

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

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

SANTA FE HOSPITAL.....Albuquerque  
 DR. T. A. KOONS, Surgeon.....Albuquerque  
 DR. JOHN N. R. TOKE, Local Surgeon.....Belen  
 DR. BASIL L. WANG, Local Surgeon.....Grants  
 DR. F. W. PARKER, Local Surgeon.....Gallup  
 DR. J. W. MARTIN, Assistant Local Surgeon.....Gallup  
 DR. DONALD F. DeMARSE, Local Surgeon.....Holbrook  
 DR. JOHN J. STANDIFER, Assistant Local Surgeon.....Holbrook  
 DR. HAL B. RICHERSON, Assistant Local Surgeon.....Holbrook  
 DR. H. S. BECKWITH, Division Surgeon.....Winslow  
 DR. LEO L. LEWIS, Local Surgeon.....Winslow  
 DR. JOHN CASKEY, Local Surgeon.....Flagstaff  
 DR. MARTIN C. FLOHR, Local Surgeon.....Williams  
 DR. WATSON M. LACY, JR., Local Surgeon.....Grand Canyon  
 DR. E. J. GUNGLE, Local Surgeon.....Seligman  
 DR. WALTER BRAZIE, Local Surgeon.....Kingman  
 DR. W. D. BIGFORD, Assistant Local Surgeon.....Kingman  
 DR. T. G. HARWARD, District Surgeon.....Needles  
 DR. J. E. ANDES, Local Surgeon.....Needles  
 DR. H. C. MATTHEWS, Emergency Surgeon.....Needles  
 DR. E. A. BORN, Division Surgeon.....Prescott  
 DR. C. E. YOUNT, JR., Local Surgeon.....Prescott  
 DR. H. T. SOUTHWORTH, Assistant Local Surgeon.....Prescott  
 DR. FLOYD B. BRALLIAR, Local Surgeon.....Wickenburg  
 DR. FREDERICK A. SHANNON, Assistant Local Surgeon.....Wickenburg  
 DR. M. E. FULK, Local Surgeon.....Glendale  
 DR. C. E. HENDERSON, Local Surgeon.....Phoenix  
 DR. DEAN TERRY MOATS, Assistant Local Surgeon.....Phoenix

First Aid Kits are located at Dalies, Grants, Chambers, Holbrook, Ash Fork, Peach Springs, Yucca, Drake, Prescott, on all engines, cabooses, and with all extra gangs.

H. G. WOOD, Asst. Superintendent, Phoenix, Ariz.	J. C. WILLIAMS, Asst. Trainmaster, Phoenix, Ariz.
R. L. BANION, Trainmaster, Gallup, N. Mex.	H. R. RUSSELL, Chief Dispatcher, Winslow, Ariz.
WM. BAXTER, Trainmaster, Winslow, Ariz.	W. F. MOHR, H. E. KELLY, Asst. Chief Dispatchers, Winslow, Ariz.
B. K. PERRY, Trainmaster, Needles, Calif.	A. C. RICKETTS, Road Foreman of Engs., Gallup, N. Mex. J. H. LANE, Road Foreman of Engs., Winslow, Ariz. D. KEMP, Road Foreman of Engs., Needles, Calif. T. W. ANDERSON, Road Foreman of Engs., Phoenix, Ariz.
J. S. ARMSTRONG, A. C. PETRANOVICH, A. J. WILLIS, A. B. DAVIDSON, E. D. STINSON, F. W. PLEASANTS, B. R. LORING, Dispatchers, Winslow, Ariz.	D. LaMAR, J. R. DAVIS, J. K. HOLT, G. R. DERKSEN, I. M. OWSLEY, H. A. MILLER,

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



**ALBUQUERQUE DIVISION**

**TIME TABLE No.**

**3**

IN EFFECT

**Monday, December 19, 1960**

At 8:00 A. M.  
Mountain Standard Time

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

J. N. LANDRETH,  
General Manager,  
Los Angeles, Calif.

R. H. ADAMS,  
Asst. General Manager,  
Los Angeles, Calif.

O. R. HAMMIT,  
Superintendent,  
Winslow, Ariz.

WESTWARD						TIME TABLE NO. 3 December 19, 1960	STATIONS	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS												
123	17	1	19	7	3							
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	Mail Express							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 5.00	PM 4.25		AM 7.40	AM 12.55								
5.15	4.40		7.55	1.10		TCS	ALBUQUERQUE	0.0			TY	Yard
5.23	4.48		8.03	1.19			12.6 ISLETA	12.6	21.1	26.4		48
5.27	4.52	PM 4.15	8.07	1.24	AM 1.10		10.1 SANDIA	22.8	52.8	0.0		42
5.34	5.00	4.23	8.15	1.32	1.18		3.9 DALIES	27.4	52.8	31.7		59
5.42	5.08	4.31	8.23	1.40	1.26		8.8 RIO PUERCO	33.9	0.0	31.7		
5.46	5.12	4.35	8.27	1.44	1.30		9.4 SOUTH GARCIA	43.3	31.7	0.0		118
5.54	5.20	4.43	8.35	1.52	1.38		5.1 SUWANE	47.3	31.7	0.0		135
5.59	5.25	4.48	8.40	1.56	1.42		10.8 MARMON	58.1	31.7	0.0		125
6.04	5.29	4.52	8.44	2.00	1.46		5.2 QUIRK	63.3	31.7	0.0		83
6.11	5.36	5.00	8.51	2.07	1.53		4.8 LAGUNA	68.7	31.7	0.0		135
6.15	5.40	5.04	8.55	2.11	1.57		9.1 ACOMITA	77.6	31.7	0.0		118
6.19	5.44	5.08	8.58	2.15	2.01		4.6 Mc CARTYS	82.3	31.7	0.0		
6.30	5.53	5.17	9.07	2.40	2.10		3.7 ANZAC	85.9	31.7	0.0		118
6.38	5.58	5.22	9.12	2.45	2.15		10.0 GRANTS	95.5	31.7	0.0		134
6.43	6.03	5.27	9.17	2.50	2.20		8.1 REID	101.6	31.7	0.0		
6.49	6.09	5.33	9.23	2.56	2.26		5.6 BLUEWATER	107.2	31.7	0.0		118
6.54	6.14	5.39	9.28	3.02	2.32		7.7 BACA	114.9	31.7	0.0		91
6.57	6.17	5.42	9.31	3.05	2.35		6.8 SOUTH CHAVES	121.7	31.7	0.0		118
7.00	6.20	5.45	9.34	3.08	2.38		4.0 THOREAU	125.6	31.7	0.0	Y	144
7.05	6.26	5.50	9.39	3.14	2.44		3.7 GONZALES	129.3	31.7	0.0		
7.09	6.30	5.54	9.43	3.18	2.48		6.9 SOUTH GUAM	136.2	0.0	56.3		118
							5.3 PEREA	141.5	0.0	31.7		118
							4.6 WINGATE	146.1	0.0	31.7		
7.15	6.36	6.00	9.49	3.21	2.54		3.2 Mc CUNE	149.3	0.0	31.7	Y	105
7.17	6.38	6.02	9.51	3.23	2.56		2.3 ZUNI	151.6	0.0	31.7		
7.30 PM	6.48 PM	6.13 PM	10.00 AM	3.40 AM	3.15 AM		6.0 GALLUP	157.6	0.0	31.7	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
(64.1)	(67.3)	(68.0)	(68.7)	(58.3)	(64.2)	.....Average speed per hour						

Signal System Two in effect between Albuquerque and Gallup, and between Belen and Dalies.

New Mexico Division time table and rules govern between Albuquerque and Isleta and 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 at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule 5: At Isleta time applies west end Albuquerque Division siding.

(Continued on Page 3)

WESTWARD						TIME TABLE NO. 3 December 19, 1960	STATIONS	Mile Post	Ruling Grade Ascending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
1	3										
San Francisco Chief	Mail Express										
Leave Daily	Leave Daily										
PM 4.00	AM 12.55										
4.15 PM	1.10 AM					ABS	BELEN YL	0.0		TY	Yard
							10.3 DALIES	10.1	66.2		110
Arrive Daily	Arrive Daily										
(41.2)	(41.2)	.....Average speed per hour									

**FIRST DISTRICT**

**ALBUQUERQUE DIVISION 3**

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE		EASTWARD					
						NO. 3		FIRST CLASS					
						December 19, 1960		20	124	2	18	4	8
Yard	TY	O			0.0	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
						<b>ALBUQUERQUE</b>	<b>AM</b>	<b>AM</b>		<b>PM</b>		<b>PM</b>	
						12.6	<sup>s</sup> 5.45	<sup>s</sup> 9.50		<sup>s</sup> 1.15		<sup>s</sup> 9.20	
48		B	21.1	26.4	12.6	ISLETA	5.30	9.35		12.54		9.05	
42		B	52.8	0.0	22.8	SANDIA	5.18	9.20		12.45		8.54	
59		C	52.8	31.7	27.4	DALIES	5.14	9.13	<b>AM</b>	12.41	<b>PM</b>	8.46	
143		B	0.0	31.7	33.9	RIO PUERCO	5.05	9.05	10.27	12.32	8.00	8.33	
			52.8	0.0									
156		B			47.3	SUWANEE	4.54	8.54	10.17	12.20	7.48	8.20	
118		B	31.7	0.0	58.1	MARMON	4.45	8.45	10.08	12.11	7.39	8.08	
		B	31.7	0.0	63.3	QUIRK	4.40	8.38	10.03	12.05	7.33	8.01	
110		O	31.7	0.0	68.7	LAGUNA	4.35	8.32	9.58	<b>PM</b> 11.59	7.28	7.54	
118		B	31.7	0.0	77.6	ACOMITA	4.26	8.23	9.51	11.51	7.18	7.46	
		B	31.7	0.0	82.3	McCARTYS	4.22	8.18	9.47	11.47	7.14	7.42	
132		B	31.7	0.0	85.9	ANZAC	4.17	8.13	9.43	11.43	7.10	7.37	
118		C	31.7	0.0	95.5	GRANTS	4.05	8.02	9.34	11.33	7.00	7.26	
		B	31.7	0.0	101.6	REID	3.58	7.54	9.29	11.27	6.50	7.11	
135		B	31.7	0.0	107.2	BLUEWATER	3.53	7.49	9.24	11.21	6.45	7.06	
91		B	52.8	0.0	114.9	BACA	3.47	7.43	9.18	11.15	6.39	6.58	
118		B	52.8	0.0	121.8	NORTH CHAVES	3.42	7.38	9.13	11.10	6.34	6.51	
	Y	C	52.8	0.0	125.6	THOREAU	3.39	7.35	9.10	11.07	6.31	6.47	
118		B	31.7	0.0	129.3	GONZALES	3.36	7.32	9.07	11.04	6.28	6.43	
181		B	21.1	31.7	136.7	NORTH GUAM	3.30	7.25	9.01	10.58	6.22	6.34	
		B											
117		B	0.0	31.7	146.1	WINGATE	3.20	7.16	8.50	10.49	6.12	6.24	
	Y	B	0.0	31.7	149.3	McCUNE							
169		B	0.0	31.7	151.6	ZUNI	3.15	7.10	8.45	10.44	6.07	6.18	
Yard	Y	O	0.0	31.7	157.6	GALLUP	3.07 AM	7.03 AM	8.38 AM	10.37 AM	6.00 PM	6.10 PM	
						(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (61.0) (57.7) (68.8) (61.0) (61.9) (50.7)

**BELÉN DISTRICT**

(Continued from Page 2)

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD	
		NO. 3		FIRST CLASS	
		December 19, 1960		2	4
Yard	C			San Francisco Chief	Mail Express
				Arrive Daily	Arrive Daily
175	C	<b>BELÉN</b> YL	<b>DALIES</b>	<b>AM</b> 10.50	<b>PM</b> 8.30
		10.3		10.35 AM	8.10 PM
		(10.3)		Leave Daily	Leave Daily
Average speed per hour..... (41.2) (30.9)					

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

Rule 251 is in effect between Belen and Gallup.

Rule 83: Train register at Albuquerque will be accepted to indicate that trains shown thereon have arrived and left Isleta. When identification of a superior train cannot be made between Albuquerque and Isleta, the inferior train must not enter single track where Rule 261 is not in effect at Isleta until it has been ascertained that such superior train has arrived or left.

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

Trains must get numbered clearance card from both Albuquerque and New Mexico Divisions before leaving Albuquerque.

At Dalies eastward First District trains must get numbered New Mexico Division clearance card and Albuquerque Division clearance card.

WESTWARD					TIME TABLE NO. 3 December 19, 1960	Mile Post	Ruling Grade Ascending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS									
123	17	1	19	7					
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 7.35	PM 6.50	PM 6.15	AM 10.02	AM 3.45	GALLUP YL	157.6		Y	Yard
7.45	7.00	6.25	10.12	3.55	DEFIANCE	166.9	0.0		
7.54	7.09	6.34	10.21	4.05	LUPTON	180.4	15.8		79
8.02	7.17	6.42	10.29	4.13	HOUK	191.2	0.0		135
8.08	7.23	6.48	10.35	4.19	OHETO	199.7	15.8		104
8.12	7.27	6.52	10.39	4.23	CHAMBERS	205.7	15.8		80
8.17	7.32	6.57	10.44	4.28	NAVAJO	213.0	5.8		114
8.22	7.37	7.02	10.49	4.33	PINTA	219.2	0.0	Y	144
8.31	7.47	7.12	10.59	4.42	ADAMANA	232.3	0.0		114
8.40	7.57	7.22	11.09	4.51	ARNITZ	245.5	0.0		81
s 8.51	8.02	7.27	11.14	s 5.05	HOLBROOK	253.0	7.9		114
8.56	8.06	7.31	11.18	5.13	PENZANCE	258.6	26.4		152
9.00	8.11	7.35	11.22	5.17	JOSEPH CITY	263.5	0.0		72
9.08	8.18	7.43	11.30	5.25	HIBBARD	274.8	17.4		114
s 9.25 PM	s 8.35 PM	s 7.57 PM	s 11.45 AM	s 5.45 AM	WINSLOW YL	285.5	19.5	TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(127.2)				

(69.4) (72.7) (74.8) (74.1) (63.6) .....Average speed per hour

Signal System Two in effect between Gallup and 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 at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

(Continued on Page 5)

**SECOND DISTRICT**

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE  NO. 3  December 19, 1960		EASTWARD				
						FIRST CLASS				
						20	124	2	18	8
						The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Yard	O		157.6	<b>GALLUP</b> YL	<b>AM</b> 3:05	<b>AM</b> 7:00	<b>AM</b> 8:35	<b>AM</b> 10:35	<b>PM</b> 5:50	
104	B	31.7	166.9	9.4 DEFIANCE	2:54	6:46	8:24	10:24	5:35	
135	B	31.7	180.4	13.4 LUPTON	2:43	6:36	8:13	10:13	5:24	
142	B	31.7	191.2	10.9 HOUCK	2:35	6:28	8:05	10:05	5:15	
	B	31.7	199.7	8.0 CHETO	2:29	6:22	7:59	9:59	5:09	
108	O	31.7	205.7	5.9 CHAMBERS	2:25	6:18	7:55	9:55	f 5:04	
116	B	31.7	213.0	7.3 NAVAJO	2:19	6:13	7:49	9:49	4:58	
130	B	31.7	219.2	6.2 PINTA	2:14	6:08	7:44	9:44	4:53	
144	B	31.7	232.3	13.1 ADAMANA	2:04	5:58	7:35	9:35	f 4:42	
83	B	31.7	245.5	13.3 ARNTZ	1:54	5:48	7:25	9:25	4:32	
135	O	31.7	253.0	7.4 HOLBROOK	1:48	s 5:40	7:19	9:19	s 4:23	
	B	31.7	258.6	5.6 PENZANCE	1:43	5:32	7:14	9:14	4:15	
74	B	16.9	263.5	4.8 JOSEPH CITY	1:39	5:28	7:10	9:10	4:10	
144	B	31.7	274.8	11.1 HIBBARD	1:30	5:20	7:00	9:00	4:00	
Yard	O		285.5	10.8 <b>WINSLOW</b> YL	<b>1:20</b> <b>AM</b>	<b>5:10</b> <b>AM</b>	<b>6:50</b> <b>AM</b>	<b>8:50</b> <b>AM</b>	<b>3:50</b> <b>PM</b>	
			(127.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....					(72.7)	(69.4)	(72.7)	(72.7)	(63.6)	

(Continued from Page 4)

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

Rule 251 in effect between Gallup and Winslow.

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

WESTWARD					TIME TABLE NO. 3 December 19, 1960	Mile Post	Ruling Grade— Ascending— Feet Per Mile	Ruling Grade— Descending— Feet Per Mile	Communications	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
123	17	1	19	7							
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 10.00	PM 8.45	PM 8.10	AM 11.50	AM 6.00	WINSLOW YL	285.5			O	TY	Yard
10.09	8.51	8.15	11.56 PM	6.07	WEST WINSLOW YL	288.5	75.0	66.0	B		
10.19	8.59	8.23	12.04	6.20	DENNISON	298.3	75.0	73.1	B		104
10.28	9.06	8.29	12.13	6.30	SUNSHINE	305.9	75.0	0.0	B		72
10.35	9.11	8.34	12.18	6.38	CANYON DIABLO	311.7	60.7	23.8	B		115
10.47	9.21	8.45	12.28	6.52	ANGEL	322.7	75.0	0.0	B	Y	144
10.55	9.28	8.52	12.36	7.01	DARLING	328.6	75.0	75.0	B		
11.02	9.35	8.59	12.43	7.08	COOSNINO	333.2	75.0	70.4	B		142
11.22	9.50	9.14	12.56	7.33	FLAGSTAFF YL	344.2	75.0	0.0	O	Y	145
11.36	10.00	9.23	1.08	7.44	RIORDAN	350.8	75.0	75.0	B	Y	96
11.43	10.05	9.28	1.13	7.52	BELLEMONT	356.3	64.5	75.0	B	Y	144
11.53 AM	10.12	9.33	1.19	8.00	MAINE	362.5	75.8	97.0	B		
12.01	10.18	9.39	1.23	8.07	CHALENDER	368.0	75.0	75.0	B		108
12.30	10.30	9.50	1.40	8.35	WILLIAMS JCT.	374.6		52.8	O		Yard
					PERRIN	385.4	0.0	52.8	B		11
					DOUBLEA	395.1	30.6	52.8	B		11
					EAGLE NEST	407.3	52.8	40.7	B		20
					CROOKTON	419.5	0.0	95.0	B		
					SELIGMAN YL	428.8			O	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.5)						

(37.5) (51.8) (48.9) (50.3) (39.8) .....Average speed per hour

Signal System Two in effect between Winslow and Seligman.

Rule 312: Bridges 312.2 (Canyon Diablo) and 317.8 (Canyon Padre) protected with dragging equipment detectors. When actuated, Signals 3121, 3132, or 3192 will be in stop position and at the same time lower unit these signals will display illuminated letter "E", in which case trains must stop and inspect for dragging equipment.

Set out tracks Perrin, Doublea, Eagle Nest, Crookton, and connection to old

main track, Crookton, equipped with electric switch locks, be governed by instructions posted in phone box.

At Winslow between M.P. 285 and eastward automatic Block Signal 2856, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains must keep to the left between Winslow and Williams Jct. M.P. 374.2.

(Continued on Page 7)

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending—Feet Per Mile	Ruling Grade Ascending—Feet Per Mile	Mile Post	TIME TABLE		EASTWARD				
						NO. 3		FIRST CLASS				
						December 19, 1960		124	2	18	8	20
						The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief		
STATIONS						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	TY	O			285.5	WINSLOW YL	AM 4:30	AM 6:30	AM 8:45	PM 3:40	AM 1:15	
		B	75.0	31.7	288.5	WEST WINSLOW YL	4:07	6:21	8:30	3:20	1:00	
96		B	75.0	31.7	298.3	DENNISON	3:59	6:14	8:23	3:10	12:52	
		B	75.0	23.8	305.9	SUNSHINE	3:53	6:09	8:16	3:04	12:46	
144		B	60.7	0.0	311.7	CANYON DIABLO	3:48	6:05	8:12	2:57	12:41	
96	Y	B	75.0	22.7	322.7	ANGELL	3:39	5:57	8:03	2:47	12:33	
		B	75.0	0.0	328.6	DARLING	3:35	5:53	7:59	2:40	12:24	
148		B	75.0	75.0	333.2	COSNINO	3:29	5:47	7:52	2:33	12:18	
96	Y	O	75.0	47.3	344.2	FLAGSTAFF YL	3:15	5:34	7:38	2:18	12:06	
	Y	B	75.0	0.0	350.8	RIORDAN	3:00	5:22	7:26	2:08	11:54	
135	Y	B	75.0	75.0	356.3	BELLEMONT	2:52	5:17	7:21	2:01	11:48	
108		B	64.5	75.0	362.5	MAINE	2:46	5:12	7:15	1:53	11:42	
119		B	52.8	75.0	368.0	CHALENDER	2:38	5:05	7:08	1:45	11:35	
Yard		O	52.8	0.0	374.6	WILLIAMS JCT.	2:25	4:55	6:58	1:35	11:25	
		B	52.8	0.0	385.4	PERRIN						
13		B	52.8	0.0	395.1	DOUBLEA	1:39	4:30	6:33	12:55	10:50	
		B	52.8	30.6	407.3	EAGLE NEST						
		B	40.7	58.2	419.5	CROOKTON	1:15	4:05	6:08	12:31	10:25	
Yard	Y	O		0.0	428.8	SELIGMAN YL	12:57 AM	3:52 AM	5:55 AM	12:18 PM	10:12 PM	
(142.5)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Average speed per hour.....						(40.1)	(54.1)	(50.3)	(42.3)	(46.7)		

(Continued from Page 6)

Rule 251 in effect between Winslow and Williams Jct. M.P. 374.2 and between Crookton M.P. 420.6 and Seligman.

Rule 261 "TCS" in effect on two main tracks between Williams Jct. M.P. 374.2 and Crookton M.P. 420.6.

Eastward freight trains must stop not less than ten minutes at any station Flagstaff to Angell, inclusive to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total

of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitation.

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

Trains originating must get numbered clearance card before leaving Williams Jct.

WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
17	1	19	7	123	NO. 3					
Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	The Grand Canyon	December 19, 1960	STATIONS				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 11-32	PM 10-52	PM 2-42	AM 9-38	AM 1-50	SELIGMAN YL	428.8			Y	Yard
11-43	11-02	2-53	9-51	2-03	11.0 AUDLEY	439.8	72.9	75.0		107
11-49	11-08	2-59	9-57	2-10	7.1 PICA	446.9	75.0	75.0		107
11-57 AM	11-16	3-07	10-05	2-20	5.2 YAMPAI	452.2	75.0	69.7	Y	142
12-06	11-26	3-17	10-14	2-32	7.9 NELSON	460.2	0.0	105.8		92
12-12	11-33	3-24	10-22	2-40	5.6 PEACH SPRINGS	465.8	0.0	75.0		107
12-21	11-43	3-34	10-32	2-52	11.4 TRUXTON	477.3	0.0	75.0		107
12-29	11-51	3-43	10-41	3-02	7.0 VALENTINE	484.0	0.0	75.0		
12-33	11-55 AM	3-48	10-46	3-07	4.9 HACKBERRY	489.0	0.0	75.0		95
12-42	12-04 AM	3-58	10-57	3-17	12.3 WALAPAI	501.3	43.8	71.8		107
12-48	12-10	4-04	11-04	3-25	8.2 BERRY	509.4	46.0	31.7	Y	144
12-51	12-13	4-07	11-09	3-29	4.5 GETZ	513.9	50.2	0.0		
12-54	12-16	4-14	11-19	3-37	2.5 KINGMAN YL	516.4	0.0	95.0		118
					10.4		0.0	95.0		
1-04	12-28	4-29	11-30	3-48	GRIFFITH	526.8	0.0	75.0		107
1-11	12-35	4-38	11-37	3-56	8.8 ATHOS	535.6	0.0	75.0		
1-15	12-39	4-42	11-41	4-01	4.6 YUCCA	540.2	0.0	75.0		144
1-25	12-49	4-55	11-50 PM	4-15	12.5 FRANCONIA	552.7	0.0	75.0		105
1-36	12-59	5-10	12-01 PM	4-29	12.4 TOPOCK	565.1	52.8	73.9		107
s 1-56 AM	s 1-15 AM	s 5-30 PM	s 12-20 PM	s 4-50 AM	12.4 NEEDLES YL	578.0	52.8	52.8	T	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(148.7)					

(62.0) (60.3) (53.1) (55.1) (49.6) .....Average speed per hour

Signal System Two in effect between Seligman and Needles.

Rule 251 in effect between Seligman and Needles.

Westward freight trains must stop not less than ten minutes at Yucca to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitation.

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

(Continued on Page 9)



Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE		EASTWARD				
						NO. 3		FIRST CLASS				
						December 19, 1960		2	18	8	20	124
						STATIONS		San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief	The Grand Canyon
Yard	Y	O			428.8	SELIGMAN YL	AM 3:50	AM 5:53	PM 12:15	PM 10:10	AM 12:55	
107		B	72.9	73.9	439.8	AUDLEY	3:38	5:37	11:55	9:55	12:35	
107		B	75.0	75.0	446.9	PICA	3:31	5:32	11:49	9:49	12:28	
107	Y	B	75.0	69.7	452.2	YAMPAI	3:24	5:25	11:40	9:41	12:19	
113		B	0.0	75.0	460.2	NELSON	3:13	5:15	11:28	9:30	12:05	
168		O	0.0	75.0	465.8	PEACH SPRINGS	3:05	5:09	11:20	9:23	11:55	
110		B	0.0	75.0	477.3	TRUXTON	2:52	4:56	11:05	9:10	11:39	
169		B	0.0	75.0	484.0	VALENTINE	2:42	4:46	10:53	9:00	11:29	
105		B	0.0	75.0	489.0	HACKBERRY	2:37	4:42	10:48	8:56	11:24	
115		B	43.8	71.8	501.3	WALAPAI	2:27	4:33	10:35	8:46	11:11	
144	Y	B	46.0	31.7	509.4	BERRY	2:21	4:27	10:29	8:40	11:03	
		B	50.2	0.0	513.9	GETZ	2:17	4:23	10:25	8:36	10:59	
107		O	0.0	75.0	516.4	KINGMAN YL	2:14	4:19	10:20	8:32	10:54	
144		B	0.0	75.0	521.5	HARRIS	2:05	4:12	10:06	8:23	10:37	
144		B	0.0	75.0	526.8	GRIFFITH	1:58	4:05	10:00	8:17	10:30	
143		B	0.0	75.0	535.6	ATHOS	1:49	3:55	9:51	8:08	10:21	
105		O	0.0	75.0	540.2	YUCCA	1:44	3:50	9:45	8:03	10:15	
144		B	0.0	75.0	552.7	FRANCONIA	1:31	3:37	9:31	7:51	10:02	
107		B	52.8	73.9	565.1	TOPOCK	1:18	3:24	9:18	7:38	9:48	
Yard	T	O	52.8	52.8	578.0	NEEDLES YL	1:05 AM	3:10 AM	9:05 AM	7:25 PM	9:35 PM	
						(149.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (54.3) (55.0) (47.2) (54.3) (44.8)

(Continued from Page 8)

Rule 312: Bridge 566.0 (Topock) protected with dragging equipment detectors. When actuated, Signals 5672 or 5653 will be in stop position and at the same time lower unit these signals will display illuminated letter "E," in which case trains must stop and inspect for dragging equipment.

At Needles between train signs located at east and west ends of passenger yard, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

10 ALBUQUERQUE DIVISION

FOURTH DISTRICT

Communications	Capacity of Sidings In 50 ft. Cars	Ruling Grade Descending Feet Per Mile	Ruling Grade Ascending Feet Per Mile	Mile Post	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars
					FIRST CLASS		NO. 3		FIRST CLASS						
					15	47	December 19, 1960		42	14					
					Passenger	Passenger	STATIONS	Passenger	Passenger						
					Leave Daily	Leave Daily		Arrive Daily	Arrive Daily						
C	Yard	75.0	75.0	375.2	AM 4.15	AM 1.00	WILLIAMS JCT.	s 9.45	s 10.30	375.2	75.0	0.0		Yard	
B	Yard	6.8	75.0	378.2	4.25 AM	1.30	3.6 WILLIAMS	9.35	10.10 PM	378.2	6.8	75.0	Y	Yard	
B				381.6		1.36	3.4 SUPAI	9.23		381.6	95.0	0.0	Y	27	
B		187.3	0.0				4.7 McLELLAN	9.20		384.2	95.0	0.0		108	
B	122			386.3		1.46	2.5 SERENO								
B			0.0				6.2 CORVA	9.09		390.2				131	
B	112	161.0	0.0	393.7		2.02	6.7 DAZE	8.57		393.7	95.0	0.0		108	
C	Yard	95.0	14.8	401.2			7.5 ASH FORK	s 8.45		401.2	95.0	14.8	Y	Yard	
B	72		51.7	3.9		2.29	3.9 CRUICE	8.24		3.9	52.8			72	
B	39		53.3	9.2		2.36	5.3 MEATH	8.16		9.2	83.4			39	
B	72		33.8	16.0		2.45	6.8 ROK	8.07		16.0	81.8			72	
C	73		0.0	21.3		2.53	5.3 DRAKE	YL f 8.00		21.3	79.2		Y	73	
B	73		52.8	29.4		3.04	8.1 ABRA	7.49		29.4	79.2			73	
B	30		64.9	33.6		3.10	4.2 DEL RIO	f 7.43		33.6	79.2			30	
B	41		79.2	35.1		3.13	1.5 PURO	f 7.41		35.1	56.0			41	
B	96		79.2	38.9		3.18	3.8 COPPER	7.36		38.9	56.0			96	
B	38		79.2	44.6		3.25	5.7 GRANITE	7.30		44.6	13.2			38	
B	17		79.5	51.0		3.34	6.4 ENTRO	7.21		51.0	39.6			17	
C	Yard		79.5	57.1		3.54	6.1 PRESCOTT	YL s 7.09		57.1	66.5		Y	Yard	
			158.4	60.0		4.02	2.9 POWDER	7.00		60.0	0.0				
B	34		158.4	65.6		4.12	5.6 ALTO	6.43		65.6	79.2		Y	34	
B			158.4	66.2		4.14	0.6 PRIETA	6.41		66.2	0.0				
B			0.0	67.6		4.19	1.4 IRON SPRINGS	f 6.37		67.6	158.4				
B	97		0.0	73.1		4.37	5.5 RAMSGATE	6.20		73.1	158.4			97	
C	62		0.0	80.6		4.52	7.5 SKULL VALLEY	YL f 6.04		80.6	158.4		Y	62	
B	62		5.0	86.8		5.05	6.2 KIRKLAND	f 5.52		86.8	79.2			62	
B	72		79.7	95.4		5.20	8.6 GRAND VIEW	5.36		95.4	79.7			72	
C	102		79.2	101.5		5.33	6.1 HILLSIDE	f 5.24		101.5	79.2			102	
B	128		0.0	109.7		5.50	8.2 DATE	f 5.07		109.7	79.2			128	
B	38		64.3	116.4		6.01	6.7 PIEDMONT	4.56		116.4	79.2			38	
C	72		79.2	123.2		6.15	6.8 CONGRESS	f 4.43		123.2	79.2		Y	72	
B	62		0.0	129.6		6.24	6.4 FLORES	4.32		129.6	79.2			62	
B	23		0.0	134.9		6.35	5.3 MATHIE	YL 4.24		134.9	79.2		Y	22	
C	87		0.0	139.6		6.50	4.7 WICKENBURG	YL s 4.15		139.6	79.2			87	
B	73		0.0	143.5		6.58	3.9 ALLAH	4.08		143.5	63.4			73	
B	72		79.7	150.3		7.12	6.8 CASTLE HOT SPRINGS	f 3.55		150.3	56.5			72	
B	72		0.0	157.6		7.20	7.3 WITTMANN	3.44		157.6	34.8			72	
B	84		0.0	169.1		7.32	11.5 BEARDSLEY	3.30		169.1	34.8			84	
B	72		0.0	173.6		7.37	4.5 ENNIS	3.25		173.6	34.8			72	
B	42		31.7	176.7		7.41	3.1 MARINETTE	f 3.21		176.7	34.8			42	
C	72		0.0	179.9		7.45	3.2 PEORIA	f 3.17		179.9	12.7			72	
C	Yard		0.0	184.2		7.52	4.3 GLENDALE	YL s 3.11		184.2	0.0			Yard	
B	Yard		0.0	188.3		8.00	4.1 ALHAMBRA	YL 3.02		188.3	18.5			Yard	
C	Yard		0.0	191.0		8.08	2.7 MOBEST	YL 2.54		191.0	23.2		T	Yard	
B	Yard		15.8	193.7		8.30	2.7 PHOENIX	YL 2.45		193.7	15.8		Y	Yard	
					Arrive Daily	Arrive Daily	WESTWARD (220.3)		EASTWARD (223.6)						

(21.6)

(29.4)

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

(31.9)

(10.8)

(Continued on Page 11)

(Continued from Page 10)

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

Westward freight trains must stop not less than ten minutes at Daze and Rams-gate to cool wheels and inspect train, except these stops may be omitted on trains not required to use retainers under Time Table Special Rule 10.

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

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

Trains must get clearance card before leaving Prescott and Wickenburg.

Eastward trains and road engines must get numbered clearance card before leaving Mobest and Ash Fork.

Westward trains must get numbered clearance card before leaving Williams Jct. and Ash Fork.

Train register in phone booths at Ennis and Entro, where trains will register as directed.

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

Rule 320(B): At Supai, westward trains finding signal 3821 in "stop" position must wait five minutes before proceeding, unless signal changes to indicate proceed.

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

Rule 261 in effect at Williams Jct. between Fourth District junction switch M.P. 375.2 and end of two tracks M.P. 375.4.

Rule 251 in effect between end of two tracks Williams Jct. M.P. 375.4 and Ash Fork.

Rule D-151: Trains must keep to the left between Ash Fork and end of two tracks Williams Jct. M.P. 375.4.

Spring switch end of two tracks M.P. 375.4 normally lined for westward track.

**PARKER DISTRICT**

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			↓	NO. 3		↑			
				December 19, 1960					
				STATIONS					
	Y			<b>MATTHIE</b>	YL		0.0		B
		39.6		6.2				0.0	
45		0.0		<b>DIVIDE</b>			6.2	31.7	B
24		0.0		8.3					
				<b>FOREPAUGH</b>			14.5	29.0	B
43		0.0		7.7					
		19.8		<b>AGUILA</b>	YL		22.2	31.7	O
45		0.0		17.8					
				<b>LOVE</b>			40.0	31.7	B
12		0.0		4.8					
		26.4		<b>WENDEN</b>			44.8	21.1	B
24		0.0		5.2					
		29.0		<b>SALOME</b>			50.0	0.0	O
23		0.0		2.6					
				<b>HAROUVAR</b>			52.6	84.5	B
14		0.0		7.7					
				<b>VICKSBURG</b>			60.3	31.7	B
46		0.0		0.8					
				<b>BUSH PIT</b>			61.1	31.7	B
8		0.0		5.7					
				<b>McVAY</b>			66.8	31.7	B
14		0.0		3.7					
				<b>UTTING</b>			70.5	31.7	B
17		0.0		9.4					
				<b>BOUSE</b>			79.9	31.7	B
48		0.0		10.7					
				<b>WALL</b>			90.6	31.7	B
		31.7		15.2					
94	Y			<b>PARKER</b>	YL		105.8		O
				(105.8)					

Trains must get numbered clearance card before leaving Parker.  
Booth phone located at M.P. 31.1.

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 December 19, 1960	STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		FIRST CLASS			FIRST CLASS		
		15			14		
		Passenger			Passenger		
		Leave Daily			Arrive Daily		
		AM			PM		
Yard		4-25		WILLIAMS YL	10-10	0.0	
29	158.4	4-45		9.5 RED LAKE	f 9-48	9.0	110.9
20	132.0	5-10		11.6 QUIVERO	f 9-25	20.5	105.6
32	116.2	5-30		3.4 VALLE	f 9-09	29.0	48.0
21	62.3	5-48		8.8 WILLAHA	f 8-54	37.7	100.3
	37.0	f 6-01		7.0 ANITA	f 8-43	44.8	79.2
	0.0	f 6-20		7.3 APEX	f 8-27	52.0	170.4
27	117.5	f 6-35		5.2 COCONINO	8-15	57.2	158.4
30	39.6			6.5 GRAND CANYON YL	8-00	63.7	130.3
Yard		s 7-00 AM			PM		
		Arrive Daily		(64.3)	Leave Daily		

(24.9) .....Average speed per hour..... (29.7)

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

No. 15 will turn on wye and back into Grand Canyon.

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

Wye at Grand Canyon, Anita and Williams.

At Williams between M.P. 1 and station Nos. 14 and 15 have no superiority and will move between these limits at restricted speed.

Trains must get numbered clearance card before leaving Grand Canyon.

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 December 19, 1960	STATIONS	Mile Post	Ruling Grade Ascending— Feet Per Mile	
		↓					↑
31	79.2			DRAKE YL	0.0		
28	0.0			10.7 BEAR	10.6	105.6	
23	0.0			7.6 PERKINSVILLE	18.3	75.5	
17	82.3			9.6 SYCAMORE	27.8	105.6	
Yard				10.1 CLARKDALE YL	38.0		
				(38.0)			

No switch lights on Clarkdale District.

Wye at Clarkdale and Drake.

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

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.

IRON KING DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 December 19, 1960	STATIONS	Mile Post	Ruling Grade Ascending— Feet Per Mile	
		↓					↑
Yard				IRON KING YL	17.2		
Yard	50.2			0.6 HUMBOLDT YL	16.6	112.4	
13	53.3			1.8 CHERRY CREEK YL	14.8	98.0	
12	73.9			7.1 YAEGER YL	7.7	0.0	
22	84.5			7.7 ENTRO YL	0.0	96.1	
				(17.2)			

No switch lights on Iron King District.

Wye at Humboldt.

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

2. Rule 2: Standard clocks are located at Belen (station and yard offices), Gallup (station and yard office), Winslow (telegraph office and roundhouse), Flagstaff, Seligman, Needles, Ash Fork, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

3. . . . .

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

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

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

Gallup, Seligman, and Prescott, all first class trains may register by Form 903.

6. Rule 93: Yard limits are located at:

Belen	Needles
Grants	Drake
Gallup	Prescott
Winslow to and including	Skull Valley
West Winslow	Matthie
Flagstaff	Wickenburg
Williams	Glendale to and including Phoenix
Grand Canyon	Clarkdale
Ash Fork	Aguila
Seligman	Parker
Kingman	Iron King District

7. Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

8. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track.

Operators will show on clearance card the number of instruction messages (Form 934 Spl) delivered therewith.

9. Rule 321 (C) is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

10. The maximum tonnage per operative brake in freight trains is 75 tons on westward track Supai to Welch; between M.P. 61.5 and M.P. 78, Fourth District; and Grand Canyon District.

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:

Supai to Daze Westward Track & Prieta to M.P. 61.5					
No dynamic brake	Use all retainers with 50% in high pressure position on loaded cars.				
Units with dynamic brake operative	Use one retainer for each 70 tons in excess of:				
	Non Pressure Maintaining:	Pressure Maintaining			
		Classes of Power			
	All Classes	325-344 105-199 407-430	200-268 2697-2893	269-289 700-751 2110-2162	600-609 800-848 900-979
1. ....	500	700	1200	1300	1800
2. ....	1000	1400	2400	2600	3600
3. ....	1500	2100	3600	3900	5200
4. ....	2000	2800	4800	5200	5250
Prieta to M.P. 78					
1. ....	500	700	1250	1500	1700
2. ....	1000	1300	2100	2600	2700
3. ....	1500	1800	2750	3100	3600
4. ....	2000	2400	3400	3600	3800
Supai to Daze Eastward Track Daze to Ash Fork Both Tracks					
1. ....	800	1000	1500	1750	2000
2. ....	1600	2000	3000	3500	4000
3. ....	2400	3000	4500	5250	7000
4. ....	3600	4000	6000	7000	8000

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

Westward	Eastward
Gonzales-Gallup	Dalies-Belen
Supai-Ash Fork	Gonzales-Anzac
Crookton-Seligman	Darling-Dennison
Yampai-Hackberry	Supai-Williams
Getz-Topock	Riordan-Flagstaff
Prieta-Skull Valley	Prieta-M.P. 61.5

For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitations without requiring use of retainers.

If retainers are positioned before reaching summit of grade, or retainers are not required, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges; otherwise, Rule 947 will apply at Supai westward and Prieta, westward and eastward.

When retainers are used on a freight train, not less than 10 must be set and speed must not exceed 20 MPH.

If dynamic brake becomes inoperative, or its efficiency impaired, on one or more units, and tonnage being handled is in excess of that authorized for the remaining units with operative dynamic brakes, train must be immediately stopped and retainers set as prescribed above.

11. Rule 761: Following is list of structures:

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

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

12. 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."

13. 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.

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

15. . . . .

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452 and 199453 must not exceed 45 MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the First, Second, Third, Kingman, Fourth, Belen, Parker and Grand Canyon Districts, and 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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:			
450-451	2	5	5
11-15, 80-87, 600-611, 800-848, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4 1/2	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION		M.P.H.		LOCATION		M.P.H.	
		Psg. and Light	Fr.			Psg. and Light	Fr.
Belen District, East & West	79	60		BELÉN DISTRICT EASTWARD:			
First District, Westward:				Dalies Jct. Switch			
Isleta to Dalies	79	60		M.P. 10.2 to 10.0	40	40	
Dalies to Marmon	90	60		Grade and 6 Curves M.P. 10.0 to M.P. 0.5	75	50	
Marmon to Gonzales	79	60		2 Curves M.P. 0.5 to Belen and West Switch Tracks 23-24, Belen	30	30	
Gonzales to Gallup	90	60		FIRST DISTRICT WESTWARD:			
First District, Eastward:				2 Curves M.P. 12.5 to 13.6	70	55	
Gallup to Gonzales	79	60		1 Curve and 3 Switches M.P. 26.8 to 27.5	40	40	
Gonzales to Anzac	90	60		4 Curves M.P. 27.5 to 32.5	70	60	
Anzac to Marmon	79	60		7 Curves M.P. 36.8x to 45.1x	70	60	
Marmon to Dalies	90	60		1 Curve M.P. 59.2 to 60.1	70	60	
Dalies to Isleta	79	60		3 Curves M.P. 60.1 to 60.9	60	60	
Second District, West & East	90	60		4 Curves M.P. 60.9 to 62.9	50	50	
Third District, Westward:				3 Curves M.P. 62.9 to 66.0	70	60	
Winslow to Williams Jct.	79	60		2 Curves M.P. 66.0 to 67.4	65	60	
Williams Jct. to Crookton	90	60		11 Curves M.P. 84.0 to 88.0	55	50	
Crookton to Seligman	79	60		3 Curves M.P. 88.0 to 91.0	70	60	
Third District, Eastward:				1 Street Crossing M.P. 95.5	40	40	
Seligman to Crookton	79	60		6 Curves M.P. 149.4 to 156.5	80	60	
Crookton to Williams Jct.	90	60		1 Curve M.P. 156.5 to M.P. 157.7	30	30	
Williams Jct. to Darling	79	60		2 Street Crossings M.P. 157.7 to M.P. 157.9	20	20	
Darling to Winslow	90	60		FIRST DISTRICT EASTWARD:			
Kingman District, Westward:				2 Curves Gallup to M.P. 156.5	50	50	
Seligman to Peach Springs	79	60		3 Curves M.P. 136.3x to 133.4x	65	60	
Peach Springs to Needles	90	60		2 Curves M.P. 130.7x to 130.0x	65	60	
Kingman District, Eastward:				3 Curves M.P. 130.0x to 127.5	80	60	
Needles to Getz	79	60		7 Curves M.P. 109.7 to 105.0	80	60	
Getz to Valentine	90	60		1 Street Crossing M.P. 95.5	40	40	
Valentine to Seligman	79	60		1 Curve M.P. 95.5 to 94.4	80	60	
Grand Canyon District	40	40		3 Curves M.P. 91.0 to 88.0	70	60	
Fourth District:				11 Curves M.P. 88.0 to 84.0	55	50	
Williams Jct. to Ash Fork	79	60		5 Curves M.P. 67.4 to 62.9	65	60	
Ash Fork to Phoenix	59	49		3 Curves M.P. 62.9 to 61.1	50	50	
Parker District	59	49		4 Curves M.P. 61.1 to 60.1	60	60	
Clarkdale District	20	20		1 Curve M.P. 60.1 to 59.2	70	60	
Iron King District	25	25		4 Curves M.P. 32.5 to 27.5	70	60	
Ennis Spur	20	20		1 Switch and 1 Curve M.P. 27.5 to 27.3	40	40	
Westward freight trains between Yampai and Topock, except between M.P. 455 and M.P. 459; and eastward freight trains between Darling and Winslow, averaging 60 tons or less per car may observe passenger train speed restrictions with a maximum of 60 MPH with consist and power as follows:				2 Curves M.P. 13.6 to 12.5	70	55	
				SECOND DISTRICT WESTWARD:			
				4 Curves and 2 street Crossings Gallup to M.P. 158.2	30	30	
				1 Curve M.P. 160.7 to 160.9	80	60	
				1 Curve M.P. 188.4 to 188.9	80	60	
				5 Curves M.P. 215.6 to 219.2	80	60	
				2 Curves M.P. 250.6 to 252.1	80	60	
				1 Curve M.P. 264.2 to 264.4	80	60	
				SECOND DISTRICT EASTWARD:			
				1 Curve M.P. 264.4 to 264.2	80	60	
				2 Curves M.P. 252.1 to 250.6	80	60	
				5 Curves M.P. 219.2 to 215.6	80	60	
				1 Curve M.P. 188.9 to 188.4	80	60	
				3 Curves M.P. 160.9 to 158.2	80	60	
				4 Curves and 2 Street Crossings M.P. 158.2 to Gallup	30	30	
				THIRD DISTRICT WESTWARD:			
				5 Curves Winslow to M.P. 287.3	25	25	
				4 Curves M.P. 326.4 to 328.6	70	60	
				3 Curves M.P. 328.6 to 330.9	50	50	
				2 Curves M.P. to 330.9 to 331.8	40	40	
				14 Curves M.P. 331.8 to 339.9	50	50	
				3 Curves M.P. 339.9 to 343.6	55	50	
				21 Curves M.P. 343.6 to 350.1	40	40	
				7 Curves M.P. 350.1 to 352.6	50	50	
				2 Curves M.P. 352.6 to 353.9	70	60	
				BELÉN DISTRICT WESTWARD:			
				West Switch Tracks 23-24, Belen, and 2 Curves Belen to M.P. 0.5	30	30	
				2 Curves M.P. 6.7 to M.P. 8.4	70	50	
				2 Curves M.P. 8.4 to M.P. 10.2	60	50	

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	M.P.H. Psg. and Light	Frt.	LOCATION	M.P.H. Psg. and Light	Frt.
<b>THIRD DISTRICT EASTWARD:</b>					
6 Curves M.P. 425.4 to 422.8	50	50	10 Curves M.P. 520.2x to 516.7x	40	40
3 Curves M.P. 422.8 to 421.6	40	40	1 Street Crossing M.P. 516.7x	25	25
13 Curves M.P. 371.7 to 366.8	50	50	2 Curves M.P. 516.7x to 515.3x	55	55
4 Curves M.P. 366.8 to 364.1	55	55	1 Curve M.P. 515.3x to 514.1x	65	60
2 Curves M.P. 353.9 to 352.6	70	60	4 Curves M.P. 499.1 to 492.7	85	60
7 Curves M.P. 352.6 to 350.1	50	50	1 Curve M.P. 490.2 to 488.8	80	60
20 Curves M.P. 350.1 to 343.6	40	40	8 Curves M.P. 488.8 to 482.5	65	60
3 Curves M.P. 343.6 to 341.6	55	40	3 Curves M.P. 482.5 to 481.0	55	55
2 Curves M.P. 339.9 to 339.2	50	40	5 Curves M.P. 481.0 to 479.4	30	30
Grade and 3 Curves M.P. 339.2 to 336.2	60	40	1 Curve M.P. 479.4 to 479.0	55	50
Grade and 9 Curves M.P. 336.2 to 331.8	50	40	3 Curves M.P. 479.0 to 477.0	65	50
Grade and 2 Curves M.P. 331.8 to 330.9	40	40	6 Curves M.P. 477.0 to 470.4	70	60
3 Curves M.P. 330.9 to 328.6	50	40	4 Curves M.P. 470.4 to 469.0	50	50
3 Curves M.P. 328.6 to 321.6	85	50	5 Curves M.P. 469.0 to 464.9	65	50
2 Curves M.P. 303.3 to 302.0	80	50	3 Curves M.P. 464.9 to 463.8	50	50
5 Curves M.P. 287.3 to Winslow	25	25	6 Curves M.P. 463.8 to 460.1x	60	50
<b>KINGMAN DISTRICT WESTWARD:</b>					
2 Curves M.P. 447.3 to 448.3	70	50	8 Curves M.P. 460.1x to 457.0	50	50
3 Curves M.P. 448.3 to 450.1	60	50	3 Curves M.P. 457.0 to 455.5	50	50
5 Curves M.P. 450.1 to 451.4	30	30	2 Curves M.P. 455.5 to 453.2	65	50
5 Curves and Grade M.P. 451.4 to 455.5	55	40	1 Curve M.P. 453.2 to 452.1	55	50
5 Curves and Grade M.P. 455.5 to 457.7	50	40	2 Curves M.P. 452.1 to 451.4	40	40
5 Curves and Grade M.P. 457.7 to 460.1	60	40	5 Curves M.P. 451.4 to 450.1	30	30
7 Curves and Grade M.P. 460.1 to 463.8	60	45	3 Curves M.P. 450.1 to 448.3	60	40
3 Curves M.P. 463.8 to 464.9	50	45	<b>FOURTH DISTRICT EASTWARD: ASHFORK TO WILLIAMS JCT.</b>		
5 Curves and Grade M.P. 464.9 to 469.0	70	45	22 Curves M.P. 401.9 to 392.0	35	35
4 Curves M.P. 469.0 to 470.5	50	45	1 Curve M.P. 395.0x to 394.6x	35	25
2 Curves and Grade M.P. 470.5 to 472.5	80	45	6 Curves M.P. 394.6x to 391.6x	40	30
4 Curves M.P. 472.5 to 476.8	90	45	1 Curve M.P. 391.6x to 391.2x	35	25
2 Curves and Grade M.P. 476.8 to 478.2	80	45	4 Curves M.P. 391.2x to 388.2x	40	30
1 Curve and Grade M.P. 478.2 to 479.0	60	40	2 Curves M.P. 388.2x to 386.2x	50	30
2 Curves and Grade M.P. 479.0 to 479.6	40	40	3 Curves M.P. 386.2x to 383.7x	55	40
3 Curves and Grade M.P. 479.6 to 480.6	30	30	6 Curves M.P. 383.7x to 381.5	40	40
2 Curves and Grade M.P. 480.6 to 481.6	55	45	2 Curves M.P. 381.5 to 381.1	35	35
2 Curves and Grade M.P. 481.6 to 482.5	70	60	5 Curves M.P. 381.1 to 378.9	50	40
9 Curves M.P. 482.5 to 490.2	80	60	5 Curves and 1 Street Crossing M.P. 378.9 to 378.2	30	30
1 Curve and Grade M.P. 514.4 to 515.2	70	25	4 Curves M.P. 378.2 to 375.2	50	50
2 Curves and Grade M.P. 515.2 to 516.5	50	25	<b>FOURTH DISTRICT WESTWARD: WILLIAMS JCT. TO ASHFORK</b>		
1 Street Crossing M.P. 516.5	25	25	8 Curves M.P. 375.2 to 378.2	50	40
6 Curves and Grade M.P. 516.5 to 519.2	45	25	1 Curve and 1 Street Crossing M.P. 378.2 to 378.9	30	30
5 Curves and Grade M.P. 519.2 to 524.3	80	45	5 Curves M.P. 378.9 to 381.1	40	40
14 Curves and Grade M.P. 524.3 to 562.3	90	45	7 Curves M.P. 381.1 to 382.7	35	30
1 Curve and Grade M.P. 562.3 to 562.8	65	45	Grade and 23 Curves M.P. 382.7 to 388.8	25	20
7 Curves M.P. 562.8 to 565.9	50	45	Tunnel and 1 Curve M.P. 388.8 to 388.9	20	20
1 Curve M.P. 565.9 to 566.6	80	60	Grade and 14 Curves M.P. 388.9 to 391.3	25	20
3 Curves M.P. 572.4 to 575.6	85	60	Grade and 20 Curves M.P. 391.3 to 401.0	40	25
4 Curves M.P. 575.6 to 577.2	45	30	3 Curves M.P. 401.0 to 401.9	30	25
<b>KINGMAN DISTRICT EASTWARD:</b>					
4 Curves M.P. 577.2 to 575.7	45	45	Supai to Welch—		
8 Curves M.P. 565.9 to 562.3	50	50	Westward on eastward track		
1 Curve M.P. 554.8 to 554.7	65	60	10 Curves M.P. 382.8x to 391.2x	30	20
2 Curves M.P. 554.7 to 550.5	70	60	9 Curves M.P. 391.2x to 395.0x	25	20
1 Curve M.P. 526.7x to 525.9x	65	50	<b>FOURTH DISTRICT: ASHFORK TO PHOENIX</b>		
7 Curves M.P. 525.9x to 520.2x	60	50	4 Curves M.P. 0.4 to 2.6	45	40
			3 Curves M.P. 4.0 to 5.9	45	40
			3 Curves M.P. 7.9 to 9.9	45	40
			3 Curves M.P. 12.0 to 14.1	45	40
			4 Curves M.P. 14.1 to 16.2	35	35
			2 Curves M.P. 16.2 to 17.2	45	40
			1 Curve M.P. 18.4 to 18.7	45	40
			1 Curve M.P. 21.1 to 21.6	30	20
			Br 21.6 M.P. 21.6 to 21.8	20	20
			5 Curves M.P. 21.8 to 23.2	40	30
			2 Curves M.P. 23.2 to 26.6	50	40
			6 Curves M.P. 26.6 to 29.0	45	35
			4 Curves M.P. 30.4 to 31.9	45	35

**MAXIMUM AUTHORIZED SPEED FOR TRAINS (Continued)**

LOCATION	M.P.H. Psg. and Light	Frt.	LOCATION	M.P.H. Psg. and Light	Frt.
<b>FOURTH DISTRICT: (Cont'd)</b>					
<b>ASHFORK TO PHOENIX (Cont'd)</b>					
5 Curves M.P. 34.0 to 35.4	40	30	7 Curves M.P. 120.9 to 122.6	25	20
3 Curves M.P. 39.7 to 41.2	50	40	1 Curve M.P. 122.6 to 123.2	50	40
1 Curve M.P. 42.5 to 42.7	45	35	6 Curves M.P. 131.2 to 134.9	45	40
1 Curve M.P. 46.0 to 46.1	50	40	1 Curve M.P. 134.9 to 135.1	20	20
2 Curves M.P. 48.0 to 48.7	30	25	5 Curves M.P. 135.1 to 138.2	45	40
2 Curves M.P. 48.7 to 50.3	50	40	1 Curve M.P. 138.2 to 138.3	35	30
10 Curves M.P. 50.3 to 52.7	25	20	10 Curves M.P. 138.3 to 141.6	40	30
6 Curves M.P. 52.7 to 55.9	40	30	42 Curves M.P. 141.6 to 150.3	30	25
5 Curves M.P. 55.9 to 58.3	30	20	1 Curve M.P. 174.9 to 175.1	55	40
90 Curves and Grade M.P. 58.3 to 76.7	20	15	1 Curve M.P. 178.8 to 178.9	50	40
9 Curves M.P. 77.7 to 82.3	45	30	4 Curves and 22 Crossings M.P. 182.5 to 190.8	30	30
6 Curves M.P. 83.5 to 85.5	30	25	4 Curves and 8 Crossings M.P. 190.8 to 192.9	20	20
6 Curves M.P. 85.5 to 86.4	25	20	2 Switches and 2 Crossings M.P. 192.9 to 193.7	15	15
5 Curves M.P. 86.4 to 90.8	40	30	<b>PARKER DISTRICT:</b>		
Cut M.P. 90.8 to 91.0	20	20	3 Curves M.P. 0.0 to 2.4	45	30
9 Curves M.P. 91.0 to 94.3	30	25	3 Curves M.P. 53.3 to 55.0	40	25
5 Curves M.P. 94.3 to 96.2	25	20	12 Curves M.P. 55.0 to 58.1	30	20
3 Curves M.P. 96.2 to 97.4	40	30	3 Curves M.P. 95.2 to 97.2	45	30
3 Curves M.P. 97.4 to 98.3	30	25	1 Curve M.P. 101.6 to 101.9	45	30
3 Curves M.P. 98.3 to 99.7	40	30	<b>GRAND CANYON DISTRICT:</b>		
4 Curves M.P. 99.7 to 101.8	30	25	21 Curves M.P. 0.8 to 12.7	30	20
2 Curves M.P. 101.8 to 103.2	40	30	2 Curves M.P. 35.7 to 36.6	25	20
17 Curves M.P. 103.2 to 107.7	25	20	18 Curves M.P. 46.2 to 53.6	30	25
2 Curves M.P. 107.7 to 109.0	40	30	35 Curves M.P. 53.6 to 63.1	25	25
8 Curves M.P. 109.0 to 112.2	35	30	3 Curves M.P. 63.1 to 63.7	15	15
1 Curve M.P. 112.2 to 112.5	30	25	<b>CLARKDALE DISTRICT:</b>		
2 Curves M.P. 112.5 to 114.2	40	30	17 Curves M.P. 11.9 to 15.1	15	15
2 Curves M.P. 114.2 to 115.1	35	30	5 Curves M.P. 22.2 to 23.7	15	15
5 Curves M.P. 115.1 to 118.0	40	30	17 Curves M.P. 29.9 to 34.8	15	15
2 Curves M.P. 118.0 to 118.3	30	25			
4 Curves M.P. 118.3 to 119.7	40	30			
1 Curve M.P. 119.7 to 119.8	35	30			
4 Curves M.P. 119.8 to 120.9	40	30			

**MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS**

	Forward	Light	Backing or When Controlled From Rear Unit	Dead In Train
<b>Diesel and Gas-Electric</b>				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-848, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
<b>Diesels without dynamic brakes in use</b>				
Supai-Welch		15		
Welch-Ash Fork		20		
Yampai-Nelson		30		
Nelson-Hackberry		40		
Getz-McConnico		20		
McConnico-Topock		30		
Prieta-Prescott		15		
Prieta-Skull Valley		15		
<b>Diesels with dynamic brakes in use</b>				
Supai-Welch		25		
Welch-Ash Fork		35		
Prieta-Prescott		20		
Prieta-Skull Valley		20		

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.  
 "S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
<b>FIRST DISTRICT</b>			
Isleta	I	Both ends of siding	15
Dalies	I	Eastward main track to First District main track; Eastward main track to Belen District eastward main track; First District main track to westward main track	40
	I	East and west end westward siding	30
	S	EE eastward siding	30
Rio Puerco	S	EE eastward siding	30
South Garcia	S	WE westward siding	30
Suwanee	S	EE eastward siding; WE westward siding	30
Marmon	S	EE eastward siding	30
	S	WE westward siding	15
Laguna	S	EE eastward siding; WE westward siding	30
Acomita	S	EE eastward siding; WE westward siding	30
Anzac	S	EE eastward siding; WE westward siding	30
Grants	S	EE eastward siding; WE westward siding	30
Bluewater	S	EE eastward siding; WE westward siding	30
Baca	S	WE westward siding	30
South Chaves	S	WE westward siding	15
North Chaves	S	EE eastward siding	30
Thoreau	S	WE westward siding	30
Gonzales	S	EE eastward siding	30
South Guam	S	WE westward siding	30
North Guam	S	EE eastward siding	30
Perea	S	WE westward siding	30
Wingate	S	EE eastward siding	30
Gallup	S	Eastward freight lead to eastward main track east of station	30
<b>SECOND DISTRICT</b>			
Gallup	I	WE westward freight lead; crossover between main tracks WE westward freight lead	30
	S	WE westward passenger siding	15
	I	WE eastward freight lead	30
Defiance	S	EE eastward siding	30
Lupton	S	EE eastward siding	30
Houck	S	EE eastward siding; WE westward siding	30
Cheto	S	WE westward siding	30
Chambers	S	EE eastward siding; WE westward siding	30
Navajo	S	EE eastward siding; WE westward siding	30
Pinta	S	EE eastward siding; WE westward siding	30
Adamana	S	EE eastward siding; WE westward siding	30
Holbrook	S	EE eastward siding; WE westward siding	15
Penzance	S	WE westward siding	30
Hibbard	S	EE eastward siding; WE westward siding	30
Winslow	S	EE passenger track No. 1	15
	S	EE of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between main 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 through this spring switch at M.P. 284.8	30
	I	Westward main track to westward freight lead	30
<b>THIRD DISTRICT</b>			
Winslow	S	West end passenger track No. 4	15
West Winslow	I	Westward freight lead to westward main track	30
	I	Crossover between main tracks, westward main track to eastward yard lead, and eastward main track to ice dock lead	15
Dennison	S	EE eastward siding	15
	S	WE westward siding	30
Canyon Diablo	S	EE Eastward siding; WE westward siding	30
Angell	S	WE westward siding	15
	S	EE eastward siding	30
Cosnino	S	WE westward siding	15
	S	EE eastward siding	30
Flagstaff	S	WE westward siding	15
	S	EE eastward siding	30
Riordan	S	WE westward siding	15

Station	Type	Location	MPH
<b>THIRD DISTRICT (Continued)</b>			
Bellemont	S	EE eastward siding; WE westward siding	30
Maine	S	EE eastward siding	30
Chalender	S	EE eastward siding; WE westward siding	15
Williams Jct.	I	Crossover M.P. 374.3	50
	I	EE passenger track 1	30
	I	WE passenger track 1	30
	I	Crossover M.P. 375	50
	I	Switch from Third District to Fourth District	50
Perrin	I	Crossover M.P. 383.1	50
	I	Crossover M.P. 385.6	50
Doublea	I	Crossover M.P. 392.0	50
	I	Crossover M.P. 395.1	50
Eagle Nest	I	Crossover M.P. 405.5	50
	I	Crossover M.P. 407.5	50
Crookton	I	Crossover M.P. 418.3	50
	I	Crossover M.P. 420.5	50
Seligman	S	East yard lead to eastward main track	15
	S	Crossover eastward main track to yard lead east end of yard	15
		Crossover movements	15
		Main track movements	30
	S	West yard lead to main track and crossover west end of yard	10
		Crossover movements	10
		Main track movements	30
<b>KINGMAN DISTRICT</b>			
Seligman	S	Crossover eastward main track to yard lead east end of yard	15
		Crossover movements	15
		Main track movements	30
	S	West yard lead to main track and crossover west end of yard	10
		Crossover movements	10
		Main track movements	30
Audley	S	EE eastward siding	15
	S	WE westward siding	30
Pica	S	EE eastward siding; WE westward siding	15
Yampai	S	EE eastward siding	15
	S	WE westward siding	30
Nelson	S	EE eastward siding	30
Peach Springs	S	EE eastward siding; WE westward siding	30
Truxton	S	WE westward siding; EE eastward siding	30
Valentine	S	EE eastward siding	30
Hackberry	S	WE westward siding; EE eastward siding	30
Walapai	S	WE westward siding	15
	S	EE eastward siding	30
Berry	S	EE eastward siding; WE westward siding	30
Kingman	S	EE eastward siding	30
	S	WE eastward siding (normal position lined for quarry track)	10
Harris	S	EE eastward siding	30
Griffith	S	EE eastward siding; WE westward siding	30
Athos	S	EE eastward siding	30
Yucca	S	EE eastward siding; WE westward siding	30
Franconia	S	EE eastward siding; WE westward siding	30
Topock	S	WE westward siding	15
	S	EE eastward siding	30
Needles	I	Lead and crossover switches, west of M.P. 574	30
<b>FOURTH DISTRICT</b>			
Williams Jct.	S	End of two tracks M.P. 375.2	15
Williams	S	EE eastward siding; WE westward siding	15
McLellan	S	WE westward siding	15
Sereno	S	EE eastward siding	15
Corva	S	EE eastward siding	15
Daze	S	EE eastward siding; WE westward siding	15
Ash Fork	S	EE eastward siding	15
	S	WE westward siding	30
	I	EE westward siding	30
<b>GRAND CANYON DISTRICT</b>			
Grand Canyon	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to east leg of wye	10
Williams	S	Switch from main track to east leg of wye	10
	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to west leg of wye	10



**18. JUNCTION SWITCHES.**

Normal position of junction switches is as follows:

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

**INTERLOCKINGS**

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
<b>FIRST DISTRICT</b>			
Belen	West switch of freight main track and junction switches.	Interlocking.	Westward: To Westward Main Track, ——— To Eastward Main Track, ———0  Eastward: To Sandia Main Track, ——— To Belen Main Track, ———0 To North Siding, ———0 To South Siding, ———00  Eastward trains will sound whistle signal at microphone sign 500 feet west of signal 302.
Dalies	Junction switch and switches both sidings.	Interlocking. Superior route to Sandia; Inferior route to Belen .....	
<b>SECOND DISTRICT</b>			
Gallup	Switch west end westward freight lead; crossover between main tracks at west end westward freight lead and west switch of eastward freight lead.	Interlocking .....	Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.  Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
Winslow	Switch from westward main track to freight lead.	Interlocking .....	
<b>THIRD DISTRICT</b>			
West Winslow	Switch from westward yard lead to westward main track, both switches of crossover between main tracks, switch from westward main track to eastward yard lead, west switch of ice dock lead.	Interlocking .....	Eastward trains will sound following whistle signals at microphone sign at M.P. 293: Eastward Main Track, ——— South Yard ———00 Ice Dock Lead ———0
<b>FOURTH DISTRICT</b>			
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 old Fourth District main track from westward siding.	Interlocking .....	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 800 feet west of M.P. 1: Eastward Main Track ——— Entering yard at Extreme West Switch M.P. 401 plus 5000 ft., ———00 Westward Siding, ———0
		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.	
<b>KINGMAN DISTRICT</b>			
Needles M.P. 574.8	Main track and connecting crossover.	Interlocking .....	Westward trains will sound one long whistle signal at microphone sign 900 feet west of M.P. 570.

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
<b>FIRST DISTRICT</b>			
Ciniza .....	138.9	60	East-West
<b>SECOND DISTRICT</b>			
Black Star .....	160.7	1.1 mile	West
Manuelito .....	174.2	9	East
<b>THIRD DISTRICT</b>			
Railhead .....	339.9	49	East-West
<b>GRAND CANYON DISTRICT</b>			
Woodin .....	43.8	7	West
<b>KINGMAN DISTRICT</b>			
Chino .....	432.9	12	West
McConnico .....	520.7	40	West
Haviland .....	546.2	10	West
Powell .....	558.8	12	East
<b>FOURTH DISTRICT</b>			
Welch .....	391.7	14	West
Hawkins .....	113.3	8	East
Industry Track .....	133.0	20	East-West
Lizard .....	172.5	17	East-West
Ennis Spur .....	174.1	19 miles	
Goldbadge .....	175.1	18	East
Bumstead .....	178.4	23	East-West
Webb .....	180.5	26	East-West
Wayne .....	181.8	14	East-West
Fennemore .....	183.0	35	East-West
Citrus Park .....	185.2	35	East-West
Waddell .....	186.0	1 mile	
McMicken .....	187.8	64	East-West
Burnt Ranch .....	186.1	13	East
<b>CLARKDALE DISTRICT</b>			
Mack .....	6.6	6	East
Tapco .....	35.5	50	East
<b>PARKER DISTRICT</b>			
Spur .....	43.2	25	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Thoreau .....	369	Ash Fork—West Wye .....	2640
McCune .....	Gov. Spur	Seligman .....	910
Gallup .....	306	Yampai .....	685
Pinta .....	491	Berry .....	2500
Winslow .....	343	Drake .....	Main Track
Angell .....	558	Prescott (normally lined for west leg) ..	316
Flagstaff .....	170	Alto (normally lined for west leg) ....	201
Riordan .....	506	Skull Valley (normally lined for east leg)	726
Bellefont .....	376	Congress (normally lined for east leg) ..	812
Williams .....	1620	Matthie .....	Main Track
Anita .....	400	Phoenix .....	11th Ave. Spur
Grand Canyon .....	1617	Humboldt .....	1859
Supai .....	282	Clarkdale .....	769
Ash Fork—North Wye .....	910	Parker .....	564

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

R. W. WELLS, Asst. General Watch Inspector.....San Bernardino

LOCAL TIME INSPECTORS

FRANK MINDLIN.....314 W. Central Ave., Albuquerque  
 JAMES PECH.....822½ Bridge Blvd., Albuquerque  
 M. E. TREMBLY.....208 S. Main St., Belen  
 RICHARD EALY.....Belen  
 ELMER DOMKE.....1010 West Santa Fe, Grants  
 E. PARKE SELLARD.....Gallup  
 WARREN F. LIKEN.....111 W. Hopi Dr., Holbrook  
 E. E. STARR.....Winslow

S. R. GLIDEWELL.....Winslow  
 B. C. HOLMES.....206 W. Bill Williams St., Williams  
 ALFRED WILLIAMS.....849 Front St., Needles  
 P. L. ADRIAN.....107 S. Cortez St., Prescott  
 PAUL D. HUNT.....223 W. Gurley St., Prescott  
 ALLAN N. GOLDMAN.....23 N. Third Ave., Glendale  
 MILES H. GREGORY.....318 Goodrich Bldg., Phoenix  
 TOM FINLEY.....Parker

**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	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
	2	Pinole, Riverbank, Edwards	Belen and beyond
Kingman		Clovis and beyond	Bakersfield and beyond
Flagstaff		Clovis and beyond	North of Barstow
Holbrook		Clovis and beyond	
Grants		Clovis and beyond	North of Barstow
17		Flagstaff	Pasadena and Los Angeles
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Pomona		Williams Jct. and beyond
18	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
20	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Grants	La Junta and beyond	South of Barstow
123	Laguna		Albuquerque and beyond
	Rivera		Williams Jct. and beyond
124	Rivera	Williams Jct. and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	
78	San Juan Capistrano		Los Angeles
70	Irvine, El Toro		Los Angeles

**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	63.3	1	38	36.8	12	..	5.0

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**

**OVERSPEED Couplings are DAMAGING — Here's what happens:**

Safe — Danger —

Speed	Damage Level	SAFE COUPLING SPEED
4 miles per hour	<input type="checkbox"/>	Damage Begins
5 miles per hour	<input type="checkbox"/>	2¼ times as damaging as 4 MPH
6 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

*Handle freight carefully and keep our customers.*

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**



# 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, M and N, Book of Rules.)

