. 95.5 to 94.4	80 70		
3 Curves M.P. 91.0 to 88.0	70 65		
11 Curves M.P. 88.0 to 83.9	55 55		
2 Curves M.P. 67.6 to 66.0	65 60		
3 Curves M.P. 66.0 to 62.9	70 70		
3 Curves M.P. 62.9 to 61.2	50 50		
4 Curves M.P. 61.2 to 60.1	60 60		
1 Curve M.P. 60.1 to 59.1	70 70		
4 Curves M.P. 32.5 to 27.5	70 70		
1 Switch and 1 Curve M.P. 27.5 to 27.3	40 40		
2 Curves M.P. 13.6 to 12.5	70 65		
SECOND DISTRICT WESTWARD:			
2 Curves M.P. 157.9 to 158.2	30 30		
1 Curve M.P. 160.7 to 160.9	80 70		
1 Curve M.P. 188.4 to 188.9	80 70		
5 Curves M.P. 215.6 to 219.2	80 70		
2 Curves M.P. 250.5 to 252.1	80 70		
1 Street Crossing M.P. 253.1	60 60		
1 Curve M.P. 264.2 to 264.4	80 70		
SECOND DISTRICT EASTWARD:			
1 Curve M.P. 264.4 to 264.2	80 70		
1 Street Crossing M.P. 253.1	60 60		
2 Curves M.P. 252.1 to 250.5	80 70		
SECOND DISTRICT EASTWARD: (Cont'd)			
5 Curves M.P. 219.2 to 215.6	80 70		
1 Curve M.P. 188.9 to 188.4	80 70		
3 Curves M.P. 160.9 to 158.2	80 70		
2 Curves M.P. 158.2 to 157.9	30 30		
2 Street Crossings M.P. 157.9 to 157.6	20 20		
THIRD DISTRICT WESTWARD:			
5 Curves Winslow to 287.3	25 25		
2 Curves M.P. 301.9 to 303.3	80 70		
3 Curves M.P. 326.4 to 328.0	70 70		
3 Curves M.P. 328.0 to 329.1	50 50		
3 Curves M.P. 330.4 to 331.8	40 40		
12 Curves M.P. 331.8 to 338.0	50 45		
3 Curves M.P. 341.7 to 343.6	55 50		
19 Curves M.P. 343.6 to 350.2	40 40		
7 Curves M.P. 350.2 to 352.6	50 50		
2 Curves M.P. 352.6 to 353.9	70 60		
6 Curves & Grade M.P. 364.1 to 367.7	55 50		
11 Curves M.P. 367.7 to 371.8	50 50		
9 Curves & Grade M.P. 421.6 to 425.4	55 50		
THIRD DISTRICT EASTWARD:			
9 Curves M.P. 425.4 to 421.6	55 50		
13 Curves M.P. 371.8 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 350.2	50 50		
21 Curves M.P. 350.2 to 343.6	40 40		
3 Curves M.P. 343.6 to 341.7	55 50		
3 Curves & Grade M.P. 338.0 to 336.2	60 55		
9 Curves & Grade M.P. 336.2 to 331.8	50 45		
2 Curves & Grade M.P. 331.8 to 330.8	40 40		
6 Curves M.P. 330.8 to 327.0	50 50		
2 Curves M.P. 303.3 to 301.9	80 70		
5 Curves M.P. 287.3 to Winslow	25 25		
KINGMAN DISTRICT WESTWARD:			
2 Curves M.P. 447.4 to 448.2	70 65		
3 Curves M.P. 448.2 to 450.1	60 55		
5 Curves M.P. 450.1 to 451.4	30 30		
5 Curves & Grade M.P. 451.4 to 455.5	55 45		
5 Curves & Grade M.P. 455.5 to 457.8	50 40		
5 Curves & Grade M.P. 457.8 to 460.1	60 40		
7 Curves & Grade M.P. 460.1 to 463.7	60 45		
3 Curves M.P. 463.7 to 464.9	50 45		
5 Curves & Grade M.P. 464.9 to 469.0	70 45		
4 Curves M.P. 469.0 to 470.5	50 45		
2 Curves & Grade M.P. 470.5 to 472.7	80 45		
4 Curves M.P. 472.7 to 477.0	90 45		
2 Curves & Grade M.P. 477.0 to 478.2	80 45		
1 Curve & Grade M.P. 478.2 to 479.0	60 40		
2 Curves & Grade M.P. 479.0 to 479.5	40 40		
3 Curves & Grade M.P. 479.5 to 480.6	30 30		
2 Curves & Grade M.P. 480.6 to 481.6	55 45		
2 Curves & Grade M.P. 481.6 to 482.5	70 60		

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Continued)

LOCATION	M.P.H. Psg.- and Light Ftt.	LOCATION	M.P.H. Psg.- and Light Ftt.
KINGMAN DISTRICT			
WESTWARD: (Cont'd)			
9 Curves & Grade M.P. 482.5 to 490.2	80 60	2 Curves M.P. 16.2 to 17.2	45 40
1 Curve & Grade M.P. 514.4 to 515.2	70 25	1 Curve M.P. 18.4 to 18.7	45 40
2 Curves & Grade M.P. 515.2 to 516.5	50 25	1 Curve M.P. 21.1 to 21.6	30 20
6 Curves & Grade M.P. 516.5 to 519.2	45 25	Br 21.6 M.P. 21.6 to 21.8	20 20
5 Curves & Grade M.P. 519.2 to 524.3	80 45	5 Curves M.P. 21.8 to 23.2	40 30
18 Curves & Grade M.P. 524.3 to 562.3	90 45	2 Curves M.P. 23.2 to 26.6	50 40
1 Curve & Grade M.P. 562.3 to 562.8	65 45	4 Curves M.P. 80.6 to 82.3	45 30
7 Curves M.P. 562.8 to 565.9	50 45	6 Curves M.P. 83.5 to 85.5	30 25
1 Curve M.P. 565.9 to 566.6	80 70	6 Curves M.P. 85.5 to 86.4	25 20
3 Curves M.P. 572.4 to 575.6	85 70	5 Curves M.P. 86.4 to 90.8	40 30
4 Curves M.P. 575.6 to 577.2	45 30	Cut M.P. 90.8 to 91.0	20 20
KINGMAN DISTRICT EASTWARD:			
4 Curves M.P. 577.2 to 575.7	45 45	9 Curves M.P. 91.0 to 94.3	30 25
5 Curves M.P. 565.9 to 563.5	50 45	5 Curves M.P. 94.3 to 96.2	25 20
3 Curves M.P. 563.5 to 562.3	50 50	3 Curves M.P. 96.2 to 97.4	40 40
1 Curve M.P. 554.8 to 554.7	65 60	3 Curves M.P. 97.4 to 98.3	30 25
2 Curves M.P. 554.7 to 550.5	70 60	3 Curves M.P. 98.3 to 99.7	40 30
1 Curve M.P. 526.8x to 525.9x	65 65	4 Curves M.P. 99.7 to 101.8	30 25
7 Curves M.P. 525.9x to 520.3x	60 50	2 Curves M.P. 101.8 to 103.2	40 30
10 Curves M.P. 520.3x to 516.7x	40 40	17 Curves M.P. 103.2 to 107.7	25 20
2 Curves M.P. 516.7x to 515.3x	55 45	2 Curves M.P. 107.7 to 109.0	40 30
1 Curve M.P. 515.3x to 514.1x	65 65	8 Curves M.P. 109.0 to 112.2	35 30
4 Curves M.P. 499.1 to 492.7	85 70	1 Curve M.P. 112.2 to 112.5	30 25
1 Curve M.P. 490.2 to 488.9	80 70	2 Curves M.P. 112.5 to 114.2	40 30
8 Curves M.P. 488.9 to 482.5	65 60	2 Curves M.P. 114.2 to 115.1	35 30
2 Curves M.P. 482.5 to 481.6	55 55	5 Curves M.P. 115.1 to 118.0	40 30
1 Curve M.P. 481.6 to 481.0	55 50	2 Curves M.P. 118.0 to 118.3	30 25
5 Curves M.P. 481.0 to 479.4	30 30	4 Curves M.P. 118.3 to 119.7	40 30
1 Curve M.P. 479.4 to 479.0	55 50	1 Curve M.P. 119.7 to 119.8	35 30
3 Curves M.P. 479.0 to 477.0	65 60	4 Curves M.P. 119.8 to 120.9	40 30
6 Curves M.P. 477.0 to 470.5	70 60	7 Curves M.P. 120.9 to 122.6	25 20
4 Curves M.P. 470.5 to 469.0	50 45	1 Curve M.P. 122.6 to 123.2	50 40
5 Curves M.P. 469.0 to 464.9	65 55	6 Curves M.P. 131.2 to 134.9	45 40
3 Curves M.P. 464.9 to 463.8	50 50	1 Curve M.P. 134.9 to 135.1	20 20
6 Curves M.P. 463.8 to 460.1x	60 55	5 Curves M.P. 135.1 to 138.2	45 40
11 Curves M.P. 460.1x to 455.4	50 50	1 Curve M.P. 138.2 to 138.3	35 35
2 Curves M.P. 455.4 to 453.2	65 55	10 Curves M.P. 138.3 to 141.6	40 30
1 Curve M.P. 453.2 to 452.1	55 55	42 Curves M.P. 141.6 to 150.3	30 25
2 Curves M.P. 452.1 to 451.4	40 40	1 Curve M.P. 174.9 to 175.1	55 40
5 Curves M.P. 451.4 to 450.1	30 30	1 Curve M.P. 178.8 to 178.9	50 40
3 Curves M.P. 450.1 to 448.2	60 55	4 Curves and 22 Crossings M.P. 182.5 to 190.8	30 30
FOURTH DISTRICT:			
8 Curves M.P. 375.2 to 378.2	50 40	4 Curves and 8 Crossings M.P. 190.8 to 192.9	20 20
1 Curve & 1 Street Crossing M.P. 378.2 to 378.9	40 40	2 Switches and 2 Crossings M.P. 192.9 to 193.7	15 15
5 Curves M.P. 378.9 to 381.1	50 40	PRESCOTT DISTRICT:	
2 Curves M.P. 381.1 to 381.5	35 35	1 Curve M.P. 30.3 to 30.6	59 45
4 Curves & Grade M.P. 381.5 to 382.6x	40 30	3 Curves M.P. 30.8 to 31.9	45 35
2 Curves & Grade M.P. 382.6x to 384.0x	30 30	5 Curves M.P. 34.0 to 35.4	40 30
9 Curves & Grade M.P. 384.0x to 391.2x	40 30	3 Curves M.P. 39.7 to 41.2	50 40
1 Curve & Grade M.P. 391.2x to 391.8x	30 30	1 Curve M.P. 42.5 to 42.7	45 35
6 Curves & Grade M.P. 391.8x to 394.5x	40 30	1 Curve M.P. 46.0 to 46.1	50 40
1 Curve & Grade M.P. 394.5x to 395.0x	30 30	2 Curves M.P. 48.0 to 48.7	30 25
17 Curves & Grade M.P. 395.0x to 400.6x	40 30	2 Curves M.P. 48.7 to 50.3	50 40
5 Curves M.P. 400.6x to 401.9	30 25	10 Curves M.P. 50.3 to 52.7	25 20
4 Curves M.P. 0.4 to 2.6	45 40	6 Curves M.P. 52.7 to 55.9	40 30
3 Curves M.P. 4.0 to 5.9	45 40	3 Curves M.P. 55.9 to 57.6	30 20
3 Curves M.P. 7.9 to 9.9	45 40	PARKER DISTRICT:	
3 Curves M.P. 12.0 to 14.1	45 40	3 Curves M.P. 0.0 to 2.4	45 30
4 Curves M.P. 14.1 to 16.2	35 35	3 Curves M.P. 53.3 to 55.0	40 25
GRAND CANYON DISTRICT:			
		12 Curves M.P. 55.0 to 58.1	30 20
		3 Curves M.P. 95.2 to 97.2	45 30
		1 Curve M.P. 101.6 to 101.9	45 30
		CLARKDALE DISTRICT:	
		17 Curves M.P. 11.9 to 15.1	15 15
		5 Curves M.P. 22.2 to 23.7	15 15
		17 Curves M.P. 29.9 to 34.8	15 15

14. 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.
- "ESL"—Electric Switch Lock.
- "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
	I	East and west end westward siding	30
	I	WE eastward siding Belen District	30
	S	EE eastward siding	30
Rio Puerco	S	EE eastward siding	30
South Garcia	S	WE westward siding	30
Suwanee	S	EE eastward siding; WE westward siding	30
Marmon	S	EE eastward siding	30
	S	WE westward siding	15
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
	I	WE eastward freight lead	30
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	30
	S	WE westward siding	15
Penzance	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

SPECIAL RULES

14. SWITCHES—MAXIMUM AUTHORIZED SPEED (Continued)

Station	Type	Location	MPH
THIRD DISTRICT			
Winslow	I	Freight leads to eastward main track	50
	I	Crossover M.P. 288.1	50
	I	Crossover M.P. 288.3	50
	I	Crossover M.P. 288.5	50
	I	Switch green fruit lead	50
Canyon Diablo	I	Both ends siding	40
	I	Crossover M.P. 312.6	50
	I	Crossover M.P. 310.5	50
Darling	I	Crossover M.P. 326.7	50
	I	Crossover M.P. 329.5	50
Flagstaff	I	2 Crossovers M.P. 342.0	50
Maine	I	2 Crossovers M.P. 362.1	50
Williams Jct.	I	Crossover M.P. 374.3	50
	I	EE passenger track 1	30
	I	WE passenger track 1	30
	I	Crossover M.P. 375	50
	I	Switch from Third District to Fourth District	50
Perrin	I	Crossover M.P. 383.1	50
	I	Crossover M.P. 385.6	50
Doubled	I	Crossover M.P. 392.0	50
	I	Crossover M.P. 395.1	50
Eagle Nest	I	Crossover M.P. 405.5	50
	I	Crossover M.P. 407.5	50
Crookton	I	Crossover M.P. 418.3	50
	I	Crossover M.P. 420.5	50
Seligman	I	Crossover M.P. 427.7	50
	I	Crossover M.P. 429.6	50
	I	Crossover M.P. 429.9	50
	I	EE and WE No. 1 Track	50
	I	EE and WE No. 1 Track	50
KINGMAN DISTRICT			
Seligman	I	Crossover M.P. 429.9	50
	I	Crossover M.P. 429.6	50
	I	Crossover M.P. 427.7	50
	I	EE and WE No. 1 Track	50
Audley	S	EE eastward siding	30
	S	WE westward siding	30
Pica	S	EE eastward siding; WE westward siding	30
Yampai	S	EE eastward siding	30
	S	WE westward siding	30
Nelson	S	EE eastward siding	30
Peach Springs	S	EE eastward siding	30
	S	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	S	WE westward siding	15
	S	EE eastward siding	30
Berry	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Kingman	S	WE eastward siding (normal position lined for quarry track)	10
	S	WE westward siding	30
	S	EE eastward siding	30
Griffith	S	EE eastward siding; WE westward siding	30
Athos	S	EE eastward siding	30
Yucca	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	S	Switch from main track to east leg of wye	10
	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to west leg of wye	10
	S	Switch from stem of wye to west leg of wye	10

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:			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4 1/2	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars			
	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing or When Not Controlled From Leading Unit	Dead In Train
Diesel Locomotives and Motor Cars				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 . . . Except as listed below	80	80	45	80
325LAB, 326LAB, 328A, 329LAB, 330LAB, 331LAB, 332L, 333LAB, 334LAB, 335LAB, 337LAB	90	90	45	90
100-289, 407-430	70	70	45	70
600-611	70	70	*45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M160	80	65	25	75
M190	80	65	25	75
Diesels without dynamic brakes in use	Supai-Ash Fork	Yampai-Nelson	30	
		Nelson-Hackberry	40	
		Getz-McConnico	20	
		McConnico-Topock	30	
Diesels with dynamic brakes in use	Supai-Ash Fork		35	

*NOTE: Forward speed applies when backing handling train controlled from leading unit.

15. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

- Williams for Fourth District
- Drake for Fourth District
- Abra for Fourth District
- Entro for Prescott District
- Matthie for Fourth District

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
FIRST DISTRICT			
Belen	West switch of freight main track and junction switches.	Interlocking.	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.
Dalies	Junction switch and switches both sidings.	Interlocking.	
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. 165. Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
Winslow	Switch from westward main track to freight lead.	Interlocking.	
KINGMAN DISTRICT			
Needles M.P. 574.8	Main track and connecting crossover.	Interlocking.	Westward trains will sound one long whistle signal at microphone sign 900 feet west of M.P. 570.

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Location	Mile Posts	Car Capacity	Switch Connection
FIRST DISTRICT				FOURTH DISTRICT (Continued)			
Quirk Spur	63.3	5 miles	West	Ennis Spur	174.1	19 miles	East
Ciniza	138.9	60	East-West	Goldbadge	175.1	18	East
SECOND DISTRICT				Burnstead	178.4	23	East-West
Defiance Spur	166.9	13.5 miles	West	Webb Spur	179.4	2 miles	East
Manuelito	174.2	9	East	Olive Avenue	180.0	24	East-West
THIRD DISTRICT				Wayne	181.8	14	East-West
Sunshine	305.9	72	East-West	Fennemore	183.0	35	East-West
Angell	322.7	50	East-West	Citrus Park	185.2	35	East-West
Railhead	339.9	49	East-West	Waddell	186.0	1 mile	East-West
Spur Eastward Track	368.1	4	East	McMicken	187.8	64	East-West
Spur Westward Track	368.6	5	West	Burnt Ranch	186.1	13	East
GRAND CANYON DISTRICT				CLARKDALE DISTRICT			
Woodin	43.8	7	West	Mack	6.6	6	East
KINGMAN DISTRICT				Bear	10.6	28	East-West
Chino	432.9	12	West	Sycamore	27.8	17	East-West
McConnico	520.7	40	West	Tapco	35.5	50	East
Haviland	545.8	10	West	PARKER DISTRICT			
Powell	558.8	12	East	Spur	43.2	25	East
FOURTH DISTRICT				PRESCOTT DISTRICT			
Hawkins	113.3	8	East	Puro	35.1	41	East-West
Industry Track	133.0	20	East-West	Copper	38.9	96	East-West
Lizard	172.5	17	East-West	Granite	44.6	38	East-West
LENGTH OF STEMS OF WYES				Tutt	46.6	1.5 miles	East
Location	Feet	Location	Feet	IRON KING DISTRICT			
Thoreau	369	Flagstaff	170	Yaeger	7.7	12	East-West
McCune	Gov. Spur	Williams	1620	Cherry Creek	14.8	13	East-West
Gallup	306	Anita	400	Other Stations or Tracks Not Shown on Face of Time Table			
Pinta	491	Grand Canyon	1617	Location	Feet	Location	Feet
Winslow	343	Seligman	910	Berry	2500	Alhambra	1379
Angell	558	Yampai	685	Needles	401	Phoenix	11th Ave. Spur
				Drake	Main Track	Humboldt	1195
				Congress (normally lined for east leg)	812	Clarkdale	769
				Matthie	Main Track	Parker	564

SPECIAL RULES

**SURGEONS OF THE 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.

ALBUQUERQUE

SANTA FE HOSPITAL
 DR. P. T. MOORE, Surgeon

GRAND CANYON

DR. RAFAEL GARBAYO
 Local Surgeon

BELEN

DR. RALPH P. BROWER, Local Surgeon

SELIGMAN

DR. E. J. GUNGLE, Local Surgeon

GRANTS

DR. BASIL L. WANG, Local Surgeon

KINGMAN

DR. WALTER BRAZIE, Local Surgeon
 DR. JOHN J. STANDIFER,
 Assistant Local Surgeon

GALLUP

DR. F. W. PARKER, Local Surgeon
 DR. J. W. MARTIN, Assistant Local Surgeon

NEEDLES

DR. J. E. ANDES, Local Surgeon
 DR. D. L. RICHARDSON,
 Assistant Local Surgeon
 DR. T. G. HARWARD,
 Emergency Surgeon
 DR. H. C. MATTHEWS,
 Emergency Surgeon

HOLBROOK

DR. DONALD F. DeMARSE, Local Surgeon
 DR. T. L. LOTHMAN,
 Assistant Local Surgeon

PRESCOTT

DR. E. A. BORN, Division Surgeon
 DR. C. E. YOUNT, JR., Local Surgeon
 DR. H. T. SOUTHWORTH,
 Assistant Local Surgeon

WINSLOW

DR. H. S. BECKWITH, Division Surgeon
 DR. LEO L. LEWIS, Local Surgeon

WICKENBURG

DR. FLOYD B. BRALLIAR, Local Surgeon
 DR. PAUL W. KLIEWER,
 Assistant Local Surgeon

FLAGSTAFF

DR. HENRY POORE, Local Surgeon
 DR. WILLIAM J. THOMAS,
 Assistant Local Surgeon

PHOENIX

DR. C. E. HENDERSON, Local Surgeon
 DR. ROBERT A. PRICE, Local Surgeon
 DR. JOHN B. MILLER, Local Surgeon

WILLIAMS

DR. MARTIN C. FLOHR, Local Surgeon

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

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

Train	Stops of Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Holbrook	Clovis and beyond	
7	Grants	Clovis and beyond	North of Barstow
	Boron	Edwards and beyond	Barstow and beyond
	Edwards	Mojave and beyond	Boron and beyond
	Shafter	Wasco and beyond	Bakersfield and beyond
8	Wasco	Corcoran and beyond	Shafter and beyond
	Corcoran	Hanford and beyond	Wasco and beyond
	Wasco, Shafter, Corcoran		Fresno and beyond
17	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
19	Grants	South of Barstow	La Junta and beyond
	Victorville		Albuquerque and beyond
20	Victorville	Albuquerque and beyond	
	Grants	La Junta and beyond	South of Barstow
23	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
24	Pico Rivera	Williams Jct. and beyond	
73, 75, 77	Pico Rivera		Oceanside and beyond
73	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	Encinitas		Los Angeles

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

LOCAL TIME INSPECTORS

RICHARD BLUESTEIN 314 W. Central Ave., Albuquerque
 JAMES PECH 822½ Bridge Blvd., Albuquerque
 M. E. TREMBLY 208 S. Main St., Belen
 RICHARD EALY Belen
 ELMER DOMKE 1010 West Santa Fe, Grants
 FLOYD E. HENDERSON 215 W. Coal, Gallup
 WARREN F. LIKEN 111 W. Hopi Dr., Holbrook

E. E. STARR Winslow
 J. E. HOPSON 206 W. Bill Williams St., Williams
 ALFRED WILLIAMS 849 Front St., Needles
 C. E. BREKKE 107 S. Cortez St., Prescott
 PAUL D. HUNT 224½ W. Gurley St., Prescott
 OTTO SCHMIEDER 19 W. Washington St., Phoenix
 TOM FINLEY Parker

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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 30	24.0
.. 51	70.6	1 26	41.9	2 45	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

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"/>	2½ 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

