

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

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Cal.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Cal.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Cal.

LOVELACE CLINICAlbuquerque
 DR. J. W. WIGGINS, Consulting Surgeon.....Albuquerque
 DR. D. T. WEIR, Local Surgeon.....Belen
 DR. F. W. PARKER, Local Surgeon.....Gallup
 DR. C. E. MOLHOLM, Local Surgeon.....Grants
 DR. O. G. FISCHER, Local Surgeon.....Holbrook
 DR. H. S. BECKWITH, Division Surgeon.....Winslow
 DR. LEO L. LEWIS, Local Surgeon.....Winslow
 DR. C. C. CREIGHTON, Local Surgeon.....Flagstaff
 DR. A. H. SCHERMANN, Consulting Surgeon.....Flagstaff
 DR. LEO SCHNUR, Local Surgeon.....Grand Canyon
 DR. ROGER D. LAWSHE, Local Surgeon.....Williams
 DR. JOHN H. CALLEY, Assistant Local Surgeon.....Williams
 DR. E. J. GUNGLE, Local Surgeon.....Seligman
 DR. WALTER BRAZIE, Local Surgeon.....Kingman
 DR. FRANCIS FINDLAY, Assistant Local Surgeon.....Kingman
 DR. T. G. HARWARD, District Surgeon.....Needles
 DR. H. C. MATTHEWS, Emergency Surgeon.....Needles
 DR. C. E. YOUNT, SR., Division Surgeon.....Prescott
 DR. E. A. BORN, Local Surgeon.....Prescott
 DR. C. E. YOUNT, JR., Assistant Local Surgeon.....Prescott
 DR. FLOYD B. BRALLIAR, Local Surgeon.....Wickenburg
 DR. WILLIAM HENRY, Assistant Local Surgeon.....Wickenburg
 DR. M. E. FULK, Local Surgeon.....Glendale
 DR. JOSEPH M. GREER, District Surgeon and Consultant.....Phoenix
 DR. C. E. HENDERSON, Assistant Local Surgeon.....Phoenix
 DR. DEAN TERRY MOATS, Assistant Local Surgeon.....Phoenix
 DR. B. L. MELTON, Eye, Ear, Nose and Throat Specialist.....Phoenix
 DR. H. J. FELCH, Consulting Surgeon.....Phoenix
 DR. W. W. MCKINLEY, Local Surgeon.....Clarkdale

First Aid Kits are located at Dalies, Grants, Houck, Holbrook, Ash Fork, Peach Springs, Yucca, Drake, Prescott, on all locomotives, and with all regularly assigned extra gangs.

R. J. BRETON
Asst. Superintendent,
Phoenix, Ariz.

W. A. ROEBUCK
Trainmaster, Needles, Calif.

S. G. JACKSON **B. O. BERNARD**
Trainmasters, Winslow, Ariz.

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

H. R. RUSSELL,
A. C. PETRANOVICH,
E. D. STINSON
Asst. Chief Dispatchers,
Winslow, Ariz.

J. R. POE,
H. W. SCHWENCKERT,
T. R. JENKINS,
L. H. RICHARDS,
J. S. ARMSTRONG,
W. F. MOHR,
A. J. WILLIS,
G. E. YOUNG,
H. E. KELLY,
A. B. DAVIDSON,

R. C. VAN AUSDALL,
J. D. RICHARDS,
F. W. PLEASANTS,
B. R. LORING,
D. LaMAR,
J. N. ESSINGER,
H. E. COWLES,
L. M. HARBIN,
R. C. DUNCAN,
J. K. HOLT,

Dispatchers, Winslow, Ariz.

The Atchison, Topeka and Santa Fe Railway Co.



ALBUQUERQUE DIVISION

TIME TABLE No.

93

IN EFFECT

Sunday, January 28, 1951

At 12:01 A. M.
Mountain Standard Time

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

O. L. GRAY,
General Manager,
Los Angeles, Cal.

F. A. BAKER,
Asst. General Manager,
Los Angeles, Cal.

S. ROGERS,
Superintendent,
Winslow, Ariz.

WESTWARD							TIME TABLE	Mile Post	Riding Grade Ascending	Riding Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS													
17	21	123	23	19	3	7							
Super Chief	El Capitan	The Grand Canyon	The Grand Canyon	The Chief	California Limited	Fast Mail Express	NO. 93						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	January 28, 1951						
PM 5.15	PM 3.55	PM 3.30		PM 2.30	AM 8.30	AM 1.15	STATIONS						
PM 5.30	PM 4.10	PM 3.45		PM 2.45	AM 8.45	AM 1.30		ALBUQUERQUE	0.0			FW TY	Yard
5.34	4.14	3.50		2.50	8.51	1.35		ISLETA	12.6	21.1	26.4		84
5.38	4.18	3.55		2.55	8.57	1.40	PAQUITA	18.2	52.8	0.0		43	
5.42	4.22	4.00	PM	2.59	9.03	1.45	SANDIA	22.8	52.8	0.0		42	
5.50	4.30	4.08		3.07	9.13	1.53	DALIES YL	27.4	52.8	31.7	W	59	
5.57	4.37	4.17		3.15	9.23	2.01	RIO PUERCO	33.9	0.0	31.7		91	
6.01	4.41	4.22		3.20	9.29	2.06	SOUTH GARCIA	43.3	31.7	0.0		120	
6.10	4.50	4.31		3.29	9.41	2.15	SUWANEE	47.3	31.7	0.0		118	
6.15	4.55	4.36		3.34	9.47	2.20	MARMON	58.0	31.7	0.0	W	125	
6.20	5.00	4.43		3.38	9.54	2.25	QUIRK	63.3	31.7	0.0		88	
6.28	5.08	4.51		3.46	10.04	2.34	LAGUNA	68.7	31.7	0.0		118	
6.31	5.11	4.56		3.50	10.10	2.39	ACOMITA	77.6	31.7	0.0		118	
6.35	5.15	5.00		3.54	10.15	2.43	MCCARTYS	82.3	31.7	0.0			
6.45	5.25	5.08		4.02	10.30	2.51	ANZAC	86.0	31.7	0.0		118	
6.50	5.30	5.13		4.07	10.36	2.56	GRANTS YL	95.5	31.7	0.0	W	134	
6.55	5.35	5.18		4.12	10.42	3.01	REID	101.1	31.7	0.0		91	
7.02	5.42	5.24		4.18	10.50	3.08	BLUEWATER	107.2	31.7	0.0		118	
7.08	5.47	5.30		4.24	10.57	3.14	BACA	114.9	31.7	0.0		91	
7.11	5.51	5.34		4.28	11.03	3.18	SOUTH CHAVES	121.7	31.7	0.0	W	118	
7.14	5.54	5.38		4.32	11.08	3.21	THOREAU	125.6	31.7	0.0	Y	118	
7.19	5.59	5.44		4.38	11.14	3.26	GONZALES	129.3	0.0	56.3			
7.23	6.03	5.48		4.42	11.18	3.30	SOUTH GUAM	136.2	0.0	31.7		118	
7.26	6.06	5.52		4.46	11.22	3.34	PEREA	141.5	0.0	31.7		118	
7.28	6.08	5.55		4.49	11.26	3.37	WINGATE	146.1	0.0	31.7	W		
7.30	6.10	5.57		4.51	11.30	3.39	MCCUNE	149.3	0.0	31.7	Y	105	
7.40	6.20	6.05		5.00	11.45	3.50	ZUNI	151.6	0.0	31.7		118	
Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	GALLUP YL	157.6			FW TY	Yard	
(66.3)	(66.3)	(62.1)	(66.9)	(64.1)	(49.3)	(62.1)	(160.3)						

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

N.M.D.V.

First and Belen Districts—Signal System 2 in effect.

New Mexico Division time table and rules govern between Albuquerque and Isleta and Pecos Division rules govern between Belen station and junction with Albuquerque Division west end of yard.

Between Belen station and home signal of interlocking at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

(Continued on Page 3)

BELEN DISTRICT

WESTWARD		TIME TABLE	Mile Post	Riding Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS						
23						
	The Grand Canyon	NO. 93				
	Leave Daily	January 28, 1951				
		STATIONS				
	PM 3.40	BELEN YL	0.0		FW TY	Yard
	PM 3.55	10.3		68.2		
	PM 3.55	DALIES YL	19.1		W	110
	Arrive Daily	(10.3)				
		(41.2)				

..... Average speed per hour

FIRST DISTRICT

ALBUQUERQUE DIVISION

3

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE		EASTWARD						
					NO. 93		FIRST CLASS						
					January 28, 1951		22	20	124	24	18	4	8
					STATIONS	El Capitan	The Chief	The Grand Canyon	The Grand Canyon	Super Chief	California Limited	Fast Mail Express	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	FW TY	C			ALBUQUERQUE	AM 6.55	AM 8.20	AM 10.25		PM 1.25	PM 6.45	PM 8.35	
64		C	21.1	26.4	ISLETA	AM 6.40	AM 8.05	AM 10.10		PM 1.10	PM 6.30	PM 8.20	
48		B	52.8	0.0	PAQUITA	6.34	7.59	10.03		1.04	6.25	8.15	
42		B	52.8	0.0	SANDIA	6.30	7.54	9.57		1.00	6.20	8.11	
59	W	C	52.8	31.7	DALIES	6.27	7.49	9.50	AM 9.55	12.57	6.15	8.07	
118		B	0.0	31.7	RIO PUERCO	6.19	7.40	9.42	9.48	12.49	6.06	7.59	
			52.8	0.0									
118		B			SUWANEE	6.08	7.28	9.30	9.37	12.38	5.50	7.48	
118	W	B	31.7	0.0	MARMON	5.59	7.19	9.21	9.28	12.29	5.37	7.39	
		B	31.7	0.0	QUIRK	5.54	7.13	9.15	9.23	12.24	5.31	7.34	
110		C	31.7	0.0	LAGUNA	5.49	7.08	9.10	9.18	12.19	5.25	7.29	
118		B	31.7	0.0	ACOMITA	5.40	6.59	9.01	9.10	12.10	5.15	7.21	
		B	31.7	0.0	McCARTYS	5.35	6.55	8.56	9.05	12.05	5.10	7.17	
182		B	31.7	0.0	ANZAC	5.31	6.51	8.51	9.02	12.01	5.05	7.13	
118	W	C	31.7	0.0	GRANTS	5.20	6.40	8.42	8.52	PM 11.50	4.55	7.03	
		B	31.7	0.0	REID	5.15	6.35	8.36	8.46	11.45	4.47	6.53	
118		B	31.7	0.0	BLUEWATER	5.10	6.30	8.30	8.40	11.40	4.39	6.47	
91		B	31.7	0.0	BAJOA	5.03	6.23	8.22	8.34	11.33	4.30	6.39	
118	W	B	52.8	0.0	NORTH CHAVES	4.58	6.18	8.14	8.27	11.28	4.22	6.31	
	Y	C	52.8	0.0	THOREAU	4.54	6.14	8.11	8.23	11.24	4.18	6.27	
118		B	31.7	0.0	GONZALES	4.50	6.10	8.07	8.19	11.20	4.13	6.23	
181		B	21.1	31.7	NORTH GUAM	4.44	6.04	8.00	8.12	11.14	4.04	6.15	
92		B	0.0	31.7	CINIZA	4.39	5.59	7.55	8.07	11.09	3.58	6.10	
117	W	B	0.0	31.7	WINGATE	4.34	5.54	7.50	8.02	11.04	3.50	6.03	
	Y	B	0.0	31.7	McCUNE	4.31	5.51	7.47	7.58	11.01	3.47	6.00	
118		B	0.0	31.7	ZUNI	4.28	5.48	7.45	7.55	10.58	3.43	5.57	
Yard	FW TY	C	0.0	31.7	GALLUP	AM 4.22	AM 5.42	AM 7.38	AM 7.48	AM 10.52	PM 3.35	PM 5.50	
					(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (63.0) (61.0) (57.6) (63.2) (63.0) (50.6) (58.3)

BELÉN DISTRICT

(Continued from Page 2)

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD	
		NO. 93		FIRST CLASS	
		January 28, 1951		24	
		STATIONS	Arrive Daily		
Yard	C	BELÉN YL	AM 10.10		
103	C	DALIES YL	AM 9.55		
		(10.3)	Leave Daily		

Average speed per hour..... (41.2)

Between Belen and Gallup trains must keep to the left.

Two tracks extend through Gallup passenger yard:

No. 1 is westward main track,

No. 3 is eastward main track.

Rule 251 is in effect between Belen and Gallup.

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

At Isleta, westward trains having received Albuquerque Division numbered clearance card, at Albuquerque or Abajo, will be governed by indication of train order signal.

At Isleta, eastward Albuquerque Division trains having received New Mexico Division numbered clearance card at Dalies will be governed by indication of train order signal. Trains receiving New Mexico Division numbered clearance card must also receive Albuquerque Division clearance card before leaving Dalies.

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
17	21	123	23	19	3	7					
Super Chief	El Capitan	The Grand Canyon	The Grand Canyon	The Chief	California Limited	Fast Mail Express	NO. 93				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	January 28, 1951				
PM 7:42	PM 6:22	PM 6:08	PM 5:58	PM 5:05	PM 12:30	AM 3:55	STATIONS				
7:51	6:31	6:18	6:08	5:15	12:42	4:04	GALLUP YL	157.6	0.0	FW TY	Yard
7:57	6:37	6:24	6:14	5:21	12:50	4:10	DEFIANCE	166.9	3.2		
8:02	6:42	6:29	6:19	5:26	12:56	4:15	MANUELITO	174.2	15.8		
8:11	6:51	6:38	6:29	5:36	1:07	4:24	LUPTON	180.4	0.0		79
8:17	6:57	6:48	6:37	5:44	1:15	4:31	HOUCK	191.2	15.8		114
8:21	7:01 ¹²³	7:01 ²¹	6:42	5:49	1:21	4:35	CHEYO	199.7	15.8		104
8:26	7:06	7:11	6:48	5:55	1:29	4:40	CHAMBERS	205.7	5.8	W	85
8:31	7:11	7:16	6:53	6:00	1:35	4:45	NAVAJO	213.0	0.0		114
8:41	7:21	7:26	7:04	6:11	1:48	4:54	PINTA	219.2	0.0	Y	75
8:52	7:32	7:37	7:15	6:22	2:03	5:05	ADAMANA	232.3	0.0	W	114
8:58	7:38	7:43	7:22	6:29	2:15	5:14	ARNTZ	245.5	7.9		81
9:03	7:43	7:48	7:27	6:34	2:20	5:20	HOLBROOK YL	253.0	26.4	W	114
9:07	7:47	7:52	7:31	6:38	2:25	5:23	PENZANCE	258.6	0.0		152
9:16	7:56	8:01	7:40	6:47	2:36	5:32	JOSEPH CITY	263.5	17.4		72
9:27 ^s PM	8:07 ^s PM	8:12 ^s PM	7:55 ^s PM	7:00 ^s PM	2:50 ^s PM	5:45 ^s AM	HIBBARD	274.8	19.5		114
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	WINSLOW YL	285.5		FW TY	Yard
(72.7)	(72.7)	(61.5)	(65.2)	(66.6)	(64.5)	(69.4)	(127.2)				

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

Second District—Signal System 1 in effect between Gallup and M.P. 162, including interlocking signals west end Gallup; Signal System 2 in effect between M.P. 162, Signals 1622 and 1621, and Winslow, Signals 2851, 2852, and 2844, including interlocking signals east end Winslow.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Gallup and Winslow, trains must keep to the left.

Two tracks extend 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.

Rule 251 in effect between Gallup and Winslow.

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

SECOND DISTRICT

ALBUQUERQUE DIVISION

5

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	TIME TABLE NO. 93 January 28, 1951		EASTWARD						
					FIRST CLASS						
					22	20	124	24	18	4	8
					El Capitan	The Chief	The Grand Canyon	The Grand Canyon	Super Chief	California Limited	Fast Mail Express
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	O		GALLUP YL	AM s 4.20	AM s 5.39	AM s 7.35	AM s 7.45	AM s 10.50	PM s 3.30	PM s 5.45	
104	B	31.7	9.4 DEFIANCE	4.09	5.27	7.25	7.35	10.39	3.18	5.34	
84	B	31.7	7.2 MANUELITO	4.03	5.20	7.19	7.29	10.33	3.11	5.28	
104	B	31.7	6.2 LUPTON	3.58	5.14	7.14	7.23	10.28	3.05	5.23	
100	B	31.7	10.9 HOUCK	3.50	5.04	7.04	7.15	10.20	2.54	5.13	
	B	31.7	8.0 CHETO	3.44	4.56	6.56	7.07	10.14	2.45	5.05	
104	C	31.7	5.9 CHAMBERS	3.40	4.51	6.50	7.02	10.10	2.39	4.58	
116	B	31.7	7.3 NAVAJO	3.34	4.45	6.42	6.55	10.04	2.32	4.52	
130	B	31.7	6.2 PINTA	3.29	4.39	6.35	6.50	9.59	2.26	4.46	
115	B	31.7	13.1 ADAMANA	3.20	4.29	6.23	6.38	9.50	2.13	4.34	
88	B	31.7	13.3 ARNTZ	3.09	4.18	6.12	6.27	9.39	2.00	4.22	
116	O	31.7	7.4 HOLBROOK	3.03	4.11	6.05	6.20	9.33	s 1.51	s 4.14	
	B	31.7	5.6 PENZANCE	2.58	4.05	6.00	6.15	9.28	1.41	4.04	
74	B	31.7	4.8 JOSEPH CITY	2.54	4.01	5.55	6.10	9.24	1.37	4.00	
104	B	16.9	11.1 HIBBARD	2.45	3.51	5.45	6.00	9.15	1.27	3.50	
Yard	O	31.7	10.8 WINSLOW YL	AM 2.35	AM 3.42	AM 5.35	AM 5.50	AM 9.05	PM 1.15	PM 3.40	
			(127.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour				(72.7)	(65.2)	(63.6)	(66.6)	(72.7)	(56.5)	(61.1)	

Second District—Signal System 1 in effect between Gallup and M.P. 162, including interlocking signals west end Gallup; Signal System 2 in effect between M.P. 162, Signals 1622 and 1621, and Winslow, Signals 2851, 2852, and 2844, including interlocking signals east end Winslow.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Gallup and Winslow trains must keep to the left.

Two tracks extend 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.

Rule 251 in effect between Gallup and Winslow.

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

6 ALBUQUERQUE DIVISION

THIRD DISTRICT

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS													
17	123	23	21	19	3	7							
Super Chief	The Grand Canyon	The Grand Canyon	El Capitan	The Chief	California Limited	Fast Mail Express	NO. 98						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	January 28, 1951						
PM 9:32	PM 8:25	PM 8:15	PM 8:12	PM 7:10	PM 3:00	AM 5:50	STATIONS						
9:38	8:33	8:23	8:18	7:20	3:08	5:57	WINSLOW YL	285.5	75.0	66.0	C	FW TY	Yard
9:47	8:44	8:34	8:28	7:31	3:19	6:07	WEST WINSLOW YL	288.5	75.0	73.1	B		
9:55	8:54	8:44	8:36	7:41	3:30	6:16	DENNISON	298.3	75.0	0.0	B		104
10:02	9:02	8:52	8:43	7:49	3:38	6:23	SUNSHINE	305.9	60.7	23.8	B		72
10:14	9:15	9:05	8:55	8:02	3:55	6:35	CANYON DIABLO	311.7	75.0	22.7	C		115
10:21	9:24	9:14	9:02	8:10	4:04	6:43	ANGELL	322.7	75.0	0.0	B	WY	96
10:27	9:33	9:23	9:08	8:18	4:11	6:50	WINONA	328.6	75.0	75.0	B		
10:33	9:41	9:31	9:14	8:25	4:21	6:58	COGNINO	333.2	75.0	70.4	B		96
10:39	9:49	9:39	9:21	8:33	4:35	7:08	CLIFFS	339.3	75.0	47.3	B		
10:49	9:59	9:49	9:31	8:44	4:48	7:19	FLAGSTAFF YL	344.2	75.0	0.0	C	WY	105
10:54	10:05	9:55	9:36	8:49	4:55	7:25	RIORDAN	350.8	75.0	75.0	B	Y	96
11:01	10:13	10:03	9:43	8:56	5:03	7:31	BELMONT	356.3	64.5	75.0	C	WY	99
11:07	10:19	10:09	9:49	9:02	5:10	7:38	MAINE	362.5	75.8	97.0	B		
11:18	10:40	10:30	10:00	9:15	5:30	7:50	CHALENDER	368.0	75.0	75.0	B		108
11:23	10:46	10:36	10:05	9:23	6:22	7:56	WILLIAMS YL	378.2	75.0	6.8	C	FW TY	99
11:33	10:59	10:49	10:15	9:34	6:35	8:07	SUPAI YL	381.6	0.0	137.3	B	Y	
							McLELLAN	386.3	0.0	161.0	B	W	112
11:46	11:15	11:05	10:29	9:48	6:51	8:24	WELCH	391.7	0.0	95.0	B		
11:49	11:21	11:11	10:32	9:52	6:55	8:27	DAZE	393.7	14.8	95.0	B		112
12:02	11:40	11:30	10:45	10:05	7:15	8:55	ASH FORK YL	401.2	75.0	75.0	C	FW Y	308
12:10	11:50	11:40	10:53	10:29	7:24	9:04	PINEVETA	408.8	75.0	39.6	B		108
12:20	12:01	11:50	11:04	10:40	7:35	9:15	GLEED	414.7	75.0	61.8	B		82
12:27	12:08	11:58	11:10	10:49	7:43	9:23	CROOKTON YL	419.1	0.0	95.0	B	Y	110
12:41	12:25	12:15	11:25	11:05	8:00	9:35	SELIGMAN YL	428.8			C	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.7)						

(45.3) (35.7) (35.7) (44.4) (38.9) (33.6) (38.1) Average speed per hour

Third District—Signal System 2 in effect.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

Two tracks extend 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 509 (c): 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.

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

(Continued on Page 7)

THIRD DISTRICT

ALBUQUERQUE DIVISION

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					TIME TABLE		EASTWARD						
					NO. 93		FIRST CLASS						
					January 28, 1951		124	24	18	4	8	20	22
					STATIONS		The Grand Canyon	The Grand Canyon	Super Chief	California Limited	Fast Mail Express	The Chief	El Capitan
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	FW TY	O			WINSLOW YL	AM	AM	AM	PM	PM	AM	AM	
		B	75.0	31.7	3.1	5.25	5.40	9.00	12.30	3.35	3.32	2.30	
		B	75.0	31.7	WEST WINSLOW YL	5.15	5.30	8.54	12.15	3.25	3.22	2.24	
96		B	75.0	23.8	DENNISON	5.05	5.20	8.46	12.08	3.17	3.13	2.16	
		B	60.7	0.0	SUNSHINE	4.58	5.13	8.40	12.01	3.10	3.05	2.10	
109		O	75.0	22.7	CANYON DIABLO	4.52	5.07	8.35	11.54	3.04	2.59	2.05	
96	WY	B	75.0	0.0	ANGELL	4.41	4.56	8.28	11.44	2.50	2.48	1.58	
		B	75.0	75.0	WINONA	4.35	4.50	8.23	11.38	2.46	2.42	1.53	
98		B	75.0	70.4	OOSNINO	4.29	4.44	8.18	11.32	2.40	2.35	1.48	
		B	75.0	47.3	CLIFFS	4.22	4.37	8.11	11.25	2.33	2.26	1.41	
96	WY	O	75.0	0.0	FLAGSTAFF YL	4.15	4.30	8.05	11.18	2.26	2.19	1.35	
	Y	B	75.0	75.0	RIORDAN	4.03	4.18	7.55	11.04	2.12	2.06	1.25	
135	WY	O	64.5	75.0	BELLEMONT	3.55	4.10	7.50	10.57	2.05	2.00	1.20	
108		B	52.8	75.0	MAINE	3.48	4.03	7.45	10.48	1.57	1.52	1.15	
119		B	75.0	75.0	CHALENDER	3.40	3.55	7.38	10.39	1.49	1.44	1.08	
118	FW TY	O	75.0	6.8	WILLIAMS YL	3.25	3.40	7.25	10.25	1.35	1.29	12.55	
27	Y	B	0.0	95.0	SUPAI YL	3.00	3.15	7.20	10.11	1.22	1.18	12.50	
108		B	0.0	95.0	SERENO	2.55	3.10	7.16	10.06	1.17	1.12	12.46	
131	W	B	0.0	95.0	CORVA	2.43	2.58	7.05	9.53	1.04	1.00	12.35	
		B	0.0	95.0	WELCH	2.33	2.48	6.56	9.42	12.53	12.49	12.26	
108		B	14.8	95.0	DAZE	2.28	2.43	6.53	9.38	12.48	12.45	12.23	
120	FW Y	O	75.0	75.0	ASH FORK YL	2.10	2.25	6.40	9.20	12.30	12.30	12.10	
		B	147.8	39.6	PINEVETA	1.45	2.10	6.31	9.00	12.13	12.05	12.01	
109	Y	B	0.0	75.0	CROOKTON YL	1.35	2.00	6.22	8.48	12.01	11.52	11.52	
Yard	FW TY	C			SELIGMAN YL	1.23 AM	1.43 AM	6.09 AM	8.30 AM	11.45 AM	11.33 PM	11.39 PM	
					(143.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
					Average speed per hour	(35.6)	(36.4)	(30.4)	(35.9)	(37.5)	(38.5)	(50.4)	

(Continued from Page 6)

stops may be omitted when train is handled by diesel locomotive with dynamic brakes in operation on all units.

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. At Riordan, light engines receiving yellow indica-

tion of dwarf signal are authorized to move, with current of traffic, to Williams.

Operator at Flagstaff must be authorized by train dispatcher before giving yellow indication at Riordan and must record on Form 862 Std. all westward trains passing Riordan.

Rule 97. Clearance card not required for helper engines operating light Supai to Ash Fork.

Rule 251 in effect between Winslow and Seligman.

East crossover switches between main tracks opposite station sign Supai equipped with electric locked switch stands, time release six minutes.

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

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS												
21	19	3	7	17	123	23						
El Capitan	The Chief	California Limited	Fast Mail Express	Super Chief	The Grand Canyon	The Grand Canyon	NO. 93					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	January 28, 1951					
PM 11-27	PM 11-10	PM 8-05	AM 9-38	AM 12-43	AM 12-28	AM 12-18	STATIONS					
11-37	11-22	8-19	9-50	12-54	12-41	12-31	SELIGMAN YL	428.8			FW TY	Yard
11-43	11-29	8-27	9-57	1-01	12-49	12-39	11.0 AUDLEY	439.8	72.9	75.0		107
11-50	11-37	8-35	10-04	1-08	12-58	12-48	7.5 PICA	447.3	75.0	75.0	W	107
11-59	11-47	8-47	10-14	1-18	1-08	12-58	4.0 YAMPAL YL	451.9	75.0	69.7	Y	107
12-06	11-54	8-55	10-20	1-24	1-14	1-04	8.1 NELSON	460.2	0.0	105.6		92
12-16	12-07	9-08	10-31	1-34	1-25	1-15	5.6 PEACH SPRINGS	465.8	0.0	75.0	W	107
12-24	12-15	9-16	10-39	1-42	1-33	1-23	11.4 TRUXTON	477.3	0.0	75.0		107
12-28 ¹⁹	12-28 ²¹	9-24	10-43	1-46	1-38	1-28	7.0 VALENTINE	484.0	0.0	75.0		
12-36	12-42	9-36	10-53	1-54 ¹²³	1-54 ¹⁷	1-37	5.0 HACKBERRY	489.0	0.0	75.0	FW	95
12-42	12-48	9-43	10-59	2-00	2-05	1-44	12.3 WALAPAI	501.3	43.8	71.8		107
12-45	12-52	9-48	11-03	2-04	2-11	1-49	8.2 BERRY	509.4	46.0	31.7		107
12-49	12-56	9-55	11-13	2-07	2-16	1-53	4.4 LOUISE	513.9	50.2	0.0		
12-55	1-03	10-01	11-20	2-12	2-23	2-00	2.5 KINGMAN YL	516.4	0.0	95.0	WY	118
1-01	1-09	10-08	11-26	2-18 ²³	2-31	2-18 ¹⁷	4.4 McCONNICO	520.7	0.0	95.0		51
1-07	1-16	10-16	11-34	2-24	2-41	2-29	6.0 GRIFFITH	526.8	0.0	75.0		107
1-11	1-20	10-21	11-39	2-28	2-47	2-35	8.4 ATHOS	535.2	0.0	75.0		
1-15	1-24	10-26	11-45	2-32	2-53	2-41	5.0 YUCCA	540.2	0.0	75.0	W	107
1-20	1-29	10-33	11-52	2-37	2-59	2-48	5.9 HAVILAND	546.2	0.0	75.0		
1-24	1-35	10-39	11-58	2-42	3-07	2-57	6.5 FRANCONIA	552.7	0.0	75.0		95
1-31	1-43	10-47	12-06	2-49	3-15	3-05	6.1 POWELL	558.8	0.0	63.4		
1-46	2-00	11-05	12-25	3-01	3-30	3-20	7.1 TOPOCK	565.9	62.8	73.9		107
AM	AM	PM	PM	AM	AM	AM	11.6 NEEDLES YL	578.0	53.9	62.3	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(148.6)					
(64.1)	(53.7)	(49.5)	(53.4)	(64.6)	(49.0)	(49.0) Average speed per hour					

Kingman District—Signal System 1 in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Rule 251 in effect between Seligman and Needles.

Two tracks extend through Seligman passenger yard. Begin-

ning at station, No. 1 is westward main track, No. 2 is eastward main track.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Westward freight trains, except those handled by diesel locomotive with dynamic brakes in operation, will stop at Yucca ten minutes to cool wheels.

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

KINGMAN DISTRICT

ALBUQUERQUE DIVISION

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					TIME TABLE		EASTWARD						
					NO. 93		FIRST CLASS						
					January 28, 1951		18	4	8	20	22	124	24
					STATIONS		Super Chief	California Limited	Fast Mail Express	The Chief	El Capitan	The Grand Canyon	The Grand Canyon
Capacity of Sidings in 50 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	FW TY	O			SELIGMAN YL	AM	AM	AM	PM	PM	AM	AM	
			72.9	73.9		6:07	7:45	11:40	11:30	11:37	1:20	1:40	
107		B	75.0	75.0	11.2	5:54	7:16	11:27	11:15	11:24	1:05	1:25	
107	W	B	75.0	69.7	7.5	5:49	7:07	11:18	11:07	11:19	12:57	1:17	
107	Y	B	0.0	75.0	4.6	5:42	6:56	11:10	10:59	11:12	12:49	1:09	
113		C	0.0	75.0	8.1	5:31	6:41	10:58	10:48	11:01	12:41	1:01	
107	W	C	0.0	75.0	5.6	5:23	6:31	10:50	10:40	10:53	12:34	12:54	
110		B	0.0	75.0	11.4	5:08	6:14	10:35	10:26	10:38	12:19	12:39	
109		B	0.0	75.0	7.0	4:58	6:01	10:25	10:16	10:28	12:09	12:29	
105	FW	C	43.8	71.8	5.0	4:53	5:50	10:17	10:10	10:23	12:03	12:23	
107		B	46.0	31.7	12.3	4:41	5:37	10:03	9:57	10:11	11:51	12:11	
107		B	50.2	0.0	8.2	4:34	5:28	9:55	9:49	10:04	11:44	12:04	
38		B	0.0	75.0	4.4	4:30	5:23	9:50	9:45	10:00	11:40	11:59	
107	WY	C	0.0	75.0	2.8	4:26	5:18	9:44	9:41	9:56	11:36	11:55	
68	W	B	0.0	75.0	5.1	4:18	5:03	9:29	9:33	9:48	11:24	11:44	
107		B	0.0	75.0	5.5	4:09	4:53	9:20	9:24	9:39	11:15	11:35	
71		B	0.0	75.0	8.4	4:01	4:39	9:08	9:14	9:30	11:03	11:23	
105	W	C	0.0	75.0	5.0	3:55	4:30	9:00	9:07	9:22	10:56	11:16	
72		B	0.0	75.0	5.9	3:48	4:21	8:52	8:59	9:14	10:47	11:07	
105		B	0.0	75.0	6.5	3:41	4:11	8:43	8:51	9:07	10:38	10:58	
71		B	63.4	73.9	6.1	3:35	4:02	8:35	8:45	9:01	10:29	10:49	
107		B	52.8	62.3	7.1	3:28	3:52	8:26	8:37	8:54	10:20	10:40	
Yard	FW TY	O			11.6	3:15	3:35	8:10	8:23	8:40	10:05	10:25	
					NEEDLES YL	AM	AM	AM	PM	PM	PM	PM	
					(149.3)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....							(52.1)	(35.8)	(42.7)	(47.9)	(50.6)	(45.9)	(45.9)

Kingman District—Signal System 1 in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Rule 251 in effect between Seligman and Needles.

Two tracks extend through Seligman passenger yard. Beginning at station, No. 1 is westward main track, No. 2 is eastward main track.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

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

Water Tanks between Stations at: M.P. 89.1
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 prepared to stop short of train, obstruction or switch not properly lined.

Capacity of Sidings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE No. 93 January 28, 1951	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
			181	47		42	170			
			Passenger	Passenger		Passenger	Passenger			
Yard	FW Y			NO. 93						
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
		51.7		AM 2:00	ASH FORK YL	PM 11:15		0.0		C
72		53.3		2:07	3.9 CRUCE	11:04		3.9	52.8	B
39		33.8		2:14	5.3 MEATH	10:56		9.2	83.4	B
72		0.0		2:23	6.8 ROK	10:46		16.0	81.8	B
73	WY	52.8	f	2:31	5.3 DRAKE YL	10:37	f	21.3	79.2	C
73		64.9		2:42	8.1 ABRA	10:24		29.4	79.2	B
30		79.2	f	2:48	4.2 DEL RIO	10:17	f	33.6	79.2	B
41	W	79.2	f	2:51	1.5 PURO	10:15	f	35.1	56.0	B
35		79.2	f	2:57	3.8 COPPER	10:10	f	38.9	56.0	B
38		79.5		3:04	5.7 GRANITE	10:03		44.6	13.2	B
17		79.5	f	3:14	6.4 ENTRO	9:53	f	51.0	39.6	B
Yard	FW TY		s	3:32	6.1 PRESCOTT YL	9:43	s	57.1	66.5	C
		158.4		3:38	2.9 POWDER	9:29		60.0	0.0	C
34	Y	158.4		3:55	5.6 ALTO	9:12		65.6	79.2	B
		0.0		3:57	0.6 PRIETA	9:10		66.2	0.0	B
		0.0	f	4:01	1.4 IRON SPRINGS	9:06	f	67.6	158.4	B
97		0.0	f	4:18	5.5 RAMSGATE	8:49	f	73.1	158.4	B
62	WY	5.0	s	4:39	7.5 SKULL VALLEY YL	8:27	s	80.6	158.4	C
62		79.7	s	4:51	6.2 KIRKLAND	8:15	s	86.8	79.2	C
62		79.2	s	5:07	8.6 GRAND VIEW	7:59	s	95.4	79.7	B
76	W	0.0	s	5:20	6.1 HILLSIDE	7:47	s	101.5	79.2	C
38		64.3	f	5:37	8.2 DATE	7:31	f	109.7	79.2	B
72	Y	79.2	f	5:50	8.7 PIEDMONT	7:21	f	116.4	79.2	B
62		0.0	s	6:03	6.8 CONGRESS	7:10	s	123.2	79.2	C
		0.0		6:12	6.4 FLORES	6:58		129.6	79.2	B
E. 22 W. 23	Y	0.0	AM 6:30	6:20	5.3 MATTHIE YL	6:50	PM 7:10	134.9	79.2	B
87	FW	0.0	s	6:40	4.7 WICKENBURG YL	6:40	7:00 PM	139.6	79.2	C
73		79.7		6:50	3.9 ALLAH	6:21		143.5	63.4	B
72		0.0	s	7:14	6.8 CASTLE HOT SPRINGS	6:10	s	150.3	56.5	C
72		0.0	f	7:22	7.3 WITTMANN	5:59	f	157.6	34.8	B
84	Y	0.0	f	7:36	11.5 BEARDSLEY	5:44	f	169.1	34.8	B
72		0.0		7:41	4.5 ENNIS	5:39		173.6	34.8	B
42		31.7	f	7:46	3.1 MARINETTE	5:35	f	176.7	34.8	B
72		0.0	s	7:51	3.2 PEORIA	5:30	s	179.9	12.7	C
Yard		0.0	s	8:01	4.3 GLENDALE YL	5:22	s	184.2	0.0	C
Yard		0.0		8:09	4.1 ALHAMBRA YL	5:12		188.3	18.5	B
Yard	FWT	0.0	f	8:16	2.7 MOBEST YL	5:06	f	191.0	23.2	C
Yard	Y	15.8	s	8:30	2.7 PHOENIX YL	5:00 PM	s	193.7	15.8	C
			Arrive Daily	Arrive Daily	(193.7)	Leave Daily	Leave Daily			

(28.2)

(31.4)

... Average speed per hour...

(31.0)

(28.2)

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 on all units.

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, before crossing S.P. tracks on tail of wye, be governed by instructions in box on north side of S.P. tracks.

Trains must get numbered clearance card before leaving Ash Fork and Phoenix.

Trains must get clearance card before leaving Prescott and Wickenburg.

Freight trains must get numbered clearance card before leaving Mobest.

PARKER DISTRICT								
Capacity of Sidings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 93 January 28, 1951	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			First Class		First Class			
			117		118			
			Passenger		Passenger			
			Leave Daily	STATIONS	Arrive Daily			
	Y	39.6	PM 7-10	MATTHIE YL	AM 6-30	0.0		B
45		0.0	f 7-20	6.2 DIVIDE	f 6-15	6.2	0.0	B
24		0.0	f 7-31	8.3 FOREPAUGH	f 6-04	14.5	31.7	B
43	W	19.8	s 7-42	7.7 AGUILA	s 5-55	22.2	29.0	C
42		0.0	f 7-53	8.9 GOLDEN	f 5-42	31.1	21.1	B
45		0.0	8-04	8.9 LOVE	5-32	40.0	31.7	B
12		0.0	f 8-10	4.8 WENDEN	f 5-26	44.8	31.7	B
24	W	26.4	s 8-19	5.2 SALOME	s 5-19	50.0	21.1	C
23		29.0	8-22	2.6 HAROUVAR	5-13	52.6	0.0	B
14		0.0	f 8-33	7.7 VICKSBURG	f 4-58	60.3	84.5	B
46	Y	0.0	8-35	0.8 BUSH PIT	4-56	61.1	31.7	
8	W	0.0	8-43	5.7 MOVAY	4-50	66.8	31.7	
14		0.0	8-49	3.7 UTTING	4-46	70.5	31.7	B
17	W	0.0	s 9-02	9.4 BOUSE	s 4-35	79.9	31.7	B
48		0.0	9-17	10.7 WALL	4-22	90.6	31.7	B
32	WF Y	31.7	s 9-45 PM	15.2 PARKER YL	4-05 AM	105.8	31.7	C
			Arrive Daily	(105.8)	Leave Daily			
(41.0) Average speed per hour (43.8)								

Trains must get numbered clearance card before leaving Parker.

GRAND CANYON DISTRICT.

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 93 January 28, 1951	EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		15		14		
		Passenger		Passenger		
		Leave Daily	STATIONS	Arrive Daily		
Yard		PM 8:00	GRAND CANYON YL	AM 7:00	63.7	
30	39.6	8:15	6.5 COCONINO	f 6:35	57.2	130.3
27	117.5	f 8:27	5.2 APEX	f 6:20	52.0	158.4
	0.0	f 8:43	7.8 ANITA	f 6:01	44.8	170.4
21	37.0	f 8:54	7.0 WILLAHA	5:48	37.7	79.2
32	62.3	f 9:09	8.8 VALLE	f 5:30	29.0	100.3
20	116.2	f 9:25	8.4 QUIVERO	f 5:10	20.5	48.0
29	132.0	f 9:48	11.6 RED LAKE	f 4:45	9.0	105.6
Yard	158.4	10:20 PM	9.5 WILLIAMS YL	4:15 AM	0.0	110.9
		Arrive Daily	(64.3)	Leave Daily		

(27.6) Average speed per hour (23.4)

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

No. 14 will turn on wye and back into Grand Canyon.

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.

Trains must get numbered clearance card before leaving Grand Canyon and Williams.

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 93 January 28, 1951	EASTWARD	Mile Post	Ruling Grade Ascending
		STATIONS				
31		DRAKE YL			0.0	
27	64.0	6.8 MACK			6.7	105.6
28	79.2	3.9 BEAR			10.6	105.6
23	0.0	7.6 PERKINSVILLE			18.3	105.6
17	0.0	9.6 SYCAMORE			27.8	75.5
16	82.3	3.9 CREST			31.8	39.6
6	0.0	3.8 TAPCO			35.5	105.6
Yard	79.2	2.4 CLARKDALE YL			38.0	105.6
			(38.0)			

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.
Trains must get numbered clearance card before leaving Drake and Clarkdale.

MAYER DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 93 January 28, 1951	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Mixed		Mixed		
		Leave Tuesday Only	STATIONS	Arrive Tuesday Only		
Yard	158.4	AM 11:55 PM 12:05	BLUE BELL	AM 11:40	28.0	158.4
	158.9	s 12:05	2.2 MAYER	s 11:30	25.8	0.0
Yard	50.2	12:25	4.2 POLAND	11:15	21.6	112.4
13	53.3	s 1:00	5.0 HUMBOLDT	s 10:50	16.6	98.0
12	73.9	f 1:10	1.8 CHERRY CREEK	f 10:30	14.8	0.0
22	84.5	f 1:40	7.1 YAEGER	f 10:00	7.7	96.1
		2:20 PM	ENTRO YL	9:25 AM	0.0	
		Arrive Tuesday Only	(28.0)	Leave Tuesday Only		

(11.5) Average speed per hour (12.4)

No switch lights on Mayer District.
Water and wye at Mayer; wye at Humboldt.
Office of communication at Mayer.
Trains must get numbered clearance card before leaving Mayer.

1. Rule S-72: Except as otherwise provided all eastward trains are superior to westward trains of the same class.
2. Rule 2: Standard clocks are located at Belen (station and yard offices), Gallup (station, yard offices, and roundhouse), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Needles, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.
3. Rule 5: At Matthie time applies at west junction switch.
4. Rule 17, first sentence, is amended: The headlight will be displayed to the front of every train by night, and in addition, to the front of every diesel, or gas-electric powered train by day.
5. Rule 82 (B): Bulletin boards and books are located at Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork, Seligman, Needles, Clarkdale, Prescott, Wickenburg, Mobest, Phoenix and Parker.
6. Rules 83 and 83 (A): Check of train register at Belen will be accepted as applying at Dalies. Williams, Ash Fork, and Wickenburg, only trains originating and terminating will register. Matthie, only first class trains will register. Mobest, first class trains may register by Form 903 and will not check register. Gallup and Seligman, trains 7, 8, 17, 18, 19, 20, 21, 22, 23, 24, 123, and 124 may register by Form 903.
7. Rule 93: Yard limits are located at Belen, Dalies, Grants, Gallup, Holbrook, Winslow-West Winslow, Flagstaff, Williams, Supai, Grand Canyon, Ash Fork, Crookton, Seligman, Yampai, Kingman, Needles, Drake, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Phoenix, Clarkdale, Parker, and Entro, Mayer District only.
8. Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked and sealed off rail, except when engines or cars are left unattended on siding.
9. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934 Spl) delivered therewith.
10. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen with a minimum on freight trains as follows:

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Supai to Daze, Westward track	1 retainer per 70 tons	1 retainer per 100 tons
Supai to Daze, Eastward track	1 retainer per 100 tons	No retainers
Daze to Ash Fork, Both tracks	1 retainer per 100 tons	No retainers
Mayer Dist. and Prescott to MP		
78 on descending grades	1 retainer per 70 tons	1 retainer per 100 tons
Clarkdale Dist. on descending grades	1 retainer per 80 tons	

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.

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

The maximum tonnage per operative brake in freight trains is 70 tons on the Grand Canyon District, from Supai to Ash Fork, and between Prescott and M.P. 78.

11. Definitions of Medium Speed and Restricted Speed, pages 106, 111, 114 and 115 are amended:

Medium Speed—A speed not exceeding 40 miles per hour.

Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

AUTOMATIC TRAIN STOP (ATS): A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

Rule 315 is amended:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509 is amended:

When a train or engine is stopped by a "Stop and Proceed" signal, it may:

- (a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the

block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

- (b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.
- (c) On two or more tracks, proceed at once at restricted speed.

Rule D-514 changed to Rule 514, which reads:

Where separate signal governing train movements from siding or other track to main track indicates "stop" and train has other authority to enter main track, the main-track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks. 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.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rules 511 and 660 are amended: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

12. Rule 761: Following is list of structures:

Johnson Canyon Tunnel between McLellan and Daze on Third District, tunnel between Perkinsville and Sycamore on Clarkdale District, and tunnel between Vicksburg and Harcuvar on Parker District.

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

13. Rule 831: New Mexico statutes 1929 Section 116-202 provide that any railroad shall have the following powers:

"To expel from its cars at any stopping place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous, or disorderly manner towards other passengers, or the employes of such corporation in charge of such cars, or, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars."

Arizona: The 1928 Revised Code provides:

"Sec. 4790: Confidence game; bogus check. Every person who, with intent to cheat and defraud, shall obtain or attempt to obtain from any other person, any money, property, or valuable thing whatever, by means or by use of any trick or deception, or false or fraudulent representation, or statement or pretense, or by any other means or instruments, or device, commonly called the "confidence game," or by means or by use of any false or bogus check, or by any other printed, written or engraved instrument, or spurious coin or metal, shall be guilty of a felony, and shall be punished by imprisonment in the state prison for a term of not less than one nor more than five years.

"Sec. 4791: Bunko games. Whoever shall deal, play or practice, the confidence game or the game called top and bottom swindle, three card monte, bunko, or any similar play, game or practice, or practice any confidence trick or game not mentioned in this section, shall be deemed guilty of a felony.

"Sec. 4792: Venue of confidence game when committed on train; duty of trainmen. Whenever any of the offenses mentioned in the two preceding sections are committed on any railroad car, coach or train, the venue shall lie, and the person be tried in any county in this state through which said railroad may run. Railroad conductors and brakemen on railroad trains cognizant of the violation of the provisions of the two preceding sections, shall immediately arrest the person so offending without warrant or other process, and failure to make such arrest or attempt in good faith to do so shall be a misdemeanor."

14. Rule 862: Revenue passengers and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

15. Rule 945: Prescribed test must be made on passenger trains at: Supai, westward. Prieta, westward and eastward.

16. Rule 947: Prescribed test must be made on freight trains at: Supai, westward. Prieta, westward and eastward.

SPEED REGULATIONS

17. 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.

14 ALBUQUERQUE DIVISION

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, 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.
- Needles, lead and crossover switches, west of M.P. 574.

Passenger—40 MPH; Freight—30 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.

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty miles an hour at any point on the First, Second, Third, Kingman, Fourth, Belen, Parker and Grand Canyon Districts, and fifteen miles per hour at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Trains handling dead engines with all rods up and connected must not exceed twenty miles per hour.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

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	All Locomotives Except Mountain Type Include
0—4—0	2—6—2	2—10—0	Includes 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

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger	3	5	5
Freight	5	5	5
44-Ton Yard	2	5	5
Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines:			
Roller Bearing	9	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Belen District, East & West	79 55	Kingman District, Eastward:	
First District, Westward:		Needles to Louise	79 55
Isleta to Dalies	79 55	Louise to Valentine	100 55
Dalies to Marmon	100 55	Valentine to Seligman	79 55
Marmon to Gonzales	79 55	Grand Canyon District	35 25
Gonzales to Gallup	100 55	Fourth District	59 45
First District, Eastward:		Parker District	59 40
Gallup to Gonzales	79 55	Clarkdale District	20 20
Gonzales to Anzac	100 55	Mayer District	15 15
Anzac to Marmon	79 55	Beadsley and Bumstead Spurs	20 20
Marmon to Dalies	100 55	Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.	
Dalies to Isleta	79 55	Maximum speed, freight trains handled by 100, 200, or 400 class diesels, Belen, First, Second, and Kingman Districts, 60 miles per hour.	
Second District, West & East	100 55	In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour except diesel operated freight trains with dynamic brakes in operation, as follows:	
Third District, Westward	79 55	Dalies to Belen	45
Third District, Eastward:			
Seligman to Winona	79 55		
Winona to Winslow	100 50		
Kingman District, Westward:			
Seligman to Peach Springs	79 55		
Peach Springs to Needles	100 55		

SPECIAL RULES

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Track Chino to M.P. 436.7 West	50	THIRD DISTRICT WESTWARD (Continued)	
Track McCannico to Needles West	45	Sapai to Welch—	
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		Westward on eastward track	
BELÉN DISTRICT WESTWARD:		Curves M.P. 382.8x to 391.2x	30 20
Curve and switch Belen to M.P. 0.3	15 10	Curves M.P. 391.2x to 395.0x	25 20
Curves M.P. 6.7 to 8.4	70 50	Curve M.P. 404.3 to 404.6	75 55
Curves M.P. 8.4 to 10.2	60 50	Curve M.P. 406.9 to 407.2	60 50
BELÉN DISTRICT EASTWARD:		Curve M.P. 409.5 to 411.9	60 50
Dalies Jct. switch M.P. 10.2 to 10.0	40 30	Curves M.P. 411.9 to 413.1	35 30
Curves M.P. 10.0 to 6.7	75 40	Curves M.P. 413.1 to 416.4	25 25
Curve and switch M.P. 0.3 to Belen	15 10	Curves M.P. 416.4 to 418.0	35 30
FIRST DISTRICT WESTWARD:		Track M.P. 418.0 to 420.1	60 40
Curves M.P. 12.5 to 13.6	75 55	Curves M.P. 421.6 to 425.4	50 40
Curves and switches M.P. 26.8 to 27.5	40 30	THIRD DISTRICT EASTWARD:	
Curve M.P. 27.7A to 27.4B	80 55	Curves M.P. 425.4 to 422.8	50 40
Curves M.P. 29.1 to 32.5	80 55	Curves M.P. 422.8 to 421.6	40 30
Curve M.P. 36.8x to 38.7x	80 55	Curves M.P. 415.8x to 413.6x	50 40
Curves M.P. 38.7x to 45.1x	75 55	Grade & curves M.P. 413.6x to 410.9x	40 20
Curves M.P. 58.2 to 60.1	75 55	Curves M.P. 410.9x to 409.5	60 40
Curves M.P. 60.1 to 61.1	60 50	Curve M.P. 407.2 to 406.9	60 50
Curves M.P. 61.1 to 62.9	50 45	Curve M.P. 404.6 to 401.9	75 55
Curves M.P. 62.9 to 65.2	75 55	Curves M.P. 401.9 to 391.6x	35 30
Curves M.P. 65.2 to 67.4	65 50	Curve M.P. 395.0x to 394.6x	35 25
Curves M.P. 84.0 to 88.0	55 45	Curves M.P. 394.6x to 391.6x	40 30
Curves M.P. 88.0 to 91.0	70 55	Curve M.P. 391.6x to 391.2x	35 25
Grants Station M.P. 95.5	40 40	Curves M.P. 391.2x to 388.2x	40 30
Curves M.P. 144.5 to 145.2	85 55	Curves M.P. 388.2x to 386.2x	50 30
Curves M.P. 149.4 to 157.2	85 55	Curves M.P. 386.2x to 383.7x	55 40
Curve M.P. 157.2 to Gallup	30 20	Curves M.P. 383.7x to 381.5	40 30
FIRST DISTRICT EASTWARD:		Curve M.P. 381.5 to 381.1	35 30
Curve Gallup to M.P. 157.2	30 20	Curves M.P. 381.1 to 378.9	50 40
Curve M.P. 136.3x to 135.3x	70 55	Curve and street crossing M.P. 378.9 to 378.2	30 30
Curves M.P. 135.3x to 133.4x	65 50	Curves M.P. 378.2 to 376.0	50 40
Curves M.P. 130.7x to 130.0x	65 50	Curves M.P. 371.7 to 366.8	50 45
Curves M.P. 130.0x to 127.5	85 55	Curves M.P. 366.8 to 364.1	55 45
Curves M.P. 109.7 to 105.0	85 55	Curves M.P. 353.9 to 352.6	75 50
Curves M.P. 98.6 to 95.5	90 55	Curves M.P. 352.6 to 350.1	50 40
Grants Station M.P. 95.5	40 40	Curves M.P. 350.1 to 343.6	40 30
Curves M.P. 95.5 to 94.4	90 55	Curves M.P. 343.6 to 341.6	55 40
Curves M.P. 91.0 to 88.0	70 55	Curves M.P. 339.9 to 339.2	50 40
Curves M.P. 88.0 to 84.0	55 45	Curves M.P. 339.2 to 336.2	60 40
Curves M.P. 84.0 to 80.0	65 50	Curves M.P. 336.2 to 331.8	50 40
Curves M.P. 80.0 to 76.9	75 55	Curves M.P. 331.8 to 330.9	40 30
Curves M.P. 76.9 to 71.1	60 50	Curves M.P. 330.9 to 328.6	50 40
Curves M.P. 71.1 to 61.1	75 55	Curves M.P. 328.6 to 327.0	85 50
Curves M.P. 61.1 to 60.1	60 50	Curves M.P. 303.3 to 301.7	85 50
Curves M.P. 60.1 to 58.2	75 55	Curves M.P. 287.3 to Winslow	25 20
Curves M.P. 58.2 to 57.5	95 55	KINGMAN DISTRICT—WESTWARD	
Curves M.P. 57.5 to 55.5	95 55	Curves M.P. 447.4 to 448.3	70 50
Curves M.P. 55.5 to 53.5	80 55	Curves M.P. 448.3 to 450.1	60 50
Switch and curve M.P. 27.5 to 27.3	40 30	Curves M.P. 450.1 to 451.4	35 24
Curves M.P. 13.6 to 12.5	75 55	Curve M.P. 451.4 to 451.8	55 40
SECOND DISTRICT WESTWARD:		Curves and Grade M.P. 451.8 to 455.5	60 30
Curves and street crossings		Curves and Grade M.P. 455.5 to 457.5	50 30
Gallup to M.P. 158.2	30 30	Curves and Grade M.P. 457.5 to 460.8	60 30
Curve M.P. 160.7 to 160.9	85 55	Curves M.P. 460.8 to 463.8	60 50
Curves M.P. 173.1 to 175.1	95 55	Curves M.P. 463.8 to 464.9	50 40
Curve and track M.P. 188.4 to 188.9	65 50	Curves M.P. 464.9 to 468.4	75 40
Curves M.P. 215.6 to 219.2	85 55	Curve M.P. 468.4 to 469.0	65 40
Curves M.P. 250.6 to 253.1	85 55	Curves M.P. 469.0 to 470.4	50 40
Street crossing Holbrook M.P. 253.1	30 30	Curves M.P. 470.4 to 472.6	80 40
Curve M.P. 264.2 to 264.4	85 55	Curves M.P. 472.6 to 478.2	85 50
SECOND DISTRICT EASTWARD:		Curve and Grade M.P. 478.2 to 479.0	60 30
Curve M.P. 264.4 to 264.2	85 55	Curves and Grade M.P. 479.0 to 479.5	40 30
Street crossing Holbrook M.P. 253.1	30 30	Curves and Grade M.P. 479.5 to 481.0	30 30
Curves M.P. 253.1 to 250.6	85 55	Curves and Grade M.P. 481.0 to 481.6	55 30
Curves M.P. 219.2 to 215.6	85 55	Curves and Grade M.P. 481.6 to 482.5	75 30
Curve and track M.P. 188.9 to 188.4	65 50	Curves M.P. 482.5 to 490.2	85 40
Curves M.P. 175.1 to 173.1	95 55	Curves M.P. 490.2 to 499.1	95 55
Curves M.P. 166.8 to 166.3	95 55	Curves and Grade M.P. 514.4 to 515.1	75 24
Curves M.P. 160.9 to 158.2	85 55	Curves and Grade M.P. 515.1 to 516.5	50 24
Curves and street crossings		Kingman St. Crossing M.P. 516.5	25 25
M.P. 158.2 to 157.7	30 30	Curves and Grade M.P. 516.5 to 518.9	45 24
Turnout M.P. 157.7 to Gallup	15 15	Curves and Grade M.P. 518.9 to 520.4	90 24
THIRD DISTRICT WESTWARD:		Curves and Grade M.P. 522.5 to 525.7	90 30
Curves Winslow to M.P. 287.3	25 20	Grade M.P. 525.8 to 547.7	30 30
Curves M.P. 326.4 to 328.6	75 50	Curves and Grade M.P. 547.8 to 550.5	95 30
Curves M.P. 328.6 to 330.9	50 40	Curves and Grade M.P. 550.5 to 552.6	90 30
Curves M.P. 330.9 to 331.8	40 30	Curve M.P. 554.7 to 554.9	95 40
Curves M.P. 331.8 to 339.9	50 40	Curves M.P. 562.3 to 562.8	70 50
Curves M.P. 339.9 to 343.6	55 40	Curves M.P. 562.8 to 565.9	50 50
Curves M.P. 343.6 to 350.1	40 30	Curves M.P. 565.9 to 566.6	80 50
Curves M.P. 350.1 to 352.6	50 40	Curves M.P. 575.6 to 577.2	45 30
Curves M.P. 352.6 to 353.9	75 50	KINGMAN DISTRICT—EASTWARD	
Curves M.P. 364.1 to 366.8	55 40	Curves M.P. 577.2 to 575.7	45 45
Curves M.P. 366.8 to 371.7	50 45	Curves M.P. 565.9 to 562.3	50 50
Curves M.P. 376.0 to 378.2	50 40	Curve M.P. 554.8 to 554.7	65 50
Curve and street crossing M.P. 378.2 to 378.9	30 30	Curves M.P. 554.7 to 550.5	75 50
Curves M.P. 378.9 to 381.1	40 30	Curve M.P. 526.7x to 525.9x	70 50
Curves M.P. 381.1 to 382.7	35 30	Curves M.P. 525.9x to 520.2x	60 50
Grade and curves M.P. 382.7 to 385.5	25 15	Curves M.P. 520.2x to 516.7x	40 40
Grade and curves M.P. 385.5 to 386.8	50 15	Kingman St. Crossing M.P. 516.7x	25 25
Grade and curves M.P. 386.8 to 388.8	25 15	Curves M.P. 516.7x to 515.3x	55 50
Curve and tunnel M.P. 388.8 to 388.9	20 15	Curve M.P. 515.3x to 514.1	70 50
Grade and curves M.P. 388.9 to 391.3	25 15	Curves M.P. 499.1 to 492.7	90 55
Grade and curves M.P. 391.3 to 401.0	40 20	Curves M.P. 492.7 to 488.8	85 55
Curves M.P. 401.0 to 401.9	30 15	Curves M.P. 488.8 to 482.5	70 50

SPECIAL RULES

LOCATION	Miles Per Hour	Psgr.	Frt.	LOCATION	Miles Per Hour	Psgr.	Frt.
KINGMAN DISTRICT—EASTWARD (Continued)				FOURTH DISTRICT (Continued)			
Curves M.P. 479.0 to 477.0	65	50		Curves M.P. 101.8 to 103.2	40	30	
Curves M.P. 477.0 to 470.4	75	50		Curves M.P. 103.2 to 107.7	24	20	
Curves M.P. 470.4 to 469.0	50	45		Curves M.P. 107.7 to 109.0	40	30	
Curves M.P. 469.0 to 464.9	65	50		Curves M.P. 109.0 to 112.2	35	30	
Curves M.P. 464.9 to 463.8	50	50		Curves M.P. 112.2 to 112.5	30	24	
Curves M.P. 463.8 to 460.1x	60	50		Curves M.P. 112.5 to 114.2	40	30	
Curves M.P. 460.1x to 457.0	45	45		Curves M.P. 114.2 to 115.1	35	30	
Curves M.P. 457.0 to 455.5	50	50		Curves M.P. 115.1 to 118.0	40	30	
Curves M.P. 455.5 to 453.2	65	50		Curves M.P. 118.0 to 118.3	30	24	
Curves M.P. 453.2 to 452.1	55	50		Curves M.P. 118.3 to 119.7	40	30	
Curves M.P. 452.1 to 451.4	40	40		Curves M.P. 119.7 to 119.8	35	30	
Curves M.P. 451.4 to 450.1	35	24		Curves M.P. 119.8 to 120.9	40	30	
Curves M.P. 450.1 to 448.3	60	40		Curves M.P. 120.9 to 122.6	24	20	
FOURTH DISTRICT:				Curves M.P. 122.6 to 123.2			
Curves M.P. 0.4 to 2.6	45	30		Curves M.P. 123.2 to 134.9	45	30	
Curves M.P. 4.0 to 5.9	45	30		Curves M.P. 134.9 to 135.1	20	20	
Curves M.P. 7.9 to 9.9	45	30		Curves M.P. 135.1 to 138.2	45	30	
Curves M.P. 12.0 to 14.1	45	35		Curves M.P. 138.2 to 138.3	35	30	
Curves M.P. 14.1 to 16.2	35	25		Curves M.P. 138.3 to 141.6	40	30	
Curves M.P. 16.2 to 17.2	45	35		Curves M.P. 141.6 to 150.3	30	24	
Curves M.P. 18.4 to 18.7	45	35		Curves M.P. 174.9 to 175.1	55	40	
Curves M.P. 21.1 to 21.6	30	20		Curves M.P. 178.8 to 178.9	50	30	
Br. B-22 M.P. 21.6 to 21.8	20	20		Curves & crossings M.P. 182.5 to 190.8	30	30	
Curves M.P. 21.8 to 23.2	40	30		Crossings M.P. 190.8 to 192.9	20	20	
Curves M.P. 23.2 to 26.6	50	40		Switches & crossings			
Curves M.P. 26.6 to 27.9	40	30		M.P. 192.9 to 193.7	15	15	
Curves M.P. 27.9 to 28.9	50	40		PARKER DISTRICT			
Curves M.P. 28.9 to 29.0	40	30		Curves M.P. 0.0 to 2.4	45	30	
Curves M.P. 30.4 to 31.9	45	35		Curves M.P. 53.3 to 55.0	40	25	
Curves M.P. 34.0 to 35.4	40	30		Curves M.P. 55.0 to 58.1	30	20	
Curves M.P. 39.7 to 41.2	50	40		Curves M.P. 95.2 to 97.2	45	30	
Curves M.P. 42.5 to 42.7	45	35		Curves M.P. 101.6 to 101.9	45	30	
Curves M.P. 46.0 to 46.1	50	40		GRAND CANYON DISTRICT			
Curves M.P. 48.0 to 48.7	30	24		Curves M.P. 0.8 to 12.7	30	20	
Curves M.P. 48.7 to 50.3	50	40		Curves M.P. 35.7 to 36.6	25	20	
Curves M.P. 50.3 to 52.7	24	20		Curves M.P. 46.2 to 53.6	30	25	
Curves M.P. 52.7 to 55.9	40	30		Curves M.P. 53.6 to 63.1	25	25	
Curves M.P. 55.9 to 58.3	30	20		Curves M.P. 63.1 to 63.7	15	15	
Grade and curves M.P. 58.3 to 76.7	20	15		CLARKDALE DISTRICT			
Curves M.P. 77.7 to 82.3	45	30		Curves M.P. 13.2 to 15.1	15	15	
Curves M.P. 83.5 to 85.5	30	24		Curves M.P. 22.2 to 23.7	15	15	
Curves M.P. 85.5 to 86.4	24	20		Curves M.P. 29.9 to 34.7	15	15	
Curves M.P. 86.4 to 90.8	40	30		Bridge I-35, M.P. 34.7 to 34.8	10	10	
Cut M.P. 90.8 to 91.0	20	20		BEARDSLEY SPUR			
Curves M.P. 91.0 to 94.3	30	24		Dip M.P. 1.3 to 1.4	10	10	
Curves M.P. 94.3 to 96.2	24	20		Dip M.P. 5.3 to 5.4	10	10	
Curves M.P. 96.2 to 97.4	40	30		Dip M.P. 8.9 to 9.0	10	10	
Curves M.P. 97.4 to 98.3	30	24					
Curves M.P. 98.3 to 99.7	40	30					
Curves M.P. 99.7 to 101.8	30	24					

MAXIMUM SPEED OF LOCOMOTIVES

	Miles Per hour	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
		Miles Per hour	Miles Per hour	Miles Per hour
Diesel and Gas-Electric				
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
M105-M189	60	60	25	60
M190	75	60	25	75
100-241, 400-430, 2110, 2611	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
2650 Class	65	45	45	60
Steam				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
885-899, 3100-3158	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	
Steam engines and diesels without dynamic brakes in use		Supai-Welch Welch-Ash Fork Prieta-Prescott Prieta-Skull Valley	15 20 15 15	
Diesels with dynamic brakes in use		Supai-Welch Welch-Ash Fork Prieta-Prescott Prieta-Skull Valley	25 35 25 25	

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

18. SPRING SWITCHES.

Speed Limit 10 Miles Per Hour:

Grand Canyon Switch from main track to west leg of wye
 Switch from stem of wye to east leg of wye
 Seligman Switches, west yard lead to main track and crossover
 Kingman West end eastward siding, (normal position lined for quarry track)

Speed Limit 15 Miles Per Hour:

Suwanee West end westward siding
 Marmon West end westward siding
 Laguna West end westward siding
 Grants East end eastward siding; west end westward siding
 Bluewater East end eastward siding; west end westward siding
 South Chaves West end westward siding
 Ciniza East end eastward siding
 Holbrook East end eastward siding; west end westward siding
 Winslow East end passenger track No. 1 at station
 Dennison East end eastward siding
 Angell West end westward siding
 Cosnino West end westward siding
 Flagstaff West end westward siding
 Riordan West end westward siding
 Chalender East end eastward siding; west end westward siding
 Williams East end eastward siding; west end westward siding
 McLellan West end westward siding
 Sereno East end eastward siding
 Corva East end eastward siding
 Daze East end eastward siding; west end westward siding
 Ash Fork East end eastward siding
 Crookton East end eastward siding; west end westward siding
 Seligman East yard lead to eastward main track
 Audley East end eastward siding
 Pica East end eastward siding; west end westward siding
 Yampai East end eastward siding; west end westward siding
 Peach Springs East end eastward siding; west end westward siding
 Truxton West end westward siding
 Hackberry East end eastward siding; west end westward siding
 Walapai East end eastward siding; west end westward siding
 Berry East end eastward siding
 Kingman East end eastward siding
 Griffith East end eastward siding
 Yucca East end eastward siding
 Franconia West end westward siding
 Topock East end eastward siding; west end westward siding

Speed Limit 25 Miles Per Hour:

Dalies East end eastward siding
 Rio Puerco East end eastward siding
 South Garcia West end westward siding
 Suwanee East end eastward siding
 Marmon East end eastward siding
 Laguna East end eastward siding
 Anzac East end eastward siding; west end westward siding
 Baca West end westward siding
 North Chaves East end eastward siding
 Gonzales East end eastward siding
 North Guam East end eastward siding
 South Guam West end westward siding
 Perea West end westward siding
 Wingate East end eastward siding
 Gallup Eastward freight lead to eastward main track east of station
 Defiance East end eastward siding
 Lupton East end eastward siding
 Houck East end eastward siding; west end westward siding
 Cheto West end westward siding
 Chambers East end eastward siding; west end westward siding
 Navajo East end eastward siding; west end westward siding
 Pinta East end eastward siding
 Adamana East end eastward siding; west end westward siding
 Hibbard East end eastward siding; west end westward siding

16 ALBUQUERQUE DIVISION

SPECIAL RULES

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.
West Winslow	Switch from yard to westward main track
Dennison	West end westward siding
Canyon Diablo	East and eastward siding; west end westward siding
Angell	East end eastward siding
Cosnino	East end eastward siding
Flagstaff	East end eastward siding
Bellemont	East end eastward siding
Ash Fork	West end westward siding
Pineveta	West end westward siding
Seligman	East switch of crossover, west end of yard (eastward main line trains only) West end westward siding
Audley	West end westward siding
Nelson	East end eastward siding
Truxton	East end eastward siding
Valentine	East end eastward siding
Berry	West end westward siding
Griffith	West end westward siding
Yucca	West end westward siding
Franconia	East end eastward siding

19. JUNCTION SWITCHES.

Normal position of junction switches is 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
- Beardsley for Fourth District trains
- Ennis for Fourth District trains

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				
Black Star	160.7	1.1 mile	West	None
Dilco	163.4	128	East	None
GRAND CANYON DISTRICT				
Woodin	43.8	7	West	Freight
KINGMAN DISTRICT				
Cherokee	471.5	9	West	Freight
Chino	432.7	12	West	Freight
FOURTH DISTRICT				
Prairie	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
Lizard	172.5	17	East-West	Freight
Ennis Spur	174.1	7.3 miles	West	Freight
Goldbadge	175.1	18	East	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
MAYER DISTRICT				
Iron King	17.2	10	West	25-26
Mayer Stock Yard	27.4	Main	Freight

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Thoreau	369	Bellemont	376	Seligman	910	Matthie	Main Track
McCune	Gov. Spur	Williams	1620	Yampai	685	Beardsley	Main Track
Gallup	5900	Anita	400	Kingman	446	Phoenix	11th Ave. Spur
Pinta	491	Grand Canyon	1617	Drake	Main Track	Humboldt	1859
Winslow	343	Supai	282	Prescott (normally lined for west leg)	316	Mayer	208
Angell	558	Ash Fork—North Wye	910	Alto (normally lined for west leg)	201	Clarkdale	769
Flagstaff	170	Ash Fork—West Wye	2640	Skull Valley (normally lined for east leg)	726	Parker	564
Riordan	506	Crookton	190	Congress (normally lined for east leg)	812	Bush Pit	200

SPECIAL RULES

ALBUQUERQUE DIVISION 17

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
Belen	West switch of freight main track and junction switches.	Interlocking.	
Isleta	Junction and east switches of sidings and west switch Coast Lines siding.	Interlocking.	Coast Lines Main Track, ——— Coast Lines Siding, ———0——— New Mexico Main Track, ———0——— New Mexico Siding, ———00———
Dalles	Junction switch and switches both sidings.	Interlocking. Superior route to Sandia; inferior route to Belen.	Westward: To Westward Main Track, ——— To Eastward Main Track, ———0——— Eastward: To Sandia Main Track, ——— To Belen Main Track, ———0——— To North Siding, ———0——— To South Siding, ———00———
Gallup	Switch west end westward freight lead, extreme west crossover between main tracks and west switch of eastward freight lead.	Interlocking.	Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.
Winslow	Switch from westward main track to freight lead.	Interlocking.	Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
Ash Fork	East switch of westward siding M.P. 400 plus 275 feet, both switches of crossover west end of eastward siding M.P. 400 plus 3855 feet, between M.P. 401 plus 5000 feet and M.P. 402 plus 550 feet, extreme west crossover between main tracks, crossover between westward main track and siding, extreme west switch eastward main track to switching lead, switch to Fourth District from westward siding.	Interlocking. At Ash Fork, electric switch locks on east and west switches of crossover between eastward and westward main tracks, 4200 ft. west of M.P. 400 and west switch of crossover between eastward main track and yard lead 4600 ft. west of M.P. 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 M.P. 394: Westward Main Track, ——— Westward Siding, East End, ———0——— Crossover Westward Track M.P. 400 plus 4130 feet to Yard, ———0——— Eastward trains will sound following whistle signals at microphone sign 3500 feet east of M.P. 407: Eastward Main Track, ——— Extreme West Yard Switch M.P. 401 plus 5000 ft., ———00——— Eastward Siding, M.P. 400 plus 3855 ft., ———0——— Fourth District eastward trains will sound following whistle signals at microphone sign 800 feet west of M.P. 1: Eastward Main Track, Third District, ——— Entering yard at Extreme West Switch M.P. 401 plus 5000 ft., ———00——— Westward Third District Siding, ———0———
Needles M.P. 575 + 1000	Main line and connecting crossover.	Interlocking. Semi-automatic.	Westward trains will sound following whistle signals at microphone sign 900 feet west of M.P. 570: Westward main track — Track 20 ———00———

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

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
3	Albuquerque to Barstow		Albuquerque and beyond
	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	
	San Bernardino to Los Angeles		Barstow and beyond
4	Los Angeles to San Bernardino	Barstow and beyond	
	Oakley, Knightsen	Beyond Bakersfield	Richmond and beyond
	Madera	Beyond Bakersfield	Stockton and beyond
	Bakersfield to Seligman	Albuquerque and beyond	Bakersfield and beyond San Bernardino and beyond
19	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
	Flagstaff	Los Angeles, Oakland or San Francisco	Newton and beyond
	Kingman		Newton and beyond
20	San Bernardino to Los Angeles		Albuquerque and beyond
	Monrovia, Pomona, Claremont, Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Flagstaff	Kansas City and beyond	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
22	Ash Fork	Albuquerque and beyond from Prescott and south	
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook		Clovis and beyond
	Flagstaff	Bakersfield and beyond	Belen and beyond
	Kingman		Clovis and beyond
	Muroc	Beyond Bakersfield	Beyond Seligman
	Laton, Madera, Planada, Winton, Ballico, Holt, Knightsen, Oakley		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville		Los Angeles
	Muroc	Beyond Albuquerque and Belen	Beyond Bakersfield
	Kingman	Clovis and beyond	
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Barstow and beyond
123	Holbrook	Prescott and beyond Barstow and beyond	La Junta and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	La Junta and beyond
	Kingman		La Junta and beyond
	Victorville		La Junta and beyond
124	Victorville	Williams and beyond	
	Kingman	La Junta and beyond	
	Flagstaff	La Junta and beyond	South of Ash Fork
	Holbrook	La Junta and beyond	Prescott and beyond
60	Empire	Fresno and beyond	Stockton and beyond
	Pittsburg	Beyond Bakersfield	
61	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Beyond Bakersfield
	Empire	Fresno and beyond	Stockton and beyond
62	Pittsburg	Fresno and beyond	
	Corcoran, Shefter, Wasco		Stockton and beyond
	Empire	Stockton and beyond	Fresno and beyond
	Fullerton		East of Barstow West of Bakersfield
73	Fullerton		Fourth District points, destined Williams, also Belen and beyond

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

LOCAL WATCH INSPECTORS

- FRANK MINDLIN 314 W. Central Ave., Albuquerque
- M. E. TREMBLY 122 N. Third St., Belen
- RICHARD EALY Belen
- E. PARKE SELLARD Gallup
- G. E. STARR Holbrook
- E. E. STARR Winslow
- MICHAEL MIGNELLA 135 N. Cortez St., Prescott
- H. H. HOWARD 14 W. Adams St., Phoenix
- ALFRED WILLIAMS 849 Front St., Needles



SANTA FE SAFETY FIRST



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

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

