

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



ALBUQUERQUE DIVISION.

EMPLOYEES' TIME TABLE

IN EFFECT

Sunday, July 5, 1942,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

**Superseding Time Table No. 80, Dated February 8, 1942,
and any Supplements thereto.**

81

81

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

E. E. McCARTY,
General Manager,
Los Angeles, Cal.

F. A. BAKER,
Superintendent,
Winslow, Ariz.

B. L. LINDLEY,
Trainmaster,
First District, Gallup, N. M.

H. G. WOOD,
Trainmaster,
Fourth and Parker Dists.,
Prescott, Ariz.

A. R. WOODS,
J. R. POE,
C. M. SCOTT,
S. ALBRIGHT,
J. B. RUDERT,

T. R. JENKINS,
T. J. RUTH,
P. L. COLLINS,
H. R. RUSSELL,
L. H. RICHARDS,

F. J. MacKIE,
O. L. GRAY,
Assistant General
Managers,
Los Angeles, Cal.

NOAH BRIDGES,
Assistant Superintendent,
Winslow, Ariz.

E. O. BAGENSTOS,
Trainmaster,
Second District,
Winslow, Ariz.

H. A. HARGIS,
Chief Dispatcher,
Winslow, Ariz.

Dispatchers,
Winslow, Ariz.

P. T. COLLINS,
Trainmaster,
Third and Grand Canyon
Districts,
Winslow, Ariz.

H. W. SCHWENCKERT,
Night Chief Dispatcher,
Winslow, Ariz.

Timetable 87 eff 29 Nov 1942

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," revised 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," revised 1940, must be in the hands of all employes whose duties are in any way prescribed thereby.

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

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

4. Rule 1 (B): Standard clocks are located at Belen (station and yard offices), Gallup (station and yard offices), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Prescott, Mobest, Phoenix and Parker.

5. Rule 5: At stations named below, schedule time and train orders apply at switch where opposing train enters siding. First class trains must not pass the point where traffic is received or discharged before time shown in schedule.

Isleta siding west of station.

Kirkland, Hillside siding west of station.

Peoria siding east of station.

When a section of double track is used as single track, time and train orders will apply at end of double track, usually the crossover. When more than one crossover, train order will specify which one to be used.

6. Rule 88: At Aguila, the crossover east of station is the "heading-in" point for eastward trains required to take siding. Westward train holding main track must remain clear until opposing train has entered siding.

7. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be permanently reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains.

Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of a green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by train on main track after switch has been lined for opposing train to enter siding as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient when trains are approaching from opposite direction.

Headlight will be displayed through tunnels.

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

10. Rule S-83 is amended to read: A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Rule 83 (A): The second paragraph is amended to read: Before leaving a register station at which it is necessary for the conductor to check the train register, he must fill out Form 1514 and deliver same personally to each engineman of his train.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except as provided in the following:

Dalies—Westward inferior trains from Belen District may accept check of register at Belen as applying to end of double track Dalies.

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

Supai, westward first-class trains only will register.

Matthie, first class and second class trains only will register.

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

11. Rule 86: In addition to the provisions thereof, within automatic block signal territory, except when signals are inoperative, an inferior train must clear a first-class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rule 93: Yard limits are located at Belen, Dalies, Grants, Gallup, Holbrook, Winslow, Flagstaff, Riordan, Williams, Grand Canyon, Supai, Ash Fork, Crookton, Seligman, Drake, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Alhambra, Phoenix-Mobest, Clarkdale, Parker, and on Crown King District, Entro.

13. Rule 97: Extra trains, the conductors and engine men of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train orders; but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G.

A Form G order will be required for all short movements between intermediate stations, except helper engines, running light from Supai to Ask Fork, are authorized to move with the current of traffic as extra trains, without Form G train orders or clearance cards.

14. Rule 103: In addition to the provisions thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

Rule 103 (A): The second paragraph is abrogated.

15. Rule 104 (A) first paragraph, is amended as follows:

At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

16. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except where office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

No train will leave Ash Fork, Prescott, Wickenburg or Parker without clearance card, Form 902.

At Isleta, westward trains having received Albuquerque Division clearance card, Form 902, at Albuquerque or Abajo, will be governed by indication given by the train order signal.

At Dalies, trains to and from the Belen District will be governed by indication given by the train order signal.

At Williams, all trains, except Third District trains passing on main tracks, must secure clearance card, Form 902.

17. Rule 221: The second paragraph is abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

18. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen except on freight trains as follows:

Supai to Daze, westward track, one retainer for each 50 tons; eastward track, one retainer for each 100 tons.

Daze to Ash Fork, one retainer for each 100 tons.

Retainers are to be manipulated from caboose toward head end of train on number of cars required, the total to be obtained by dividing tonnage of train by 50 or 100, as case may be.

Retainers should be used on heavy loads, regardless of location in train, and on short, heavy trains high pressure position of retaining valve must be used.

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

19. Rule 310: 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 Mines, the tipples, bins, pipe lines, wires and other obstructions located at Gallup American, Black Star, Mentmore, Southwestern, Allison and Coal Basin, will not clear an engine or a man on top or side of car.

20. Rule 313: The presence of more than two men on either footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

21. Rule 314: No freight train will run more than 75 miles without stopping for inspection, except this distance may be exceeded in either direction between Grants and Belen, provided stop and inspection is made at Grants; Gallup and Winslow, provided stop and inspection is made at any point between Chambers and Holbrook.

22. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once each forty-five minutes to safeguard the comfort of passengers.

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."

23. Rule 360 is modified as follows: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

24. Rule 382: 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.

25. Rule 391: Standard thermometers are located at Seligman, Ash Fork, Williams, Flagstaff, Angell, Winslow, Holbrook, Adamana, Chambers, Houck, Gallup, Wingate, Thoreau, Grants, Laguna, Belen, Puro, Prescott, Skull Valley, Wickenburg, Glendale, Mobest, Salome, and Parker.

Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-J, supplements thereto, and special bulletins with respect to handling ventilators.

SPEED LIMITATIONS

26. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineer in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

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

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

Maximum speed permitted through turnouts is as follows:

- No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.
- No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
- No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
- No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.

On No. 14 turnouts freight trains must reduce speed to 20 m.p.h., and on No. 20 turnouts to 30 m.p.h.

No. 8 turnouts are located within yards.

No. 10 turnouts are located on sidings, crossovers and junctions.

No. 14 turnouts are located at:

Dalies

- Eastward main track to Sandia main track;
- Eastward main track to Belen District main track;
- Sandia main track to westward main track;
- Belen main track to westward main track.

Winslow westward main track to westward freight lead;

Extreme east crossover between main tracks.

Williams, west yard lead into westward main.

No. 20 turnouts are located at:

Canyon Diablo, eastward main track over gantlet.

Maximum speed of all trains entering or leaving all other turnouts and crossovers, fifteen miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty miles per hour around sharp curves, approaching and passing over spring switches and where view is obscured, and use whistle freely.

Trains handling wrecking derricks, steam shovels, pile-drivers or hoists must not exceed twenty-four miles per hour, (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third, Fourth, Belen, Parker, and Grand Canyon Districts, and fifteen miles per hour, (one mile in four minutes), on the Clarkdale and Crown King Districts. This rule is not applicable to machines mounted on flat cars with booms tied down.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour, (six minutes for each mile);

With rods down or disconnected, but with all drivers on rail, fifteen miles per hour, (four minutes for each mile);

With all rods up and connected, twenty miles per hour, (three minutes for each mile).

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

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

Passenger trains will consume not less than:

- 10 min. from Supai to McLellan,
 - 17 min. McLellan to Daze,
 - 13 min. Daze to Ash Fork,
 - 2 min. Prieta to Alto,
 - 21 min. Alto to Prescott,
 - 4 min. Prieta to Iron Springs,
 - 13 min. Iron Springs to Ramsgate,
 - 18 min. Ramsgate to Skull Valley,
- and if stopped between stations will add the duration of such stops plus one minute to the minimum time prescribed.

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

| LOCATION | Passenger | | Freight and Mixed | | Light | |
|--|-----------|------|-------------------|------|-------|------|
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| Gallup, Second and Third Streets... | 2 | 00 | 2 | 00 | 2 | 00 |
| Holbrook, Porter Street | 2 | 00 | 2 | 00 | 2 | 00 |
| Over Canyon Diablo Bridge..... | 1 | 30 | 2 | 00 | 2 | 00 |
| Supai to Daze, westward track..... | | | 4 | 00 | 2 | 30 |
| Daze to Ash Fork | | | 3 | 00 | 2 | 00 |
| Grand Canyon District | 1 | 20 | 2 | 25 | 2 | 25 |
| Eastward Track MP 414A to MP-410. | 1 | 30 | 3 | 00 | 2 | 00 |
| Between Prescott and MP-78, descending | | | 4 | 00 | 3 | 00 |
| Between Skull Valley and Congress. | 1 | 00 | 2 | 00 | 2 | 00 |
| Matthie, east and west wye switches | 3 | 00 | 3 | 00 | 3 | 00 |
| Clarkdale District | 3 | 00 | 3 | 00 | 3 | 00 |
| Between Entro and Blue Bell..... | 4 | 00 | 4 | 00 | 4 | 00 |
| Beardsley Spur and Bumstead Spur. | 3 | 00 | 3 | 00 | 3 | 00 |
| Between Mobest and Phoenix..... | 3 | 00 | 3 | 00 | 3 | 00 |
| Parker District | 1 | 05 | 1 | 30 | 1 | 30 |

27. Rule 872: The second and third paragraphs are amended to read:

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

(Continued on Page 14)

| MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE | | | | | | |
|--|-----------|-------|-------------------|-------|-------|------|
| In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile.) | | | | | | |
| CLASS | Service | | | | | |
| | Passenger | | Freight and Mixed | | Light | |
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| 2439-2444 | 2 | 00 | 2 | 00 | 2 | 00 |
| 797-813 | 1 | 43 | 1 | 43 | 1 | 43 |
| 888 | 2 | 00 | 2 | 00 | 3 | 00 |
| 893 | 2 | 00 | 2 | 00 | 3 | 00 |
| 909-989 | 1 | 53 | 1 | 53 | 1 | 53 |
| 990-999 | 1 | 43 | 1 | 43 | 1 | 43 |
| 1226-1265 | 0 | 48 | 1 | 12 | 1 | 30 |
| 1297-1308 | 0 | 48 | 1 | 12 | 1 | 30 |
| 1322-1379 | 0 | 48 | 1 | 12 | 1 | 30 |
| 1413-1468 | 0 | 40 | 1 | 12 | 1 | 30 |
| 1621-1673 | 1 | 53 | 1 | 53 | 1 | 53 |
| 1674-1693 | 1 | 43 | 1 | 43 | 1 | 43 |
| 1798-1799 | 1 | 06 | 1 | 12 | 1 | 30 |
| 1800-1850 | 1 | 12 | 1 | 12 | 1 | 30 |
| 1960-1991 | 1 | 43 | 1 | 43 | 1 | 43 |
| 3129-3158 | 1 | 43 | 1 | 43 | 1 | 43 |
| 3228-3257 | 1 | 06 | 1 | 12 | 1 | 30 |
| 3456 | 0 | 36 | 1 | 12 | 1 | 30 |
| 3520-3534 | 0 | 48 | 1 | 12 | 1 | 30 |
| 3703-3750 | 0 | 51 | 1 | 12 | 1 | 30 |
| 3751-3-6-60-1-2-3-4 | 0 | 40 | 1 | 12 | 1 | 30 |
| 3752-4-5-7-8-9 | 0 | 48 | 1 | 12 | 1 | 30 |
| 3751, 80" drivers..... | 0 | 48 | 1 | 12 | 1 | 30 |
| 3765-3785 | 0 | 40 | 1 | 12 | 1 | 30 |
| 3800-3940 | 1 | 06 | 1 | 12 | 1 | 30 |
| 4000 | 1 | 06 | 1 | 12 | 1 | 30 |
| 5001 | 1 | 06 | 1 | 12 | 1 | 30 |
| Passenger Diesels (except Motor 7) .. | 0 | 36 | ..... | ..... | 1 | 20 |
| Passenger Diesel 7..... | 0 | 40 | ..... | ..... | 1 | 20 |
| Freight Diesels 100-101..... | 0 | 45 | 1 | 06 | 1 | 20 |
| Freight Diesels 102-103-104..... | 0 | 51 | 1 | 06 | 1 | 20 |
| Freight Diesels 105 and above..... | 0 | 55 | 1 | 06 | 1 | 20 |
| Switch, no truck..... | ..... | ..... | ..... | ..... | 3 | 00 |
| All other classes..... | ..... | ..... | 1 | 43 | 1 | 43 |
| All classes, backing up..... | 3 | 00 | 3 | 00 | 3 | 00 |
| Fourth District, all Pacific type power | 0 | 48 | 1 | 12 | 1 | 30 |
| Grand Canyon Dist. 3800 Class..... | 1 | 30 | 1 | 30 | 1 | 30 |

A tolerance of ten per cent is allowed on the above locomotives in "Freight and Mixed" service, or running light. No tolerance on 5001 class.

| Sidings, Spurs and Flag Stops Not Shown on Face of Time Table | | | | |
|---|------------------------|--------------|-------------------|-----------------------|
| Location | Miles from Albuquerque | Car Capacity | Switch Connection | Flag Stops for Trains |
| First District | | | | |
| Cubero | 71.4 | 5 | East | None |
| Section House | 88.2 | 0 | None | None |
| Second District | | | | |
| Brentari | 160.7 | 4 | West | None |
| Black Star | 160.7 | 1.1 mile | West | None |
| Dilco | 163.4 | 128 | East | None |
| Third District | | | | |
| Welch | 391.3 | 1 | West | No. 1 |
| Grand Canyon District | Miles from Williams | | | |
| Section House | 18.2 | 8 | West | 14-15 |
| Woodin | 43.8 | 7 | West | Freight only |
| Fourth District | Miles from Ash Fork | | | |
| Prairie | 10.9 | 7 | East-West | None |
| Siding | 20.3 | 10 | East-West | Freight |
| Whipple Spurs | 56.0 | 43 | East | 42-47 |
| Prieta | 66.2 | 5 | West | All |
| Doce | 69.9 | 18 | East | Freight |
| Spur | 144.8 | 6 | East-West | Freight |
| Beardsley Spur | 169.0 | 13 miles | Wye | Freight |
| Waddell | 173.6 | 62 | East-West | Freight |
| Fennemore .. | 176.6 | 66 | East-West | Freight |
| Citruspark .. | 179.0 | 65 | East-West | Freight |
| Litchfield .. | 181.6 | 127 | East-West | Freight |
| Ennis | 174.1 | 7.3 miles | West | Freight |
| Bumstead | 178.4 | 20 | East-West | Freight |
| Webb | 181.4 | 50 | East | Freight |
| Agua Fria Tank.... | 175.0 | 3 | East-West | 42-47 |
| Burnt Ranch | 187.1 | 13 | East | Freight |
| Dolan | 189.5 | 23 | West | Freight |
| Spur | 189.7 | 2 | East | Freight |
| Crown King District | Miles from Entro | | | |
| Iron King..... | 17.2 | 5 | West | 25-26 |
| Poland Spur | 21.7 | 16 | Wye | 25-26 |
| Mayer Stock Yard.. | 27.4 | Main | ..... | Freight |
| Parker District | Miles from Matihie | | | |
| McVay | 66.8 | 7 | West | 233-234 |

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

| | |
|-----------------|----------------------------|
| Williams | For Third District trains |
| Ash Fork | For Third District trains |
| Drake | For Fourth District trains |
| Entro | For Fourth District trains |
| Matthie | For Fourth District trains |
| Ennis | For Fourth District trains |
| Beardsley | For Fourth District trains |

LENGTH OF STEMS OF WYES

| | | | |
|--------------------------|-------------|-----------------------|-------------|
| Thoreau | 369.0 feet | Drake | Main track |
| Gallup | 416.0 feet | Del Rio | 405.0 feet |
| Pinta | 491.0 feet | Prescott | 316.0 feet |
| Winslow | 341.8 feet | Alto | 201.0 feet |
| Angell | 557.5 feet | Skull Valley | 726.0 feet |
| Flagstaff | 170.2 feet | Congress | 812.0 feet |
| Riordan | 506.0 feet | Matthie | Main track |
| Bellefont | 138.8 feet | Beardsley | Main track |
| Williams | 1479.1 feet | Phoenix | 638.0 feet |
| Anita | 400.0 feet | Humboldt | 3075.0 feet |
| Grand Canyon | 1549.2 feet | Poland Junction | 500.0 feet |
| Supai | 282.0 feet | Mayer | 208.0 feet |
| Ash Fork—North Wye | 910.0 feet | Clarkdale | 769.0 feet |
| Ash Fork—West Wye | 1443.0 feet | Parker | 564.0 feet |
| Crookton | 190.1 feet | Bush Pit | 200.0 feet |
| Seligman | 910.0 feet | | |

INTERLOCKING PLANTS

ISLETA

Junction and east switches of sidings and west switch Coast Lines siding are controlled by interlocker.

The following whistle signals will be used:

- Coast Lines Main Track, _____
- Coast Lines Siding, _____o_____
- New Mexico Main Track, _____o_____
- New Mexico Siding, _____oo_____

BELEN

West Switch of freight main track and Junction Switches controlled by interlocker.

DALIES

Superior route to Sandia.

Inferior route to Belen.

Junction switch and switches both sidings controlled by interlocker.

The following whistle signals will be used:

Westward:

- To Westward Main Track, _____
- To Eastward Main Track, _____o_____

Eastward:

- To Sandia Main Track, _____
- To Belen Main Track, _____o_____
- To North Siding, _____o_____
- To South Siding, _____oo_____

Rule 711: The indication given by interlocking signals at Isleta, Dalies and Belen will be superior to right, class or direction for movements within home signal limits.

Trains held by signals governing switches Belen west siding switch at Isleta or east siding switches at Dalies will call on telephone.

BELEN DISTRICT

| WESTWARD | | Capacity of Sidings | Fuel Water Tubs and Wyes | Miles from Belen | Ruling Grade Ascending | TIME TABLE NO. 81 July 5, 1942 | Office of Communication or Phone Booth | EASTWARD | | |
|----------------------|--------------|----------------------------------|--------------------------|------------------|------------------------|--------------------------------------|--|----------------------|--------------|--------|
| First Class | | | | | | | | First Class | | |
| 23 | 1 | | | | | | | 24 | 2 | |
| Grand Canyon Limited | The Scout | No. Cars | FW TY | Miles | | | C | Grand Canyon Limited | The Scout | |
| Leave Daily | Leave Daily | | | | | | | Arrive Daily | Arrive Daily | |
| PM 10.40 | AM 9.10 | Yard | | 0.0 | 66.0 | BELEN 6.1 | | AM 7.15 | PM 8.10 | |
| 10.50 | 9.20 | 91 | | 5.9 | 66.2 | FELIPE 4.2 | B | 7.05 | 8.01 | |
| 11.00 PM | 9.30 AM | 122 | W | 10.1 | | DALIES (10.3) | C | 6.57 AM | 7.55 PM | |
| Arrive Daily | Arrive Daily | | | | | | | Leave Daily | Leave Daily | |
| (80.9) | (80.9) |Average speed per hour..... | | | | | | | (34.3) | (41.2) |

| WESTWARD | | | | | | | Capacity of Sidings | Fuel, Water, Tubs and Wyes | Miles from Albuquerque | Ruling Grade Descending | Ruling Grade Ascending | TIME TABLE NO. 81 July 5, 1942 |
|----------------------|--------------|-----------------------------|-----------------------------|--------------------|--------------|-------------------|----------------------------------|----------------------------|------------------------|-------------------------|------------------------|--------------------------------------|
| First Class | | | | | | | | | | | | |
| 23 | 19 | 21 | 17 | 3 | 1 | 7 | | | | | | |
| Grand Canyon Limited | The Chief | El Capitan | Super Chief | California Limited | The Scout | Fast Mail Express | No. Cars | Miles | | | | STATIONS |
| Leave Daily | Leave Daily | Leave Wednesday and Sunday | Leave Wednesday and Sunday | Leave Daily | Leave Daily | Leave Daily | | | | | | ALBUQUERQUE 12.6 |
| | PM 3.55 | PM 3.52 | PM 3.45 | PM 2.10 | | AM 1.55 | Yard | FW TY | 0.0 | 26.4 | 21.1 | |
| | PM 4.09 | PM 4.06 | PM 3.59 | PM 2.24 | | AM 2.09 | 64 | | 12.6 | | | ISLETA 5.4 |
| | 4.17 | 4.12 | 4.05 | 2.31 | | 2.15 | 43 | | 18.2 | | 52.8 | PAQUITA 4.7 |
| | 4.23 | 4.17 | 4.10 | 2.37 | | 2.20 | 42 | | 22.8 | | 52.8 | SANDIA 3.9 |
| PM 11.00 | 4.29 | 4.21 | 4.14 | 2.42 | AM 9.30 | 2.25 | 59 | W | 27.4 | 31.7 | 52.8 | DALIES 8.8 |
| | 4.39 | 4.30 | 4.23 | 2.53 | 9.41 | 2.34 | 91 | | 33.9 | 31.7 | 0.0 | RIO PUERCO 9.4 |
| | 4.50 | 4.40 | 4.32 | 3.04 | 9.51 | 2.43 | 82 | | 43.3 | 0.0 | 31.7 | SOUTH GARCIA 5.1 |
| | 4.55 | 4.45 | 4.37 | 3.10 | 9.57 | 2.48 | 91 | | 47.3 | | 31.7 | SUWANEE 6.1 |
| | 5.02 | 4.52 | 4.43 | 3.16 | 10.03 | 2.55 | 92 | | 53.4 | | 31.7 | ARMIJO 4.6 |
| | 5.08 | 4.57 | 4.47 | 3.21 | 10.09 | 3.00 | 103 | FW | 58.0 | | 31.7 | MARMON 5.3 |
| | 5.14 | 5.03 | 4.53 | 3.27 | 10.15 | 3.06 | 91 | | 63.3 | | 31.7 | QUIRK 4.8 |
| | 5.19 | 5.08 | 4.58 | 3.32 | 10.22 | 3.11 | 91 | | 68.7 | | 31.7 | LAGUNA 9.1 |
| AM 12.01 | 5.29 | 5.17 | 5.07 | 3.44 | 10.34 | 3.22 | 100 | | 77.6 | | 31.7 | ACOMITA 4.6 |
| | 5.33 | 5.21 | 5.11 | 3.50 | 10.40 | 3.26 | 93 | W | 82.3 | | 31.7 | McCARTYS 3.8 |
| | 5.37 | 5.25 | 5.15 | 3.55 | 10.45 | 3.30 | 92 | | 86.0 | | 31.7 | ANZAC 9.9 |
| 12.25 | 5.48 | 5.35 | 5.25 | 4.10 | 11.00 | 3.42 | 133 | FW | 95.5 | | 31.7 | GRANTS 5.6 |
| | 5.54 | 5.40 | 5.30 | 4.17 | 11.08 | 3.48 | 91 | | 101.1 | | 31.7 | REID 6.1 |
| | 6.00 | 5.46 | 5.36 | 4.25 | 11.17 | 3.54 | 92 | | 107.2 | | 31.7 | BLUEWATER 7.7 |
| | 6.08 | 5.54 | 5.44 | 4.35 | 11.28 | 4.02 | 91 | | 114.9 | 0.0 | 31.7 | BACA 6.8 |
| 1.00 | 6.15 | 6.01 | 5.51 | 4.44 | 11.38 | 4.10 | 92 | W | 121.7 | 0.0 | 31.7 | SOUTH CHAVES 4.0 |
| | 6.20 | 6.05 | 5.55 | 4.51 | 11.45 | 4.15 | 80 | Y | 125.6 | 0.0 | 31.7 | THOREAU 3.7 |
| | 6.24 | 6.10 | 6.00 | 4.56 | 11.52 | 4.20 | 89 | | 129.3 | 56.3 | 0.0 | GONZALES 6.9 |
| | 6.31 | 6.17 | 6.07 | 5.05 | 12.01 | 4.27 | 92 | | 136.2 | 31.7 | 0.0 | SOUTH GUAM 5.7 |
| | | | | | | | | | | | | |
| | 6.37 | 6.22 | 6.12 | 5.12 | 12.10 | 4.33 | 92 | | 141.9 | 31.7 | 0.0 | PEREA 4.2 |
| | 6.42 | 6.27 | 6.17 | 5.17 | 12.16 | 4.38 | | W | 146.1 | 31.7 | 0.0 | WINGATE 3.2 |
| | 6.45 | 6.30 | 6.20 | 5.22 | 12.21 | 4.41 | 104 | Y | 149.3 | 31.7 | 0.0 | McCUNE 2.3 |
| | 6.47 | 6.32 | 6.22 | 5.26 | 12.25 | 4.43 | 92 | | 151.6 | 31.7 | 0.0 | ZUNI 6.0 |
| 1.45 AM | 6.55 PM | 6.40 PM | 6.30 PM | 5.35 PM | 12.35 PM | 4.50 AM | Yard | FW TY | 157.6 | | | CALLUP |
| Arrive Daily | Arrive Daily | Arrive Wednesday and Sunday | Arrive Wednesday and Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | (160.3) |
| (48.6) | (53.4) | (57.3) | (58.2) | (46.9) | (43.4) | (55.0) |Average speed per hour..... | | | | | |

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17 and 21 not less than ten minutes.

FIRST DISTRICT

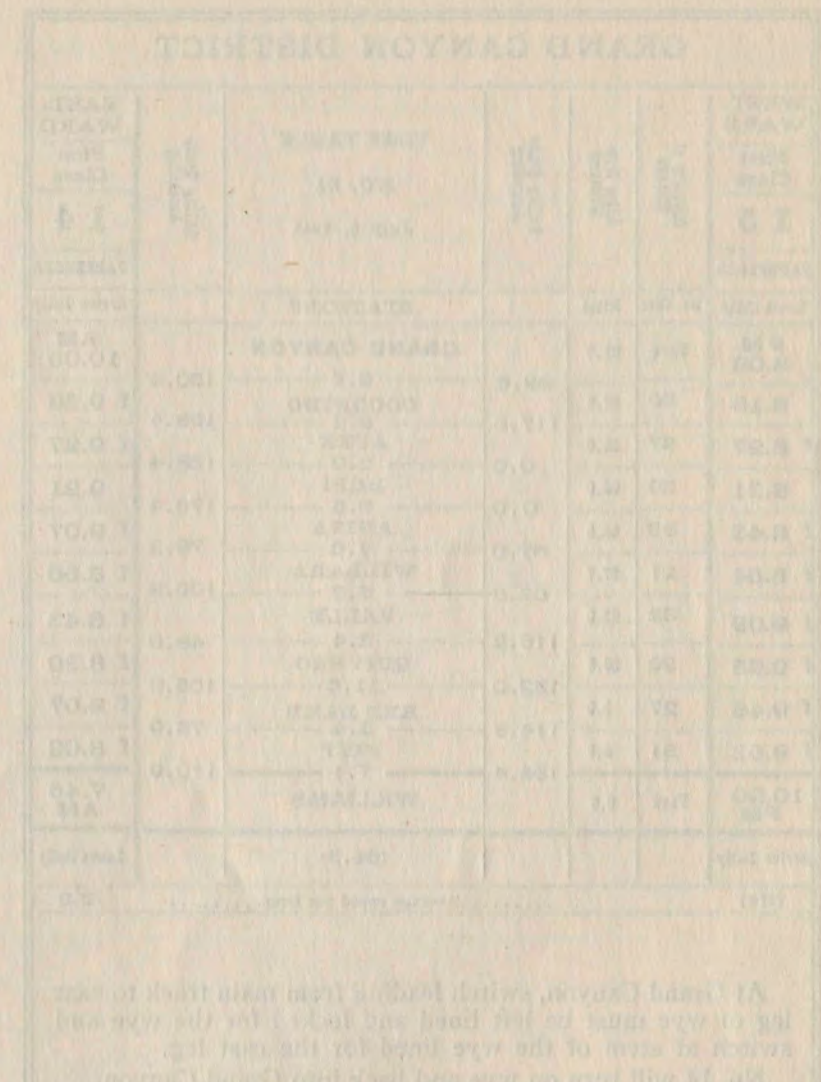
| TIME TABLE NO. 81 July 5, 1942 | Ruling Grade Ascending | Ruling Grade Descending | Fuel, Water, Turn Tables and Wyes | Office of Communication or Phone Booth | Capacity of Slidings | EASTWARD | | | | | | |
|--------------------------------------|---------------------------|----------------------------|---|---|-------------------------------------|------------------------------------|-------------------------|-------------------------------------|------------------------------------|-----------------------|--------------|----------------------|
| | | | | | | First Class | | | | | | |
| | | | | | | 22 | 24 | 20 | 18 | 4 | 2 | 8 |
| | | | | | | El Capitan | Grand Canyon Limited | The Chief | Super Chief | California Limited | The Scout | Fast Mail Express |
| STATIONS | | | | No. Cars | Arrive Wednesday and Saturday | Arrive Daily | Arrive Daily | Arrive Wednesday and Saturday | Arrive Daily | Arrive Daily | Arrive Daily | |
| ALBUQUERQUE 12.6 | 26.4 | 21.1 | FW TY | C | Yard | AM 6.15 | | AM 8.50 | PM 12.45 | PM 5.30 | | PM 8.45 |
| ISLETA 5.4 | 0.0 | 52.8 | | C | 64 | AM 6.01 | | AM 8.25 | PM 12.31 | PM 5.05 | | PM 8.20 |
| PAQUITA 4.7 | 0.0 | 52.8 | | B | 43 | 5.55 | | 8.19 | 12.24 | 4.58 | | 8.13 |
| SANDIA 3.9 | 31.7 | 52.8 | | B | 42 | 5.50 | | 8.14 | 12.18 | 4.53 | | 8.08 |
| DALIES 8.8 | 31.7 | 0.0 | W | C | 59 | 5.45 | AM 6.57 | 8.10 | 12.14 | 4.48 | PM 7.55 | 8.03 |
| RIO PUERCO 7.0 | 0.0 | 52.8 | | B | 95 | 5.36 | 6.44 | 8.01 | 12.06 PM | 4.38 | 7.43 | 7.53 |
| NORTH GARCIA 6.5 | 0.0 | 52.8 | | B | 62 | 5.29 | 6.35 | 7.54 | 11.59 | 4.30 | 7.35 | 7.46 |
| SUWANEE 6.1 | 0.0 | 31.7 | | B | 92 | 5.22 | 6.27 | 7.47 | 11.53 | 4.23 | 7.27 | 7.39 |
| ARMIJO 4.6 | 0.0 | 31.7 | | B | | 5.16 | 6.19 | 7.41 | 11.47 | 4.16 | 7.19 | 7.33 |
| MARMON 5.3 | 0.0 | 31.7 | FW | B | 91 | 5.12 | 6.13 | 7.37 | 11.43 | 4.11 | 7.13 | 7.28 |
| QUIRK 4.8 | 0.0 | 31.7 | | B | | 5.06 | 6.07 | 7.31 | 11.38 | 4.05 | 7.07 | 7.22 |
| LAGUNA 9.1 | 0.0 | 31.7 | | C | 110 | 5.02 | f 6.01 | 7.26 | 11.33 | 4.00 | f 6.59 | 7.16 |
| ACOMITA 4.6 | 0.0 | 31.7 | | B | 91 | 4.53 | 5.49 | 7.17 | 11.24 | 3.50 | 6.47 | 7.05 |
| McCARTYS 3.8 | 0.0 | 31.7 | W | B | | 4.49 | 5.43 | 7.13 | 11.20 | 3.45 | 6.42 | 7.00 |
| ANZAC 9.9 | 0.0 | 31.7 | | B | 92 | 4.45 | 5.38 | 7.09 | 11.16 | 3.41 | 6.37 | 6.56 |
| GRANTS 5.6 | 0.0 | 31.7 | FW | C | 91 | 4.35 | s 5.26 | 6.59 | 11.07 | 3.29 | s 6.25 | s 6.44 |
| REID 6.1 | 0.0 | 31.7 | | B | | 4.30 | 5.18 | 6.53 | 11.02 | 3.23 | 6.14 | 6.37 |
| BLUEWATER 7.7 | 0.0 | 31.7 | | B | 91 | 4.24 | 5.11 | 6.47 | 10.57 | 3.16 | 6.07 | 6.29 |
| BACA 6.9 | 0.0 | 63.4 | | B | 92 | 4.17 | 5.02 | 6.38 | 10.50 | 3.08 | 5.58 | 6.20 |
| NORTH CHAVES 3.8 | 0.0 | 52.8 | W | B | 94 | 4.10 | 4.54 | 6.31 | 10.44 | 3.00 | 5.50 | 6.12 |
| THOREAU 3.7 | 0.0 | 31.7 | Y | C | | 4.06 | 4.50 | 6.27 | 10.40 | 2.56 | f 5.45 | 6.07 |
| GONZALES 7.4 | 31.7 | 21.1 | | B | 92 | 4.02 | 4.46 | 6.22 | 10.36 | 2.51 | 5.39 | 6.02 |
| NORTH GUAM 5.2 | 31.7 | 0.0 | | B | 92 | 3.55 | 4.38 | 6.14 | 10.29 | 2.43 | 5.30 | 5.54 |
| CINIZA 1.5 | 31.7 | 0.0 | | B | 92 | 3.49 | 4.32 | 6.08 | 10.24 | 2.37 | 5.23 | 5.47 |
| PEREA 4.2 | 31.7 | 0.0 | | B | | 3.47 | 4.30 | 6.06 | 10.22 | 2.35 | 5.21 | 5.45 |
| WINGATE 3.2 | 31.7 | 0.0 | W | C | 91 | 3.43 | 4.25 | 6.02 | 10.18 | 2.30 | f 5.15 | 5.40 |
| McCUNE 2.3 | 31.7 | 0.0 | Y | B | | 3.40 | 4.21 | 5.59 | 10.15 | 2.26 | 5.11 | 5.36 |
| ZUNI 6.0 | 31.7 | 0.0 | | B | 91 | 3.38 | 4.18 | 5.57 | 10.13 | 2.23 | 5.08 | 5.33 |
| CALLUP (160.7) | | | FW TY | C | Yard | 3.32 AM | 4.10 AM | 5.50 AM | 10.07 AM | 2.15 PM | 5.00 PM | 5.25 PM |
| | | | | | | Leave Wednesday and Saturday | Leave Daily | Leave Daily | Leave Wednesday and Saturday | Leave Daily | Leave Daily | Leave Daily |
| Average speed per hour..... | | | | | | (59.2) | (48.2) | (53.6) | (61.0) | (49.4) | (46.0) | (48.2) |

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18 and 22 not less than ten minutes.

| WESTWARD | | | | | | | Capacity of Sidings | Fuel, Water, Turb. Tables and Wyes | Miles from Albuquerque | Rating Grade Ascending | TIME TABLE NO. 81 July 5, 1942 |
|--------------|-----------------------------|-----------------------------|--------------------|--------------|-------------------|----------------------|-----------------------------|------------------------------------|------------------------|------------------------|--------------------------------------|
| First Class | | | | | | | | | | | |
| 19 | 21 | 17 | 3 | 1 | 7 | 23 | | | | | |
| The Chief | El Capitan | Super Chief | California Limited | The Scout | Fast Mail Express | Grand Canyon Limited | No. Cars | | | | |
| Leave Daily | Leave Wednesday and Sunday | Leave Wednesday and Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | |
| PM 7.02 | PM 6.42 | PM 6.32 | PM 5.45 | PM 12.45 | AM 4.55 | AM 1.55 | Yard | FW TY | 157.6 | | |
| 7.07 | 6.47 | 6.37 | 5.51 | 12.51 | 5.00 | 2.01 | | | 162.2 | 0.0 | |
| 7.12 | 6.51 | 6.41 | 5.56 | 12.57 | 5.05 | 2.07 | 72 | | 166.9 | 0.0 | |
| 7.19 | 6.57 | 6.47 | 6.04 | 1.05 | 5.12 | 2.15 | 69 | | 174.2 | 3.2 | |
| 7.25 | 7.03 | 6.53 | 6.10 | 1.12 | 5.18 | 2.22 | 79 | | 180.4 | 15.8 | |
| 7.31 | 7.08 | 6.58 | 6.17 | 1.20 | 5.25 | 2.29 | 77 | | 187.2 | 0.0 | |
| 7.35 | 7.12 | 7.02 | 6.21 | 1.25 | 5.29 | 2.34 | 72 | FW | 191.2 | 0.0 | |
| 7.44 | 7.20 | 7.10 | 6.30 | 1.34 | 5.37 | 2.43 | 82 | | 199.7 | 15.8 | |
| 7.50 | 7.25 | 7.15 | 6.36 | f 1.42 | 5.42 | 2.50 | 74 | W | 205.7 | 15.8 | |
| 7.57 | 7.32 | 7.22 | 6.43 | 1.51 | 5.49 | 2.58 | 72 | | 213.0 | 5.8 | |
| 8.03 | 7.37 | 7.27 | 6.49 | 1.58 | 5.55 | 3.05 | 75 | W Y | 219.2 | 0.0 | |
| 8.09 | 7.42 | 7.32 | 6.55 | 2.05 | 6.01 | 3.12 | 82 | | 225.4 | 0.0 | |
| 8.16 | 7.49 | 7.39 | 7.02 | 2.12 | 6.08 | 3.19 | 79 | FW | 232.3 | 0.0 | |
| 8.21 | 7.55 | 7.45 | 7.08 | 2.18 | 6.14 | 3.25 | 82 | | 238.3 | 0.0 | |
| 8.28 | 8.02 | 7.52 | 7.15 | 2.25 | 6.21 | 3.32 | 81 | | 245.5 | 0.0 | |
| 8.35 | 8.08 | 7.58 | s 7.24 | s 2.35 | s 6.29 | s 3.41 | 94 | W | 253.0 | 7.9 | |
| 8.41 | 8.14 | 8.04 | 7.29 | 2.42 | 6.34 | 3.47 | 152 | | 258.6 | 26.4 | |
| 8.46 | 8.18 | 8.08 | 7.34 | 2.47 | 6.38 | 3.52 | 72 | | 263.6 | 0.0 | |
| 8.51 | 8.22 | 8.12 | 7.39 | 2.52 | 6.42 | 3.57 | | | 268.8 | 0.0 | |
| 8.57 | 8.27 | 8.17 | 7.44 | 2.58 | 6.48 | 4.03 | 82 | | 274.8 | 17.4 | |
| 9.03 | 8.31 | 8.21 | 7.49 | 3.03 | 6.53 | 4.08 | | | 280.1 | 19.5 | |
| 9.10 PM | 8.37 PM | 8.27 PM | 7.55 PM | 3.10 PM | 7.00 AM | 4.15 AM | Yard | FW TY | 285.5 | 8.4 | |
| Arrive Daily | Arrive Wednesday and Sunday | Arrive Wednesday and Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| (60.0) | (66.6) | (66.6) | (58.9) | (52.8) | (61.3) | (54.7) |Average speed per hour | | | | |

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17 and 21 not less than ten minutes.

| TIME TABLE NO. 81 July 5, 1942 | Rating Grade Ascending | Capacity of Sidings | Office of Communication or Booth Phone | EASTWARD | | | | | | |
|--------------------------------------|---------------------------|------------------------|---|------------------------------------|--------------------------|-------------------------------------|------------------------------------|-----------------------|--------------|----------------------|
| | | | | First Class | | | | | | |
| | | | | 22 | 24 | 20 | 18 | 4 | 2 | 8 |
| | | | | El Capitan | Grand Canyon Limited | The Chief | Super Chief | California Limited | The Scout | Fast Mail Express |
| STATIONS | No. Cars | | Arrive Wednesday and Saturday | Arrive Daily | Arrive Daily | Arrive Wednesday and Saturday | Arrive Daily | Arrive Daily | Arrive Daily | |
| CALLUP 4.6 | 28.8 | Yard | C | AM 3.30 | AM 4.00 | AM 5.45 | AM 10.05 | PM 2.10 | PM 4.55 | PM 5.18 |
| WEST YARD 4.8 | 31.7 | 78 | B | 3.24 | 3.52 | 5.37 | 9.58 | 2.02 | 4.47 | 5.10 |
| DEFIANCE 7.2 | 31.7 | 72 | B | 3.20 | 3.46 | 5.31 | 9.54 | 1.56 | 4.41 | 5.05 |
| MANUELITO 6.2 | 31.7 | 72 | B | 3.14 | 3.38 | 5.23 | 9.47 | 1.47 | 4.32 | 4.58 |
| LUPTON 6.8 | 31.7 | 72 | B | 3.08 | 3.32 | 5.17 | 9.42 | 1.41 | 4.24 | 4.52 |
| ALLANTOWN 4.1 | 31.7 | 72 | B | 3.02 | 3.24 | 5.10 | 9.35 | 1.34 | 4.16 | 4.45 |
| HOUCK 8.5 | 31.7 | 89 | B | 2.59 | 3.20 | 5.06 | 9.31 | 1.30 | 4.11 | 4.41 |
| CHEHO 5.9 | 31.7 | 70 | B | 2.52 | 3.10 | 4.57 | 9.23 | 1.22 | 4.00 | 4.32 |
| CHAMBERS 7.3 | 31.7 | 72 | C | 2.46 | 3.04 | 4.51 | 9.18 | 1.16 | 3.53 | 4.26 |
| NAVAJO 6.2 | 31.7 | 72 | B | 2.39 | 2.56 | 4.43 | 9.11 | 1.08 | 3.44 | 4.18 |
| PINTA 6.2 | 31.7 | 72 | B | 2.33 | 2.50 | 4.37 | 9.05 | 1.02 | 3.37 | 4.12 |
| BIBO 6.9 | 31.7 | 72 | B | 2.27 | 2.43 | 4.30 | 8.59 | 12.55 | 3.29 | 4.06 |
| ADAMANA 6.1 | 19.0 | 95 | B | 2.21 | 2.36 | 4.23 | 8.53 | 12.48 | 3.21 | 3.59 |
| CARRIZO 7.2 | 31.7 | 72 | | 2.16 | 2.30 | 4.17 | 8.48 | 12.42 | 3.14 | 3.53 |
| ARNTZ 7.4 | 31.7 | 81 | B | 2.10 | 2.22 | 4.09 | 8.41 | 12.35 | 3.05 | 3.45 |
| HOLBROOK 5.6 | 31.7 | 101 | C | 2.04 | 2.14 | 4.01 | 8.34 | 12.27 | 2.56 | 3.38 |
| PENZANCE 4.8 | 31.7 | | B | 1.59 | 2.05 | 3.55 | 8.29 | 12.20 | 2.47 | 3.29 |
| JOSEPH CITY 5.2 | 16.9 | 75 | B | 1.55 | 2.00 | 3.50 | 8.25 | 12.15 | 2.42 | 3.24 |
| MANILA 5.9 | 12.9 | Spur 8 | B | 1.50 | 1.54 | 3.44 | 8.20 | 12.09 | 2.36 | 3.18 |
| HAVRE 5.4 | 31.7 | 72 | B | 1.44 | 1.48 | 3.38 | 8.15 | 12.03 PM | 2.29 | 3.12 |
| HOBSON 5.4 | 10.0 | 82 | B | 1.39 | 1.42 | 3.32 | 8.10 | 11.57 | 2.23 | 3.07 |
| WINSLOW | | Yard | C | 1.33 ²⁴ AM | 1.35 ²² AM | 3.25 AM | 8.05 AM | 11.50 AM | 2.15 PM | 3.00 PM |
| (127.7) | | | | Leave Wednesday and Saturday | Leave Daily | Leave Daily | Leave Wednesday and Saturday | Leave Daily | Leave Daily | Leave Daily |
| Average speed per hour..... | | | | (65.5) | (62.8) | (54.7) | (63.8) | (54.7) | (47.9) | (55.5) |



Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18 and 22 not less than ten minutes.

| GRAND CANYON DISTRICT | | | | | | |
|-----------------------|----------------------------------|------------------------|----------------------------|---------------------|----------------------------|-----------------|
| WEST- WARD | Capacity of Sidings | Miles from Williams | Rolling Grade Ascending | TIME TABLE | Rolling Grade Ascending | EAST- WARD |
| First Class | | | | NO. 81 | | First Class |
| 15 | | | | July 5, 1942 | | 14 |
| PASSENGER | | | | | | PASSENGER |
| Leave Daily | No. Cars | Miles | | STATIONS | | Arrive Daily |
| PM 8.00 | Yard | 63.7 | | GRAND CANYON | | AM 10.05 |
| 8.16 | 80 | 57.2 | 39.6 | 6.5 | 130.3 | f 9.39 |
| f 8.27 | 27 | 52.0 | 117.5 | COCONINO 5.2 | 158.4 | f 9.27 |
| 8.31 | 20 | 50.0 | 0.0 | APEX 2.0 | 158.4 | 9.21 |
| f 8.43 | 33 | 44.8 | 0.0 | HOPI 5.3 | 170.4 | f 9.07 |
| f 8.54 | 21 | 37.7 | 37.0 | ANITA 7.0 | 79.2 | f 8.56 |
| f 9.09 | 82 | 29.0 | 62.3 | WILLAHA 8.8 | 100.3 | f 8.43 |
| f 9.25 | 20 | 20.5 | 116.2 | VALLE 8.4 | 48.0 | f 8.30 |
| f 9.48 | 27 | 9.0 | 182.0 | QUIVERO 11.6 | 105.6 | f 8.07 |
| f 9.53 | 31 | 6.5 | 114.3 | RED LAKE 2.4 | 73.9 | f 8.02 |
| 10.20 PM | Yard | 0.0 | 158.4 | PITT 7.1 | 110.9 | 7.45 AM |
| Arrive Daily | | | | WILLIAMS | | Leave Daily |
| (27.6) |Average speed per hour..... | | | | (27.6) | |

At Grand Canyon, switch leading from main track to east leg of wye must be left lined and locked for the wye and switch at stem of the wye lined for the east leg.
 No. 14 will turn on wye and back into Grand Canyon.
 No. 15 will turn on wye and back into Williams.
 Phones in booths at all sidings.
 Wye at Anita.
 Water at Anita.
 F. W. Y. at Grand Canyon.

| WESTWARD | | | | | | | Capacity of Siding | Fuel, Water, Turn Tables and Wyes | Miles from Albuquerque | Rolling Grade Descending | Rolling Grade Ascending | TIME TABLE |
|------------------|----------------------------------|-----------------------------------|---|----------------|----------------------|-------------------------|-----------------------------|---|---------------------------|-----------------------------|----------------------------|----------------------|
| First Class | | | | | | | | | | | | NO. 81 |
| 19 | 21 | 17 | 3 | 1 | 7 | 23 | No. Cars | Miles | | | | July 5, 1942 |
| The Chief | El Capitan | Super Chief | California Limited | The Scout | Fast Mail Express | Grand Canyon Limited | | | | | | STATIONS |
| Leave Daily | Leave Wednesday and Sunday | Leave Wednesday and Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| PM 9.20 | PM 8.45 | PM 8.35 | PM 8.05 | PM 3.20 | AM 7.05 | AM 4.25 | Yard | FW TY | 285.5 | | | WINSLOW |
| 9.40 | 8.54 | 8.44 | 8.25 | 3.40 | 7.25 | 4.45 | 62 | | 293.0 | 66.0 | 75.0 | 7.6 |
| 9.47 | 9.00 | 8.50 | 8.32 | 3.50 | 7.32 | 4.54 | 61 | | 298.3 | 73.1 | 70.4 | MOQUI 5.3 |
| 9.55 | 9.09 | 8.59 | 8.43 | 4.03 | 7.41 | 5.06 | 72 | | 305.9 | 0.0 | 75.0 | DENNISON 7.6 |
| 10.04 | 9.17 | 9.07 | 8.54 | f 4.14 | 7.49 | 5.16 | 72 | | 312.1 | 23.8 | 60.7 | SUNSHINE 6.2 |
| 10.10 | 9.24 | 9.14 | 9.02 | 4.23 | 7.55 | 5.24 | 72 | | 317.3 | 22.7 | 69.7 | CANYON DIABLO 5.2 |
| 10.17 | 9.31 | 9.21 | 9.10 | 4.32 | 8.02 | 5.33 | 73 | WY | 322.7 | 0.0 | 75.0 | HIBBARD 5.4 |
| 10.25 | 9.40 | 9.30 | 9.18 | 4.42 | 8.09 | 5.43 | 74 | | 328.6 | 0.0 | 75.0 | ANGELL 6.0 |
| 10.31 | 9.46 | 9.36 | 9.25 | 4.50 | 8.15 | 5.50 | 72 | | 333.2 | 75.0 | 75.0 | WINONA 4.4 |
| 10.38 | 9.53 | 9.43 | 9.34 | 5.00 | 8.22 | 6.00 | 72 | | 339.1 | 70.4 | 75.0 | COSNINO 5.8 |
| 10.45 | 10.00 ³ | 9.50 ³ | s 9.45 ¹⁷ 10.02 ²¹ | s 5.15 | f 8.30 | s 6.15 | Yard | WY | 344.2 | 47.8 | 75.0 | CLIFFS 5.0 |
| 10.54 | 10.09 | 9.59 | 10.17 | 5.30 | 8.38 | 6.26 | 73 | Y | 350.8 | 0.0 | 75.0 | FLAGSTAFF 6.5 |
| 11.01 | 10.16 | 10.06 | 10.25 | f 5.40 | 8.45 | 6.36 | 98 | WY | 356.3 | 75.0 | 75.0 | RIORDAN 5.6 |
| 11.03 | 10.18 | 10.08 | 10.28 | 5.43 | 8.47 | 6.39 | | | 358.2 | 0.0 | 61.6 | BELLEMONT 1.8 |
| 11.08 | 10.23 | 10.13 | 10.34 | 5.50 | 8.51 | 6.46 | | | 362.5 | 75.0 | 64.5 | NEVIN 4.2 |
| 11.16 | 10.29 | 10.19 | 10.41 | 6.00 | 8.58 | 6.56 | 60 | | 368.0 | 97.0 | 75.8 | MAINE 5.6 |
| f 11.30 | f 10.40 | 10.30 | s 10.55 11.15 | s 6.20 | s 9.10 | s 7.15 7.35 | Yard | FW TY | 378.2 | 75.0 | 75.0 | CHALENDER 10.1 |
| 11.39 | 10.47 | 10.37 | 11.24 | 6.29 | 9.18 | 7.45 | | Y | 381.6 | 6.8 | 75.0 | WILLIAMS 3.4 |
| 11.50 | 10.58 | 10.48 | 11.35 | 6.40 | 9.28 | 7.57 | 72 | WB | 386.3 | 187.8 | 0.0 | SUPAI 4.7 |
| AM 12.07 | 11.15 | 11.05 | 11.52 | 6.57 | 9.45 | 8.15 | 77 | | 393.7 | 161.0 | 0.0 | McLELLAN 7.4 |
| s 12.20 12.35 | 11.28 | 11.18 | s 12.05 12.10 | s 7.15 | s 9.58 10.05 | s 8.30 8.35 | Yard | FW Y | 401.2 | 95.0 | 14.8 | DAZE 7.5 |
| 12.45 | 11.36 | 11.26 | 12.19 | 7.25 | 10.15 | 8.46 | 72 | | 408.8 | 75.0 | 75.0 | ASH FORK 7.6 |
| 12.57 | 11.47 | 11.37 | 12.27 | 7.36 | 10.24 | 8.57 | 82 | B | 414.7 | 39.6 | 75.0 | PINEVETA 5.8 |
| 1.07 | 11.53 | 11.43 | 12.35 | 7.47 | 10.32 | 9.05 | 62 | Y | 419.1 | 61.8 | 75.0 | GLEED 3.7 |
| 1.15 | AM 12.02 | 11.52 | 12.43 | 7.56 | 10.38 | 9.12 | | | 423.5 | 75.0 | 0.0 | CROOKTON 5.0 |
| 1.25 AM | 12.09 AM | 11.59 PM | 12.50 AM | 8.05 PM | 10.45 AM | 9.20 AM | Yard | FW TY | 423.8 | 95.0 | 0.0 | PAN 5.3 |
| Arrive Daily | Arrive Thursday and Monday | Arrive Wednesday and Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | SELICMAN |
| (37.2) | (42.0) | (42.0) | (35.2) | (30.0) | (40.2) | (31.7) |Average speed per hour | | | | | (142.7) |

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17 and 21 not less than ten minutes.

| TIME TABLE NO. 81 July 5, 1942 | Railing Grade Ascending | Railing Grade Descending | Fuel, Water, Turn Tables and Wyes | Office of Communication or Booth Phone | Capacity of Siding | EASTWARD | | | | | | |
|--------------------------------------|----------------------------|-----------------------------|--------------------------------------|---|-----------------------|-------------------------------------|-----------------------|-------------------|----------------------|-------------------------|-------------------------------------|----------------------|
| | | | | | | First Class | | | | | | |
| | | | | | | 18 | 4 | 2 | 8 | 24 | 22 | 20 |
| | | | | | | Super Chief | California Limited | The Scout | Fast Mail Express | Grand Canyon Limited | El Capitan | The Chief |
| STATIONS | | | | | No. Cars | Arrive Wednesday and Saturday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Wednesday and Saturday | Arrive Daily |
| WINSLOW | | | FW TY | C | Yard | AM 7.55 | AM 11.40 | PM 2.05 | PM 2.55 | AM 1.20 | AM 1.25 | AM 3.15 |
| 7.6 MOQUI | 31.7 | 75.0 | | | | 7.46 | 11.20 | 1.45 | 2.35 | 1.00 | 1.16 | 2.55 |
| 5.3 DENNISON | 31.4 | 70.4 | | | 62 | 7.42 | 11.13 | 1.39 | 2.29 | 12.55 | 1.12 | 2.48 |
| 7.6 SUNSHINE | 23.8 | 75.0 | | | | 7.36 | 11.05 | 1.32 | 2.20 | 12.47 | 1.06 | 2.38 |
| 6.2 CANYON DIABLO | 0.0 | 60.7 | | | 72 | 7.30 | 10.58 | 1.25 | 2.13 | 12.40 | 1.00 | 2.30 |
| 5.2 HIBBARD | 22.7 | 69.7 | | | | 7.25 | 10.52 | 1.19 | 2.07 | 12.34 | 12.55 | 2.22 |
| 5.4 ANGELL | 0.0 | 75.0 | WY | B | 72 | 7.21 | 10.46 | 1.13 | 2.01 | 12.28 | 12.51 | 2.15 |
| 6.0 WINONA | 0.0 | 75.0 | | | | 7.15 | 10.39 | 1.07 | 1.54 | 12.21 | 12.45 | 2.07 |
| 4.4 COSNINO | 75.0 | 75.0 | | | 85 | 7.11 | 10.33 | 1.02 | 1.49 | 12.15 | 12.41 | 2.02 |
| 5.8 CLIFFS | 70.4 | 75.0 | | | | 7.05 | 10.26 | 12.56 | 1.43 | 12.08 | 12.35 | 1.54 |
| 5.0 FLAGSTAFF | 47.3 | 75.0 | WY | C | Yard | 6.59 | 10.20 | 12.50 | 1.37 | 12.01 AM | 12.29 | 1.48 |
| 6.5 RIORDAN | 0.0 | 75.0 | Y | B | | 6.52 | 10.08 | 12.38 | 1.25 | 11.45 | 12.22 | 1.38 |
| 5.6 BELLEMONT | 75.0 | 75.0 | WY | C | 87 | 6.45 | 10.01 | 12.31 | 1.18 | 11.37 | 12.15 | 1.30 |
| 1.8 NEVIN | 0.0 | 61.6 | | | 70 | 6.43 | 9.58 | 12.28 | 1.15 | 11.35 | 12.13 | 1.27 |
| 4.2 MAINE | 75.0 | 64.6 | | | | 6.38 | 9.53 | 12.23 | 1.09 | 11.30 | 12.08 | 1.22 |
| 5.6 CHALENDER | 75.0 | 52.8 | | | 63 | 6.31 | 9.45 | 12.14 PM | 1.02 | 11.23 | 12.01 AM | 1.14 |
| 10.1 | 75.0 | 75.0 | | | | | | | | | | |
| WILLIAMS | | | FW TY | C | Yard | 6.18 | 9.30 | 11.59 | 12.48 | 11.10 10.50 | 11.48 | 1.00 |
| 3.4 SUPAI | 6.8 | 75.0 | Y | B | 26 | 6.12 | 9.22 | 11.47 | 12.39 | 10.42 | 11.42 | 12.51 |
| 2.5 SERENO | 95.0 | 0.0 | | | 71 | 6.07 | 9.17 | 11.42 | 12.35 | 10.37 | 11.36 | 12.46 |
| 6.2 CORVA | 95.0 | 0.0 | W | B | 72 | 5.54 | 9.04 | 11.28 | 12.22 | 10.23 | 11.23 | 12.33 |
| 6.7 DAZE | 95.0 | 0.0 | | | 86 | 5.41 | 8.50 | 11.13 | 12.08 PM | 10.08 | 11.09 | 12.20 |
| 7.5 ASH FORK | 95.0 | 14.8 | FW Y | C | Yard | 5.25 | 8.30 | 10.55 | 11.52 11.47 | 9.50 9.40 | 10.54 | 12.01 AM 11.55 |
| 7.6 PINEVETA | 75.0 | 75.0 | | | | 5.15 | 8.14 | 10.38 | 11.37 | 9.28 | 10.46 | 11.46 |
| 7.1 | 89.6 | 147.8 | | | | | | | | | | |
| CROOKTON | | | Y | B | 72 | 5.05 | 8.06 | 10.27 | 11.27 | 9.19 | 10.36 | 11.35 |
| 5.0 PAN | 75.0 | 0.0 | | | 72 | 4.59 | 7.58 | 10.19 | 11.20 | 9.12 | 10.29 | 11.28 |
| 5.3 SELICMAN | 75.0 | 0.0 | FW TY | C | Yard | 4.52 AM | 7.48 AM | 10.10 AM | 11.12 AM | 9.03 PM | 10.22 PM | 11.20 PM |
| (143.6) | | | | | | Leave Wednesday and Saturday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tuesday and Friday | Leave Daily |
| Average speed per hour..... | | | | | | (47.1) | (37.1) | (36.7) | (39.5) | (37.9) | (47.1) | (36.1) |

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18 and 22 not less than ten minutes.

| WESTWARD | | | | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Ash Fork | Ruling Grade Ascending | TIME TABLE NO. 81 July 5, 1942 | Ruling Grade Ascending | Office of Communication or Booth Phone | EASTWARD | | | | |
|--------------|--------------------|--------------|-----------------------|---------------------|-----------------------------------|---------------------|------------------------|--------------------------------------|------------------------|--|-------------|-------------|-----------------------|-------------|-------|
| Second Class | | First Class | | | | | | | | | First Class | | Second Class | | |
| 209 | 25 | 181 | 47 | | | | | | | | 42 | 170 | 26 | 216 | 210 |
| MIXED | MIXED | PASSENGER | PASSENGER | | | | | | | | PASSENGER | PASSENGER | MIXED | FREIGHT | MIXED |
| Leave Daily | Leave Friday Only | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Friday Only | Arrive Daily | Arrive Daily | | | | | | | |
| | | | AM 1.00 | Yard | WF Y | 0.0 | 51.7 | ASH FORK | 52.8 | C | PM 9.20 | | | | |
| | | | 1.13 | 71 | | 3.9 | 53.3 | CRUCE | 83.4 | B | 9.11 | | | | |
| | | | 1.24 | 39 | | 9.2 | 33.8 | MEATH | 81.8 | B | 9.04 | | | | |
| | | | 1.37 | 72 | | 16.0 | 0.0 | ROK | 79.2 | B | 8.53 | | | | |
| | | | f 1.50 | 73 | WY | 21.3 | 52.8 | DRAKE | 79.2 | C | f 8.41 | | | | |
| | | | 2.06 | 73 | | 29.4 | 64.9 | ABRA | 79.2 | B | 8.27 | | | | |
| | | | f 2.15 | 80 | Y | 33.6 | 79.2 | DEL RIO | 56.0 | B | f 8.21 | | | | |
| | | | f 2.19 | 88 | W | 35.1 | 79.2 | PURO | 56.0 | B | f 8.19 | | | | |
| | | | f 2.27 | 85 | | 38.9 | 79.2 | COPPER | 13.2 | B | f 8.11 | | | | |
| | | | 2.41 | 38 | | 44.6 | 79.5 | GRANITE | 39.6 | B | 8.02 | | | | |
| | PM 2.25 | | f 2.54 | 17 | | 51.0 | 79.5 | ENTRO | 66.5 | B | f 7.51 | AM 9.20 | | | |
| | 2.45 PM | | s 3.10 ²¹⁶ | Yard | WF TY | 57.1 | 158.4 | PRESCOTT | 0.0 | C | s 7.40 | 9.00 AM | AM 3.15 ⁴⁷ | | |
| | | | 3.20 | Spur 2 | | 60.0 | 158.4 | POWDER SPUR | 79.2 | B | 7.25 | | 3.08 | | |
| | | | 3.47 | 34 | Y | 65.6 | 0.0 | ALTO | 158.4 | B | 7.14 | | 2.43 | | |
| | | | f 3.54 | Spur 12 | | 67.6 | 0.0 | IRON SPRINGS | 158.4 | B | f 7.05 | | 2.29 | | |
| | | | f 4.09 | 62 | | 73.1 | 0.0 | RAMSGATE | 158.4 | B | f 6.47 | | 2.04 | | |
| | | | s 4.31 | 62 | WY | 80.6 | 5.0 | SKULL VALLEY | 79.2 | C | s 6.28 | | s 1.38 | | |
| | | | s 4.45 | 61 | | 86.8 | 79.7 | KIRKLAND | 79.7 | B | s 6.10 | | 1.10 | | |
| | | | 5.02 | 72 | | 95.4 | 79.2 | GRAND VIEW | 79.2 | B | 5.56 | | 12.50 | | |
| | | | s 5.19 | 62 | | 101.5 | 0.0 | HILLSIDE | 79.2 | C | s 5.43 | | 12.30 | | |
| | | | f 5.35 | 62 | W | 109.7 | 64.3 | DATE | 79.2 | B | f 5.25 | | 12.10 AM | | |
| | | | f 5.48 | 38 | | 116.4 | 79.2 | PIEDMONT | 79.2 | B | f 5.15 | | 11.40 | | |
| | | | s 6.02 | 72 | Y | 123.2 | 0.0 | CONGRESS | 79.2 | C | s 5.04 | | 11.20 | | |
| | | | 6.11 | 62 | | 129.6 | 0.0 | FLORES | 79.2 | B | 4.53 | | 11.00 | | |
| PM 9.20 | | | AM 7.35 | E22 W23 | Y | 134.9 | 8.2 | MATTHIE | 81.0 | B | 4.42 | PM 8.10 | 10.45 | AM 12.20 | |
| 9.35 PM | | | s 7.50 | Yard | WF | 139.6 | 0.0 | WICKENBURG | 79.2 | C | s 4.32 | s 8.00 | s 10.35 | 12.05 AM | |
| | | | 7.59 | 73 | | 143.5 | 79.7 | ALLAH | 79.2 | B | 4.21 | 7.46 | 10.25 | | |
| | | | f 8.12 | 72 | | 150.3 | 0.0 | CASTLE HOT SPR'GS | 78.9 | C | s 4.10 | f 7.35 | 10.11 | | |
| | | | 8.22 | 72 | | 157.6 | 0.0 | WITTMANN | 79.2 | B | f 3.59 | 7.26 | 9.56 | | |
| | | | 8.38 | 84 | Y | 169.1 | 0.0 | BEARDSLEY | 39.6 | B | f 3.43 | 7.11 | 9.35 | | |
| | | | 8.44 | 72 | | 173.6 | 52.8 | ENNIS | 42.3 | B | 3.37 | 7.05 | 9.20 | | |
| | | | 8.48 | 42 | | 176.7 | 0.0 | MARINETTE | 0.0 | B | f 3.33 | 7.00 | 9.10 | | |
| | | | f 8.53 | 72 | | 179.9 | 0.0 | PEORIA | 0.0 | C | s 3.28 | s 6.55 | 9.04 | | |
| | | | s 9.04 | Yard | | 184.2 | 3.4 | GLENDALE | 26.4 | C | s 3.21 | s 6.45 | s 8.50 | | |
| | | | 9.12 | Yard | | 188.9 | 0.0 | ALHAMBRA | 35.9 | B | 3.12 | 6.35 | 8.30 | | |
| | | | 9.17 | Yard | FWT | 191.0 | 26.4 | MOBEST | 15.8 | C | f 3.06 | 6.30 | 8.20 PM | | |
| | | | 9.30 AM | Yard | Y | 193.7 | | PHOENIX | | C | 3.00 PM | 6.20 PM | | | |
| Arrive Daily | Arrive Friday Only | Arrive Daily | Arrive Daily | | | | | (193.7) | | | Leave Daily | Leave Daily | Leave Friday Only | Leave Daily | |

WATER TANKS
BETWEEN
STATIONS AT
M. P. 89.1
M. P. 146.3
M. P. 175.0

(18.8)

(18.8)

(30.7)

(28.3)

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

(31.0)

(32.1)

(18.3)

(19.4)

(18.8)

CLARKDALE DISTRICT

| WESTWARD | | Capacity of Sidings | Fuel, Water Turn Tables and Wyes | Miles From Drake | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Office of Communication or Booth Phone | EASTWARD | |
|----------------------------|----------------------------------|---------------------|-------------------------------------|---------------------|---------------------------|--------------|-------|---------------------------|--|--------------|--------|
| Second Class | | | | | | NO. 81 | | | | Second Class | |
| 235 | | | | | | July 5, 1942 | | | | 236 | |
| MIXED | | | | | | MIXED | | | | | |
| Leave Daily Ex. Sunday | No. Cars | | | Miles | STATIONS | | | | Arrive Daily Ex. Sunday | | |
| PM 12.20 | Yard | W Y | | 0.0 | DRAKE 6.8 | | | C | AM 11.30 | | |
| f12.41 | 27 | | | 6.7 | MACK 3.9 | | 105.6 | | f11.08 | | |
| f12.55 | 28 | | | 10.6 | BEAR 7.6 | | 105.6 | B | f10.50 | | |
| s 1.25 | 28 | W | | 18.3 | PERKINSVILLE 9.6 | | 105.6 | B | s10.15 | | |
| f 2.00 | 17 | | | 27.8 | SYCAMORE 3.9 | | 75.5 | B | f 9.41 | | |
| f 2.11 | 16 | | | 31.8 | CREST 3.8 | | 39.6 | | f 9.30 | | |
| f 2.22 | 6 | | | 35.5 | TAPCO 2.4 | | 105.6 | | f 9.18 | | |
| 2.40 PM | Yard | FW Y | | 38.0 | CLARKDALE (38.0) | | 105.6 | C | 9.10 AM | | |
| Arrive Daily Ex. Sunday | | | | | | | | | Leave Daily Ex. Sunday | | |
| (16.3) |Average speed per hour..... | | | | | | | | | | (16.3) |

No switch lights on Clarkdale District.

CROWN KING DISTRICT

| WEST- WARD | | Capacity of Sidings | Fuel, Water Turn Tables and Wyes | Miles From Entro | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Office of Communication or Booth Phone | EAST- WARD | |
|-------------------------|----------------------------------|---------------------|-------------------------------------|------------------|---------------------------|--------------|-------|---------------------------|--|---------------|--------|
| Second Class | | | | | | NO. 81 | | | | Second Class | |
| 25 | | | | | | July 5, 1942 | | | | 26 | |
| MIXED | | | | | | MIXED | | | | | |
| Leave Friday only | No. Cars | | | Miles | STATIONS | | | | Arrive Friday only | | |
| AM 11.55 | Spur 7 | | | 28.0 | BLUE BELL 2.2 | | 158.4 | | AM 11.40 | | |
| PM 12.05 | 31 | W Y | | 25.8 | MAYER 4.2 | | 158.9 | C | 11.30 | | |
| 12.25 | 16 | Y | | 21.6 | POLAND JCT. 1.1 | | 0.0 | | 11.15 | | |
| f12.30 | Spur 7 | | | 20.5 | HURON 3.9 | | 110.9 | | f11.10 | | |
| s 1.00 | 20 | Y | | 16.6 | HUMBOLDT 1.8 | | 112.4 | B | s10.50 | | |
| f 1.10 | 12 | | | 14.8 | CHERRY CREEK 7.1 | | 53.3 | | f10.30 | | |
| f 1.40 | 12 | | | 7.7 | YAEGER 7.7 | | 73.9 | | f10.00 | | |
| 2.20 PM | 22 | | | 0.0 | ENTRO (28.0) | | 84.5 | B | 9.25 AM | | |
| Arrive Friday only | | | | | | | | | Leave Friday only | | |
| (11.5) |Average speed per hour..... | | | | | | | | | | (12.4) |

No switch lights on Crown King District.

PARKER DISTRICT

| WESTWARD | | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles From Matthie | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Office of Communication or Booth Phone | EASTWARD | |
|--------------|----------------------------------|---------------------|--------------------------------------|--------------------|---------------------------|--------------|------|---------------------------|--|-----------------------|--------|
| Second Class | | | | | | NO. 81 | | | | Second Class | |
| 233 | | | | | | July 5, 1942 | | | | 234 | |
| MIXED | | | | | | MIXED | | | | | |
| Leave Daily | No. Cars | | | Miles | STATIONS | | | | Arrive Daily | | |
| AM 12.25 | 23 | W.23 | | 0.0 | MATTHIE 6.2 | | 39.6 | B | AM 7.35 | PM 9.10 | |
| f12.37 | 45 | | | 6.2 | DIVIDE 8.3 | | 0.0 | B | f 7.25 | f 8.45 | |
| f12.51 | 24 | | | 14.5 | FOREPAUGH 7.7 | | 0.0 | B | f 7.12 | f 8.28 ¹¹⁷ | |
| f 1.04 | 46 | W | | 22.2 | AGUILA 8.9 | | 19.8 | C | s 7.00 | f 7.57 | |
| f 1.17 | 42 | | | 31.1 | GOLDEN 8.9 | | 0.0 | B | f 6.45 | f 7.38 | |
| f 1.30 | 45 | | | 40.0 | LOVE 4.8 | | 0.0 | B | 6.33 | f 7.20 | |
| f 1.40 | 12 | | | 44.8 | WENDEN 5.2 | | 26.4 | B | f 6.25 | f 7.10 | |
| s 2.00 | 24 | W | | 50.0 | SALOME 2.6 | | 29.0 | C | s 6.17 | s 7.00 | |
| 2.05 | 23 | | | 52.6 | HARCUVAR 7.7 | | 0.0 | B | 6.12 | 6.46 | |
| f 2.20 | 14 | | | 60.8 | VICKSBURG 0.8 | | 0.0 | B | f 5.54 | f 6.27 | |
| 2.22 | 45 | Y | | 61.1 | BUSH PIT 9.4 | | 0.0 | | 5.52 | 6.25 | |
| f 2.36 | 14 | | | 70.5 | UTTING 9.4 | | 0.0 | B | 5.39 | f 6.08 | |
| s 2.50 | 16 | W | | 79.9 | BOUSE 10.7 | | 0.0 | B | s 5.25 | s 5.49 | |
| f 3.10 | 48 | | | 90.6 | WALL 9.0 | | 0.0 | B | 5.08 | f 5.30 | |
| f 3.25 | 13 | | | 99.6 | DENNY 6.2 | | 5.8 | B | 4.55 | f 5.15 | |
| 3.35 AM | Yard | W Y | | 105.8 | PARKER (105.8) | | 31.7 | C | 4.45 AM | 5.00 PM | |
| Arrive Daily | | | | | | | | | Leave Daily | Leave Daily | |
| (33.4) |Average speed per hour..... | | | | | | | | | | (37.3) |
| (38.5) | | | | | | | | | | | (25.4) |

WATER TANK AT McVAY SPUR M. P. 66.8

(Continued from Page 3)

Rules 875-876: In addition, trains must stop and make the test prescribed:

At Supai—westward trains.

At Prieta—trains in both directions.

In making this test before descending heavy grades be governed as follows: When trains are brought to stop by the use of automatic air brakes, the brakes shall be released and when fully released on rear car an application must then be made to know that brakes are working through train and applied on rear car, when they shall be again released and when fully released and recharged on rear car, train may proceed.

28. Rules 10 (f) and 701: Red lights will be used in dwarf signals to indicate "Stop."

29. Nos. 1, 2, 3 and 4 will stop on flag at Adamana to pick up or discharge detour passengers.

Train No. 4 stop at any station to pick up revenue passengers for Albuquerque and east.

No. 3 will stop at Isleta to discharge revenue passengers originating east of Albuquerque, and will stop at any station west of Isleta to discharge revenue passengers originating at Albuquerque or east and south thereof.

Nos. 2 and 24 will stop on flag at any station to receive revenue passengers for Belen and Albuquerque, or for points east or south thereof.

SPRING SWITCHES

30. Gallup—Switch from eastward freight lead to eastward main track east of passenger station, normally lined for eastward freight lead.

Grants—West switch westward siding.

Holbrook—East switch eastward siding.

West switch westward siding.

Winslow—West end of yard, switch from yard lead to westward main track.

Winslow—East end of yard, switch from eastward freight lead, south side of yard, to westward main track and east end of crossover between eastward and westward main tracks, both normally lined for main track.

Seligman—East yard lead to eastward main track.

Maximum speed trailing through spring switches must not exceed 25 miles per hour.

Reverse movements must not be attempted until switches are properly lined by hand. If stop is made with train on spring switch, care must be taken to control slack action and avoid backward movement.

Trains finding signals immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

FIRST AND BELEN DISTRICTS

31. 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 plant at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, trains have no superiority. All trains and engines moving between these points must run at restricted speed expecting to find track occupied. Responsibility for accident rests with the approaching train.

32. Double track with automatic signals between Dalies and Gallup. Trains must keep to the left.

Double track extends through Gallup passenger yard.

No. 1 is westward main track.

No. 3 is eastward main track.

Automatic signals between Isleta, Dalies and Belen.

At meeting points between Isleta, Dalies and Belen train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

SECOND DISTRICT

33. Double track with automatic signals between Gallup and Winslow. Trains must keep to the left.

34. At Winslow, interlocking plant controls switch from westward main track to freight lead. Trains held by signals governing this switch will call on telephone. Westward trains will sound whistle signal per Rule 820-A or 820-B at microphone sign 4000 feet west of MP 280.

THIRD AND GRAND CANYON DISTRICTS

35. Double track with automatic signals between Winslow and Seligman.

Trains must keep to the left between Winslow and overhead bridge No. A-412-A near Mile Post 411, and to the right between this bridge and Seligman.

Rule 703 (A): On eastward track, automatic signals indicate "Proceed," "Medium Speed," or "Restricted Speed," only, from Signal 3992, east of Ash Fork, to Signal 3832-A, west of Supai, inclusive.

Double track extends through following passenger yards:

Winslow, No. 1 is eastward freight lead,

No. 2 is eastward main track,

No. 3 is westward main track.

Williams, No. 1 is Grand Canyon District main track,

No. 2 is eastward main track,

No. 3 is westward main track.

Ash Fork, No. 1 is Fourth District main track,

No. 2 is westward main track,

No. 3 is eastward main track.

Seligman, No. 1 is westward main track,

No. 2 is eastward main track.

36. Rule 830 (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.

37. Rule 711: Automatic block signals govern train movements through gantlet Bridge A-313, Canyon Diablo. The indications given by Signals 3121, 3122, 3123 and 3124 are superior to right, class and direction, subject to provisions of Rule 830 (a). If necessary to flag across bridge, flagman must proceed entirely across bridge, before being followed by train.

38. Not more than two engines of any class may be coupled together over Bridge A-313, Canyon Diablo.

39. The maximum tonnage per operative brake in freight service Supai to Ash Fork and on the Grand Canyon District is seventy-five tons.

40. Westward freight trains must stop ten minutes at Daze and eastward freight trains ten minutes at any station, Cliffs to Angell inclusive, for inspection of train and cooling wheels.

41. Ash Fork: Fourth District freight trains entering yard use west crossover and long lead. West switch of crossover and west switch of crossover between westward and eastward Third District main tracks electrically locked, controlled by operator in station. If no Third District train closely approaching, operator will release lock and permit train to enter yard. If delayed in crossing over, train must protect as prescribed by Rule D-99.

Further instructions inside locking case; if unable to operate use telephone and advise operator.

42. Rule D-99: At Riordan crossover movements are permitted governed by signal indication.

Trains and engines turning at Riordan to proceed westward, will be governed by Rule D-152, and when leaving westward leg of wye will be governed by the indication given by dwarf signal located at west end, and must receive a "proceed" signal before proceeding or fouling the circuit in advance of the signal.

A telephone and siren are located on opposite side of the wye track from dwarf signal. Enginemen failing to receive proceed indication or upon sound of the siren will promptly communicate with the operator at Flagstaff.

43. Rule 97 and Special Rule 13: Yellow indication of the dwarf signal will authorize the movement, with current of traffic, on westward track Riordan to Williams without clearance card, Form 902, or Form "G" train order, except if provision has been made for the use of a section of double track as single track between these points, a Form G train order must be obtained before proceeding.

Operator at Flagstaff must be authorized by train order before giving a proceed indication at Riordan and will maintain on Form 862 Standard a record of all westward trains passing Riordan.

FOURTH, CLARKDALE AND CROWN KING DISTRICTS

44. At Prescott and Alto, switches on stems of wyes must be left lined for west leg.

At Skull Valley and Congress switches on stems of wyes must be left lined for east leg.

45. The maximum tonnage per operative brake in freight service between Prescott and Skull Valley and on the Crown King District is seventy-five tons.

46. Westward freight trains must consume ten minutes at Ramsgate for inspection of train and cooling wheels.

47. Over Bridges B-14, west of Prairie, and E-74, west of Ramsgate, engines heavier than 3700 or 3800 class must not be coupled together; engines of 3700 and 3800 class or lighter may be coupled together over these bridges, but when so coupled must not exceed twenty miles per hour.

Over Bridge B-22, west of Drake, engines heavier than 3700 or 3800 class shall not be operated; single or double headed engines of 3700 and 3800 class shall not be operated over this bridge in excess of five miles per hour; and single or double headed engines lighter than 3700 or 3800 class shall not be operated over this bridge in excess of twenty miles per hour.

48.

49. Train movements on Beardsley and Bumstead Spurs must be authorized by train order.

50. At Clarkdale, a spring derail switch is located in upper yard below station, which is trailed through when entering yard and when leaving must be lined for movement and afterward restored to derail.

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

Yard and light engines must take every precaution to avoid delaying first-class trains on all tracks within Union Depot zone. Trains will approach switch at entrance to Union Depot tracks prepared to stop and will proceed only when track is known to be clear.

52. At Phoenix, engine or train crossing Southern Pacific main line on the tail of the wye, will first occupy the short track circuit north of the derailing switch; member of crew will then operate push button located on post south of the Southern Pacific main track, which will automatically release the electrically locked derail unless there is a Southern Pacific train occupying the track circuits approaching the crossing.

TIME SERVICE

A. J. STROBEL

General Watch Inspector, Topeka, Kan.

LOCAL WATCH INSPECTORS

- FRANK MINDLIN.....Albuquerque, N. M.
 E. PARKE SELLARD.....Gallup, N. M.
 J. C. MAY.....Winslow, Ariz.
 O. A. HESLA.....Prescott, Ariz.
 F. C. BUMB.....Clarkdale, Ariz.
 R. I. LAWRENCE.....Wickenburg, Ariz.
 H. H. HOWARD.....Phoenix, Ariz.
- W. E. Townsend, Traveling Watch Inspector, Flagstaff, Arizona
- At Seligman { 1st, 8:00 a.m. to 9:00 p.m.
 { 15th, 8:00 a.m. to 9:00 p.m.
- At Ash Fork { 2nd, 8:00 a.m. to 9:00 p.m.
 { 16th, 8:00 a.m. to 8:00 p.m.
- At Williams 3rd and 17th, 8 a.m. to 10:50 p.m.

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

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building.....Los Angeles, Cal.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg.....Los Angeles, Cal.
 DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building.....Los Angeles, Cal.

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| DR. H. W. GOELITZ, Local Surgeon.....Albuquerque | DR. T. E. COX, Local Surgeon.....Grand Canyon |
| DR. W. R. LOVELACE, Consulting Surgeon.....Albuquerque | DR. C. N. RUDIE, Local Surgeon.....Ash Fork |
| DR. E. C. MATTHEWS, Eye, Ear, Nose and Throat....Albuquerque | DR. J. W. CONNOR, Local Surgeon.....Seligman |
| DR. A. E. BESSETTE, Local Surgeon.....Belen | DR. C. E. YOUNT, Local Surgeon.....Prescott |
| DR. L. C. ADAY, Local Surgeon.....Grants | DR. R. N. LOONEY, Division Surgeon.....Prescott |
| DR. JOHN W. STOFER, Consulting Surgeon.....Gallup | DR. E. A. BORN, Assistant Local Surgeon.....Prescott |
| DR. H. T. WATSON, Local Surgeon.....Gallup | DR. C. R. SWETNAM, Ear, Nose and Throat.....Prescott |
| DR. FRANK W. PARKER, Assistant Local Surgeon.....Gallup | DR. FLOYD B. BRALLIAR, Local Surgeon.....Wickenburg |
| DR. J. F. SMITH, Eye, Ear, Nose and Throat.....Gallup | DR. H. S. DENNINGER, Local Surgeon.....Glendale |
| DR. E. A. CAMPBELL, Consulting Surgeon.....Gallup | DR. H. K. BEAUCHAMP, Local Surgeon.....Phoenix |
| DR. H. K. WILSON, Local Surgeon.....Holbrook | DR. HOWELL RANDOLPH, Local Surgeon.....Phoenix |
| DR. W. G. MORTON, Division Surgeon.....Winslow | DR. WM. A. SCHWARTZ, Eye, Ear, Nose and Throat Specialist .....Phoenix |
| DR. M. G. WRIGHT, Consulting Local Surgeon.....Winslow | DR. B. L. MELTON, Assistant Eye, Ear, Nose and Throat Specialist .....Phoenix |
| DR. A. H. SCHERMANN, Consulting Surgeon.....Flagstaff | |
| DR. FRANK W. EDEL, Local Surgeon.....Williams | |
| DR. B. G. CARSON, Assistant Local Surgeon.....Williams | |

First Aid Kits are located at Dalies, Grants, Houck, Adamana, Holbrook, Angell, Ash Fork, Drake, Prescott and with all regularly assigned extra gangs.

SANTA FE SAFETY FIRST

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

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

