

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

**DR. JOHN N. OSBURN, Chief Surgeon, Los Angeles, Cal.**

**DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Los Angeles, Cal.**

**DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Cal.**

DR. A. E. SORENSEN, Local Surgeon.....	Albuquerque
DR. W. R. LOVELACE, Consulting Surgeon.....	Albuquerque
LOVELACE CLINIC, Eye, Ear, Nose and Throat.....	Albuquerque
DR. A. E. BESSETTE, Local Surgeon.....	Belen
DR. D. T. WEIR, Local Surgeon.....	Belen
DR. H. T. WATSON, Local Surgeon.....	Gallup
DR. F. W. PARKER, Assistant Local Surgeon.....	Gallup
DR. B. S. HEYWOOD, Local Surgeon.....	Holbrook
DR. W. G. MORTON, Division Surgeon.....	Winslow
DR. H. S. BECKWITH, Local Surgeon.....	Winslow
DR. A. H. SCHERMANN, Consulting Surgeon.....	Flagstaff
DR. H. E. SCOLES, Local Surgeon.....	Grand Canyon
DR. G. O. SHIREY, Local Surgeon.....	Williams
DR. F. H. CARTMELL, Local Surgeon.....	Ash Fork
DR. E. J. GUNGLE, Local Surgeon.....	Seligman
DR. C. E. YOUNT, Local Surgeon.....	Prescott
DR. E. A. BORN, Assistant Local Surgeon.....	Prescott
DR. R. N. LOONEY, Division Surgeon.....	Prescott
DR. C. R. SWETNAM, Ear, Nose and Throat.....	Prescott
DR. FLOYD B. BRALLIAR, Local Surgeon.....	Wickenburg
DR. JEROME E. ANDES, Assistant Local Surgeon.....	Wickenburg
DR. H. S. DENNINGER, Local Surgeon.....	Glendale
DR. JOSEPH M. GREER, District Surgeon and Consultant.....	Phoenix
DR. H. J. FELCH, Local Surgeon.....	Phoenix
DR. G. E. HENDERSON, Assistant Local Surgeon.....	Phoenix
DR. L. D. BECK, Assistant Local Surgeon.....	Phoenix
DR. B. L. MELTON, Eye, Ear, Nose and Throat Specialist.....	Phoenix
DR. R. L. CURRIE, Local Surgeon.....	Parker

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

**NOAH BRIDGES,**  
Asst. Superintendent,  
Winslow, Ariz.

**R. C. KLINE,**  
Asst. Superintendent,  
Prescott, Ariz.

**H. C. BAUGHN**  
Trainmaster, Gallup, N. M.

**H. G. WOOD,**  
Trainmaster, Winslow, Ariz.

**A. M. MORGAN,**  
Chief Dispatcher,  
Winslow, Ariz.

**J. R. POE,**  
**C. M. SCOTT,**  
**S. ALBRIGHT,**  
**T. R. JENKINS,**

**L. H. RICHARDS,**  
**J. S. ARMSTRONG,**  
**A. C. PETRANOVICH,**  
**A. J. WILLIS,**  
**G. E. YOUNG,**  
**H. E. KELLY,**  
**N. JUAREZ**

**H. R. RUSSELL,**  
**H. W. SCHWENCKERT,**  
Asst. Chief Dispatchers,  
Winslow, Ariz.

**P. L. COLLINS,**  
**B. R. LORING,**

Dispatchers, Winslow, Ariz.

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

**A. B. ENDERLE,**  
Asst. General Manager,  
Los Angeles, Cal.

**O. H. OSBORN,**  
Superintendent,  
Winslow, Ariz.

1800  
**The  
Atchison, Topeka and Santa Fe  
Railway Co.**



**ALBUQUERQUE DIVISION**

**TIME TABLE No.**

**86**

**IN EFFECT**

**Sunday, June 8, 1947**

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

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



WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS												NO. 86
17	23	19	3	1	7							
Streamliner	The Grand Canyon	The Chief	California Limited	The Scout	Fast Mail Express	June 8, 1947						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 4.30		PM 1.50	AM 10.50		AM 1.45	ALBUQUERQUE	0.0			FW TY	Yard	
PM 4.45		PM 2.05	AM 11.05		AM 2.00	ISLETA	12.6	21.1	26.4		64	
4.50		2.10	11.11		2.05	PAQUITA	18.2	52.8	0.0		43	
4.55		2.15	11.17		2.10	SANDIA	22.8	52.8	0.0		42	
4.59	PM 4.24	2.20	11.23	AM 8.22	2.15	DALIES	27.4	52.8	31.7	W	59	
5.07	4.31	2.28	11.33	8.32	2.23	RIO PUERCO	33.9	0.0	31.7		91	
5.15	4.39	2.37	11.43	8.42	2.31	SOUTH GARCIA	43.3	31.7	0.0		120	
5.20	4.44	2.42	11.49	8.48	2.36	SUWANEE	47.3	31.7	0.0		118	
5.29	4.53	2.51	12.01	9.00	2.45	MARMON	58.0	31.7	0.0	W	125	
5.34	4.59	2.56	12.07	9.06	2.50	QUIRK	63.8	31.7	0.0		83	
5.38	5.04	3.01	12.14	9.16	2.55	LAGUNA	68.7	31.7	0.0		118	
5.46	5.13	3.09	12.24	9.27	3.04	ACOMITA	77.6	31.7	0.0		118	
5.50	5.17	3.13	12.30	9.32	3.09	McCARTYS	82.3	31.7	0.0		111	
5.54	5.21	3.17	12.35	9.37	3.13	ANZAO	86.0	31.7	0.0		118	
6.02	5.29	3.26	12.50	9.55	3.21	GRANTS	95.5	31.7	0.0	FW	134	
6.07	5.34	3.31	12.56	10.03	3.26	REID	101.1	31.7	0.0		91	
6.12	5.40	3.36	1.02	10.10	3.31	BLUEWATER	107.2	31.7	0.0		118	
6.19	5.47	3.42	1.10	10.18	3.38	BACA	114.9	31.7	0.0		91	
6.25	5.54	3.48	1.17	10.26	3.45	SOUTH CHAVES	121.7	31.7	0.0	W	118	
6.29	5.58	3.52	1.23	10.37	3.50	THOREAU	125.6	31.7	0.0	Y	118	
6.33	6.02	3.56	1.28	10.42	3.54	GONZALES	129.3	0.0	56.3			
6.39	6.08	4.02	1.33	10.48	4.02	SOUTH GUAM	136.2	0.0	31.7		118	
6.44	6.14	4.06	1.38	10.54	4.06	PEREA	141.5	0.0	31.7		118	
6.48	6.18	4.11	1.42	10.59	4.11	WINGATE	146.1	0.0	31.7	W		
6.51	6.21	4.14	1.46	11.02	4.14	McCUNE	149.3	0.0	31.7	Y	105	
6.53	6.23	4.16	1.49	11.05	4.16	ZUNI	151.6	0.0	31.7		118	
s 7.00 PM	s 6.30 PM	s 4.25 PM	s 2.00 PM	s 11.15 AM	s 4.25 AM	GALLUP	157.6			FW TY	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(160.3)						

(64.1) (63.7) (62.1) (50.6) (46.4) (60.1) . . . . . Average speed per hour

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.

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

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

Between Belen 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.

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

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS		NO. 86								
23	1									
The Grand Canyon	The Scout	June 8, 1947								
Leave Daily	Leave Daily	STATIONS								
PM 4.10	AM 8.00	BELEN	0.0		FW TY	Yard				
4.17	8.10	FELIPE	5.9	66.0		91				
4.24 PM	8.22 AM	DALIES	10.1	66.2	W	110				
Arrive Daily	Arrive Daily	(10.3)								

(44.1) (28.1) . . . . . Average speed per hour



# FIRST DISTRICT

# ALBUQUERQUE DIVISION

					TIME TABLE						EASTWARD							
					NO. 86						FIRST CLASS							
					June 8, 1947						20	24	18	4	2	8		
					STATIONS						The Chief	The Grand Canyon	Streamliner	California Limited	The Scout	Fast Mail Express		
					Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	<b>ALBUQUERQUE</b> 12.6 ISLETA 5.4 PAQUITA 4.7 SANDIA 3.9 DALIES 8.8 RIO PUERCO 13.5						AM 9.00		PM 2.00	PM 6.15		PM 9.10		
Yard	FW TY	C	21.1	26.4														
64		C	52.8	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 8.45		PM 1.45	PM 5.50		PM 8.55		
43		B	52.8	0.0														
42		B	52.8	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 8.34		PM 1.36	PM 5.38		PM 8.45		
59	W	C	0.0	31.7														
118		B	52.8	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 8.29	AM 10.45	PM 1.32	PM 5.32	PM 6.30	PM 8.40		
118		B	31.7	0.0														
118	W	C	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 8.20	AM 10.37	PM 1.24	PM 5.23	PM 6.22	PM 8.29		
118		B	31.7	0.0														
118		B	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.59	AM 10.14	PM 1.04	PM 4.50	PM 5.59	PM 8.03		
118	W	C	31.7	0.0														
110		B	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.53	AM 10.08	PM 12.59	PM 4.44	PM 5.52	PM 7.57		
118		C	31.7	0.0														
118		B	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.48	AM 10.03	PM 12.54	PM 4.39	PM 5.46	PM 7.52		
118		B	31.7	0.0														
132		B	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.40	AM 9.55	PM 12.46	PM 4.29	PM 5.38	PM 7.44		
118		B	31.7	0.0														
118	FW	C	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.35	AM 9.49	PM 12.42	PM 4.24	PM 5.32	PM 7.38		
118		B	31.7	0.0														
118		B	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.30	AM 9.43	PM 12.38	PM 4.20	PM 5.27	PM 7.33		
118	FW	C	31.7	0.0														
118		B	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.20	AM 9.32	PM 12.29	PM 4.10	PM 5.17	PM 7.22		
118		B	31.7	0.0														
91		B	52.8	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.14	AM 9.25	PM 12.24	PM 4.02	PM 5.07	PM 7.13		
118		B	52.8	0.0														
118	W	B	52.8	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 7.08	AM 9.19	PM 12.19	PM 3.56	PM 5.01	PM 7.07		
118	Y	C	31.7	0.0														
118		B	21.1	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 7.01	AM 9.12	PM 12.12	PM 3.49	PM 4.54	PM 7.00		
118	W	B	52.8	0.0														
118	Y	C	31.7	0.0	} N.M. DIV. { } DOUBLE TRACK {						AM 6.54	AM 9.05	PM 12.06	PM 3.42	PM 4.47	PM 6.53		
118		B	21.1	31.7														
131		B	0.0	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 6.51	AM 9.01	PM 12.02	PM 3.38	PM 4.43	PM 6.50		
92		B	0.0	31.7														
118	W	C	0.0	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 6.47	AM 8.57	PM 11.58	PM 3.32	PM 4.38	PM 6.46		
118	Y	B	0.0	31.7														
118		B	0.0	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 6.40	AM 8.50	PM 11.51	PM 3.23	PM 4.30	PM 6.39		
118		B	0.0	31.7														
118	W	C	0.0	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 6.34	AM 8.44	PM 11.45	PM 3.16	PM 4.24	PM 6.33		
118	Y	B	0.0	31.7														
118		B	0.0	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 6.28	AM 8.38	PM 11.39	PM 3.09	PM 4.18	PM 6.27		
118		B	0.0	31.7														
118		B	0.0	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 6.25	AM 8.35	PM 11.36	PM 3.06	PM 4.15	PM 6.24		
118		B	0.0	31.7														
118		B	0.0	31.7	} N.M. DIV. { } DOUBLE TRACK {						AM 6.22	AM 8.32	PM 11.33	PM 3.03	PM 4.12	PM 6.21		
118		B	0.0	31.7														
Yard	FW TY	C			<b>GALLUP</b>						AM 6.15	AM 8.25	AM 11.27	PM 2.55	PM 4.05	PM 6.15		
					(160.7)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

Average speed per hour . . . . . (58.4) (57.5) (63.0) (48.2) (55.5) (55.1)

## BELEN DISTRICT

		TIME TABLE		EASTWARD	
		NO. 86		FIRST CLASS	
		June 8, 1947		24	2
		STATIONS		The Grand Canyon	The Scout
		Arrive Daily		Arrive Daily	Arrive Daily
Capacity of Sidings in 50 ft. Cars	Communications	} A. B. S. { } D. T. {		AM 11.00	PM 6.45
Yard	C				
	B	} A. B. S. { } D. T. {		AM 10.51	PM 6.36
103	C				
	C	} A. B. S. { } D. T. {		AM 10.45	PM 6.30
	C				
		(10.3)		Leave Daily	Leave Daily
Average speed per hour . . . . .				(41.2)	(41.2)

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.

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

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

Between Belen 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.

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

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 80 ft. Cars
FIRST CLASS										
	17	23	19	3	1	7				
Streamliner	The Grand Canyon	The Chief	California Limited	The Scout	Fast Mail Express					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 7:02	PM 6:33	PM 4:30	PM 2:10	AM 11:25	AM 4:30	GALLUP				
7:11	6:43	4:40	2:21	11:36	4:39	9.4 DEFIANCE				
7:17	6:49	4:47	2:28	11:44	4:46	7.2 MANUELITO				
7:22	6:54	4:53	2:34	11:50	4:52	6.2 LUPTON				
7:27	6:59	4:59	2:41	11:57 PM	4:58	6.8 ALLANTOWN				
7:31	7:03	5:03	2:45	12:02	5:02	4.1 HOUCK				
7:39	7:12	5:11	2:53	12:10	5:10	8.5 CHETO				
7:44	7:18	5:16	2:59	12:17	5:14	5.9 CHAMBERS				
7:50	7:25	5:23	3:06	12:24	5:20	7.3 NAVAJO				
7:55	7:30	5:29	3:12	12:30	5:25	6.2 PINTA				
8:06	7:41	5:41	3:24	12:44	5:37	13.1 ADAMANA				
8:11	7:46	5:46	3:30	12:49	5:43	6.1 CARRIZO				
8:17	7:52	5:52	3:37	12:56	5:49	7.2 ARNITZ				
8:23	7:59	5:59	s 3:47	s 1:05	s 6:00	7.4 HOLBROOK				
8:28	8:05	6:04	3:52	1:10	6:05	5.6 PENZANCE				
8:32	8:11	6:08	3:57	1:14	6:09	4.8 JOSEPH CITY				
8:41	8:22	6:18	4:07	1:24	6:18	11.1 HAVRE				
s 8:52 PM	s 8:33 PM	s 6:35 PM	s 4:20 PM	s 1:40 PM	s 6:30 AM	10.8 WINSLOW				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(127.7)				

(69.6)

(63.9)

(61.3)

(58.9)

(56.8)

(63.9)

..... Average speed per hour

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Winslow—Between M.P. 285 and eastward automatic Block Signal 2856.

Between Gallup and Winslow, trains must keep to the left. Double track extends through following passenger yards:

Gallup, No. 1 is westward main track,  
No. 3 is eastward main track.

Winslow, No. 1 is eastward freight lead,  
No. 2 is eastward main track,  
No. 3 is westward main track.

**SECOND DISTRICT**

**ALBUQUERQUE DIVISION**

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	TIME TABLE  NO. 86  June 8, 1947	EASTWARD					
				FIRST CLASS					
				20	24	18	4	2	8
			STATIONS	The Chief Arrive Daily	The Grand Canyon Arrive Daily	Streamliner Arrive Daily	California Limited Arrive Daily	The Scout Arrive Daily	Fast Mail Express Arrive Daily
Yard	O		<b>GALLUP</b> 9.4	<b>AM</b> 6:10	<b>AM</b> 8:20	<b>AM</b> 11:25	<b>PM</b> 2:45	<b>PM</b> 4:00	<b>PM</b> 6:10
104	B	31.7	DEFIANCE 7.2	5:59	8:09	11:15	2:33	3:49	5:59
84	B	31.7	MANUELITO 6.2	5:51	8:01	11:09	2:26	3:43	5:51
104	B	31.7	LUPION 6.8	5:45	7:55	11:04	2:20	3:38	5:45
72	B	31.7	ALLANTOWN 4.1	5:39	7:49	10:59	2:13	3:32	5:39
100	O	31.7	HOUCOK 8.5	5:35	7:45	10:55	2:09	3:28	5:35
70	B	31.7	OHETO 5.9	5:25	7:36	10:47	2:00	3:19	5:26
72	O	31.7	CHAMBERS 7.3	5:19	7:30	10:42	1:54	3:14	5:20
116	B	31.7	NAVAJO 6.2	5:12	7:23	10:35	1:47	3:07	5:13
130	B	31.7	PINTA 13.1	5:06	7:17	10:30	1:41	3:02	5:07
115	O	19.0	ADAMANA 6.1	4:54	7:05	10:20	1:28	2:50	4:55
72	B	31.7	CARRIZO 7.2	4:49	7:00	10:15	1:22	2:45	4:50
83	B	31.7	ARNTZ 7.4	4:42	6:53	10:10	1:15	2:38	4:43
116	O	31.7	HOLBROOK 5.6	4:34	6:44	10:04	1:06	2:30	4:34
	B	31.7	PENZANCE 4.3	4:26	6:35	9:58	12:56	2:20	4:24
74	B	16.9	JOSEPH CITY 11.1	4:21	6:31	9:54	12:52	2:16	4:20
104	B	31.7	HAVRE 10.8	4:11	6:21	9:44	12:42	2:06	4:10
Yard	O		<b>WINSLOW</b>	<b>AM</b> 4:00	<b>AM</b> 6:10	<b>AM</b> 9:35	<b>PM</b> 12:30	<b>PM</b> 1:55	<b>PM</b> 4:00
			(127.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....				(58.9)	(58.9)	(69.6)	(56.7)	(61.3)	(58.9)

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Winslow—Between M.P. 285 and eastward automatic Block Signal 2856.

Between Gallup and Winslow, trains must keep to the left. Double track extends through following passenger yards:

Gallup, No. 1 is westward main track,  
No. 3 is eastward main track.

Winslow, No. 1 is eastward freight lead,  
No. 2 is eastward main track,  
No. 3 is westward main track.

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS												
17	23	19	3	1	7	NO. 86						
Streamliner	The Grand Canyon	The Chief	California Limited	The Scout	Fast Mail Express	June 8, 1947						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 8:57	PM 8:40	PM 6:45	PM 4:30	PM 1:50	AM 6:35	WINSLOW	285.5			O	FW TY	Yard
9:12	8:55	7:00	4:46	2:06	6:49	WEST WINSLOW	288.5	75.0	66.0	O		
9:22	9:05	7:13	4:57	2:23	7:01	DENNISON	298.3	75.0	73.1	B		104
9:31	9:14	7:23	5:05	2:36	7:10	SUNSHINE	305.9	60.7	23.8	B		72
9:38	9:22	7:32	5:13	2:47	7:18	CANYON DIABLO	312.1	75.0	22.7	O		115
9:51	9:35	7:46	5:29	3:04	7:30	ANGELL	322.7	75.0	0.0	B	WY	96
9:57	9:42	7:54	5:38	3:13	7:38	WINONA	328.6	75.0	75.0	B		70
10:03	9:49	8:01	5:45	3:22	7:45	COSNINO	333.2	75.0	70.4	B		96
10:10	9:57	8:10	5:53	3:33	7:52	CLIFFS	339.1	75.0	47.3	B		72
10:16	10:05	8:20	6:05	3:50	8:02	FLAGSTAFF	344.2	75.0	0.0	O	WY	105
10:26	10:18	8:32	6:17	4:02	8:12	RIORDAN	350.8	75.0	75.0	B	Y	96
10:31 <sup>23</sup>	10:31 <sup>17</sup>	8:38	6:23	4:09	8:18	BELLEMONT	356.3	64.5	75.0	B	WY	99
10:38	10:41	8:45	6:33	4:19	8:24	MAINE	362.5	75.8	97.0	B		
10:44	10:47	8:51	6:40	4:30	8:29	CHALENDER	368.0	75.0	75.0	B		108
10:55	11:00 11:20	9:05	6:55	4:50	8:40	WILLIAMS	378.2	75.0	6.8	O	FW TY	99
11:00	11:27	9:13	7:04	4:59	8:48	SUPAI	381.6	0.0	137.3	B	Y	
11:10	11:38	9:24	7:15	5:10	8:59	McLELLAN	386.8	0.0	161.0	B	W	112
11:24	11:52	9:38	7:29	5:24	9:13	WELCH	391.7	0.0	95.0	O		
11:27	11:55 AM	9:42	7:33	5:27	9:17	DAZE	393.7	14.8	95.0	B		112
11:40	12:10	9:55 10:05	7:50	5:45	9:30 9:40	ASH FORK	401.2			O	FW Y	308
11:48	12:18	10:14	8:01	5:57	9:49	PINEVETA	408.8	75.0	75.0	B		108
11:59 AM	12:29	10:25	8:12	6:10	10:00	GLEED	414.7	75.0	39.6	B		82
12:05	12:35	10:34	8:21	6:20	10:09	CROOKTON	419.1	75.0	61.8	B	Y	110
12:20 AM	12:50 AM	10:50 PM	8:40 PM	6:40 PM	10:25 AM	SELIGMAN	428.8	0.0	95.0	O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.7)						

(42.2) (37.2) (36.4) (34.2) (29.5) (38.9) . . . . . Average speed per hour

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Winslow—Between M.P. 285 and eastward automatic Block Signal 2856.

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

Rules 281, 285 and 290, Rules and Regulations, Operating Department, Supplement "A": On eastward track automatic signals indicate "Proceed", "Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed", and "Proceed at restricted speed", only, from Signal 3982 east of Ash Fork to Signal 3832-A west of Supai, inclusive; except if yellow light not burning or if red and yellow lights not burning and signal blade in stop position, these signals must be regarded as "Stop and Proceed" signals.

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 westward siding,  
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.

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.

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.

At Canyon Diablo, Bridge A-313, 5001 class engines must not be coupled, and not more than two steam engines of any other class may be coupled together over this bridge.

(Continued on Page 7)

# THIRD DISTRICT

# ALBUQUERQUE DIVISION

7

Capacity of Sidings in 80 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 86 June 8, 1947		EASTWARD					
							FIRST CLASS					
							24	18	4	2	8	20
							The Grand Canyon	Streamliner	California Limited	The Scout	Fast Mail Express	The Chief
STATIONS							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	C			<b>WINSLOW</b>		AM 6:00	AM 9:25	PM 12:20	PM 1:45	PM 3:55	AM 3:50
		C	75.0	31.7	3.1 WEST WINSLOW		5:42	9:19	12:02	1:27	3:37	3:32
96		B	75.0	31.7	9.8 DENNISON		5:34	9:12	11:54	1:19	3:29	3:24
		B	75.0	23.8	7.6 SUNSHINE		5:27	9:06	11:47	1:13	3:22	3:17
109		C	60.7	0.0	6.2 CANYON DIABLO		5:21	9:01	11:41	1:07	3:16	3:11
96	WY	B	75.0	22.7	10.6 ANGELL		5:09	8:52	11:31	12:58	3:04	2:59
74		B	75.0	0.0	6.0 WINONA		5:03	8:47	11:25	12:52	2:58	2:53
98		B	75.0	75.0	4.4 COSNINO		4:57	8:42	11:19	12:46	2:52	2:47
		B	75.0	70.4	5.8 CLIFFS		4:50	8:36	11:12	12:39	2:45	2:39
96	WY	C	75.0	47.3	5.0 FLAGSTAFF		4:43	8:30	11:05	12:32	2:38	2:32
	Y	B	75.0	0.0	6.5 RIORDAN		4:30	8:20	10:51	12:18	2:25	2:20
87	WY	B	75.0	75.0	5.6 BELLEMONT		4:23	8:14	10:44	12:11	2:18	2:13
108		B	64.5	75.0	6.0 MAINE		4:15	8:08	10:35	12:03	2:10	2:05
119		B	52.8	75.0	5.6 CHALENDER		4:06	8:01	10:26	11:55	2:01	1:56
118	FW TY	C	75.0	75.0	10.1 WILLIAMS		3:50	7:48	10:10	11:40	1:45	1:40
27	Y	B	0.0	6.8	3.4 SUPAI		3:30	7:42	9:59	11:29	1:34	1:28
108		B	0.0	95.0	2.5 SERENO		3:19	7:42	9:59	11:29	1:34	1:28
131	W	B	0.0	95.0	6.2 CORVA		3:14	7:37	9:54	11:24	1:29	1:23
		C	0.0	95.0	4.7 WELCH		3:02	7:26	9:42	11:12	1:17	1:11
108		B	0.0	95.0	2.0 DAZE		2:52	7:16	9:32	11:02	1:07	1:00
		B	14.8	95.0	7.5 ASH FORK		2:48	7:13	9:28	10:58	1:03	12:56
120	FW Y	C	75.0	75.0	7.6 PINEVETA		2:30	6:57	9:10	10:40	12:45	12:37
		B	147.8	39.6	7.1 CROOKTON		2:15	6:47	8:53	10:23	12:29	12:22
109	Y	B	0.0	75.0	10.3 SELIGMAN		2:05	6:37	8:43	10:13	12:17	11:59
Yard	FW TY	C			(143.6)		1:48 AM	6:24 AM	8:25 AM	9:55 AM	12:01 PM	11:43 PM
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour. . . . . (37.1) (47.6) (36.7) (37.5) (37.6) (37.1)

(Continued from Page 6)

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

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

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

Trains and engines turning at Riordan to proceed westward, 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" indication 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 siren will promptly communicate with operator at Flagstaff.

Rule 97 and Special Rule 8: 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.

Rule 97 and Special Rule 11: Clearance card, Form 902, not required for helper engines operating light Supai to Ash Fork.

Water Tanks between Stations at: M.P. 89.1  
M.P. 146.3  
M.P. 175.0

At Ash Fork, No. 47 and No. 42 have no superiority between east switch of west wye and station, and will move between such limits at restricted speed.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE	EASTWARD		Mile Posts	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
			181	47		42	170			
			Passenger	Passenger		Passenger	Passenger			
Yard	FW Y			NO. 86						
				June 8, 1947						
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
				AM 1:00	ASH FORK	PM 11:30		0.0		C
		51.7		1:12	3.9 CRUICE	11:19		3.9	52.8	B
72		53.3		1:22	5.3 MEATH	11:10		9.2	83.4	B
39		33.8		1:34	6.8 ROK	10:58		16.0	81.8	B
72		0.0		f 1:46	5.3 DRAKE	f 10:46		21.3	79.2	C
73	WY	52.8		2:01	3.1 ABBA	10:31		29.4	79.2	B
73		64.9		f 2:09	4.2 DEL RIO	f 10:24		33.6	79.2	B
30	Y	79.2		f 2:12	1.5 PURO	f 10:21		35.1	56.0	B
41	W	79.2		f 2:19	3.8 COPPER	f 10:10		38.9	56.0	B
35		79.2		2:32	5.7 GRANITE	10:01		44.6	13.2	B
38		79.2		f 2:44	6.4 ENTRO	f 9:50		51.0	39.6	B
17		79.5		s 3:00	6.1 PRESCOTT	s 9:40		57.1	66.5	B
Yard	FW TY			3:10	2.9 POWDER	9:35		60.0	0.0	C
		158.4		3:18	5.8 ALTO	9:26		65.6	79.2	B
		158.4		3:37	0.6 PRIETA	9:14		66.2	0.0	B
		158.4		3:39	1.4 IRON SPRINGS	f 9:05		67.6	158.4	B
		0.0		f 3:44	5.5 RAMSGATE	f 8:47		73.1	158.4	B
61		0.0		f 3:59	7.5 SKULL VALLEY	s 8:28		80.6	158.4	C
62	WY	5.0		s 4:21	6.2 KIRKLAND	s 8:09		86.8	79.2	C
62		79.7		s 4:35	3.6 GRAND VIEW	7:54		95.4	79.7	B
72		79.2		4:51	6.1 HILLSIDE	s 7:40		101.5	79.2	C
62		0.0		s 5:07	3.2 DATE	f 7:23		109.7	79.2	B
62	W	64.3		f 5:22	6.7 PIEDMONT	f 7:12		116.4	79.2	B
38		79.2		f 5:34	6.8 CONGRESS	s 7:01		123.2	79.2	C
72	Y	0.0		s 5:47	6.4 FLORES	6:50		129.6	79.2	B
62		0.0		AM 5:56	5.3 MATTHIE	6:40	s 8:22	134.9	79.2	B
E. 22 W. 23	Y	8.2		7:30	4.7 WICKENBURG	s 6:30	s 8:12	139.8	81.0	B
87	FW	0.0		s 7:40	3.9 ALLAH	s 6:21	8:03	143.5	79.2	C
73		0.0		7:48	6.8 CASTLE HOT SPRINGS	s 6:10	f 7:52	150.3	79.2	B
72		79.7		f 8:02	7.3 WITTMANN	f 6:01	7:41	157.6	79.2	C
72		0.0		8:10	11.5 BEARDSLEY	f 5:46	7:27	169.1	79.2	B
84	Y	0.0		8:23	4.5 ENNIS	5:41	7:22	173.6	39.6	B
72		0.0		8:29	3.1 MARINETTE	f 5:37	7:19	176.7	42.3	B
42		52.8		8:35	3.2 PEORIA	s 5:30	s 7:15	179.9	0.0	C
72		0.0		f 8:40	4.3 GLENDALE	s 5:22	s 7:06	184.2	0.0	C
Yard		0.0		s 8:50	4.1 ALHAMBRA	s 5:12	6:56	188.3	26.4	C
Yard		3.4		8:56	2.7 MOBEST	f 5:06	6:51	191.0	35.9	B
Yard	FWT	0.0		9:01	2.7 PHOENIX	f 5:00	6:45	193.7	15.8	C
Yard	Y	26.4		9:10 AM		PM	PM			C
				Arrive Daily	(193.7)	Leave Daily	Leave Daily			

(35.4) (28.3) ..... Average speed per hour (29.8) (36.4)

Westward freight trains must consume ten minutes at Rams-gate for inspection of trains and cooling wheels, except these stops may be omitted when train is handled by diesel locomotive with dynamic brakes in operation.  
Train movements on Beardsley and Bumstead Spurs must be authorized by train order.  
Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Depot at Phoenix.  
Yard and light engines must avoid delaying first-class trains

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



PARKER DISTRICT								
Capacity of Sidings in 30 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE  NO. 86  June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending	Communications
			First Class  <b>117</b>		First Class  <b>118</b>			
			Passenger		Passenger			
			Leave Daily	STATIONS	Arrive Daily			
	Y		<b>PM</b> 8.25	<b>MATTHIE</b>	<b>AM</b> 7.30	0.0		B
45		39.6	f 8.35	6.2 DIVIDE	f 7.22	6.2	0.0	B
24		0.0	f 8.46	8.3 FOREPAUGH	f 7.12	14.5	31.7	B
43	W	0.0	s 8.57	7.7 AGUILA	s 7.02	22.2	29.0	C
42		19.8	f 9.08	8.9 GOLDEN	f 6.51	31.1	21.1	B
45		0.0	9.19	8.9 LOVE	6.40	40.0	31.7	B
12		0.0	f 9.25	4.8 WENDEN	f 6.34	44.8	31.7	B
24	W	26.4	s 9.34	5.2 SALOME	s 6.27	50.0	21.1	C
23		29.0	9.37	2.6 HAROUVAR	6.21	52.6	0.0	B
14		0.0	f 9.48	7.7 VICKSBURG	f 6.03	60.3	84.5	B
46	Y	0.0	9.49	0.8 BUSH PIT	6.00	61.1	31.7	B
14		0.0	10.01	9.4 UTTING	5.47	70.5	31.7	B
17	W	0.0	s 10.13	9.4 BOUSE	s 5.34	79.9	31.7	B
48		0.0	10.27	10.7 WALL	5.20	90.6	31.7	B
13		5.8	10.39	9.0 DENNY	5.08	99.6	31.7	B
32	WF Y	31.7	s 10.50 <b>PM</b>	6.2 <b>PARKER</b>	5.00 <b>AM</b>	105.8	31.7	C
			Arrive Daily	(105.8)	Leave Daily			
(43.8) . . . . . Average speed per hour . . . . . (42.3)								
Water Tank at McVay, M. P. 66.8								

## GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 86 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		15		14		
		Passenger		Passenger		
		Leave Daily	STATIONS	Arrive Daily		
Yard		PM 8-30	GRAND CANYON	AM 7-00	63.7	
30	39.6	8-45	6.5 COCONINO	f 6-28	57.2	130.3
27	117.5	f 8-57	5.2 APEX	f 6-12	52.0	158.4
	0.0	f 9-13	7.8 ANITA	f 5-47	44.8	170.4
21	37.0	f 9-24	7.0 WILLAHA	5-34	37.7	79.2
32	62.3	f 9-39	8.8 VALLE	f 5-19	29.0	100.3
20	116.2	f 9-55	8.4 QUIVERO	f 5-04	20.5	48.0
29	132.0	f 10-18	11.6 RED LAKE	f 4-39	9.0	105.6
Yard	158.4	10-50 PM	9.5 WILLIAMS	4-15 AM	0.0	110.9
		Arrive Daily	(64.3)	Leave Daily		
		(27.6)	.... Average Speed per hour ....	(23.4)		

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.

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

Water and wye at Anita.

Fuel, water and wye at Grand Canyon.

## CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 86 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		235		236		
		Mixed		Mixed		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
31		PM 12-20	DRAKE	AM 11-30	0.0	
27	64.0	f 12-41	6.8 MACK	f 11-08	6.7	105.6
28	79.2	f 12-55	3.9 BEAR	f 10-50	10.6	105.6
23	0.0	s 1-25	7.6 PERKINSVILLE	s 10-15	18.3	105.6
17	0.0	f 2-00	9.6 SYCAMORE	f 9-41	27.8	75.5
16	82.3	f 2-11	3.9 CREST	f 9-30	31.8	39.6
	0.0	f 2-20	3.8 TAPOO	f 9-18	35.5	105.6
Yard	79.2	2-40 PM	2.4 CLARKDALE	9-10 AM	38.0	105.6
		Arrive Daily Ex. Sunday	(38.0)	Leave Daily Ex. Sunday		
		(16.3)	.... Average speed per hour ....	(16.3)		

No switch lights on Clarkdale District.  
Water at Perkinsville; fuel, water and wye at Clarkdale.  
Booth phone at Bear, Perkinsville and Sycamore; office of communication at Clarkdale.  
At Clarkdale, spring point derail switch, normally lined for derail, located in upper yard below station.

## CROWN KING DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 86 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Mixed		Mixed		
		Leave Monday Only	STATIONS	Arrive Monday Only		
		AM 11-55	BLUE BELL	AM 11-40	28.0	
158.4		PM 12-05	2.2 MAYER	s 11-30	25.8	158.4
158.9		12-25	4.2 POLAND JCT.	s 11-15	21.6	0.0
0.0		f 12-30	1.1 HURON	s 11-10	20.5	110.9
50.2		s 1-00	3.9 HUMBOLDT	s 10-50	16.6	112.4
13	53.3	f 1-10	1.8 CHERRY CREEK	f 10-30	14.8	98.0
12	73.9	f 1-40	7.1 YAEGER	f 10-00	7.7	0.0
22	84.5	2-20 PM	7.7 ENTRO	9-25 AM	0.0	96.1
		Arrive Monday Only	(28.0)	Leave Monday Only		
		(11.5)	.... Average speed per hour ....	(12.4)		

No switch lights on Crown King District.  
Water and wye at Mayer; wye at Humboldt.  
Office of communication at Mayer.

**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 Belen (station and yard offices), Gallup (station and yard offices), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

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.

At following stations, designated switches are "heading-in" points:

- Isleta ..... siding west of station.
- Kirkland, Hillside ..... siding west of station.
- Peoria ..... siding east of station.
- Aguila ..... crossover east of station.

At Matthie time applies at west junction switch.

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 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.

Between Belen and overhead Bridge No. A-412-a, M.P. 411, at locations where main tracks parallel, additional reflector type permanent slow and resume speed boards are installed between tracks. The numerals at the top indicate maximum speed for passenger trains and those at the bottom 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 boards and books are located at Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork, Seligman, Clarkdale, Prescott, Wickenburg, Mobest, Phoenix and Parker.

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 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 at Dalies.

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

Matthie—First class trains only will register.

Mobest—First class trains may register by Form 903 and will not check register.

Seligman—Trains 7, 8, 17, 18, 19, 20, 23 and 24 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 Belen, Dalies, Grants, Gallup, Holbrook, Winslow-West Winslow, Flagstaff, Riordan, Williams—Supai, Grand Canyon, Ash Fork, Crookton, Seligman, Drake, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Phoenix, Clarkdale, Parker, and on Crown King District, Entro.

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

- 9. . . . .
- 10. . . . .

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 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.

Rule 104 (D): In addition to the provisions thereof, at certain sidings on heavy descending grades, hand throw derails will be normally locked off rail, except when engines or cars are left unattended on 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 brakemen.

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

No train will leave Prescott, Wickenburg or Parker without receiving 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.

Enginemen must show train orders and clearance cards to firemen, and, when practicable, to head brakemen; 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 except on freight trains as follows:



Supai to Daze, westward track, on steam or diesel operated freight trains without dynamic brakes, one retainer for each 70 tons; eastward track, one retainer for each 100 tons. On diesel operated freight trains with dynamic brakes in operation, one retainer for each 100 tons on westward track and no retainers on eastward track.

Daze to Ash Fork, on steam or diesel operated freight trains without dynamic brakes, one retainer for each 100 tons; on diesel operated freight trains with dynamic brakes, no retainers.

From Prescott to M.P. 78 and on Crown King District, one retainer for each 70 tons; and on Clarkdale District, one retainer for each 80 tons on descending grades.

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

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.

17. 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, and Southwestern will not clear an engine or a man on top or side of car.

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.

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."

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 detain, 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.

Rule 876: Trains and engines must stop and make the prescribed test at:

Supai—westward.

Prieta—westward and eastward.

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.

Rule 879: At following stations, when no stop is made, trains must reduce speed to 20 MPH and make the prescribed test before descending grade:

Supai—westward.

Prieta—westward and eastward.

25. Rule 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.

Headout signals located at end of sidings on double track at certain non-interlocked stations are track controlled.

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—30 MPH; Freight—20 MPH**

- Dalies, eastward main track to First District main track.
- Eastward main track to Belen District eastward main track.
- First District main track to westward main track.
- East and west end westward siding.
- Gallup, west end eastward freight lead.
- West end westward freight lead.
- Extreme west crossover between main tracks.
- Winslow, westward main track to westward freight lead.
- Ash Fork, east end westward siding.
- Seligman, east crossover between main tracks, M.P. 428.

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, piledrivers 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:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	
			Mountain Type Includes	All Locomotives Except Mountain Type Include
0-4-0	2-6-2	2-10-0	4-8-2	4-4-0
0-6-0	2-8-0	2-10-2	4-8-4	4-4-2
0-8-0	2-8-2	2-10-4		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.
Belen District .....	85	..	42	60	1	..
First District .....	100	..	36	60	1	..
Second District .....	100	..	36	60	1	..
Third District .....	100	..	36	60	1	..
Grand Canyon District .....	35	1	43	25	2	24
Fourth District .....	75	..	48	50	1	12
Parker District .....	60	1	..	40	1	30
Clarkdale District .....	20	3	..	20	3	..
Crown King District .....	15	4	..	15	4	..
Beardsley and Bumstead Spurs .....	20	3	..	20	3	..

Maximum speed for passenger trains handling one or more heavyweight cars is 90 miles per hour.

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).

**BELEN DISTRICT WESTWARD:**

Curve and switch Belen to M.P. 0.3 ...	15	4	..	10	6	..
Curves M.P. 6.7 to 8.4 .....	70	..	51	50	1	12
Curves M.P. 8.4 to 10.2 .....	60	1	..	50	1	12

**BELEN DISTRICT EASTWARD:**

Dalies Jct. switch M.P. 10.2 to 10.0 ...	30	2	..	20	3	..
Curve M.P. 10.0 to 6.7 .....	80	..	45	40	1	30
Curve and switch M.P. 0.3 to Belen ...	15	4	..	10	6	..

**FIRST DISTRICT WESTWARD:**

Curves M.P. 12.5 to 13.6 .....	75	..	48	50	1	12
Curves M.P. 13.6 to 19.4 .....	95	..	38	50	1	12
Curves M.P. 19.4 to 22.8 .....	85	..	42	50	1	12
Curve M.P. 22.8 to 26.8 .....	95	..	38	50	1	12
Curves and switches M.P. 26.8 to 27.5 ..	30	2	..	20	3	..
Curve M.P. 27.7A to 27.4B .....	80	..	45	50	1	12
Curves M.P. 29.1 to 32.5 .....	80	..	45	50	1	12
Curve M.P. 36.8x to 38.7x .....	80	..	45	50	1	12
Curves M.P. 38.7x to 45.1x .....	75	..	48	50	1	12
Curve M.P. 58.2 to 59.1 .....	95	..	38	50	1	12
Curve M.P. 59.1 to 60.1 .....	75	..	48	50	1	12
Curves M.P. 60.1 to 61.1 .....	60	1	..	50	1	12
Curves M.P. 61.1 to 62.9 .....	50	1	12	40	1	30
Curves M.P. 62.9 to 65.2 .....	80	..	45	50	1	12
Curves M.P. 65.2 to 67.4 .....	65	..	55	50	1	12
Curves M.P. 76.8 to 78.8 .....	85	..	42	50	1	12
Track M.P. 78.8 to 81.1 .....	65	..	55	45	1	20
Curve M.P. 81.1 to 84.0 .....	85	..	42	50	1	12
Curves M.P. 84.0 to 88.0 .....	55	1	05	45	1	20
Curves M.P. 88.0 to 91.0 .....	70	..	51	50	1	12
Curves M.P. 91.0 to 95.5 .....	90	..	40	50	1	12
Grants Station M.P. 95.5 .....	40	1	30	40	1	30
Curves M.P. 95.5 to 98.6 .....	90	..	40	50	1	12
Curves M.P. 105.0 to 109.7 .....	85	..	42	50	1	12
Curves M.P. 112.7 to 117.5x .....	95	..	38	50	1	12
Curves M.P. 117.5x to 119.8x .....	85	..	42	50	1	12
Curves M.P. 119.8x to 127.5 .....	95	..	38	50	1	12
Curves M.P. 127.5 to 130.3 .....	85	..	42	50	1	12
Curves M.P. 144.5 to 145.2 .....	85	..	42	50	1	12
Curves M.P. 149.4 to 157.2 .....	85	..	42	50	1	12
Curve M.P. 157.2 to Gallup .....	30	2	..	20	3	..

**FIRST DISTRICT EASTWARD:**

Curve Gallup to M.P. 157.2 .....	30	2	..	20	3	..
Curves M.P. 157.2 to 149.4 .....	85	..	42	50	1	12
Curves M.P. 145.2 to 144.5 .....	85	..	42	50	1	12
Curve M.P. 141.1x to 136.3x .....	85	..	42	50	1	12
Curve M.P. 136.3x to 135.3x .....	70	..	51	50	1	12
Curves M.P. 135.3x to 133.4x .....	65	..	55	45	1	20
Curves M.P. 130.7x to 130.0x .....	65	..	55	45	1	20
Curves M.P. 130.0x to 127.5 .....	85	..	42	50	1	12
Curves M.P. 114.0 to 112.7 .....	95	..	38	50	1	12
Curves M.P. 109.7 to 105.0 .....	85	..	42	50	1	12
Curves M.P. 98.6 to 95.5 .....	90	..	40	50	1	12
Grants Station M.P. 95.5 .....	40	1	30	40	1	30
Curves M.P. 95.5 to 91.0 .....	90	..	40	50	1	12
Curves M.P. 91.0 to 88.0 .....	70	..	51	50	1	12
Curves M.P. 88.0 to 84.0 .....	55	1	05	45	1	20

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile	Sec.	Miles per Hr.	Time per Mile	Sec.
Curve M.P. 84.0 to 81.6 .....	85	..	42	50	1	12
Track M.P. 81.6 to 78.8 .....	65	..	55	45	1	20
Curves M.P. 78.8 to 76.8 .....	85	..	42	50	1	12
Curves M.P. 67.4 to 66.0 .....	65	..	55	50	1	12
Curves M.P. 66.0 to 62.9 .....	80	..	45	50	1	12
Curves M.P. 62.9 to 61.1 .....	50	1	12	40	1	30
Curves M.P. 61.1 to 60.1 .....	60	1	..	50	1	12
Curve M.P. 60.1 to 59.1 .....	75	..	48	50	1	12
Curve M.P. 59.1 to 58.2 .....	95	..	38	50	1	12
Curves M.P. 39.1 to 36.2 .....	85	..	42	50	1	12
Curves M.P. 32.5 to 27.5 .....	80	..	45	50	1	12
Switch and curve M.P. 27.5 to 27.3 .....	30	2	..	20	3	..
Curves M.P. 27.3 to 22.8 .....	95	..	38	50	1	12
Curves M.P. 22.8 to 19.4 .....	85	..	42	50	1	12
Curves M.P. 19.4 to 13.6 .....	95	..	38	50	1	12
Curves M.P. 13.6 to 12.5 .....	75	..	48	50	1	12

SECOND DISTRICT WESTWARD:

Curves and street crossings						
Gallup to M.P. 158.2 .....	30	2	..	20	3	..
Curve M.P. 160.7 to 160.9 .....	85	..	42	50	1	12
Curve M.P. 166.3 to 166.8 .....	95	..	38	50	1	12
Curves M.P. 173.1 to 175.1 .....	95	..	38	50	1	12
Curve and track M.P. 188.4 to 188.9 .....	65	..	55	40	1	30
Curves M.P. 193.3 to 194.8 .....	45	1	20	30	2	..
Curve M.P. 199.4 to 199.6 .....	85	..	42	50	1	12
Curves M.P. 215.6 to 219.2 .....	85	..	42	50	1	12
Curves M.P. 250.6 to 253.1 .....	85	..	42	50	1	12
Street crossings Holbrook M.P. 253.1 .....	30	2	..	30	2	..
Curve M.P. 264.2 to 264.4 .....	85	..	42	50	1	12

SECOND DISTRICT EASTWARD:

Curve M.P. 264.4 to 264.2 .....	85	..	42	50	1	12
Street crossings Holbrook M.P. 253.1 .....	30	2	..	30	2	..
Curves M.P. 253.1 to 250.6 .....	85	..	42	50	1	12
Curves M.P. 219.2 to 215.6 .....	85	..	42	50	1	12
Curves M.P. 199.6 to 199.4 .....	85	..	42	50	1	12
Curve M.P. 195.4 to 194.8 .....	75	..	48	50	1	12
Curves M.P. 194.8 to 193.3 .....	45	1	20	30	2	..
Curve and track M.P. 188.9 to 188.4 .....	65	..	55	40	1	30
Curves M.P. 175.1 to 173.1 .....	95	..	38	50	1	12
Curves M.P. 166.8 to 166.3 .....	95	..	38	50	1	12
Curves M.P. 160.9 to 158.2 .....	85	..	42	50	1	12
Curves and street crossings						
M.P. 158.2 to Gallup .....	30	2	..	20	3	..

THIRD DISTRICT WESTWARD:

Curves M.P. 286.8 to 287.3 .....	25	2	24	20	3	..
Curves M.P. 301.7 to 305.0 .....	85	..	42	50	1	12
Bridge A-313 Gantlet						
M.P. 312.2 to 312.3 .....	30	2	..	20	3	..
Curve M.P. 315.7 to 316.0 .....	90	..	40	50	1	12
Curves M.P. 326.4 to 328.6 .....	75	..	48	50	1	12
Curves M.P. 328.6 to 330.9 .....	50	1	12	40	1	30
Curves M.P. 330.9 to 331.8 .....	40	1	30	30	2	..
Curves M.P. 331.8 to 339.9 .....	50	1	12	40	1	30
Curves M.P. 339.9 to 343.6 .....	55	1	05	40	1	30
Curves M.P. 343.6 to 350.1 .....	40	1	30	30	2	..
Curves M.P. 350.1 to 352.6 .....	50	1	12	40	1	30
Curves M.P. 352.6 to 353.9 .....	75	..	48	50	1	12
Curves M.P. 353.9 to 364.1 .....	85	..	42	50	1	12
Curves M.P. 364.1 to 366.8 .....	55	1	05	40	1	30
Curves M.P. 366.8 to 371.7 .....	50	1	12	40	1	30
Curves M.P. 371.7 to 376.0 .....	65	..	55	40	1	30
Curves M.P. 376.0 to 378.2 .....	50	1	12	30	2	..
Curves M.P. 378.2 to 379.9 .....	30	2	..	20	3	..
Curves M.P. 379.9 to 381.1 .....	40	1	30	30	2	..
Curves M.P. 381.1 to 382.7 .....	35	1	43	30	2	..
Grade and curves M.P. 382.7 to 385.5 .....	25	2	24	15	4	..
Grade and curves M.P. 385.5 to 386.8 .....	50	1	12	15	4	..
Grade and curves M.P. 386.8 to 388.8 .....	25	2	24	15	4	..
Curve and tunnel M.P. 388.8 to 388.9 .....	20	3	..	15	4	..
Grade and curves M.P. 388.9 to 391.3 .....	25	2	24	15	4	..
Grade and curves M.P. 391.3 to 401.0 .....	40	1	30	20	3	..
Curves M.P. 401.0 to 401.9 .....	30	2	..	15	4	..
Supai to Welch—Westward on eastward track						
Curves M.P. 382.8x to 391.2x .....	30	2	..	20	3	..
Curves M.P. 391.2x to 395.0x .....	25	2	24	20	3	..
Curves M.P. 404.0 to 404.6 .....	70	..	51	50	1	12
Curve M.P. 406.9 to 407.2 .....	60	1	..	40	1	30
Curves M.P. 409.5 to 411.9 .....	60	1	..	40	1	30
Curves M.P. 411.9 to 413.1 .....	35	1	43	30	2	..
Curves M.P. 413.1 to 416.4 .....	25	2	24	25	2	24
Curves M.P. 416.4 to 418.0 .....	35	1	43	30	2	..
Track M.P. 418.0 to 420.1 .....	60	1	..	40	1	30
Curves M.P. 421.6 to 425.4 .....	50	1	12	40	1	30

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile	Sec.	Miles per Hr.	Time per Mile	Sec.
THIRD DISTRICT EASTWARD:						
Curves M.P. 425.4 to 422.8 .....	50	1	12	40	1	30
Curves M.P. 422.8 to 421.6 .....	40	1	30	30	2	..
Curves M.P. 415.8x to 413.6x .....	50	1	12	40	1	30
Grade & curves M.P. 413.6x to 410.9x .....	40	1	30	20	3	..
Curves M.P. 410.9x to 409.5 .....	60	1	..	40	1	30
Curve M.P. 407.2 to 406.9 .....	60	1	..	40	1	30
Curves M.P. 404.6 to 401.9 .....	70	..	51	50	1	12
Curves M.P. 401.9 to 399.4 .....	40	1	30	20	3	..
Curves M.P. 399.4 to 391.6 .....	35	1	43	30	2	..
Curve M.P. 395.0x to 394.6x .....	25	2	24	25	2	24
Curves M.P. 394.6x to 391.6x .....	40	1	30	30	2	..
Curve M.P. 391.6x to 391.2x .....	35	1	43	25	2	24
Curves M.P. 391.2x to 388.2x .....	40	1	30	30	2	..
Curves M.P. 388.2x to 386.2x .....	50	1	12	30	2	..
Curves M.P. 386.2x to 383.7x .....	55	1	05	40	1	30
Curves M.P. 383.7x to 381.5 .....	40	1	30	30	2	..
Curve M.P. 381.5 to 381.1 .....	35	1	43	30	2	..
Curves M.P. 381.1 to 378.9 .....	50	1	12	30	2	..
Curves M.P. 378.9 to 378.2 .....	30	2	..	20	3	..
Curves M.P. 378.2 to 376.0 .....	50	1	12	30	2	..
Curves M.P. 376.0 to 371.7 .....	65	..	55	40	1	30
Curves M.P. 371.7 to 366.8 .....	50	1	12	40	1	30
Curves M.P. 366.8 to 364.1 .....	55	1	05	40	1	30
Curves M.P. 364.1 to 353.9 .....	85	..	42	50	1	12
Curves M.P. 353.9 to 352.6 .....	75	..	48	50	1	12
Curves M.P. 352.6 to 350.1 .....	50	1	12	40	1	30
Curves M.P. 350.1 to 343.6 .....	40	1	30	30	2	..
Curves M.P. 343.6 to 341.6 .....	55	1	05	40	1	30
Curves M.P. 339.9 to 339.2 .....	50	1	12	40	1	30
Curves M.P. 339.2 to 336.2 .....	60	1	..	40	1	30
Curves M.P. 336.2 to 331.8 .....	50	1	12	40	1	30
Curves M.P. 331.8 to 330.9 .....	40	1	30	30	2	..
Curves M.P. 330.9 to 328.6 .....	50	1	12	40	1	30
Curves M.P. 328.6 to 327.0 .....	85	..	42	50	1	12
Curve M.P. 316.0 to 315.7 .....	90	..	40	50	1	12
Bridge A-313, Gantlet,						
M.P. 312.3 to 312.2 .....	30	2	..	20	3	..
Curves M.P. 303.3 to 301.7 .....	85	..	42	50	1	12
Curves M.P. 287.3 to Winslow .....	25	2	24	20	3	..

FOURTH DISTRICT

Curves M.P. 0.4 to 2.6 .....	45	1	20	30	2	..
Curves M.P. 4.0 to 5.9 .....	45	1	20	30	2	..
Curves M.P. 7.9 to 9.9 .....	45	1	20	30	2	..
Curve M.P. 12.0 to 12.9 .....	45	1	20	30	2	..
Curves M.P. 12.9 to 16.2 .....	40	1	30	24	2	30
Curves M.P. 16.2 to 17.2 .....	45	1	20	30	2	..
Curve M.P. 17.2 to 18.5 .....	60	1	..	40	1	30
Curve M.P. 18.5 to 18.7 .....	45	1	20	30	2	..
Curves M.P. 18.7 to 21.1 .....	60	1	..	40	1	30
Curve M.P. 21.1 to 21.6 .....	30	2	..	20	3	..
Br. B-22 M.P. 21.6 to 21.8 .....	20	3	..	20	3	..
Curves M.P. 21.8 to 23.2 .....	40	1	30	30	2	..
Curves M.P. 23.2 to 26.6 .....	50	1	12	40	1	30
Curves M.P. 26.6 to 27.9 .....	40	1	30	30	2	..
Curves M.P. 27.9 to 28.9 .....	50	1	12	40	1	30
Curve M.P. 28.9 to 29.0 .....	40	1	30	30	2	..
Curves M.P. 30.4 to 31.9 .....	40	1	30	30	2	..
Curve M.P. 31.9 to 32.7 .....	50	1	12	40	1	30
Curves M.P. 34.0 to 35.9 .....	40	1	30	30	2	..
Curve M.P. 39.7 to 39.8 .....	40	1	30	30	2	..
Curve M.P. 39.8 to 41.0 .....	50	1	12	40	1	30
Curve M.P. 41.0 to 41.2 .....	40	1	30	30	2	..
Curve M.P. 42.5 to 42.7 .....	40	1	30	30	2	..
Curves M.P. 43.6 to 44.4 .....	45	1	20	30	2	..
Curve M.P. 46.0 to 46.1 .....	50	1	12	40	1	30
Curves M.P. 48.0 to 48.7 .....	30	2	..	24	2	30
Curve M.P. 48.7 to 50.3 .....	50	1	12	40	1	30
Curves M.P. 50.3 to 52.7 .....	24	2	30	30	3	..
Curves M.P. 52.7 to 55.9 .....	40	1	30	30	2	..
Curve M.P. 55.9 to 58.3 .....	30	2	..	20	3	..
Grade and curves M.P. 58.3 to 76.7 .....	20	3	..	15	4	..
Curves M.P. 77.7 to 82.3 .....	45	1	20	30	2	..
Curves M.P. 83.5 to 85.5 .....	30	2	..	24	2	30
Curves M.P. 85.5 to 86.4 .....	24	2	30	20	3	..
Curves M.P. 86.4 to 90.8 .....	40	1	30	30	2	..
Cut M.P. 90.8 to 91.0 .....	20	3	..	20	3	..
Curves M.P. 91.0 to 94.3 .....	30	2	..	24	2	30
Curves M.P. 94.3 to 96.2 .....	24	2	30	20	3	..
Curves M.P. 96.2 to 97.4 .....	40	1	30	30	2	..
Curves M.P. 97.4 to 98.3 .....	30	2	..	24	2	30
Curves M.P. 98.3 to 99.7 .....	40	1	30	30	2	..
Curves M.P. 99.7 to 101.8 .....	30	2	..	24	2	30
Curves M.P. 101.8 to 103.2 .....	40	1	30	30	2	..
Curves M.P. 103.2 to 107.7 .....	24	2	30	20	3	..
Curve M.P. 107.7 to 109.0 .....	40	1	30	30	2	..
Curves M.P. 109.0 to 112.2 .....	35	1	43	30	2	..
Curves M.P. 112.2 to 112.5 .....	30	2	..	24	2	30
Curves M.P. 112.5 to 114.2 .....	40	1	30	30	2	..
Curves M.P. 114.2 to 115.1 .....	35	1	43	30	2	..
Curves M.P. 115.1 to 118.0 .....	40	1	30	30	2	..
Curves M.P. 118.0 to 118.3 .....	30	2	..	24	2	30
Curves M.P. 118.3 to 119.7 .....	40	1	30	30	2	..
Curve M.P. 119.7 to 119.8 .....	35	1	43	30	2	..
Curves M.P. 119.8 to 120.9 .....	40	1	30	30	2	..
Curves M.P. 120.9 to 122.6 .....	24	2	30	20	3	..



LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
<b>FOURTH DISTRICT (Continued)</b>						
Curves M.P. 122.6 to 123.2	45	1	20	30	2	..
Curve M.P. 126.7 to 126.8	60	1	..	40	1	30
Curves M.P. 131.2 to 134.9	45	1	20	30	2	..
Curve M.P. 134.9 to 135.1	20	3	..	20	3	..
Curves M.P. 135.1 to 138.2	45	1	20	30	2	..
Curve M.P. 138.2 to 138.3	35	1	43	30	2	..
Curves M.P. 138.3 to 141.6	40	1	30	30	2	..
Curves M.P. 141.6 to 150.3	30	2	..	24	2	30
Curve M.P. 174.9 to 175.1	55	1	05	40	1	30
Curve M.P. 178.8 to 178.9	50	1	12	30	2	..
Curves & crossings M.P. 182.5 to 190.8	30	2	..	30	2	..
Crossings M.P. 190.8 to 192.9	20	3	..	20	3	..
Switches & crossings M.P. 192.9 to 193.7	15	4	..	15	4	..
<b>PARKER DISTRICT</b>						
Curves M.P. 0.0 to 2.4	40	1	30	30	2	..
Curves M.P. 53.3 to 55.0	40	1	30	25	2	24
Curves M.P. 55.0 to 58.1	30	2	..	20	3	..
Curves M.P. 95.2 to 102.9	45	1	20	30	2	..
<b>GRAND CANYON DISTRICT</b>						
Curves M.P. 0.8 to 12.7	30	2	..	20	3	..
Curves M.P. 35.7 to 36.6	25	2	24	20	3	..
Curves M.P. 53.4 to 57.8	20	3	..	20	3	..
Curves M.P. 60.0 to 62.1	30	2	..	20	3	..
<b>CLARKDALE DISTRICT</b>						
Curves M.P. 13.2 to 15.1	15	4	..	15	4	..
Curves M.P. 22.2 to 23.7	15	4	..	15	4	..
Curves M.P. 29.9 to 33.6	15	4	..	15	4	..
<b>BEARDSLEY SPUR</b>						
Dip M.P. 1.3 to 1.4	10	6	..	10	6	..
Dip M.P. 5.3 to 5.4	10	6	..	10	6	..
Dip M.P. 8.9 to 9.0	10	6	..	10	6	..

**MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE**

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
9439	2	00	2	00	2	00
797-813	1	43	1	43	1	43
885	2	00	2	00	3	00
909-989	1	53	1	53	1	53
990	1	43	1	43	1	43
1226-1265	0	48	1	00	1	30
1297-1308	0	48	1	00	1	30
1322-1379	0	48	1	00	1	30
1413-1468	0	40	1	00	1	30
1621-1673	1	53	1	53	1	53
1674-1705	1	43	1	43	1	43
1798-1799	1	06	1	06	1	30
1800	1	12	1	12	1	30
1950	1	43	1	43	1	43
3011	1	53	1	53	1	53
3129	1	43	1	43	1	43
3228-3257	1	06	1	06	1	30
3409, 3411, 3443-3445 and 3449	0	45	1	00	1	20
Other 3400 Class	0	40	1	00	1	20
3450	0	40	1	00	1	20
3460	0	36	1	00	1	30
3500	0	48	1	00	1	30
3700	0	51	1	00	1	30
2917-2918, 2921, 2926, 2929	0	40	1	00	1	30
Other 2900 Class	0	45	1	00	1	30
3751, 3765	0	45	1	00	1	30
3776, 3778-3780, 3782-3785	0	40	1	00	1	30
Other 3776 Class	0	45	1	00	1	30
3800-3940	1	06	1	06	1	30
4000	1	06	1	06	1	30
5001	1	00	1	00	1	30
Passenger Diesels 1-6, 8-9, 11-15	0	36	.....	.....	1	20
Passenger Diesel 7	0	40	.....	.....	1	20
Passenger Diesels 16-21, 51-53, 158-168	0	38	1	00	1	20
Freight Diesels 100-157, 169-179	0	55	1	00	1	20
Switch, no truck	.....	.....	.....	.....	3	00
All other classes	.....	.....	1	43	1	43
All classes, backing up	3	00	3	00	3	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.

**SPRING SWITCHES (Continued)**

**SPEED LIMIT 15 MILES PER HOUR:**

Felipe	West end westward siding.
South Garcia	West end westward siding.
Suwanee	West end westward siding.
Marmon	West end westward siding.
Laguna	West end westward siding.
McCarty	West end westward siding.
Grants	East end eastward siding.
Bluewater	West end westward siding.
Bluewater	East end eastward siding.
Bluewater	West end westward siding.
South Chaves	West end westward siding.
Ciniza	East end eastward siding.
Wingate	East end eastward siding.
Holbrook	East end eastward siding.
Holbrook	West end westward siding.
Winslow	East end passenger track No. 1 at depot.
Dennison	East end eastward siding.
Dennison	West end westward siding.
Angell	East end eastward siding.
Angell	West end westward siding.
Cosnino	East end eastward siding.
Cosnino	West end westward siding.
Flagstaff	East end eastward siding.
Flagstaff	West end westward siding.
Riordan	West end westward siding.
Chalender	East end eastward siding.
Chalender	West end westward siding.
Williams	East end eastward siding.
Williams	West end westward siding.
McLellan	West end westward siding.
Sereno	East end eastward siding.
Corva	East end eastward siding.
Daze	East end eastward siding.
Daze	West end westward siding.
Ash Fork	East end eastward siding.
Crookton	East end eastward siding.
Crookton	West end westward siding.
Seligman	East yard lead to eastward main track.

**SPEED LIMIT 25 MILES PER HOUR:**

Dalies	East end eastward siding.
Suwanee	East end eastward siding.
Marmon	East end eastward siding.
Laguna	East end eastward siding.
North Guam	East end eastward siding.
Perea	West end westward siding.
Gallup	Eastward freight lead to eastward main track east of passenger station.
Defiance	East end eastward siding.
Defiance	West end westward siding.
Lupton	East end eastward siding.
Houck	East end eastward siding.
Houck	West end westward siding.
Chambers	West end westward siding.
Navajo	East end eastward siding.
Navajo	West end westward siding.
Pinta	East end eastward siding.
Adamana	East end eastward siding.
Adamana	West end westward siding.
Havre	East end eastward siding.
Havre	West end westward siding.
Winslow	East end of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between main tracks, both normally lined for main tracks. West switch of crossover normally lined for movements thru crossover. Westward trains on westward main track must trail thru this spring switch at M.P. 284.8, speed limit 25 miles per hour.
West Winslow	Switch from yard lead to westward main track.
Canyon Diablo	East end eastward siding.
Bellemont	East end eastward siding.
Ash Fork	West end westward siding.
Pineveta	West end westward siding.

**JUNCTION SWITCHES**

28. 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.

## RULES GOVERNING MOVEMENT UNDER RULE D-152

29. Between Belen and Seligman trains will be run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher, who will issue instructions on D-152 message form to conductors, enginemen and operators. Operators will show on Clearance Card, Form 902, the number of D-152 message forms delivered therewith. 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 OK'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	Location	Feet	Location	Feet
Thoreau	369.0	Bellemont	376	Seligman	910.0	Beardsley	Main Track
McCune	Gov. Spur	Williams	1479.1	Drake	Main Track	Phoenix	638.0
Gallup	5900.0	Anita	400.0	Del Rio	405.0	Humboldt	1859
Pinta	491.0	Grand Canyon	1549.2	Prescott (normally lined for west leg)	316.0	Mayer	208.0
Winslow	341.8	Supai	282.0	Alto (normally lined for west leg)	201.0	Clarkdale	769.0
Angell	557.5	Ash Fork—North Wye	910.0	Skull Valley	(normally lined for east leg) 726.0	Parker	564.0
Flagstaff	170.2	Ash Fork—West Wye	2640.0	Congress (normally lined for east leg)	812.0	Bush Pit	200.0
Riordan	506.0	Crookton	190.1	Matthie	Main Track		

## INTERLOCKING PLANTS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Belen	West switch of freight main track and junction switches.	Interlocker. The indication given by interlocking signals will be superior to right, class or direction for movements which may be made within limits of such signals.	Rule 820.
Isleta	Junction and east switches of sidings and west switch Coast Lines siding.	Interlocker. The indication given by interlocking signals will be superior to right, class or direction for movements which may be made within limits of such signals.	Coast Lines Main Track, ——— Coast Lines Siding, ———0——— New Mexico Main Track, ———0——— New Mexico Siding, ———0———
Dalies	Junction switch and switches both sidings.	Interlocker. Superior route to Sandia; inferior route to Belen. The indication given by interlocking signals will be superior to right, class or direction for movements which may be made within limits of such signals.	Westward: To Westward Main Track, ——— To Eastward Main Track, ———0——— Eastward: To Sandia Main Track, ——— To Belen Main Track, ———0——— To North Siding, ———0——— To South Siding, ———0———
Gallup	Switch west end westward freight lead, extreme west crossover between main tracks and west switch of eastward freight lead.	Interlocker. The indication given by interlocking signals will be superior to right, class or direction for movements which may be made within limits of such signals.	Eastward trains will sound whistle signal per Rule 820 at microphone sign 3800 feet west of MP 165.
Winslow	Switch from westward main track to freight lead.	Interlocker.	Westward trains will sound whistle signal per Rule 820 at microphone sign 4000 feet west of MP 280.
West Winslow	Signals on westward main track and west end westward freight lead.	Signals interlocked controlling movement from westward freight lead to westward main track.	None.
Ash Fork	East switch of westward siding MP 400 plus 0275 feet, both switches of crossover west end of eastward siding MP 400 plus 3855 feet, between MP 401 plus 5000 feet and MP 402 plus 0550 feet, extreme west crossover between main tracks, crossover between westward main track and siding, extreme west switch eastward main track to switching lead, switch to Fourth District from westward siding.	Interlocker. The indication given by interlocking signals will be superior to right, class or direction for movements which may be made within limits of such signals.  At Ash Fork, electric switch locks on east and west switches of crossover between eastward and westward main tracks, 4200 ft. west of MP 400 and west switch of crossover between eastward main track and yard lead 4600 ft. west of MP 400. Train or engine crews will call operator for instructions before using these switches. Instructions inside locking case.	Westward trains will sound following whistle signals at microphone sign 2600 feet west of MP 394: Westward Main Track, ——— Westward Siding, East End, ———0——— Crossover Westward Track MP 400 plus 4130 feet to Yard, ———0———  Eastward trains will sound following whistle signals at microphone sign 3500 feet east of MP 407: Eastward Main Track, ——— Extreme West Yard Switch MP 401 plus 5000 ft., ———0——— Eastward Siding, MP 400 plus 3855 ft., ———0———  Fourth District eastward trains will sound following whistle signals at microphone sign 800 feet west of MP 1: Eastward Main Track, Third District, ——— Entering yard at Extreme West Switch MP 401 plus 5000 ft., ———0——— Westward Third District Siding, ———0———

At Isleta, Dalies, Winslow and West Winslow, when signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830 (a) or (b) but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

At Gallup and Ash Fork all interlocked switches are dual controlled and may be operated by MOTOR or by HAND. They may be HAND operated only on authority from the operator. When authority is received, selector lever may be changed from MOTOR to HAND position, and switch operated and locked the same as any other hand throw switch. In such cases, the interlocked signals protecting such switch will remain in STOP position and the crew is authorized to pass the home signals in STOP position in making necessary movements. Trainmen must notify the enginemen that the selector lever is in HAND position. The selector lever must be restored to MOTOR position and locked after being hand operated.

In operating a dual controlled switch by HAND, undue force must not be used in operating either lever.

When a train or engine is stopped by a STOP signal at interlocking plant, member of crew will communicate with operator by telephone, and be governed by instructions. If authorized by operator to proceed, all switches in that block must be examined before moving over them, and train moved at restricted speed to next signal.

If any part of a train passes a signal governing the route over a DUAL CONTROLLED switch and reverse movement is made so that train is again back of signal, operator must be notified at once and before signal is again passed.

When a train or engine is stopped by a STOP signal and crew is unable to communicate with control station, it may proceed in accordance with Rule 830(a), first placing all dual controlled switches in that route on HAND operation; then, after train has passed next opposing signal, restore and lock all dual controlled switches to MOTOR operation and report to control station at first available point of communication.

Illumination of small white light on side of phone booth at dual controlled switch is indication to crews standing at that switch that control operator wishes to communicate with them by telephone.

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

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	Belen and beyond
	San Bernardino to Los Angeles		Barstow and beyond
2	Los Angeles to San Bernardino	Barstow and beyond	Stockton; also Richmond and beyond
	Madera	Beyond Bakersfield	Bakersfield and beyond San Bernardino and beyond
	Bakersfield to Seligman		
	Wingate Thoreau Laguna	Belen and beyond	
3	Seligman to Belen		Barstow and beyond
	Albuquerque to Barstow		Albuquerque and beyond
	San Bernardino to Los Angeles		Williams or beyond Phoenix to Cadiz
4	Los Angeles to San Bernardino	Williams and beyond Cadiz to Phoenix	
	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
17 El Capitan	Williams	Coach passengers only, Barstow and beyond	Coach passengers only, Albuquerque and beyond
	Ash Fork		Coach passengers only, for south of Ash Fork from Albuquerque and beyond
18 El Capitan	Ash Fork	Coach passengers only, from Prescott and South destined Albuquerque and beyond	
	Williams	Coach passengers only, Albuquerque and beyond	Coach passengers only, Barstow and beyond
19	Kingman		Newton and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
20	Monrovia Pomona Claremont Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
23	Holbrook	Prescott and beyond	Clovis and beyond
	Flagstaff	Barstow and beyond	Belen and beyond
	Bakersfield to Oakland		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville	Williams and beyond	Los Angeles
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Prescott and beyond
62	Corcoran Shafter Wasco		Stockton and beyond
	Fullerton		East of Barstow West of Bakersfield
72	Fullerton		Fourth District points, destined Williams, also Belen and beyond
	Del Mar	Santa Ana, also Los Angeles and beyond	
71-73 77-79	Del Mar		Los Angeles or Santa Ana
	Del Mar		To discharge passengers
72-74 76-78	Del Mar		
103	San Bernardino		

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

Location	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
<b>SECOND DISTRICT</b>				
Black Star	160.7	1.1 mile	West	None
Dileo	163.4	128	East	None
<b>GRAND CANYON DISTRICT</b>				
Woodin	Miles from Williams 43.8	7	West	Freight
<b>FOURTH DISTRICT</b>				
Prairie	Miles from Ash Fork 10.9	7	East-West	None
Siding	20.3	10	East-West	Freight
Whipple Spurs	56.0	36	East	42-47
Doce	69.9	17	East	Freight
Spur	144.8	6	East-West	Freight
Beardsley Spur	169.0	13 miles	Wye	Freight
Waddell	173.6	35	East-West	Freight
Fennemore	176.6	35	East-West	Freight
Citruspark	179.0	35	East-West	Freight
Litchfield	181.6	64	East-West	Freight
Ennis	174.1	7.3 miles	West	Freight
Bumstead	178.4	23	East-West	Freight
Webb	181.4	50	East	Freight
Agua Fria Tank	175.0	.....	.....	42-47
Burnt Ranch	187.1	13	East	Freight
Dolan	189.5	23	West	Freight
Spur	189.7	2	East	Freight
<b>CROWN KING DISTRICT</b>				
Iron King	Miles from Entro 17.2	5	West	25-26
Poland Spur	21.7	6	West	25-26
Mayer Stock Yard	27.4	Main	.....	Freight
<b>PARKER DISTRICT</b>				
McVay	Miles from Matthie 66.8	8	East-West	Freight



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

*LOCAL WATCH INSPECTORS*

FRANK MINDLIN . . . . . 314 W. Central Ave., Albuquerque  
C. L. CARROLL . . . . . 712 Dalies St., Belen  
E. PARKE SELLARD . . . . . Gallup  
E. E. STARR . . . . . Winslow  
S. S. BASSETT . . . . . Williams  
MICHAEL MIGNELLA . . . . . 106 W. Gurley St., Prescott  
H. H. HOWARD . . . . . 14 W. Adams St., Phoenix

Monthly bulletin will be issued covering inspections by Traveling Watch Inspector at Ash Fork and Seligman.





# 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.)

