

**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 Bldg., Los Angeles, Cal.

DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg., Los Angeles, Cal.

DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Bldg., Los Angeles, Cal.

DR. J. W. CONNOR, Local Surgeon.....Seligman

DR. WALTER BRAZIE, Local Surgeon.....Kingman

DR. FRANCIS FINDLAY, Assistant Local Surgeon.....Kingman

DR. BRUCE W. MILLIGAN, Division Surgeon.....Needles

DR. H. C. MATTHEWS, Emergency Surgeon.....Needles

DR. LYLE GRAHAM, Local Surgeon.....Newberry

DR. R. J. MACDONALD, Local Surgeon.....Barstow

DR. C. A. GRAYBILL, Assistant Local Surgeon.....Barstow

DR. H. L. HORSWILL, Local Surgeon.....Mojave

DR. JOE SMITH, Local Surgeon.....Bakersfield

DR. G. S. LAMBETH, Assistant Local Surgeon.....Bakersfield

DR. S. O. HARRIS, Assistant Local Surgeon.....Bakersfield

DR. R. M. JONES, Eye, Ear, Nose and Throat Specialist.....Bakersfield

DR. K. S. McKEE, Oculist and Aurist.....Bakersfield

DR. E. J. GARRISON, Local Surgeon.....Blythe

DR. ROBERT L. CURRIE, Local Surgeon.....Parker

First Aid Kits are located at Peach Springs, Yucca, Cadiz, Rice and Boron, on all locomotives, and with all regularly assigned extra gangs.

O. R. HAMMIT,
Trainmasters,
Needles, Cal.

S. ROGERS,

E. R. ROBERTSON,
Trainmaster,
Barstow, Cal.

E. O. BAGENSTOS,
Trainmaster,
Bakersfield, Cal.

LEROY DUNCAN,
Chief Dispatcher,
Needles, Cal.

L. W. PARSONS,
G. C. ATWILL,
J. T. DAWE,

H. W. WITSKEN,
H. H. HEADLEE,
C. S. SORENSON,

I. L. CRAWFORD,
G. M. YOUNG,
C. O. MINKLER,

A. B. DAVIDSON,
R. E. GUY,
E. C. HENSON,
M. N. HALE,

W. F. MOHR,
Night Chief Dispatcher,
Needles, Cal.

W. A. ROEBUCK,
Asst. Chief Dispatcher,
Needles, Cal.

Dispatchers,
Needles, Cal.

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



ARIZONA DIVISION

**EMPLOYES'
TIME TABLE No.**

102

IN EFFECT

Sunday, June 2, 1946

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

**Superseding Time Table No. 101, Dated Nov. 12, 1944
and any Supplements thereto.**

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

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

**G. R. BUCHANAN,
Asst. General Manager,
Los Angeles, Cal.**

**J. W. MURPHY,
Superintendent,
Needles, Cal.**

| WESTWARD | | | | | | | | TIME TABLE | Mile Posts | Ruling Grade Ascending | Ruling Grade Descending | Fuel, Water, Turn Tables and Wyes | Car Capacity of Sidings |
|--------------|----------------------------|---------------------|----------------------------|--------------------|--------------|-------------------|----------------------|------------------------------|------------|------------------------|-------------------------|-----------------------------------|-------------------------|
| FIRST CLASS | | | | | | | | | | | | | |
| 123 | 17 | 19 | 21 | 3 | 1 | 7 | 23 | NO. 102 | STATIONS | | | | |
| El Tovar | Super Chief | The Chief | El Capitan | California Limited | The Scout | Fast Mail Express | Grand Canyon Limited | June 2, 1946 | | | | | |
| Leave Daily | Leave Sunday and Wednesday | Leave Daily | Leave Sunday and Wednesday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| PM 11-35 | PM 11-22 | PM 11-15 | PM 10-13 | PM 8-00 | PM 5-50 | AM 9-40 | AM 5-45 | SELIGMAN | 428.8 | | | FW TY | Yard |
| 11-42 | 11-26 | 11-19 | 10-17 | 8-07 | 5-57 | 9-45 | 5-52 | CHINO | 432.7 | 72.9 | 49.6 | | 59 |
| 11-49 | 11-33 | 11-26 | 10-24 | 8-14 | 6-04 | 9-52 | 5-59 | AUDLEY | 439.8 | 70.8 | 75.0 | | 103 |
| 11-57 AM | 11-39 | 11-32 | 10-30 | 8-22 | 6-12 | 9-59 | 6-07 | PICA | 446.4 | 75.0 | 75.0 | W | 103 |
| 12-05 | 11-45 ¹⁰ | 11-45 ¹⁷ | 10-36 | 8-30 | 6-20 | 10-06 | 6-15 | YAMPAI | 451.9 | 75.0 | 69.7 | Y | 103 |
| 12-08 | 11-48 | 11-53 | 10-39 | 8-33 | 6-23 | 10-09 | 6-18 | FIELDS | 454.7 | 0.0 | 75.0 | | |
| 12-14 | 11-54 | 11-59 AM | 10-45 | 8-39 | 6-29 | 10-15 | 6-24 | NELSON | 460.2 | 0.0 | 105.6 | | 88 |
| 12-18 | 11-58 AM | 12-03 | 10-49 | 8-43 | 6-33 | 10-18 | 6-28 | SHIPLEY | 463.2 | 0.0 | 75.0 | | |
| 12-21 | 12-01 | 12-07 | 10-52 | 8-46 | 6-36 | 10-21 | 6-31 | PEACH SPRINGS | 465.8 | 0.0 | 75.0 | W | 103 |
| 12-27 | 12-06 | 12-12 | 10-57 | 8-52 | 6-42 | 10-27 | 6-37 | CHEROKEE | 471.5 | 0.0 | 75.0 | | |
| 12-34 | 12-10 | 12-17 | 11-01 | 8-58 | 6-49 | 10-33 | 6-43 | TRUXTON | 477.6 | 0.0 | 75.0 | | 103 |
| 12-42 | 12-18 | 12-25 | 11-09 | 9-06 | 6-57 | 10-41 | 6-51 | VALENTINE | 484.0 | 0.0 | 74.5 | | |
| 12-49 | 12-22 | 12-30 | 11-13 | 9-14 | 7-06 | 10-46 | 6-59 | HACKBERRY | 489.0 | 0.0 | 74.5 | FW | 91 |
| 12-55 | 12-27 | 12-36 | 11-18 | 9-21 | 7-13 | 10-51 | 7-06 | ANTARES | 495.1 | 43.8 | 22.7 | | 68 |
| 1-01 | 12-33 | 12-43 | 11-24 | 9-27 | 7-20 | 10-56 | 7-12 | WALAPAI | 501.3 | 0.0 | 71.8 | | 67 |
| 1-09 | 12-40 | 12-50 | 11-31 | 9-36 | 7-29 | 11-03 | 7-21 | BERRY | 509.4 | 46.0 | 33.3 | Y | 103 |
| 1-14 | 12-45 | 12-55 | 11-36 | 9-41 | 7-35 | 11-07 | 7-26 | LOUISE | 513.9 | 50.2 | 0.0 | | |
| 1-23 | 12-50 | 1-00 | 11-41 | 9-48 | 7-45 | 11-14 | 7-33 | KINGMAN | 516.4 | 0.0 | 95.0 | WY | 114 |
| 1-29 | 12-56 | 1-06 | 11-47 | 9-54 | 7-52 | 11-20 | 7-39 | McCONNICO | 520.7 | 0.0 | 95.0 | | 47 |
| 1-36 | 1-02 | 1-13 | 11-53 | 10-01 | 7-59 | 11-26 | 7-46 | GRIFFITH | 527.8 | 0.0 | 75.0 | | 103 |
| 1-40 | 1-06 | 1-17 | 11-57 AM | 10-05 | 8-04 | 11-30 | 7-50 | KASTER | 531.1 | 0.0 | 73.5 | | |
| 1-45 | 1-10 | 1-21 | 12-01 | 10-09 | 8-10 | 11-34 | 7-54 | ATHOS | 535.2 | 0.0 | 75.0 | | 68 |
| 1-51 | 1-14 | 1-26 | 12-05 | 10-15 | 8-17 | 11-38 | 8-00 | YUCCA | 540.2 | 0.0 | 75.0 | W | 103 |
| 1-57 | 1-19 | 1-31 | 12-10 | 10-21 | 8-25 | 11-45 | 8-06 | HAVILAND | 546.2 | 0.0 | 75.0 | | 75 |
| 2-03 | 1-24 | 1-38 | 12-15 | 10-27 | 8-33 | 11-51 | 8-12 | FRANCONIA | 552.7 | 0.0 | 63.4 | | 91 |
| 2-09 | 1-29 | 1-44 | 12-20 | 10-33 | 8-41 | 11-57 PM | 8-18 | POWELL | 558.8 | 32.5 | 73.9 | | 67 |
| 2-16 | 1-37 | 1-52 | 12-28 | 10-42 | 8-51 | 12-04 | 8-27 | TOPOCK | 565.9 | 46.5 | 68.4 | | 103 |
| 2-22 | 1-43 | 1-59 | 12-34 | 10-50 | 8-59 | 12-14 | 8-35 | BEAL | 571.3 | 53.9 | 62.3 | | 66 |
| 2-30 AM | 1-51 AM | 2-10 AM | 12-42 AM | 11-00 PM | 9-10 PM | 12-25 PM | 8-45 AM | NEEDLES | 578.0 | | | FW TY | Yard |
| Arrive Daily | Arrive Monday and Thursday | Arrive Daily | Arrive Monday and Thursday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (148.7) | | | | | |
| (51.0) | (59.9) | (51.0) | (59.9) | (49.6) | (44.6) | (54.1) | (49.6) | 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

ARIZONA DIVISION

3

| | | | | | EASTWARD | | | | | | | | |
|---|--|--|--------------------------------|-------------------------------|--------------------------------------|-------------------------------------|---------------------|--------------------------|-----------------------------|---------------------|----------------------------------|---------------------------------|--------------------|
| | | | | | FIRST CLASS | | | | | | | | |
| | | | | | 18 | 4 | 2 | 8 | 24 | 20 | 22 | 124 | |
| | | | | | Super Chief | California Limited | The Scout | Fast Mail Express | Grand Canyon Limited | The Chief | El Capitan | El Tovar | |
| | | | | | Arrive Wednesday and Saturday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tuesday and Friday | Arrive Daily | |
| Car Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Offices of Communication and Booth Phones | Ruling Grade Descending | Ruling Grade Ascending | TIME TABLE | | | | | | | | |
| | | | | | NO. 102 | | | | | | | | |
| | | | | | June 2, 1946 | | | | | | | | |
| Yard | FW TY | C | | | STATIONS | | | | | | | | |
| | | B | 49.6 | 52.8 | SELIGMAN | AM 5:22 | AM 7:15 | AM 9:00 | AM 10:40 | PM 8:15 | PM 10:10 | PM 10:52 | AM 2:00 |
| | | B | 70.8 | 52.8 | CHINO | 5:16 | 7:06 | 8:52 | 10:33 | 8:10 | 10:04 | 10:46 | 1:53 |
| 108 | | B | 75.0 | 75.0 | AUDLEY | 5:09 | 6:59 | 8:44 | 10:25 | 8:04 | 9:57 | 10:39 | 1:45 |
| 108 | W | B | 75.0 | 69.7 | PICA | 5:03 | 6:50 | 8:34 | 10:16 | 7:57 | 9:51 | 10:33 | 1:35 |
| 108 | Y | C | 0.0 | 75.0 | YAMPAI | 4:57 | 6:39 | 8:24 | 10:08 | 7:51 | 9:45 | 10:27 | 1:25 |
| 67 | | B | 0.0 | 75.0 | FIELDS | 4:53 | 6:33 | 8:17 | 10:02 | 7:45 | 9:39 | 10:23 | 1:20 |
| 109 | | C | 0.0 | 75.0 | NELSON | 4:45 | 6:24 | 8:07 | 9:52 | 7:36 | 9:30 | 10:15 | 1:10 |
| 68 | | B | 0.0 | 75.0 | SHIPLEY | 4:40 | 6:19 | 8:01 | 9:46 | 7:30 | 9:25 | 10:10 | 1:05 |
| 108 | W | C | 0.0 | 75.0 | PEACH SPRINGS | 4:37 | 6:14 | 7:56 | 9:41 | 7:24 | 9:22 | 10:07 | 1:00 |
| 58 | | B | 0.0 | 75.0 | CHEROKEE | 4:29 | 6:06 | 7:48 | 9:33 | 7:16 | 9:14 | 9:59 | 12:52 |
| 106 | | B | 0.0 | 75.0 | TRUXTON | 4:20 | 5:57 | 7:38 | 9:24 | 7:07 | 9:06 | 9:51 | 12:43 |
| 57 | | B | 0.0 | 74.5 | VALENTINE | 4:10 | 5:44 | 7:23 | 9:11 | 6:54 | 8:54 | 9:39 | 12:30 |
| 101 | FW | C | 43.8 | 22.7 | HACKBERRY | 4:05 | 5:33 | 7:12 | 9:01 | 6:44 | 8:49 | 9:34 | 12:20 |
| 108 | | B | 0.0 | 71.8 | ANTARES | 3:59 | 5:18 | 6:54 | 8:45 | 6:29 | 8:43 | 9:28 | 12:05 AM |
| 68 | | B | 46.0 | 33.3 | WALAPAI | 3:52 | 5:10 | 6:44 | 8:38 | 6:22 | 8:37 | 9:22 | 11:58 |
| 108 | Y | B | 50.2 | 0.0 | BERRY | 3:43 | 5:01 | 6:32 | 8:30 | 6:14 | 8:30 | 9:16 | 11:50 |
| 84 | | B | 0.0 | 75.0 | LOUISE | 3:39 | 4:56 | 6:26 | 8:25 | 6:09 | 8:26 | 9:12 | 11:45 |
| 108 | WY | C | 0.0 | 75.0 | KINGMAN | 3:35 | 4:51 | 6:21 | 8:19 | 6:03 | 8:20 | 9:07 | 11:38 |
| 64 | W | B | 0.0 | 75.0 | HARRIS | 3:28 | 4:36 | 6:05 | 8:04 | 5:49 | 8:08 | 8:58 | 11:23 |
| 108 | | B | 0.0 | 75.0 | GRIFFITH | 3:19 | 4:26 | 5:52 | 7:55 | 5:40 | 7:59 | 8:49 | 11:13 |
| 60 | | B | 0.0 | 73.5 | KASTER | 3:13 | 4:19 | 5:44 | 7:49 | 5:34 | 7:53 | 8:43 | 11:06 |
| 67 | | B | 0.0 | 75.0 | ATHOS | 3:06 | 4:12 | 5:36 | 7:43 | 5:28 | 7:46 | 8:36 | 10:59 |
| 101 | W | C | 0.0 | 75.0 | YUCCA | 2:58 | 4:03 | 5:26 | 7:35 | 5:20 | 7:38 | 8:28 | 10:50 |
| 68 | | B | 0.0 | 75.0 | HAVILAND | 2:49 | 3:54 | 5:15 | 7:27 | 5:12 | 7:30 | 8:20 | 10:41 |
| 101 | | B | 0.0 | 63.4 | FRANCONIA | 2:40 | 3:44 | 5:03 | 7:18 | 5:03 | 7:21 | 8:11 | 10:31 |
| 67 | | B | 32.5 | 73.9 | POWELL | 2:33 | 3:35 | 4:51 | 7:10 | 4:55 | 7:12 | 8:02 | 10:22 |
| 108 | | C | 46.5 | 68.4 | TOPOCK | 2:24 | 3:25 | 4:40 | 7:01 | 4:46 | 7:04 | 7:54 | 10:15 |
| | | B | 53.9 | 62.3 | BEAL | 2:18 | 3:18 | 4:30 | 6:54 | 4:39 | 6:58 | 7:48 | 10:08 |
| Yard | FW TY | C | | | NEEDLES | 2:10 AM | 3:08 AM | 4:20 AM | 6:45 AM | 4:30 PM | 6:50 PM | 7:40 PM | 10:00 PM |
| | | | | | (149.4) | Leave Wednesday and Saturday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tuesday and Friday | Leave Daily |
| Average speed per hour | | | | | (46.7) | (36.3) | (32.0) | (33.1) | (39.8) | (44.8) | (46.7) | (37.4) | |

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.

| TIME TABLE NO. 102 June 2, 1946 | WESTWARD | | | | | | |
|---|--------------------|-------------------|--------------------|--------------|----------------------|--------------|-------------------|
| | FIRST CLASS | | | | | | |
| | 3 | 1 | 7 | 243 | 23 | 201 | 123 |
| | California Limited | The Scout | Fast Mail Express | PASSENGER | Grand Canyon Limited | PASSENGER | El Tovar |
| STATIONS | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| NEEDLES | PM 11:10 | PM 9:20 | PM 12:35 | | AM 8:55 | | AM 2:40 |
| 7.4 JAVA | 11:25 | 9:43 | 12:50 | | 9:18 | | 2:56 |
| 6.8 IBIS | 11:40 | 9:57 | 1:02 | | 9:32 | | 3:09 |
| 4.3 BANNOCK | 11:49 | 10:08 | 1:11 | | 9:43 | | 3:18 |
| 4.8 HOMER | 11:58 | 10:19 | 1:20 | | 9:54 | | 3:27 |
| 7.6 GOFFS | 12:10 | 10:35 | 1:34 | | 10:10 | | 3:41 |
| 5.2 PIUTE | 12:15 | 10:40 | 1:39 | | 10:15 | | 3:46 |
| 4.4 FENNER | 12:19 | 10:45 | 1:43 | | 10:20 | | 3:51 |
| 7.5 ESSEX | 12:25 | 10:52 | 1:49 | | 10:27 | | 3:59 |
| 4.1 ARIMO | 12:29 | 10:57 | 1:52 | | 10:32 | | 4:03 |
| 4.4 DANBY | 12:33 | 11:02 | 1:56 | | 10:37 | | 4:07 |
| 7.1 SIAM | 12:39 | 11:09 | 2:02 | | 10:45 | | 4:13 |
| 6.3 CADIZ | 1:00 | 11:22 | 2:08 | | 10:59 | | 4:22 |
| 6.9 BOLO | 1:09 | 11:32 | 2:15 | | 11:09 | | 4:29 |
| 3.4 SALTUS | | | | | | | |
| 3.1 AMBOY | 1:17 | 11:40 | 2:22 | | 11:17 | | 4:36 |
| 7.8 BAGDAD | 1:28 | 11:50 | 2:29 | | 11:26 | | 4:43 |
| 4.1 TROYAN | 1:35 | 11:56 | 2:33 | | 11:32 | | 4:47 |
| 3.2 SIBERIA | 1:41 | 12:04 | 2:38 | | 11:39 | | 4:52 |
| 3.2 KLONDIKE | 1:48 | 12:19 | 2:46 | | 11:47 | | 5:02 |
| 4.3 ASH HILL | 1:54 | 12:28 | 2:53 | | 11:59 | | 5:11 |
| 6.7 LUDLOW | 2:02 | 12:38 | 3:00 | | 12:08 | | 5:17 |
| 5.1 ARGOS | 2:08 | 12:48 | 3:06 | | 12:17 | | 5:23 |
| 3.1 PISGAH | 2:18 | 12:59 | 3:14 | | 12:28 | | 5:34 |
| 6.2 HECTOR | 2:26 | 1:05 | 3:19 | | 12:36 | | 5:43 |
| 8.7 TROY | 2:34 | 1:12 | 3:24 | | 12:44 | | 5:50 |
| 6.1 NEWBERRY | 2:42 | 1:18 | 3:29 | | 12:52 | | 5:56 |
| 6.1 MINNEOLA | 2:50 | 1:24 | 3:34 | | 12:59 | | 6:03 |
| 3.6 GALE | | | | PM | | AM | |
| 2.9 DAGGETT | 3:00 | 1:30 | 3:40 | 2:50 | 1:06 | 10:13 | 6:13 |
| 4.0 NEBO | 3:08 | 1:36 | 3:45 | 2:55 | 1:11 | 10:18 | 6:18 |
| 4.3 BARSTOW | 3:20 | 1:45 | 3:55 | 3:05 | 1:20 | 10:25 | 6:30 |
| | AM | AM | PM | PM | PM | AM | AM |
| (167.6) | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Average speed per hour..... | (40.2) | (37.9) | (50.3) | (35.2) | (37.9) | (44.0) | (43.7) |

★NOTE. No. 203 will be operated only on the schedule due to leave Daggett on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 21 and 203 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 21 and 203 not less than ten minutes.

SECOND DISTRICT

ARIZONA DIVISION

5

| WESTWARD | | | | | | | TIME TABLE | Mile Posts | Ruling Grade Ascending | Ruling Grade Descending | Office of Communication and Booth Phones | Fuel, Water, Turn Tables and Wyes | Car Capacity of Sidings |
|--------------|--------------|-----------|----------------------------|----------------------------|--------------|--------------|-----------------|------------|------------------------|-------------------------|--|-----------------------------------|-------------------------|
| FIRST CLASS | | | | | | | | | | | | | |
| 223 | 19 | 203 | 17 | 21 | 207 | 237 | | | | | | | |
| PASSENGER | The Chief | PASSENGER | Super Chief | El Capitan | PASSENGER | PASSENGER | NO. 102 | | | | | | |
| Leave Daily | Leave Daily | ★See Note | Leave Monday and Thursday | Leave Monday and Thursday | Leave Daily | Leave Daily | June 2, 1946 | | | | | | |
| | | | | | | | STATIONS | | | | | | |
| | AM 2:20 | | AM 2:01 | AM 12:52 | | | NEEDLES | 578.0 | | | C | FW TY | Yard |
| | 2:35 | | 2:16 | 1:07 | | | 7.4 JAVA | 585.6 | 78.7 | 0.0 | B | | 103 |
| | 2:47 | | 2:29 | 1:20 | | | 6.8 IBIS | 592.4 | 76.3 | 0.0 | C | W | 103 |
| | 2:55 | | 2:37 | 1:28 | | | 4.3 BANNOCK | 596.7 | 76.2 | 0.0 | B | | 103 |
| | 3:03 | | 2:45 | 1:35 | | | 4.8 HOMER | 601.5 | 74.6 | 0.0 | B | | 93 |
| | 3:15 | | 2:57 | 1:47 | | | 7.6 GOFFS | 609.1 | 74.6 | 42.2 | C | WY | 103 |
| | 3:20 | | 3:02 | 1:52 | | | 5.2 PIUTE | 614.3 | 0.0 | 52.8 | B | | |
| | 3:24 | | 3:06 | 1:56 | | | 4.4 FENNER | 618.7 | 0.0 | 52.8 | B | W | 108 |
| | 3:30 | | 3:12 | 2:02 | | | 7.5 ESSEX | 626.2 | 0.0 | 52.8 | B | | 60 |
| | 3:34 | | 3:16 | 2:06 | | | 4.1 ARIMO | 630.3 | 0.0 | 52.8 | B | | |
| | 3:38 | | 3:20 | 2:10 | | | 4.4 DANBY | 634.7 | 0.0 | 52.8 | B | W | 103 |
| | 3:44 | | 3:26 | 2:16 | | | 7.1 SIAM | 641.8 | 0.0 | 52.8 | B | | |
| | f 3:53 | | 3:32 | 2:22 | | | 6.3 CADIZ | 648.1 | 0.0 | 48.0 | C | FWY | 103 |
| | 4:02 | | 3:37 | 2:27 | | | 6.9 BOLO | 655.0 | 26.4 | 52.8 | B | | |
| | | | | | | | 3.4 SALTUS | 658.4 | 0.0 | 49.6 | B | | |
| | 4:08 | | 3:42 | 2:32 | | | 3.1 AMBOY | 661.5 | 0.0 | 15.8 | C | | 103 |
| | 4:14 | | 3:48 | 2:38 | | | 7.8 BAGDAD | 669.3 | 37.0 | 11.6 | C | | 103 |
| | 4:18 | | 3:52 | 2:42 | | | 4.1 TROJAN | 673.5 | 73.9 | 0.0 | B | | 83 |
| | 4:23 | | 3:56 | 2:46 | | | 3.2 SIBERIA | 676.7 | 73.9 | 0.0 | B | | 103 |
| | 4:32 | | 4:05 | 2:55 | | | 5.2 KLONDIKE | 682.0 | 73.9 | 0.0 | B | | 68 |
| | 4:40 | | 4:11 | 3:01 | | | 4.3 ASH HILL | 686.7 | 73.9 | 0.0 | B | Y | 103 |
| | 4:47 | | 4:18 | 3:08 | | | 6.7 LUDLOW | 693.4 | 26.4 | 52.8 | C | W | 113 |
| | 4:53 | | 4:25 | 3:15 | | | 5.1 ARGOS | 698.5 | 52.8 | 0.0 | B | | 67 |
| | 5:00 | | 4:33 | 3:23 | | | 8.1 PISGAH | 706.6 | 52.8 | 44.0 | B | | 103 |
| | 5:05 | | 4:38 | 3:27 | | | 6.2 HECTOR | 712.8 | 0.0 | 52.8 | B | | 69 |
| | 5:11 | | 4:43 | 3:32 | | | 6.7 TROY | 719.5 | 0.0 | 39.6 | B | | 68 |
| | 5:16 | | 4:48 | 3:37 | | | 6.1 NEWBERRY | 725.6 | 26.4 | 0.0 | B | WY | 103 |
| | 5:23 | | 4:53 | 3:42 | | | 6.1 MINNEOLA | 731.7 | 26.4 | 0.0 | B | | 103 |
| | | | | | | | 3.6 GALE | 735.3 | 38.2 | 0.0 | B | | |
| AM 6:08 | 5:30 | AM 5:25 | 4:58 | 3:47 | AM 1:25 | AM 1:00 | 2.3 DAGGETT | 737.6 | 31.7 | 13.0 | C | | 103 |
| 6.13 | 5:34 | 5:29 | 5:02 | 3:51 | 1:30 | 1:05 | 4.0 NEBO | 741.6 | 31.7 | 31.7 | B | | 64 |
| 6.20 AM | 5:40 AM | 5:35 AM | 5:13 AM | 4:00 AM | 1:40 AM | 1:15 AM | 4.8 BARSTOW | 746.4 | 31.7 | 31.7 | C | FW TY | Yard |
| Arrive Daily | Arrive Daily | ★See Note | Arrive Monday and Thursday | Arrive Monday and Thursday | Arrive Daily | Arrive Daily | (167.6) | | | | | | |

(44.0) (50.3) (52.8) (52.4) (53.5) †(35.2) (35.2) Average speed per hour

★NOTE. No. 203 will be operated only on the schedule due to leave Daggett on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 21 and 203 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 21 and 203 not less than ten minutes.

| Car Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Offices of Communication and Booth Phones | Rolling Grade Descending | Rolling Grade Ascending | Mile Posts | TIME TABLE NO. 102 June 2, 1946 STATIONS | EASTWARD | | | | | | |
|-------------------------|-----------------------------------|---|--------------------------|-------------------------|------------|---|-------------------|--------------|--------------|-------------------|--------------|----------------------|--------------|
| | | | | | | | FIRST CLASS | | | | | | |
| | | | | | | | 2 | 238 | 208 | 8 | 244 | 24 | 224 |
| | | | | | | | The Scout | PASSENGER | PASSENGER | Fast Mail Express | PASSENGER | Grand Canyon Limited | PASSENGER |
| | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard | FW TY | O | | | 578.0 | NEEDLES | AM 4:10 | | | AM 6:35 | | PM 4:20 | |
| 108 | | B | 78.7 | 0.0 | 585.6 | 7.4 JAVA | 3:56 | | | 6:23 | | 4:09 | |
| | W | O | 78.3 | 0.0 | 592.4 | 6.8 IBIS | 3:46 | | | 6:15 | | 4:02 | |
| 103 | | B | 78.2 | 0.0 | 596.7 | 4.3 BANNOCK | 3:40 | | | 6:09 | | 3:56 | |
| | | B | 74.6 | 0.0 | 601.5 | 4.8 HOMER | 3:35 | | | 6:04 | | 3:51 | |
| 103 | WY | C | 74.6 | 42.2 | 609.1 | 7.6 GOFFS | 3:26 | | | 5:56 | | 3:43 | |
| 67 | | B | 0.0 | 52.8 | 614.3 | 5.2 PIUTE | 3:18 | | | 5:51 | | 3:38 | |
| 103 | W | B | 0.0 | 52.8 | 618.7 | 4.4 FENNER | 3:12 | | | 5:46 | | 3:32 | |
| 103 | | B | 0.0 | 52.8 | 626.2 | 7.5 ESSEX | 3:04 | | | 5:39 | | 3:24 | |
| 66 | | B | 0.0 | 52.8 | 630.3 | 4.1 ARIMO | 2:57 | | | 5:34 | | 3:19 | |
| 111 | W | B | 0.0 | 52.8 | 634.7 | 4.4 DANBY | 2:50 | | | 5:27 | | 3:12 | |
| 68 | | B | 0.0 | 52.8 | 641.8 | 7.1 SIAM | 2:42 | | | 5:21 | | 3:04 | |
| 108 | FWY | O | 0.0 | 48.0 | 648.1 | 6.3 CADIZ | 2:32 | | | 5:14 | | 2:55 | |
| 67 | | B | 26.4 | 52.8 | 655.0 | 6.9 BOLO | 2:18 | | | 5:04 | | 2:45 | |
| 47 | | B | 0.0 | 49.6 | 658.4 | 3.4 SALTUS | | | | | | | |
| 108 | | O | 0.0 | 15.8 | 661.5 | 3.1 AMBOY | 2:11 | | | 4:57 | | 2:38 | |
| 96 | | O | 35.9 | 11.6 | 669.3 | 7.8 BAGDAD | 2:04 | | | 4:51 | | 2:32 | |
| | | B | 73.9 | 0.0 | 673.5 | 4.1 TROJAN | 1:59 | | | 4:48 | | 2:28 | |
| 108 | | B | 73.9 | 0.0 | 676.7 | 3.2 SIBERIA | 1:55 | | | 4:44 | | 2:24 | |
| 108 | Y | B | 121.4 | 0.0 | 686.7 | 7.6 ASH HILL | 1:46 | | | 4:35 | | 2:15 | |
| 97 | W | O | 26.4 | 52.8 | 693.4 | 6.7 LUDLOW | 1:38 | | | 4:27 | | 2:07 | |
| 68 | | B | 52.8 | 0.0 | 698.5 | 5.1 ARGOS | 1:31 | | | 4:21 | | 2:01 | |
| 103 | | B | 52.8 | 52.8 | 706.6 | 8.1 PISGAH | 1:22 | | | 4:13 | | 1:52 | |
| 69 | | B | 0.0 | 52.8 | 712.8 | 6.2 HECTOR | 1:15 | | | 4:07 | | 1:45 | |
| 68 | | B | 0.0 | 39.6 | 719.5 | 6.7 TROY | 1:09 | | | 4:01 | | 1:39 | |
| 108 | WY | B | 26.8 | 0.0 | 725.6 | 6.1 NEWBERRY | 1:04 | | | 3:56 | | 1:34 | |
| 68 | | B | 26.4 | 0.0 | 731.7 | 6.1 MINNEOLA | 12:59 | | | 3:51 | | 1:29 | |
| 63 | | B | 38.2 | 0.0 | 735.3 | 3.6 GALE | | | | | | | |
| 100 | | O | 31.7 | 13.0 | 737.8 | 2.3 DAGGETT | 12:53 | AM 1:05 | AM 1:25 | 3:46 | PM 1:05 | 1:23 | PM 2:05 |
| 67 | | B | 31.7 | 31.7 | 741.8 | 4.0 NEBO | 12:48 | 12:58 | 1:18 | 3:42 | 12:59 | 1:18 | 1:59 |
| Yard | FW TY | O | 31.7 | 31.7 | 746.4 | 4.8 BARSTOW | 12:40 AM | 12:50 AM | 1:10 AM | 3:35 AM | 12:50 PM | 1:10 PM | 1:50 PM |
| | | | | | | (165.7) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |

Average speed per hour..... (47.3) (35.2) (35.2) (55.2) (35.2) (62.3) (35.2)

★NOTE. No. 204 will be operated only on the schedule due to leave Barstow on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and last day of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18, 22 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18, 22 and 204 not less than ten minutes.

EASTWARD

FIRST CLASS

TIME TABLE

NO. 102

June 2, 1946

| 202 | 20 | 22 | 124 | 204 | 18 | 4 | |
|-------------------|-------------------|---------------------------|-------------------|-------------------|-------------------------------|--------------------|------------------------------|
| PASSENGER | The Chief | El Capitan | El Tovar | PASSENGER | Super Chief | California Limited | |
| Arrive Daily | Arrive Daily | Arrive Tuesday and Friday | Arrive Daily | ★See Note | Arrive Wednesday and Saturday | Arrive Daily | STATIONS |
| | PM 6.40 | PM 7.30 | PM 9.50 | | AM 2.00 | AM 2.58 | NEEDLES 7.4 |
| | 6.31 | 7.20 | 9.35 | | 1.50 | 2.44 | JAVA 8.8 |
| | 6.24 | 7.13 | 9.28 | | 1.43 | 2.34 | IBIS 4.3 |
| | 6.18 | 7.08 | 9.23 | | 1.38 | 2.27 | BANNOCK 4.8 |
| | 6.13 | 7.03 | 9.17 | | 1.33 | 2.21 | HOMER 7.6 |
| | 6.05 | 6.55 | 9.09 | | 1.25 | 2.12 | GOFFS 5.2 |
| | 5.57 | 6.50 | 9.03 | | 1.20 | 2.04 | PIUTE 4.4 |
| | 5.51 | 6.45 | 8.58 | | 1.15 | 1.57 | FENNER 7.5 |
| | 5.43 | 6.38 | 8.50 | | 1.08 | 1.46 | ESSEX 4.1 |
| | 5.39 | 6.33 | 8.44 | | 1.03 | 1.40 | ARIMO 4.4 |
| | 5.34 | 6.29 | 8.37 | | 12.59 | 1.34 | DANBY 7.1 |
| | 5.27 | 6.23 | 8.28 | | 12.53 | 1.24 | SIAM 6.3 |
| | 5.21 | 6.18 | 8.20 | | 12.48 | 1.13 | CADIZ 6.9 |
| | 5.14 | 6.13 | 8.09 | | 12.43 | 12.58 | BOLO 3.4 |
| | | | | | | | SALTUS 3.1 |
| | 5.08 | 6.07 | 8.02 | | 12.37 | 12.51 | AMBOY 7.8 |
| | 5.01 | 6.01 | 7.56 | | 12.31 | 12.43 | BAGDAD 4.1 |
| | 4.58 | 5.57 | 7.53 | | 12.27 | 12.39 | TROJAN 3.2 |
| | 4.55 | 5.53 | 7.49 | | 12.23 | 12.35 | SIBERIA 7.6 |
| | 4.48 | 5.47 | 7.40 | | 12.14 | 12.26 | ASH HILL 6.7 |
| | 4.42 | 5.41 | 7.32 | | 12.07 | 12.18 | LUDLOW 5.1 |
| | 4.36 | 5.35 | 7.26 | | 12.01 | 12.12 | ARGOS 8.1 |
| | 4.28 | 5.27 | 7.18 | | 11.53 | 12.03 | PISGAH 6.2 |
| | 4.22 | 5.21 | 7.12 | | 11.47 | 11.56 | HECTOR 6.7 |
| | 4.16 | 5.16 | 7.06 | | 11.41 | 11.50 | TROY 6.1 |
| | 4.11 | 5.11 | 7.01 | | 11.36 | 11.46 | NEWBERRY 6.1 |
| | 4.06 | 5.06 | 6.56 | | 11.31 | 11.40 | MINNEOLA 3.6 |
| | | | | | | | GALE 2.3 |
| PM 3.35 | 4.02 | 5.01 | 6.51 | PM 8.05 | 11.27 | 11.34 | DAGGETT 4.0 |
| 3.29 | 3.57 | 4.57 | 6.47 | 8.01 | 11.23 | 11.30 | NEBO 4.8 |
| PM 3.20 | PM 3.50 | PM 4.53 | PM 6.40 | PM 7.55 | PM 11.17 | PM 11.23 | BARSTOW |
| Leave Daily | Leave Daily | Leave Tuesday and Friday | Leave Daily | ★See Note | Leave Tuesday and Friday | Leave Daily | (165.7) |
| (85.2) | (85.5) | (83.3) | (82.3) | (82.8) | (81.0) | (46.2) | Average speed per hour |

★NOTE. No. 204 will be operated only on the schedule due to leave Barstow on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and last day of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18, 22 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18, 22 and 204 not less than ten minutes.

THIRD DISTRICT

| Car Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Ruling Grade Ascending | WESTWARD | | TIME TABLE NO. 102 June 2, 1946 | EASTWARD | | Mile Posts | Ruling Grade Ascending | Offices of Communication and Booth Phones |
|-------------------------|-----------------------------------|------------------------|----------------------|--------------|---------------------------------------|----------------------|-------------|------------|------------------------|---|
| | | | FIRST CLASS | | | FIRST CLASS | | | | |
| | | | 23 | 1 | | 24 | 2 | | | |
| | | | Grand Canyon Limited | The Scout | | Grand Canyon Limited | The Scout | | | |
| Leave Daily | Leave Daily | STATIONS | Arrive Daily | Arrive Daily | | | | | | |
| Yard | FW TY | | PM 5-00 | AM 6-35 | BARSTOW | PM 12-35 | PM 10-55 | 746.4 | | O |
| 219 | | 84.3 | 5-05 | 6-40 | HUTT 2.8 | 12-29 | 10-50 | 749.6 | 0.0 | O |
| 88 | | 12.1 | 5-09 | 6-44 | MAOE 2.4 | 12-24 | 10-46 | 752.0 | 0.0 | B |
| 108 | W | 5.3 | 5-16 | 6-50 | HINKLEY 5.0 | 12-17 | 10-40 | 757.0 | 7.7 | O |
| 67 | | 31.7 | 5-23 | 6-56 | EADS 5.0 | 12-10 | 10-35 | 762.0 | 24.5 | B |
| 94 | | 34.3 | 5-29 | 7-01 | HAWES 4.7 | 12-04 | 10-30 | 766.7 | 0.0 | O |
| 94 | | 34.3 | 5-37 | 7-07 | JIM GREY 5.6 | 11-57 | 10-24 | 772.3 | 12.2 | B |
| 109 | | 28.1 | 5-47 | 7-15 | KRAMER 7.7 | 11-47 | 10-15 | 780.1 | 12.2 | B |
| 88 | Y | 24.3 | f 5-54 | f 7-19 | BORON 4.3 | f 11-40 | f 10-08 | 784.4 | 29.0 | O |
| 94 | | 0.0 | 6-00 | 7-24 | RICH 4.7 | 11-33 | 10-02 | 788.7 | 35.4 | B |
| 88 | | 0.0 | 6-06 | 7-29 | SILT 4.7 | 11-26 | 9-58 | 793.4 | 34.8 | B |
| 116 | WY | 23.2 | a 6-17 | s 7-37 | MUROO 4.9 | s 11-20 | s 9-51 | 797.8 | 6.6 | O |
| 88 | | 21.1 | 6-24 | 7-43 | FLUHR 4.9 | 11-10 | 9-42 | 802.7 | 0.0 | B |
| 94 | | 21.1 | 6-30 | 7-48 | BISSELL 5.4 | 11-04 | 9-37 | 807.6 | 0.0 | B |
| 94 | | 29.6 | 6-36 | 7-54 | SANBORN 5.4 | 10-58 | 9-31 | 813.0 | 0.0 | B |
| Yard | FW TY | 52.8 | 6-45 PM | 8-00 AM | MOJAVE | 10-50 AM | 9-25 PM | 818.4 | 0.0 | O |
| | | | Arrive Daily | Arrive Daily | (71.6) | Leave Daily | Leave Daily | | | |

(40.9)

(60.5)

..... Average speed per hour

(40.9)

(47.7)

RIPLEY DISTRICT

| Car Capacity of Sidings | Ruling Grade Ascending | WESTWARD | | TIME TABLE NO. 102 June 2, 1946 | EASTWARD | | Mile Posts | Ruling Grade Ascending |
|-------------------------|------------------------|-------------------------|-------------------------|---------------------------------------|--------------|--|------------|------------------------|
| | | SECOND CLASS | | | SECOND CLASS | | | |
| | | 25 | 26 | | | | | |
| | | MIXED | MIXED | | | | | |
| Leave Daily Ex. Monday | Leave Daily Ex. Monday | STATIONS | Arrive Daily Ex. Monday | | | | | |
| 45 | | AM 4-45 | RICE | AM 2-00 | 0.0 | | | |
| 9 | 83.4 | | 18.5 STYX | | 65.0 | | | |
| 30 | 0.0 | 5-45 6-00 | MIDLAND 1.3 | 12-01 AM | 17.8 | | | |
| 60 | 0.0 | 6-10 | 2.6 COX | 10-20 | 20.4 | | | |
| Spur 12 | 0.0 | | 2.2 INCA | | 22.6 | | | |
| Spur 6 | 0.0 | | 10.5 MESAVILLE | | 33.1 | | | |
| 18 | 0.0 | 6-55 | 2.8 TOSCO | 9-50 | 35.9 | | | |
| Yard | 10.6 | 7-30 AM | 6.3 BLYTHE | 9-30 PM | 37.0 | | | |
| Spur 8 | 7.4 | | 2.7 MILLER FARMS | | 42.2 | | | |
| | 42.8 | | 4.7 RIPLEY | | 44.9 | | | |
| | | Arrive Daily Ex. Monday | (49.6) | Leave Daily Ex. Sunday | 48.6 | | | |

(16.9)

..... Average speed per hour

(9.4)

No switch lights on Ripley District.
Water and wye at Blythe and Rice.
Office of Communication at Midland, Blythe and Rice.

PARKER DISTRICT

| Car Capacity of Sidings | Ruling Grade Ascending | WESTWARD | TIME TABLE | EASTWARD | Mile Posts | Ruling Grade Ascending |
|----------------------------|---------------------------|--------------|------------------|--------------|------------|---------------------------|
| | | FIRST CLASS | NO. 102 | FIRST CLASS | | |
| | | 117 | | 118 | | |
| | | PASSENGER | June 2, 1946 | PASSENGER | | |
| Yard | | Leave Daily | STATIONS | Arrive Daily | | |
| | | PM 9.55 | PARKER | AM 3.55 | 105.8 | |
| | 31.7 | f 10.01 | 1.5 EARP | f 3.49 | 107.3 | 0.0 |
| 24 | 31.7 | 10.11 | 0.8 CALZONA | f 3.39 | 114.1 | 31.7 |
| 18 | 31.7 | f 10.19 | 5.9 VIDAL | f 3.31 | 120.0 | 0.0 |
| 41 | 31.7 | f 10.33 | 11.6 GROMMET | f 3.16 | 131.6 | 0.0 |
| 45 | 10.5 | s 10.48 | 8.8 RICE | s 3.01 | 140.4 | 21.1 |
| 39 | 0.0 | 10.54 | 3.6 FREDA | 2.50 | 144.0 | 31.7 |
| 58 | 0.0 | 11.05 | 7.0 SABLON | 2.39 | 151.0 | 30.6 |
| 29 | 31.7 | f 11.11 | 4.8 SALTMARSH | f 2.33 | 155.8 | 31.7 |
| 29 | 31.7 | f 11.22 | 8.3 MILLIGAN | f 2.22 | 164.1 | 5.3 |
| 59 | 31.7 | 11.31 | 5.1 FISHEL | 2.13 | 169.2 | 0.0 |
| 29 | 15.8 | f 11.40 | 4.4 CHUBBUCK | f 2.04 | 173.6 | 14.8 |
| 30 | 23.2 | f 11.52 | 6.0 AROTHER | f 1.52 | 179.6 | 31.7 |
| 29 | 31.7 | 12.05 | 5.5 McCOY | 1.41 | 185.1 | 31.7 |
| 72 | | 12.15 | 5.4 CADIZ | 1.30 | 190.5 | 31.7 |
| | | Arrive Daily | (84.7) | Leave Daily | | |

(36.3) Average speed per hour (35.0)

At Cadiz, Nos. 117 and 118 have no time table superiority between east wye switch, Parker District, and station.

No. 117 is superior to No. 118.

Fuel, water and wye at Parker and Cadiz; water at Vidal and Saltmarsh; water and wye at Rice.

Office of Communication at Parker, Rice, and Cadiz; booth phones at all sidings.

ARVIN DISTRICT

| Ruling Grade Ascending | WESTWARD | TIME TABLE | EASTWARD | Miles from Magunden | Ruling Grade Ascending |
|---------------------------|----------|---------------------|--------------|------------------------|---------------------------|
| | | NO. 102 | | | |
| | | | June 2, 1946 | | |
| | | STATIONS | | | |
| 39.6 | | ARVIN | | 16.5 | 0.0 |
| 42.2 | | 2.4 GIEFFEN JOT. | | 14.1 | 37.0 |
| 0.0 | | 1.9 DI GIORGIO | | 12.2 | 42.2 |
| 0.0 | | 2.0 RIBIER | | 10.2 | 43.3 |
| 0.0 | | 2.2 LAMONT | | 8.0 | 43.3 |
| 0.0 | | 7.7 ALGOSO | | 0.3 | 43.3 |
| | | 0.3 MAGUNDEN | | 0.0 | |
| | | (16.5) | | | |

No switch lights on Arvin District.

Wye at Arvin.

Car capacity of sidings: Arvin, 16; Di Giorgio, 36; Ribier, 63.

ALL DISTRICTS

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

2. Rule 1 (B): Standard clocks are located at Seligman, Needles, Barstow (telegraph office and roundhouse), Bakersfield (yard office and roundhouse), Parker and Blythe.

Rule 3: Crews of Union Pacific trains, having complied with that Company's time regulations, may proceed over joint track.

3. Rule 5: On single track, time applies at the siding switch where opposing trains enter siding. On double track, time applies at station sign. When a section of double track is used as single track, time and train orders apply at end of double track, or crossover. When more than one crossover, train order will specify which one to be used. Trains handling passengers or mail must not pass point where such traffic is received or discharged before scheduled time.

4. 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.

5. Rule 82 (A): Bulletin board and books are located at Seligman, Kingman, Needles, Cadiz, Ludlow, Barstow, Mojave, Bakersfield, Parker and Blythe.

6. 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 Barstow: Eastward Union Pacific trains are relieved from the provisions of Rule 83 (A) as amended.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except at Seligman, trains 17, 18, 21 and 22, and at Barstow, trains 17, 18, 21, 22, 201, 202, 203, 204, 223 and 224 may register by Form 903.

7. Rule 86 is amended to read: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

8. Rule 93: Yard limits are located at Seligman, Yampai, Hackberry, Kingman, Needles, Goffs, Cadiz, Ash Hill, Ludlow, Barstow, Mojave, Magunden-Algozo, Parker, Rice, Midland, Blythe-Ripley.

First class trains moving against the current of traffic within yard limits must move at restricted speed.

9. Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed; responsibility for accident will rest with the approaching train:

Barstow: Between East and West Towers.

Second class, extra trains, and yard engines moving under these provisions will be expected to avoid delay to first class trains.

10. At following locations, between limits described, all trains and engines will move governed by automatic and/or

interlocking signals, whose indications are superior to class and direction:

Between West Tower, Barstow, and Signal 7492, located west end siding Hutt. When an illuminated letter "S" is displayed on Signals 7482 or 7492, trains will take siding at these locations.

When Signals 7492, 7482 and 7481 display stop indications, a member of crew will call towerman, West Tower, Barstow, for authority to proceed, on telephone located in box near signals.

11. Rule 97: In addition to the provisions thereof, on double track, with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by numbered and OK'd clearance card, Form 902.

12. Rule 104 (A): The first paragraph is amended as follows:

At meeting or passing points the employe attending the switch must not unlock derail or main track 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.

13. Rule 204: In addition to the provisions thereof, additional copy of train orders and clearance cards shall be furnished for delivery to rear brakeman.

14. 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 Rice or Blythe, except when office closed, without receiving clearance card.

Enginemen must show train orders and clearance cards to firemen, and, when practicable, to head brakeman; conductors, when practicable, must show them to brakemen. Brakemen and firemen are required to read orders, see that the information on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

15. 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.

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

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

17. Rule 310:

18. 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.

19. 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.

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."

California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

20. 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.

21. 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.

22. Rule 632 is revised as follows: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

23. Rule 711 is amended to read:

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

24. 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.

Rules 875-876: In addition, eastward freight trains must stop and make the prescribed test at Ash Hill.

In making this test before descending heavy grades be governed as follows: When trains are brought to a 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.

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

Rules 705 and 706: Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

Dwarf headout signals located at end of sidings on double track at certain non-interlocked stations are track controlled. Their indication is normally proceed.

At certain non-continuous interlocked stations, signals are changed to track controlled during period interlocking plant is closed.

Under either such circumstances, if the indication of such signal is stop when train is ready to leave siding, main track switch should be opened and after waiting five minutes, train may proceed, protecting as provided by Rule 99.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

SPEED REGULATIONS

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 engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining 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 permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except at following locations:

PASSENGER—25 MPH; FREIGHT—20 MPH

Needles, heading in and heading out switches, and main track crossover, west of M.P. 574.

Needles, east and west end, passenger siding.

Needles, main track crossover, and crossover, westward track to freight lead, west of M.P. 578.

Barstow, heading in and heading out switches, eastward track, and main track crossover, west of M.P. 743.

Barstow, eastward and westward main tracks to yard tracks, inbound freight lead from westward track, and first and second crossovers between main tracks, west of M.P. 745.

Mojave, main track turnout, M.P. 816½.

Trains moving against the current of traffic on double track must not exceed twenty miles per hour around sharp curves, approaching and passing over spring switches, and where view is obscure 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 and Parker Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule 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:

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

MAXIMUM SPEED FOR TRAINS

| LOCATION | Passenger | | | Freight | | |
|-----------------|---------------|--------------------|------|---------------|--------------------|------|
| | Miles per Hr. | Time per Mile Min. | Sec. | Miles per Hr. | Time per Mile Min. | Sec. |
| First District | 100 | .. | 36 | 50 | 1 | 12 |
| Second District | 100 | .. | 36 | 50 | 1 | 12 |
| Third District | 70 | .. | 51 | 50 | 1 | 12 |
| Parker District | 55 | 1 | 05 | 40 | 1 | 30 |
| Ripley District | 30 | 2 | 00 | 30 | 2 | 00 |
| Arvin District | 25 | 2 | 24 | 25 | 2 | 24 |

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).

| | | | | | | |
|-----------------------------------|----|----|----|----|---|----|
| *Track Chino to M.P. 436.7 West | .. | .. | .. | 50 | 1 | 12 |
| Track Yampai to Nelson West | .. | .. | .. | 30 | 2 | 00 |
| Track Truxton to M.P. 482.0 West | .. | .. | .. | 30 | 2 | 00 |
| *Track Antares to Walapai West | .. | .. | .. | 50 | 1 | 12 |
| Track Louise to McConnico West | .. | .. | .. | 24 | 2 | 30 |
| Track McConnico to Franconia West | .. | .. | .. | 30 | 2 | 00 |
| *Track McConnico to Needles West | .. | .. | .. | 45 | 1 | 20 |
| Track Goffs to Needles East | 60 | 1 | 00 | 24 | 2 | 30 |
| *Track Goffs to Needles East | 60 | 1 | 00 | 30 | 2 | 00 |
| Track Ash Hill to Siberia East | .. | .. | .. | 20 | 3 | 00 |
| Track Vidal to Earp | 45 | 1 | 20 | 36 | 1 | 40 |
| Track Blythe to Ripley | 20 | 3 | 00 | 20 | 3 | 00 |

*Indicates freight diesel trains with dynamic brakes in operation.

FIRST DISTRICT WEST BOUND

| | | | | | | |
|--------------------------------------|----|----|----|----|---|----|
| Curve M.P. 429.7 to 429.9 | 90 | .. | 40 | 50 | 1 | 12 |
| Curves M.P. 432.8 to 434.9 | 90 | .. | 40 | 40 | 1 | 30 |
| Curve M.P. 444.0 to 444.2 | 85 | .. | 42 | 50 | 1 | 12 |
| Curves M.P. 447.4 to 447.9 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 448.3 to 449.8 | 60 | 1 | .. | 50 | 1 | 12 |
| Curves M.P. 450.1 to 451.4 | 35 | 1 | 43 | 24 | 2 | 30 |
| Curve M.P. 451.5 to 451.8 | 55 | 1 | 05 | 40 | 1 | 30 |
| Curves and Grade M.P. 451.9 to 455.2 | 60 | 1 | .. | 30 | 2 | .. |
| Curves and Grade M.P. 455.5 to 460.7 | 50 | 1 | 12 | 30 | 2 | .. |
| Curves M.P. 460.8 to 463.4 | 65 | .. | 55 | 40 | 1 | 30 |
| Curves M.P. 463.8 to 464.9 | 50 | 1 | 12 | 40 | 1 | 30 |
| Curves M.P. 465.3 to 468.2 | 80 | .. | 45 | 40 | 1 | 30 |
| Curve M.P. 468.4 to 468.7 | 65 | .. | 55 | 40 | 1 | 30 |
| Curve M.P. 469.0 to 470.4 | 50 | 1 | 12 | 40 | 1 | 30 |
| Curves M.P. 471.7 to 472.6 | 80 | .. | 45 | 40 | 1 | 30 |
| Curves M.P. 473.0 to 476.1 | 95 | .. | 38 | 40 | 1 | 30 |
| Curves M.P. 477.0 to 477.8 | 85 | .. | 42 | 50 | 1 | 12 |
| Curve and Grade M.P. 478.2 to 478.3 | 60 | 1 | .. | 30 | 2 | .. |
| Curves and Grade M.P. 479.0 to 479.5 | 45 | 1 | 20 | 30 | 2 | .. |
| Curves and Grade M.P. 479.5 to 481.0 | 30 | 2 | .. | 30 | 2 | .. |
| Curve and Grade M.P. 481.2 to 481.6 | 55 | 1 | 05 | 30 | 2 | .. |
| Curves and Grade M.P. 481.9 to 482.5 | 75 | .. | 48 | 30 | 2 | .. |
| Curves M.P. 483.3 to 490.2 | 85 | .. | 42 | 40 | 1 | 30 |
| Curves M.P. 492.7 to 499.1 | 95 | .. | 38 | 50 | 1 | 12 |
| Curve and Grade M.P. 514.4 to 514.7 | 75 | .. | 48 | 24 | 2 | 30 |
| Curves and Grade M.P. 515.1 to 516.8 | 50 | 1 | 12 | 24 | 2 | 30 |
| Kingman St. Xing M.P. 516.5 | 24 | 2 | 30 | 15 | 4 | .. |
| Curves and Grade M.P. 516.8 to 518.7 | 45 | 1 | 20 | 24 | 2 | 30 |
| Curve and Grade M.P. 518.8 to 518.9 | 60 | 1 | .. | 24 | 2 | 30 |
| Curves and Grade M.P. 519.7 to 520.4 | 90 | .. | 40 | 24 | 2 | 30 |
| Curves and Grade M.P. 522.5 to 525.7 | 90 | .. | 40 | 30 | 2 | .. |
| Curves and Grade M.P. 547.8 to 549.7 | 95 | .. | 38 | 30 | 2 | .. |
| Curves and Grade M.P. 550.5 to 552.6 | 90 | .. | 40 | 30 | 2 | .. |
| Curve M.P. 554.8 to 554.7 | 95 | .. | 38 | 40 | 1 | 30 |
| Curve M.P. 562.3 to 562.7 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 562.8 to 565.9 | 50 | 1 | 12 | 50 | 1 | 12 |
| Curve M.P. 566.3 to 566.6 | 80 | .. | 45 | 50 | 1 | 12 |
| Curves M.P. 572.5 to 575.3 | 90 | .. | 40 | 50 | 1 | 12 |
| Curves M.P. 575.7 to 577.2 | 30 | 2 | .. | 30 | 2 | .. |

FIRST DISTRICT EAST BOUND

| | | | | | | |
|------------------------------|----|----|----|----|---|----|
| Curves M.P. 577.2 to 575.7 | 45 | 1 | 20 | 45 | 1 | 20 |
| Curves M.P. 575.3 to 572.5 | 90 | .. | 40 | 50 | 1 | 12 |
| Curve M.P. 569.6 to 569.3 | 85 | .. | 42 | 50 | 1 | 12 |
| Curve M.P. 566.6 to 566.3 | 80 | .. | 45 | 50 | 1 | 12 |
| Curves M.P. 565.9 to 562.3 | 50 | 1 | 12 | 40 | 1 | 30 |
| Curve M.P. 560.6 to 560.2 | 80 | .. | 45 | 50 | 1 | 12 |
| Curve M.P. 554.8 to 554.7 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 552.6 to 547.8 | 75 | .. | 48 | 50 | 1 | 12 |
| Curves M.P. 547.2 to 542.1 | 90 | .. | 40 | 50 | 1 | 12 |
| Curve M.P. 526.7x to 526.4x | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 525.9x to 520.6x | 60 | 1 | .. | 50 | 1 | 12 |
| Curves M.P. 520.2x to 516.3x | 40 | 1 | 30 | 40 | 1 | 30 |
| Kingman St. Xing M.P. 516.7x | 24 | 2 | 30 | 15 | 4 | .. |

| LOCATION | Passenger | | | Freight | | |
|-----------------------------|---------------|--------------------|------|---------------|--------------------|------|
| | Miles per Hr. | Time per Mile Min. | Sec. | Miles per Hr. | Time per Mile Min. | Sec. |
| Curve M.P. 516.2x to 515.3x | 55 | 1 | 05 | 50 | 1 | 12 |
| Curve M.P. 514.5 to 514.1 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 499.1 to 492.7 | 90 | .. | 40 | 50 | 1 | 12 |
| Curve M.P. 490.2 to 489.8 | 85 | .. | 42 | 50 | 1 | 12 |
| Curves M.P. 488.8 to 483.3 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 482.5 to 481.2 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curves M.P. 481.0 to 479.4 | 30 | 2 | .. | 30 | 2 | .. |
| Curve M.P. 479.2 to 479.0 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curves M.P. 478.3 to 477.0 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 476.1 to 474.9 | 80 | .. | 45 | 50 | 1 | 12 |
| Curves M.P. 474.4 to 473.0 | 90 | .. | 40 | 50 | 1 | 12 |
| Curves M.P. 472.6 to 471.7 | 75 | .. | 48 | 50 | 1 | 12 |
| Curves M.P. 470.4 to 469.0 | 45 | 1 | 20 | 45 | 1 | 20 |
| Curves M.P. 468.7 to 465.3 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 464.9 to 463.8 | 50 | 1 | 12 | 50 | 1 | 12 |
| Curves M.P. 463.4 to 460.6 | 60 | 1 | .. | 50 | 1 | 12 |
| Curves M.P. 460.0x to 456.6 | 45 | 1 | 20 | 45 | 1 | 20 |
| Curves M.P. 456.1 to 455.5 | 50 | 1 | 12 | 50 | 1 | 12 |
| Curves M.P. 455.2 to 454.2 | 65 | .. | 55 | 50 | 1 | 12 |
| Curve M.P. 453.2 to 452.9 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curves M.P. 452.0 to 451.5 | 40 | 1 | 30 | 40 | 1 | 30 |
| Curves M.P. 451.4 to 450.1 | 35 | 1 | 43 | 24 | 2 | 30 |
| Curves M.P. 449.8 to 448.3 | 60 | 1 | .. | 40 | 1 | 30 |
| Curves M.P. 447.9 to 447.4 | 90 | .. | 40 | 40 | 1 | 30 |
| Curve M.P. 444.2 to 444.0 | 85 | .. | 42 | 50 | 1 | 12 |
| Curve M.P. 434.7x to 433.2x | 90 | .. | 40 | 50 | 1 | 12 |
| Curve M.P. 433.1x to 432.7 | 85 | .. | 42 | 50 | 1 | 12 |
| Curve M.P. 429.9 to 429.7 | 90 | .. | 40 | 50 | 1 | 12 |

SECOND DISTRICT WEST BOUND

| | | | | | | |
|--------------------------------|----|----|----|----|---|----|
| Needles St. Xing M.P. 578.1 | 20 | 3 | .. | 20 | 3 | .. |
| Curve M.P. 578.6 to 578.8 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 579.1 to 587.2 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curves M.P. 587.3 to 587.9 | 35 | 1 | 43 | 35 | 1 | 43 |
| Curves M.P. 588.1 to 589.2 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curves M.P. 589.9 to 593.0 | 65 | .. | 55 | 50 | 1 | 12 |
| Curve M.P. 593.3 to 593.8 | 45 | 1 | 20 | 45 | 1 | 20 |
| Curve M.P. 594.8 to 595.1 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curves M.P. 595.6 to 603.3 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 608.3 to 609.1 | 75 | .. | 48 | 50 | 1 | 12 |
| Curves M.P. 609.6 to 670.2 | 90 | .. | 40 | 50 | 1 | 12 |
| Curve M.P. 670.5 to 670.8 | 80 | .. | 45 | 50 | 1 | 12 |
| Curves M.P. 671.4 to 677.4 | 60 | 1 | .. | 50 | 1 | 12 |
| Curve M.P. 678.1 to 678.5 | 40 | 1 | 30 | 40 | 1 | 30 |
| Curve M.P. 679.1 to 679.3 | 60 | 1 | .. | 50 | 1 | 12 |
| Curve M.P. 679.9 to 680.3 | 40 | 1 | 30 | 40 | 1 | 30 |
| Curves M.P. 680.9 to 683.4 | 50 | 1 | 12 | 50 | 1 | 12 |
| Curves M.P. 685.2 to 686.2 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 686.8 to 688.1 | 80 | .. | 45 | 50 | 1 | 12 |
| Curves M.P. 688.4 to 689.5 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 689.9 to 692.4 | 95 | .. | 38 | 50 | 1 | 12 |
| Curve M.P. 692.9 to 693.2 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 693.6 to 694.9 | 45 | 1 | 20 | 45 | 1 | 20 |
| Curves M.P. 695.4 to 702.0 | 95 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 702.3 to 707.7 | 65 | .. | 38 | 50 | 1 | 12 |
| Curves M.P. 707.9 to 709.4 | 80 | .. | 45 | 50 | 1 | 12 |
| Curves M.P. 709.6 to 710.6 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 711.3 to 714.8 | 95 | .. | 38 | 50 | 1 | 12 |
| Curves M.P. 737.3 to 744.8 | 95 | .. | 38 | 50 | 1 | 12 |
| Curve M.P. 745.0 to 745.3 | 50 | 1 | 12 | 30 | 2 | .. |
| Curves M.P. 745.4 to 745.7 | 40 | 1 | 30 | 20 | 3 | .. |
| Barstow, between East and West | | | | | | |
| Towers | 15 | 4 | .. | 15 | 4 | .. |

SECOND DISTRICT EAST BOUND

| | | | | | | |
|--------------------------------|----|----|----|----|---|----|
| Barstow, between East and West | | | | | | |
| Towers | 15 | 4 | .. | 15 | 4 | .. |
| Curves M.P. 745.7 to 745.0 | 40 | 1 | 30 | 20 | 3 | .. |
| Curves M.P. 744.8 to 738.8 | 95 | .. | 38 | 50 | 1 | 12 |
| Curves M.P. 714.8 to 711.3 | 95 | .. | 38 | 50 | 1 | 12 |
| Curves M.P. 710.6 to 709.6 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 709.4 to 707.9 | 75 | .. | 48 | 50 | 1 | 12 |
| Curves M.P. 707.7 to 706.0 | 85 | .. | 42 | 50 | 1 | 12 |
| Curves M.P. 704.5 to 702.3 | 95 | .. | 38 | 50 | 1 | 12 |
| Curve M.P. 702.0 to 701.5 | 65 | .. | 55 | 50 | 1 | 12 |
| Curve M.P. 700.8 to 700.5 | 80 | .. | 45 | 50 | 1 | 12 |
| Curves M.P. 699.6 to 696.7 | 85 | .. | 42 | 50 | 1 | 12 |
| Curves M.P. 696.1 to 695.4 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 694.9 to 693.6 | 50 | 1 | 12 | 50 | 1 | 12 |
| Curve M.P. 693.2 to 692.9 | 75 | .. | 48 | 50 | 1 | 12 |
| Curve M.P. 692.4 to 689.9 | 95 | .. | | | | |

| LOCATION | Passenger | | | Freight | | |
|----------------------------------|---------------|--------------------|------|---------------|--------------------|------|
| | Miles per Hr. | Time per Mile Min. | Sec. | Miles per Hr. | Time per Mile Min. | Sec. |
| THIRD DISTRICT | | | | | | |
| Barstow, between East and West | | | | | | |
| Towers | 15 | 4 | .. | 15 | 4 | .. |
| Curve M.P. 747.2 to 747.6 | 60 | 1 | .. | 50 | 1 | 12 |
| Curve M.P. 749.3 to 749.6 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 758.7 to 760.2 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curve M.P. 767.3 to 768.1 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 770.3 to 775.1 | 55 | 1 | 05 | 50 | 1 | 12 |
| Curve M.P. 785.0 to 786.4 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 789.0 to 789.9 | 60 | 1 | .. | 40 | 1 | 30 |
| Curves M.P. 798.2 to 806.2 | 70 | .. | 51 | 50 | 1 | 12 |
| Curve M.P. 806.3 to 806.5 | 65 | .. | 55 | 50 | 1 | 12 |
| Curves M.P. 806.8 to 811.9 | 70 | .. | 51 | 50 | 1 | 12 |
| Curves M.P. 816.4 to 817.5 | 25 | 2 | 24 | 25 | 2 | 24 |
| PARKER DISTRICT | | | | | | |
| Curve M.P. 107.2 to 107.4 | 20 | 3 | .. | 20 | 3 | .. |
| Curve M.P. 165.2 to 165.5 | 45 | 1 | 20 | 30 | 2 | .. |
| RIPLEY DISTRICT | | | | | | |
| Curves M.P. 15.6 to 16.4 | 20 | 3 | .. | 20 | 3 | .. |

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

| CLASS | Service | | | | | |
|--|-----------|------|-------------------|------|-------|------|
| | Passenger | | Freight and Mixed | | Light | |
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| 797-813 | 1 | 43 | 1 | 43 | 1 | 43 |
| 909-989-3010 | 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 (except 1420) | 0 | 40 | 1 | 12 | 1 | 30 |
| 1420 | 0 | 48 | 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 | 1 | 12 | 1 | 12 | 1 | 30 |
| 1960-1991 | 1 | 43 | 1 | 43 | 1 | 43 |
| 3129-3158 | 1 | 43 | 1 | 43 | 1 | 43 |
| 3160, 4000 | 1 | 06 | 1 | 12 | 1 | 30 |
| 3456 | 0 | 36 | 1 | 12 | 1 | 30 |
| 3400 | 0 | 45 | 1 | 12 | 1 | 20 |
| 3500-3534 | 0 | 48 | 1 | 12 | 1 | 30 |
| 3700-3750 | 0 | 51 | 1 | 12 | 1 | 30 |
| 3751 | 0 | 40 | 1 | 12 | 1 | 30 |
| 3765-3785, 2900 | 0 | 40 | 1 | 12 | 1 | 30 |
| 3800-3940 | 1 | 06 | 1 | 12 | 1 | 30 |
| 5001 | 1 | 06 | 1 | 12 | 1 | 30 |
| Passenger Diesel (except Motor 7) | 0 | 36 | .. | .. | 1 | 20 |
| Passenger Diesel 7 | 0 | 40 | .. | .. | 1 | 20 |
| Freight Diesels 100-159, 163, 166, 168-179 | 0 | 55 | 1 | 12 | 1 | 20 |
| Freight Diesels 160-162, 164, 165, 167 | 0 | 40 | 1 | 12 | 1 | 20 |
| Gas-Electric Motors | 1 | 00 | 1 | 30 | 1 | 00 |
| 5010-5400-5500-6000 Union Pacific | 1 | 20 | 1 | 20 | 1 | 30 |
| 2210 Union Pacific | 1 | 00 | 1 | 20 | 1 | 30 |
| 2708-2714 Union Pacific | 1 | 30 | 1 | 30 | 1 | 30 |
| Other 2700 Union Pacific | 1 | 20 | 1 | 20 | 1 | 30 |
| 3100 Union Pacific | 0 | 51 | 1 | 20 | 1 | 30 |
| 3500 Union Pacific | 1 | 43 | 1 | 43 | 1 | 43 |
| 8800 Union Pacific | 1 | 12 | 1 | 30 | 1 | 30 |
| 3800-3900 Union Pacific | 1 | 00 | 1 | 20 | 1 | 30 |
| 7800 Union Pacific | 0 | 51 | 1 | 20 | 1 | 30 |
| Diesel Motors Union Pacific | 0 | 40 | .. | .. | 1 | 20 |
| Switch, no truck | .. | .. | .. | .. | 3 | 00 |
| All other Classes | .. | .. | 1 | 43 | 1 | 43 |
| All Classes, backing up | 3 | 00 | 3 | 00 | 3 | 00 |
| Goffs to Needles | .. | .. | .. | .. | 2 | 30 |
| Ash Hill to Siberia | .. | .. | .. | .. | 2 | 00 |

SPRING SWITCHES

27. In heading in or out over the following spring switches, trains or engines must not exceed indicated speed. Trailing movements through spring switches must not be reversed until switch has been properly lined. Trains finding signals, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

SPEED LIMIT 10 MILES PER HOUR:

Seligman Switch leading from west end yard to eastward main track and through crossover from eastward to westward main tracks, (east switch normally lined for crossover).

SPEED LIMIT 15 MILES PER HOUR:

| | |
|---------------------|---------------------------|
| Audley | East end, eastward siding |
| Pica | East end, eastward siding |
| Pica | West end, westward siding |
| Yampai | West end, westward siding |
| Yampai | East end, eastward siding |
| Peach Springs | East end, eastward siding |
| Peach Springs | West end, westward siding |
| Truxton | West end, westward siding |
| Hackberry | West end, westward siding |
| Hackberry | East end, eastward siding |
| Berry | East end, eastward siding |
| Berry | West end, westward siding |
| Kingman | East end, eastward siding |
| Griffith | East end, eastward siding |
| Griffith | West end, westward siding |
| Yucca | East end, eastward siding |
| Yucca | West end, westward siding |
| Franconia | East end, eastward siding |
| Franconia | West end, westward siding |
| Topock | East end, eastward siding |
| Topock | West end, westward siding |
| Java | West end, westward siding |
| Java | East end, eastward siding |
| Ibis | West end, westward siding |
| Goffs | West end, westward siding |
| Fenner | East end, eastward siding |
| Danby | East end, eastward siding |
| Danby | West end, westward siding |
| Cadiz | West end, westward siding |
| Cadiz | East end, eastward siding |
| Bagdad | East end, eastward siding |
| Bagdad | West end, westward siding |
| Siberia | East end, eastward siding |
| Siberia | West end, westward siding |
| Ash Hill | East end, eastward siding |
| Ash Hill | West end, westward siding |
| Pisgah | West end, westward siding |
| Newberry | West end, westward siding |
| Daggett | West end, westward siding |
| Hutt | West end, westward siding |

SPEED LIMIT—PASSENGER, 25 MPH; FREIGHT, 20 MPH:

Seligman East switch of crossover from eastward to westward main track (eastward main line trains only).
 Needles West end, westward freight lead
 Goffs East end, eastward siding
 Ludlow West end, westward siding
 Newberry East end, eastward siding

JUNCTION SWITCHES

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

Rice For Parker District
 Cadiz From track No. 1 to Parker District
 Mojave S.P. main track (see S.P. time table rules)

FIRST DISTRICT

29. Double track with automatic signals between Seligman and Needles. Trains must keep to right.

Between Seligman and Needles trains will run as prescribed by Rule D-152.

Double track extends through Needles passenger yard.

No. 1 is eastward main track.

No. 3 is westward main track.

30. Westward freight trains will stop for inspection at any point between Hackberry and Kingman. Westward freight trains will stop at Yucca 10 minutes to cool wheels and inspect train, except this stop may be omitted when train is handled by Diesel locomotive, with dynamic brakes in operation.

SECOND DISTRICT

31. Double track with automatic signals between Needles and Barstow. Trains must keep to right.

Between Needles and Barstow trains will run as prescribed by Rule D-152.

Double track extends through Barstow passenger yard.

No. 1 is westward main track.

No. 4 is eastward main track.

32. Rule 830 (b): At M.P. 682, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

33. Westward freight trains will make one inspection stop at some point between Cadiz and Bagdad; eastward freight trains will stop for inspection and air test at Ash Hill, and inspection at some point between Cadiz and Goffs.

THIRD DISTRICT

34. Rule S-89 (A): Automatic signals between Barstow and Mojave: At meeting points within these limits, train holding main track will not line switch for opposing train to enter siding until such train has passed next opposing signal.

35. Southern Pacific time table and rules govern movement of trains between Mojave and Kern Junction.

Valley Division time table and rules govern movement of trains between Kern Junction and Bakersfield.

PARKER DISTRICT

36. Not more than two engines of any class may be coupled together over Colorado River bridge at Parker.

RULES GOVERNING MOVEMENT UNDER RULE D-152

37. Between Seligman and Barstow trains will be run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher, who will issue such instructions to conductors, enginemen and operators as required. When necessary to single a portion of the track, or operate trains against current of traffic, movement must be authorized by train order.

The dispatcher may authorize the running of extra trains, except work extras, from initial or intermediate stations, and sections of a schedule train from initial stations by numbered and O.K.'d clearance card, Form 902. Signals will be displayed as indicated on clearance card, Form 902, and as required by Rules 20 and 21.

When a train shown as first-class in time table has been cleared with clearance card, Form 902, and displaying signals in accordance with Rule 20, and track is singled for short

distance between intermediate stations, it will not be necessary to issue Form F orders. Extra trains must have Form G orders for all single track movements.

When the provisions of Rule 830 are suspended by train order, extra trains must clear trains shown in time table as first-class, as prescribed by Rule 86.

A train that is being delayed or is overtaken by another train must permit such train to pass with least possible delay.

Trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track.

At district terminals freight trains must secure permission from dispatcher, operator or signalman before occupying main track.

LENGTH OF STEMS OF WYES

| Location | Feet | Location | Feet |
|----------|-----------------|--------------------|-----------|
| Seligman | 910 | Ash Hill | 410 |
| Yampai | 685 | Newberry | 640 |
| Berry | Army Spur | Barstow (MP 747.3) | 2796 |
| Kingman | 446 | Boron | Mine Spur |
| Needles | 728 | Muroc | Army Spur |
| Goffs | 1458 | Rice | 1039 |
| Cadiz | Parker District | Blythe | 504 |

Column in time table showing capacity of sidings is on basis of 50 feet per car plus 200 feet for engine and caboose.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|------------------------|--|--|---|
| Needles MP 575+1000 | Main line and connecting crossover. | Interlocker. Color light type; semi-automatic; approach locking. Indication superior to right, class or direction for movements within home signal limits. | Westward main track — Track 20 —0— |
| Daggett | All switches east of station except transfer tracks No. 1 and No. 2. | Interlocker. Upper quadrant signals; semi-automatic; approach locking. Indications superior to right, class or direction for movements within home signal limits. Westward trains on main track finding both interlocked signals at west end of westward siding in stop position, or without light, must stop and examine switch and, if found properly lined, may proceed at restricted speed to the next governing signal. Westward trains on main track finding interlocked signal at west end of westward siding in stop position, or without light, and interlocked signal governing movement from westward siding in proceed position, will contact operator immediately and be governed by his instructions. Operators phone is located on pole to right of switch. Westward trains finding home signal just east of Daggett in stop position will contact operator on phone installed at this signal. This modifies Rule 782. | Eastward U. P. trains, U. P. main track — — — 0 Against current of traffic — — — 0 |
| Barstow MP 743+3688 | Main line and connecting crossover. | Interlocker. Color light type; semi-automatic; approach locking. Indication superior to right, class or direction for movements within home signal limits. | Westward main track — Crossover to Track 30 — — — 0 |
| MP 745+3713 | Main line and connecting crossover. | Interlocker. Color light type; semi-automatic; approach locking. Indication superior to right, class or direction for movements within home signal limits. | Crossover to westbound freight lead —0— With current of traffic — Against current of traffic —0— East freight yard 0 — — |
| Barstow (West end) | Main line and connecting crossovers. | Interlocker. Color light type; semi-automatic; approach locking. Ten Miles per hour. Indications superior to right, class or direction for movements within home signal limits. | To Third District — — — 0 Against current of traffic — — — 0 Engine lead 00 — — — 0 Switching tail 0000 Tracks 1 to 10 incl. 0 — — — 0 Tracks 11 to 19 incl. — — — 0 |
| Kern Junction | Santa Fe double track connection to and from S. P. double track. Santa Fe main track to Sunset track. | Interlocker. Color light signals; semi-automatic; approach locking. | Crossover —0—0 Main track to Sunset —0— S. P.-West Main to A. T. & S. F. 0 — — |

Microphones identified by signboards are located on posts adjacent to tracks, as shown below, and all trains must sound route signal for route desired when approaching same:

For westward trains:

Needles—M.P. 472+400.

Daggett—At Signal 7341, east of Gale.

Barstow—Four poles west of Signal 7401.

For eastward trains:

Barstow—Ten poles east of M. P. 750.

Daggett—Five poles east of Signal 7402.

At Barstow: West and south passenger trains, when ready to depart, will sound route signal with buzzer located on engine supply house. In event route not obtained promptly, whistle signal may be used.

Sidings, Spurs and Flag Stops Not Shown on Face of Time Table

| Location | Mile Posts | Car Capacity | Switch Connection | Flag Stops For Trains |
|------------------------|---------------------|--------------|-------------------|-----------------------|
| SECOND DISTRICT | | | | |
| Lavie | 702.7 | 10 | East | Freight only |
| THIRD DISTRICT | | | | |
| P. C. Borax Co. | 784.7 | 3.4 miles | East | Freight only |
| ARVIN DISTRICT | | | | |
| | Miles from Magunden | | | |
| Harpertown | 4.4 | 3 | West | Freight only |
| Patch | 9.2 | 4 | East | Freight only |
| Giffen | 15.6 | 1.4 miles | East | Freight only |
| Vaccaro | 17.7 | 1.3 miles | East | Freight only |

CONDITIONAL FLAG STOPS

| TO PICK UP REVENUE PASSENGERS | | | TO DISCHARGE REVENUE PASSENGERS | | |
|-------------------------------|--|---------------------------------------|---------------------------------|--|---------------------------------------|
| TRAIN | STOPS | PASSENGERS DESTINED | TRAIN | STOPS | PASSENGERS FROM |
| 1 | Any station | Parker District | 1 | Any station | Parker District |
| | Ludlow | Any regular or flag stop west thereof | | Ludlow | Any regular or flag stop east thereof |
| | Daggett | Sleeping car passengers, any station | | Daggett | Sleeping car passengers, any station |
| 3 | Cadiz | Sleeping car passengers, any station | 3-23 | Any station | Albuquerque and east |
| 20 | Kingman | Newton or east | 3 | Cadiz | Sleeping car passengers, any station |
| 23 | Any station | North of Barstow | 23 | Nelson, Peach Springs, Valentine, Yucca, Topock, Fenner, Essex, Amboy, Ludlow, Newberry, Daggett | Coach passengers, east of Winslow |
| | Nelson, Peach Springs, Valentine, Yucca, Topock, Fenner, Essex, Amboy, Ludlow, Newberry, Daggett | Sleeping car passengers, any station | | | Sleeping car passengers, any station |
| 2 | Yucca, Peach Springs, Nelson | Sleeping car passengers, any station | 19 | Kingman | Coach passengers, east of Winslow |
| | | Coach passengers, east of Winslow | 2 | Yucca, Peach Springs, Nelson | Sleeping car passengers, any station |
| 4 | Ludlow | Sleeping car passengers, any station | | Berry | West of Barstow |
| | | Coach passengers, east of Winslow | 4 | Ludlow | Sleeping car passengers, any station |
| 24 | Daggett, Ludlow, Amboy, Cadiz, Goffs, Berry | Sleeping car passengers, any station | 24 | Daggett, Ludlow, Amboy, Cadiz, Goffs, Berry | Sleeping car passengers, any station |
| | | Coach passengers, east of Winslow | | | |
| 23 | Tehachapi, Woodford, Caliente | West of Kern Jct. | 1-3-23 | Berry | Albuquerque and east |
| 24 | Caliente, Woodford, Tehachapi | East of Mojave | 23 | Tehachapi, Woodford, Caliente | East of Mojave |
| | | | 24 | Caliente, Woodford, Tehachapi | West of Kern Jct. |

A. J. STROBEL, General Watch Inspector Topeka, Kansas

W. A. TOWNSEND, Traveling Watch Inspector, Flagstaff, Ariz.
At Seligman 1st, 8:00 a.m. to 9:00 p.m.

LOCAL WATCH INSPECTORS

WILLIAMS & WILLIAMS 849 Front St., Needles
S. M. REINHARDT Kingman
C. L. SHUE Blythe
E. F. MANNERS 107 E. Main St., Barstow
C. E. SPICER Mojave
J. N. CHENEY 1425 19th St., Bakersfield



SANTA FE SAFETY FIRST



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

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

