

**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. J. D. ABRUMS, Surgeon.....	Albuquerque
DR. LOUIS LEVIN, Local Surgeon.....	Belen
DR. F. W. PARKER, Local Surgeon.....	Gallup
DR. J. W. MARTIN, Assistant Local Surgeon.....	Gallup
....., Local Surgeon.....	Grants
DR. DONALD F. DeMARSE, Local Surgeon.....	Holbrook
DR. H. S. BECKWITH, Division Surgeon.....	Winslow
DR. LEO L. LEWIS, Local Surgeon.....	Winslow
DR. CHARLES M. CLARK, Assistant Local Surgeon.....	Winslow
DR. C. C. CREIGHTON, Local Surgeon.....	Flagstaff
DR. LEO SCHNUR, Local Surgeon.....	Grand Canyon
DR. MARTIN C. FLOHR, 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. 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. 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. H. J. FELCH, Consulting Surgeon.....	Phoenix
DR. W. V. EDWARDS, JR., Local Surgeon.....	Clarkdale
DR. T. C. HORTON, Local Surgeon.....	Parker

First Aid Kits are located at Dalies, Grants, Chambers, 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	H. G. CRAWFORD Trainmasters, Winslow, Ariz.	
A. M. MORGAN, Chief Dispatcher, Winslow, Ariz.	J. R. POE, H. W. SCHWENCKERT, L. H. RICHARDS, J. S. ARMSTRONG, W. F. MOHR, A. J. WILLIS, G. E. YOUNG, H. E. KELLY,	A. B. DAVIDSON, E. D. STINSON, R. C. VAN AUSDALL, J. D. RICHARDS, F. W. PLEASANTS, B. R. LORING, D. LaMAR, J. N. ESSINGER, J. K. HOLT, Dispatchers, Winslow, Ariz.
H. R. RUSSELL, A. C. PETRANOVICH, Asst. Chief Dispatchers, Winslow, Ariz.		

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



**COAST Santa Fe LINES**

**ALBUQUERQUE DIVISION**

**TIME TABLE No.**

**98**

**IN EFFECT**

**Sunday, June 6, 1954**

**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, Calif.**

**F. A. BAKER,  
Asst. General Manager,  
Los Angeles, Calif.**

**R. D. SHELTON,  
Asst. General Manager,  
Los Angeles, Calif.**

**S. ROGERS,  
Superintendent,  
Winslow, Ariz.**

*Timetable 97 eff 25 April 54  
99 26 Sept 54*

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												
123	17	21	23	1	19	7						
The Grand Canyon	Super Chief	El Capitan	The Grand Canyon	San Francisco Chief	The Chief	Fast Mail Express	NO. 98					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	June 6, 1954					
PM 7.15	PM 5.25	PM 3.55			AM 7.10	AM 12.55						
PM 7.30	PM 5.40	PM 4.10			AM 7.25	AM 1.10						
7.34	5.44	4.14			7.29	1.15						
7.38	5.48	4.18			7.33	1.20						
7.42	5.51	4.21	PM 3.40	PM 3.15	7.36	1.25						
7.49	5.58	4.28	3.47	3.22	7.43	1.32						
7.56	6.05	4.35	3.55	3.30	7.50	1.39						
8.00	6.09	4.39	3.59	3.34	7.54	1.44						
8.08	6.17	4.47	4.08	3.43	8.02	1.52						
8.12	6.21	4.51	4.13	3.48	8.07	1.57						
8.16	6.25	4.55	4.17	3.52	8.11	2.02						
8.24	6.33	5.03	4.25	4.00	8.19	2.09						
8.28	6.37	5.07	4.29	4.04	8.23	2.13						
8.32	6.41	5.11	4.33	4.08	8.27	2.17						
8.41	6.50	5.20	4.43	4.17	8.36	2.27						
8.46	6.55	5.25	4.48	4.22	8.41	2.32						
8.51	7.00	5.30	4.53	4.27	8.46	2.37						
8.57	7.06	5.37	4.59	4.33	8.52	2.43						
9.03	7.12	5.43	5.05	4.39	8.58	2.49						
9.06	7.16	5.46	5.09	4.42	9.01	2.53						
9.09	7.19	5.49	5.13	4.45	9.04	2.57						
9.14	7.24	5.54	5.19	4.50	9.09	3.02						
9.18	7.28	5.58	5.24	4.54	9.13	3.06						
9.25	7.35	6.05	5.32	5.01	9.20	3.12						
9.27	7.37	6.07	5.35	5.03	9.22	3.14						
s 9.35 PM	s 7.43 PM	s 6.13 PM	s 5.45 PM	s 5.10 PM	s 9.28 AM	s 3.25 AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

(68.7) (69.7) (69.7) (66.9) (69.8) (69.7) (64.1) ..... 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 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	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS						
23	1					
The Grand Canyon	San Francisco Chief	NO. 98				
Leave Daily	Leave Daily	June 6, 1954				
PM 3.25	PM 3.00					
PM 3.40	PM 3.15					
PM	PM					
Arrive Daily	Arrive Daily					

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE													
					NO. 98													
					June 6, 1954													
Yard	FW TY	O			STATIONS													
					ALBUQUERQUE													
64		C	21.1	26.4	12.6													
43		B	52.8	0.0	ISLETA													
42		B	52.8	0.0	PAQUITA													
59		C	52.8	31.7	SANDIA													
118		B	0.0	31.7	DALIES		YL											
		B	52.8	0.0	RIO PUERCO													
156		B	31.7	0.0	SUWANEE													
118		B	31.7	0.0	MARMON													
		B	31.7	0.0	QUIRK													
110		C	31.7	0.0	LAGUNA													
118		B	31.7	0.0	ACOMITA													
		B	31.7	0.0	McCARTYS													
132		B	31.7	0.0	ANZAC													
118		C	31.7	0.0	GRANTS		YL											
		B	31.7	0.0	REID													
135		B	31.7	0.0	BLUEWATER													
91		B	52.8	0.0	BACA													
118		B	52.8	0.0	NORTH CHAVES													
	Y	C	31.7	0.0	THOREAU													
118		B	21.1	31.7	GONZALES													
131		B	0.0	31.7	NORTH GUAM													
92		B	0.0	31.7	CINIZA													
117		B	0.0	31.7	WINGATE													
	Y	B	0.0	31.7	McCUNE													
118		B	0.0	31.7	ZUNI													
Yard	FW Y	C			GALLUP		YL											

Average speed per hour..... (65.1) (65.1) (63.2) (68.6) (67.4) (57.7) (58.4)

BELÉN DISTRICT

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE	
		NO. 98	
		June 6, 1954	
Yard	O	STATIONS	
		BELÉN	
103		DALIES	
		(10.3)	

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

(Continued from Page 2)

Between Belen and Gallup trains must keep to the left.  
 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													
123	17	21	23	1	19	7	NO. 98	STATIONS	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
The Grand Canyon	Super Chief	El Capitan	The Grand Canyon	San Francisco Chief	The Chief	Fast Mail Express	June 6, 1954						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 9.38	PM 7.45	PM 6.15	PM 5.48	PM 5.12	AM 9.30	AM 3.30	AUTOMATIC BLOCK SYSTEM AUTOMATIC TRAIN STOP TWO TRACKS	GALLUP YL	157.6		FW Y	Yard	
9.48	7.55	6.25	5.59	5.22	9.40	3.38		9.4 DEFIANCE	166.9	0.0			
9.59	8.05	6.36	6.10	5.33	9.50	3.47		13.4 LUPTON	180.4	15.8		79	
10.08	8.13	6.45	6.19	5.42	9.59	3.55		10.9 HOUCK	191.2	0.0		135	
10.14	8.19	6.51	6.25	5.48	10.05	4.01		8.0 CHETO	199.7	15.8		104	
10.18	8.23	6.55	6.31	5.53	10.10	4.05		5.9 CHAMBERS	205.7	15.8		85	
10.23	8.28	7.00	6.36	5.58	10.15	4.10		7.3 NAVAJO	213.0	5.8		114	
10.28	8.33	7.05	6.41	6.03	10.20	4.15		6.2 PINTA	219.2	0.0	Y	75	
10.38	8.43	7.15	6.52	6.13	10.30	4.24		13.1 ADAMANA	232.3	0.0		114	
10.48	8.53	7.26	7.03	6.23	10.41	4.33		13.3 ARNTZ	245.5	0.0		81	
10.55	8.59	7.32	7.10	6.30	10.47	s 4.47		7.4 HOLBROOK YL	253.0	7.9		114	
11.00	9.04	7.37	7.16	6.35	10.52	4.55		5.6 PENZANCE	258.6	26.4		152	
11.04	9.08	7.41	7.21	6.39	10.56	4.59		4.8 JOSEPH CITY	263.5	0.0		72	
11.13	9.16	7.50	7.31	6.48	11.05	5.07		11.1 HIBBARD	274.8	17.4		114	
s 11.25 PM	s 9.27 PM	s 8.02 PM	s 7.45 PM	s 7.00 PM	s 11.17 AM	s 5.20 AM		10.8 WINSLOW YL	285.5	19.5		FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(127.2)					

(71.3)

(74.8)

(71.3)

(65.2)

(70.7)

(71.3)

(69.4)

.....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 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.

Rule 251 in effect between Gallup and Winslow.

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

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	TIME TABLE		EASTWARD							
			NO. 98		FIRST CLASS							
			June 6, 1954		22	20	24	2	18	124	8	
			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	O		GALLUP YL		AM s 4:15	AM s 6:45	AM s 7:35	AM s 8:35	AM s 9:50	PM s 12:35	PM s 6:05	
104	B	31.7	DEFIANCE		4:04	6:34	7:22	8:24	9:39	12:22	5:51	
135	B	31.7	LUPTON		3:53	6:23	7:11	8:13	9:28	12:11	5:40	
100	B	31.7	HOUCK		3:45	6:15	7:02	8:05	9:20	12:01	5:30	
	B	31.7	CHETO		3:39	6:09	6:55	7:59	9:14	11:55	5:24	
104	O	31.7	CHAMBERS		3:35	6:05	6:50	7:55	9:10	11:49	5:18	
118	B	31.7	NAVAJO		3:29	5:59	6:44	7:49	9:04	11:43	5:12	
130	B	31.7	PINTA		3:24	5:54	6:39	7:44	8:59	11:37	5:06	
115	B	31.7	ADAMANA		3:14	5:44	6:28	7:35	8:50	11:25	4:54	
83	B	31.7	ARNIZ		3:04	5:34	6:18	7:25	8:40	11:14	4:42	
135	O	31.7	HOLBROOK YL		2:58	5:28	6:11	7:19	8:34	11:07	s 4:34	
	B	31.7	PENZANCE		2:53	5:23	6:05	7:14	8:29	11:01	4:23	
74	B	16.9	JOSEPH CITY		2:49	5:19	6:00	7:10	8:25	10:56	4:19	
104	B	31.7	HIBBARD		2:40	5:10	5:50	7:00	8:15	10:46	4:10	
Yard	O		WINSLOW YL		2:30 AM	5:00 AM	5:40 AM	6:50 AM	8:05 AM	10:35 AM	4:00 PM	
			(127.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....					(72.7)	(72.7)	(66.4)	(72.7)	(72.7)	(63.6)	(61.1)	

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 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.

Rule 251 in effect between Gallup and Winslow.

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

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													
123	17	21	23	1	19	7							
The Grand Canyon	Super Chief	El Capitan	The Grand Canyon	San Francisco Chief	The Chief	Fast Mail Express	NO. 98						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	June 6, 1954						
PM 11.30	PM 9.32	PM 8.07	PM 7.50	PM 7.05	AM 11.22	AM 5.25	STATIONS						
11.36	9.38	8.13	7.58	7.11	11.28	5.31	WINSLOW YL	285.5			O	FW TY	Yard
11.45	9.47	8.20	8.08	7.20	11.35	5.41	WEST WINSLOW YL	288.5	75.0	66.0	B		
11.55	9.54	8.27	8.16	7.27	11.42	5.50	DENNISON	298.3	75.0	73.1	B		104
AM 12.01	10.00	8.31 <sup>23</sup>	8.31 <sup>21</sup>	7.31	11.46	5.56	SUNSHINE	305.9	75.0	0.0	B		72
12.12	10.11	8.42	8.50	7.42	11.57	6.08	CANYON DIABLO	311.7	60.7	23.8	B		115
12.20	10.18	8.48	8.59	7.49	PM 12.03	6.16	ANGELL	322.7	75.0	22.7	B	Y	96
12.27	10.24	8.56	9.07	7.55	12.11	6.23	WINONA	328.6	75.0	0.0	B		
12.43	10.38	9.11	9.29	8.10	12.26	6.43	COSNINO	333.2	75.0	75.0	B		96
12.53	10.48	9.21	9.42	8.20	12.36	6.54	FLAGSTAFF YL	344.2	75.0	70.4	O	Y	105
12.59	10.53	9.26	9.48	8.25	12.41	7.00	RIORDAN	350.8	75.0	0.0	B	Y	96
1.05	11.00	9.32	9.55	8.31	12.47	7.06	BELLEMONT	356.3	75.0	75.0	O	Y	99
1.12	11.06	9.38	10.02	8.37	12.53	7.13	MAINE	362.5	64.5	75.0	B		
s 1.30	11.18	9.52	s 10.30	8.50	1.07	7.25	CHALENDER	368.0	75.8	97.0	B		108
1.36	11.23	9.57	10.35	8.55	1.12	7.30	WILLIAMS YL	378.2	75.0	75.0	O	TY	99
1.46	11.33	10.07	10.48	9.05	1.22	7.40	SUPAI YL	381.6	0.0	6.8	B	Y	
							McLELLAN	386.3	0.0	137.3	B		112
2.01	11.46	10.20	11.01	9.18	1.35	7.53	WELCH	391.7	0.0	161.0	B		
2.05	AM 11.49	10.24	11.04	9.21	1.38	7.56	DAZE	393.7	14.8	95.0	B		112
s 2.20	AM 12.02	10.37	s 11.20	s 9.45	1.52	s 8.25	ASH FORK YL	401.2	75.0	75.0	O	F Y	308
2.28	12.10	10.45	11.28	9.53	2.00	8.33	PINEVETA	408.8	75.0	39.6	B		108
2.38	12.20	10.56	11.40	10.03	2.10	8.44	GLEED	414.7	75.0	61.8	B		82
2.46	12.27	11.03	11.47	10.10	2.18	8.53	CROOKTON YL	419.1	0.0	95.0	B	Y	110
s 3.03	s 12.41	s 11.15	s 12.02	s 10.25	s 2.30	s 9.05	SELIGMAN YL	428.8			O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.7)						
(40.2)	(45.3)	(45.5)	(34.0)	(42.8)	(45.5)	(38.9)	.....Average speed per hour						

Signal System Two in effect between Winslow and Seligman.

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.

Rule 509 (b): At Supai, westward trains finding Signal 3821 and at Crookton eastward trains finding Signal 4142-A in "Stop"

position must wait five minutes before proceeding, unless signals change to indicate proceed.

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

Trains and engines turning at Riordan to proceed westward, when leaving westward leg of wye will be governed by the

(Continued on Page 7)

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Torn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 98 June 6, 1954	EASTWARD						
						FIRST CLASS						
						24	20	2	18	124	8	22
					STATIONS	The Grand Cañon	The Chief	San Francisco Chief	Super Chief	The Grand Cañon	Fast Mail Express	El Capitan
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	C			<b>WINSLOW</b> YL	AM 5:35	AM 4:55	AM 6:45	AM 8:00	AM 10:30	PM 3:55	AM 2:25
		B	75.0	31.7	3.1 WEST WINSLOW YL	5:25	4:49	6:40	7:55	10:16	3:45	2:19
96		B	75.0	31.7	9.8 DENNISON	5:15	4:42	6:33	7:48	10:07	3:37	2:12
		B	75.0	23.8	7.6 SUNSHINE	5:08	4:36	6:27	7:42	10:01	3:30	2:06
109		B	60.7	0.0	5.8 CANYON DIABLO	5:02	4:31	6:23	7:37	9:55	3:24	2:01
96	Y	B	75.0	22.7	11.0 ANGELL	4:51	4:23	6:15	7:29	9:46	3:10	1:53
		B	75.0	0.0	6.0 WINONA	4:45	4:18	6:11	7:25	9:40	3:06	1:48
98		B	75.0	75.0	4.4 COSNINO	4:39	4:13	6:06	7:20	9:34	3:00	1:43
96	Y	C	75.0	47.3	10.8 FLAGSTAFF YL	4:25	4:00	5:53	7:06	9:20	2:46	1:30
	Y	B	75.0	0.0	6.5 RIORDAN	4:13	3:50	5:43	6:56	9:10	2:32	1:20
185	Y	C	75.0	75.0	5.6 BELLEMONT	4:05	3:45	5:38	6:51	9:03	2:25	1:15
108		B	64.5	75.0	6.0 MAINE	3:58	3:40	5:33	6:46	8:57	2:17	1:10
119		B	52.8	75.0	5.6 CHALENDER	3:50	3:33	5:26	6:39	8:50	2:09	1:03
118	TY	C	75.0	75.0	10.1 <b>WILLIAMS</b> YL	3:20 <sup>20</sup>	3:20 <sup>24</sup>	5:13	6:26	8:35	1:55	12:50
27	Y	B	75.0	6.8	3.4 SUPAI YL	3:06	3:15	5:07	6:21	8:17	1:42	12:45
108		B	0.0	95.0	2.5 SERENO	3:01	3:11	5:03	6:17	8:12	1:37	12:41
131		B	0.0	95.0	6.2 CORVA	2:45	3:00	4:52	6:06	8:01	1:24	12:30
		B	0.0	95.0	4.7 WELCH	2:36	2:51	4:43	5:57	7:51	1:13	12:21
108		B	0.0	95.0	2.0 DAZE	2:33	2:48	4:40	5:54	7:46	1:08	12:18
120	F Y	C	14.8	95.0	7.5 <b>ASH FORK</b> YL	2:15	2:35	4:28	5:42	7:30	12:50	12:05
		B	75.0	75.0	7.6 PINEVETA	2:00	2:21	4:19	5:33	7:11	12:33	11:56 <sup>AM</sup>
			147.8	39.6								
109	Y	B	0.0	75.0	10.3 CROOKTON YL	1:50	2:12	4:10	5:24	7:01	12:21	11:47
Yard	FW TY	C			<b>SELIGMAN</b> YL	1:33 AM	1:59 AM	3:57 AM	5:11 AM	6:48 AM	12:05 PM	11:34 PM
					(143.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (35.6) (49.0) (51.3) (51.0) (38.8) (37.5) (50.4)

(Continued from Page 6)

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 indication 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						
FIRST CLASS						
21	1	19	7	123	17	23
El Capitan	San Francisco Chief	The Chief	Fast Mail Express	The Grand Canyon	Super Chief	The Grand Canyon
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 11-17	PM 10-27	PM 2-32	AM 9-08	AM 3-05	AM 12-43	AM 12-05
11-27	10-37	2-42	9-15	3-15	12-53	12-18
11-33	10-43	2-48	9-27	3-21	12-59	12-26
11-41	10-51	2-56	9-34	3-29	1-07	12-37
11-51	11-01	3-06	9-44	3-39	1-17	12-47
11-58	11-08	3-13	9-50	3-46	1-23	12-54
AM 12-08	11-18	3-23	10-01	3-56	1-32	1-04
12-16	11-26	3-31	10-09	4-04	1-40	1-13
12-20	11-30	3-35	10-13	4-08	1-44	1-19
12-29	11-39	3-44	10-23	4-17	1-53	1-31
12-35	11-45	3-50	10-29	4-23	1-59	1-40
12-38	11-48	3-53	10-33	4-26	2-02	1-45
12-41	11-51	3-56	10-42	4-29	2-05	1-49
12-46	11-56	4-01	10-48	4-34	2-09	1-56
AM 12-52	12-02	4-07	10-54	4-40	2-13	2-02
12-58	12-08	4-13	11-02	4-46	2-19	2-12
1-02	12-12	4-17	11-07	4-50	2-23 <sup>23</sup>	2-23 <sup>17</sup>
1-06	12-16	4-21	11-13	4-55	2-27	2-32
1-11	12-21	4-26	11-20	5-00	2-32	2-39
1-22	12-32	4-37	11-34	5-11	2-42	2-55
s 1-36 AM	s 12-45 AM	s 4-50 PM	s 11-50 AM	s 5-25 AM	s 2-56 AM	s 3-10 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

(64.1) (64.6) (64.6) (55.0) (63.7) (67.0) (48.2) . . . . . Average speed per hour

TIME TABLE

NO. 98

June 6, 1954

STATIONS

SELIGMAN	YL	428.8				
11.0						
AUDLEY		439.8	72.9	75.0		FW TY
7.5						
PICA		447.3	75.0	75.0		107
4.9						
YAMPAI	YL	452.2	75.0	69.7		107
7.8						
NELSON		460.2	0.0	105.6	Y	107
5.6						
PEACH SPRINGS		465.8	0.0	75.0		92
11.4						
TRUXTON		477.3	0.0	75.0		107
7.0						
VALENTINE		484.0	0.0	75.0		
5.0						
HACKBERRY		489.0	43.8	71.8		95
12.3						
WALAPAI		501.3	46.0	31.7		107
8.2						
BERRY		509.4	50.2	0.0		107
4.4						
LOUISE		513.9	0.0	95.0		
2.5						
KINGMAN	YL	516.4	0.0	95.0	Y	118
4.4						
McCONNICO		520.7	0.0	75.0		51
6.0						
GRIFFITH		526.8	0.0	75.0		107
8.4						
ATHOS		535.2	0.0	75.0		
5.0						
YUCCA		540.2	0.0	75.0		107
5.9						
HAVILAND		546.2	0.0	75.0		
6.5						
FRANCONIA		552.7	52.8	73.9		95
12.4						
TOPOCK		565.1	52.8	52.8		107
12.4						
NEEDLES	YL	578.0			FW TY	Yard

(148.6)

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

TWO TRACKS

Signal System Two in effect between Seligman and M.P. 574. Signal System One in effect between M.P. 574 and Needles.

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.

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

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



**KINGMAN DISTRICT**

**ALBUQUERQUE DIVISION**

					EASTWARD						
					FIRST CLASS						
					2	18	124	8	22	24	20
					San Francisco Chief	Super Chief	The Grand Canyon	Fast Mail Express	El Capitan	The Grand Canyon	The Chief
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Capacity of Sidings in 50 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	<p><b>TIME TABLE</b></p> <p>NO. 98</p> <p>June 6, 1954</p> <p><b>STATIONS</b></p> <p><b>SELIGMAN</b> YL</p> <p>11.2</p> <p><b>AUDLEY</b></p> <p>7.5</p> <p><b>PICA</b></p> <p>4.9</p> <p><b>YAMPAI</b> YL</p> <p>7.8</p> <p><b>NELSON</b></p> <p>5.6</p> <p><b>PEACH SPRINGS</b></p> <p>11.4</p> <p><b>TRUXTON</b></p> <p>7.0</p> <p><b>VALENTINE</b></p> <p>5.0</p> <p><b>HACKBERRY</b></p> <p>12.3</p> <p><b>WALAPAI</b></p> <p>8.2</p> <p><b>BERRY</b></p> <p>4.4</p> <p><b>LOUISE</b></p> <p>2.8</p> <p><b>KINGMAN</b> YL</p> <p>5.1</p> <p><b>HARRIS</b></p> <p>5.5</p> <p><b>GRIFFITH</b></p> <p>8.4</p> <p><b>ATHOS</b></p> <p>5.0</p> <p><b>YUCCA</b></p> <p>5.9</p> <p><b>HAVILAND</b></p> <p>6.5</p> <p><b>FRANCONIA</b></p> <p>12.4</p> <p><b>TOPOCK</b></p> <p>12.4</p> <p><b>NEEDLES</b> YL</p>						
Yard	FW TY	C	72.9	73.9	AM	AM	AM	PM	PM	AM	AM
107		B	75.0	75.0	s 3.55	s 5.09	s 6.45	s 12.01	s 11.32	s 1.30	s 1.57
107		B	75.0	69.7	3.42	4.56	6.30	11.46	11.19	1.15	1.44
107	Y	B	0.0	75.0	3.36	4.50	6.24	11.39	11.13	1.08	1.38
113		C	0.0	75.0	3.29	4.43	6.17	11.31	11.06	1.01	1.31
107		C	0.0	75.0	3.18	4.32	6.05	11.19	10.55	12.49	1.20
110		B	0.0	75.0	3.10	4.24	5.57	11.10	10.47	12.41	1.12
109		B	0.0	75.0	2.55	4.09	5.42	10.54	10.32	12.26	12.58
105		C	43.8	71.8	2.45	3.59	5.32	10.42	10.22	12.16	12.48
107		B	46.0	31.7	2.40	3.54	5.27	10.33	10.17	12.11	12.43
107		B	50.2	0.0	2.29	3.43	5.14	10.17	10.06	11.58	12.32
88		B	0.0	75.0	2.22	3.36	5.06	10.09	9.59	11.50	12.25
107	Y	C	0.0	75.0	2.19	3.32	5.02	10.04	9.55	11.46	12.22
144		B	0.0	75.0	2.15	3.28	4.58	s 9.58	9.51	11.41	12.19
107		B	0.0	75.0	2.08	3.20	4.49	9.43	9.43	11.31	12.12
71		B	0.0	75.0	1.59	3.11	4.41	9.34	9.34	11.23	12.04
105		C	0.0	75.0	1.52	3.04	4.30	9.22	9.27	11.10	11.57
72		B	0.0	75.0	1.45	2.57	4.22	9.13	9.20	11.02	11.50
105		B	52.8	73.9	1.38	2.50	4.15	9.04	9.13	10.53	11.43
107		B	52.8	52.8	1.31	2.43	4.07	8.55	9.06	10.44	11.36
Yard	FW TY	C			1.18	2.30	3.53	8.37	8.53	10.28	11.23
					1.05	2.17	3.40	8.20	8.40	10.15	11.10
					AM	AM	AM	AM	PM	PM	PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (52.7) (52.1) (48.4) (40.5) (52.1) (45.9) (53.6)

Signal System Two in effect between Seligman and M.P. 574.  
Signal System One in effect between M.P. 574 and Needles.

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.

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

At Pecos, before crossing 21 tracks on end of yard...  
Trains must get numbered clearance card before leaving...  
Signal System One in effect between M.P. 574 and Needles.

Westward freight trains must...  
Trains must get numbered clearance card before leaving...  
Signal System One in effect between M.P. 574 and Needles.

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	EASTWARD		Mile Post	Ruling Grade Ascending	Communications	
			FIRST CLASS			FIRST CLASS					
			47	181		NO. 98	170				42
			Passenger	Passenger		June 6, 1954	Passenger				Passenger
Yard	F Y	51.7	AM 12.15	ASH FORK	YL	PM 11.30	0.0	52.8	C		
		53.3	12.22	3.9		11.20	3.9	83.4	B		
39		33.8	12.29	5.3		11.12	9.2	81.8	B		
72		0.0	12.38	6.8		11.02	16.0	79.2	B		
78	Y	52.8	f 12.46	5.3		f 10.54	21.3	79.2	C		
78		64.9	12.57	8.1		10.41	29.4	79.2	B		
30		79.2	f 1.03	4.2		f 10.34	33.6	79.2	B		
41		79.2	f 1.06	1.5		f 10.32	35.1	56.0	B		
96		79.2	f 1.12	3.8		f 10.27	38.9	56.0	B		
38		79.5	1.19	5.7		10.20	44.6	13.2	B		
17		79.5	f 1.29	6.4		f 10.10	51.0	39.6	B		
	Yard		s 1.45	6.1				66.5	B		
		158.4	1.51	2.9		s 10.00	57.1	0.0	C		
		158.4	2.08	5.6		9.48	60.0	0.0			
34	Y	158.4	2.10	5.6		9.32	65.6	79.2	B		
		0.0	f 2.14	0.6		9.30	66.2	0.0			
		0.0	f 2.31	1.4		f 9.26	67.6	158.4	B		
97		0.0	f 2.52	5.5		f 9.09	73.1	158.4	B		
62	Y	5.0	f 3.04	7.5		f 8.47	80.6	158.4	C		
62		79.7	3.20	6.2		f 8.35	86.8	79.2	C		
62		79.2	f 3.33	8.6		8.19	95.4	79.2	B		
76		0.0	f 3.50	6.1		f 8.07	101.5	79.2	C		
38		64.3	f 4.03	8.2		f 7.51	109.7	79.2	B		
72	Y	79.2	s 4.16	6.7		f 7.41	116.4	79.2	B		
62		0.0	4.25	6.8		s 7.30	123.2	79.2	C		
E. 22 W. 23	Y	0.0	4.33	6.4		7.18	129.6	79.2	B		
87	F	0.0	s 4.45	5.3		PM 7.00	s 7.10	134.9	B		
78		79.7	s 4.53	4.7		6.50	s 7.00	139.6	C		
72		0.0	s 5.09	3.9		PM 6.51	s 6.40	143.5	B		
72		0.0	f 5.17	6.8		s 6.40	s 6.40	150.3	C		
84		0.0	f 5.30	7.3		f 6.29	157.6	34.8	B		
72		81.7	5.35	11.5		f 6.14	169.1	34.8	B		
42		0.0	f 5.39	4.5		6.09	173.6	34.8	B		
72		0.0	s 5.43	3.1		f 6.05	176.7	12.7	B		
Yard		0.0	s 5.50	3.2		s 6.00	179.9	0.0	C		
Yard		0.0	5.57	4.3		s 5.52	184.2	18.5	C		
Yard	FTW	15.8	f 6.03	4.1		5.42	188.3	23.2	B		
Yard	Y		s 6.15	2.7		f 5.36	191.0	15.8	C		
			AM Arrive Daily	2.7		5.30	193.7		C		
			Arrive Daily	PHOENIX	YL	PM					
				(193.7)		Leave Daily					

(32.3) (28.2) . . . . Average speed per hour . . . . (28.2) (32.3)

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 use on all units.

Train movements on Ennis Spur 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.

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. 98 June 6, 1954	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			First Class		First Class			
			117		118			
			Passenger		Passenger			
			Leave Daily	STATIONS	Arrive Daily			
	Y		PM 7.10	MATTHIE YL	AM 4.20	0.0		B
45		39.6	f 7.20	DIVIDE	f 4.05	6.2	0.0	B
24		0.0	f 7.30	FOREPAUGH	f 3.54	14.5	31.7	B
43		0.0	s 7.40	AGUILA	s 3.45	22.2	29.0	C
42		19.8	f 7.51	GOLDEN	f 3.32	31.1	21.1	B
45		0.0	8.01	LOVE	3.22	40.0	31.7	B
12		0.0	f 8.07	WENDEN	f 3.16	44.8	31.7	B
24		26.4	s 8.15	SALOME	s 3.09	50.0	21.1	C
23		29.0	8.18	HAROUVAR	3.03	52.6	0.0	B
14		0.0	f 8.28	VICKSBURG	f 2.48	60.3	84.5	B
46		0.0	8.29	BUSH PIT	2.46	61.1	31.7	
8		0.0	8.37	McVAY	2.40	66.8	31.7	
14		0.0	8.42	UTTING	2.36	70.5	31.7	B
17		0.0	s 8.53	BOUSE	s 2.25	79.9	31.7	B
48		0.0	9.06	WALL	2.12	90.6	31.7	B
32	Y	31.7	s 9.30 PM	PARKER YL	1.55 AM	105.8	31.7	C
			Arrive Daily	(105.8)	Leave Daily			
(45.3) ..... Average speed per hour..... (43.8)								

Trains must get numbered clearance card before leaving Parker.

12 ALBUQUERQUE DIVISION

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 June 6, 1954	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	7.3 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.

Wye at Anita.

Fuel 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. 98 June 6, 1954	EASTWARD	Mile Post	Ruling Grade Ascending				
		STATIONS								
		31					DRAKE YL	0.0		
		28		79.2			10.7 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						
	82.3	7.7 TAPCO	35.5	105.6						
Yard	79.2	2.4 CLARKDALE YL	38.0	105.6						
		(38.0)								

No switch lights on Clarkdale District.

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. 98 June 6, 1954	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Freight		Freight		
Leave Tuesday Only		STATIONS	Arrive Tuesday Only			
Yard	158.4	AM 11.55 PM 12.05	BLUE BELL 2.2 MAYER	AM 11.40	28.0	158.4
	158.9	4.2 12.25	4.2 POLAND	11.30	25.8	0.0
Yard	50.2	5.0 1.00	5.0 HUMBOLDT	11.15	21.6	112.4
13	53.3	1.8 f 1.10	1.8 CHERRY CREEK	10.50	16.6	98.0
12	73.9	7.1 f 1.40	7.1 YAEGER	10.30	14.8	0.0
22	84.5	7.7 2.20 PM	7.7 ENTRO YL	10.00	7.7	96.1
Arrive Tuesday Only		(28.0)		9.25 AM		0.0
		(28.0)		Leave Tuesday Only		

(11.5) ... Average speed per hour.... (12.4)

No switch lights on Mayer District.

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.

3(A). Rule 16 is amended as follows:

Sound	Indication
(e)	Canceled.
(l) ———	When standing — apply or release brakes.
(m) ———	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

4. 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.

5. 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, all first class trains may register by Form 903.

6. 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.

7. 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.

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 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.

9. 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 in use, 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.

10. 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, 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.

11. 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."

12. 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.

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

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

**SPEED REGULATIONS**

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

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except as shown for spring switches in Special Rule 16 and at following locations:

**30 MPH**

- Dalies, east and west end westward siding.
- Gallup, west end eastward freight lead.
- West end westward freight lead.
- Crossover between main tracks west end westward freight lead.
- Winslow, westward main track to westward freight lead.
- West Winslow, westward freight lead to westward main track.
- 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 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.

# 14 ALBUQUERQUE DIVISION

# SPECIAL RULES

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, Classes:			
450, 451 .....	2	5	5
1, 11, 50, 80, 2099, 2100 .....	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000 ..	4	5	5
460, 2400 .....	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650 .....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars .....	3	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 60	FIRST DISTRICT—WESTWARD (Continued)	
First District, Westward:		Curves M.P. 60.1 to 61.1 .....	60 50
Isleta to Dalles .....	79 60	Curves M.P. 61.1 to 62.9 .....	50 50
Dalles to Marmon .....	100 60	Curves M.P. 62.9 to 66.0 .....	75 60
Marmon to Gonzales .....	79 60	Curves M.P. 66.0 to 67.4 .....	65 60
Gonzales to Gallup .....	100 60	Curves M.P. 84.0 to 88.0 .....	55 50
First District, Eastward:		Curves M.P. 88.0 to 91.0 .....	70 60
Gallup to Gonzales .....	79 60	Grants Station M.P. 95.5 .....	40 40
Gonzales to Anzac .....	100 60	Curves M.P. 144.5 to 145.2 .....	85 60
Anzac to Marmon .....	79 60	Curves M.P. 149.4 to 157.2 .....	85 60
Marmon to Dalles .....	100 60	Curves M.P. 157.2 to Gallup .....	30 20
Dalles to Isleta .....	79 60	FIRST DISTRICT EASTWARD:	
Second District, West & East .....	100 60	Curve Gallup to M.P. 157.2 .....	30 20
Third District, Westward .....	79 60	Curve M.P. 136.3x to 135.3x .....	70 60
Third District, Eastward:		Curves M.P. 135.3x to 133.4x .....	65 60
Seligman to Winona .....	79 60	Curves M.P. 130.7x to 130.0x .....	65 60
Winona to Winslow .....	100 50	Curves M.P. 130.0x to 127.5 .....	85 60
Kingman District, Westward:		Curves M.P. 109.7 to 105.0 .....	85 60
Seligman to Peach Springs .....	79 60	Curves M.P. 98.6 to 95.5 .....	90 60
Peach Springs to Needles .....	100 60	Grants Station M.P. 95.5 .....	40 40
Kingman District, Eastward:		Curves M.P. 95.5 to 94.4 .....	90 60
Needles to Louise .....	79 60	Curves M.P. 91.0 to 88.0 .....	70 60
Louise to Valentine .....	100 60	Curves M.P. 88.0 to 84.0 .....	55 50
Valentine to Seligman .....	79 60	Curves M.P. 67.4 to 66.0 .....	65 60
Grand Canyon District .....	35 25	Curves M.P. 66.0 to 62.9 .....	75 60
Fourth District .....	59 45	Curves M.P. 62.9 to 61.1 .....	50 50
Parker District .....	59 40	Curves M.P. 61.1 to 60.1 .....	60 50
Clarkdale District .....	20 20	Curves M.P. 60.1 to 58.2 .....	75 60
Mayer District .....	15 15	Curve M.P. 39.1 to 38.6 .....	95 60
Ennis Spur .....	20 20	Curves M.P. 32.5 to 27.5 .....	70 60
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		Switch and curve M.P. 27.5 to 27.3 .....	40 30
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 use, as follows:		Curves M.P. 13.6 to 12.5 .....	75 55
Dalles to Belen .....	45	SECOND DISTRICT WESTWARD:	
Track Chino to M.P. 436.7 West .....	50	Curves and street crossings	
Track McCornico to Topock West .....	45	Gallup to M.P. 158.2 .....	30 30
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		Curve M.P. 160.7 to 160.9 .....	85 60
BELEN DISTRICT WESTWARD:		Curves M.P. 173.1 to 175.1 .....	95 60
Curve and switch Belen to M.P. 0.3 .....	15 10	Curve M.P. 188.4 to 188.9 .....	85 60
Curves M.P. 6.7 to 8.4 .....	70 50	Curves M.P. 215.6 to 219.2 .....	85 60
Curves M.P. 8.4 to 10.2 .....	60 50	Curves M.P. 250.6 to 253.1 .....	85 60
BELEN DISTRICT EASTWARD:		Street crossing Holbrook M.P. 253.1 .....	50 50
Dalles Jct. switch M.P. 10.2 to 10.0 .....	40 30	Curve M.P. 264.2 to 264.4 .....	85 60
Grade and Curves M.P. 10.0 to 6.7 .....	75 40	SECOND DISTRICT EASTWARD:	
Curve and switch M.P. 0.3 to Belen .....	15 10	Curve M.P. 264.4 to 264.2 .....	85 60
FIRST DISTRICT WESTWARD:		Street crossing Holbrook M.P. 253.1 .....	50 50
Curves M.P. 12.5 to 13.6 .....	75 55	Curves M.P. 253.1 to 250.6 .....	85 60
Curves and switches M.P. 26.8 to 27.5 .....	40 30	Curves M.P. 219.2 to 215.6 .....	85 60
Curves M.P. 27.5 to 32.5 .....	70 60	Curve M.P. 188.9 to 188.4 .....	85 60
Curves M.P. 36.8x to 45.1x .....	70 60	Curves M.P. 175.1 to 173.1 .....	95 60
Curves M.P. 58.2 to 60.1 .....	75 60	Curves M.P. 166.8 to 166.3 .....	95 60
		Curves M.P. 160.9 to 158.2 .....	85 60
		Curves and street crossings	
		M.P. 158.2 to 157.7 .....	30 30
		Turnout M.P. 157.7 to Gallup .....	15 15
		THIRD DISTRICT WESTWARD:	
		Curves Winslow to M.P. 287.3 .....	25 20
		Curves M.P. 326.4 to 328.6 .....	75 60
		Curves M.P. 328.6 to 330.9 .....	50 40
		Curves M.P. 330.9 to 331.8 .....	40 40
		Curves M.P. 331.8 to 339.9 .....	50 40
		Curves M.P. 339.9 to 343.6 .....	55 40
		Curves M.P. 343.6 to 350.1 .....	40 30
		Curves M.P. 350.1 to 352.6 .....	50 40
		Curves M.P. 352.6 to 353.9 .....	75 50
		Grade and Curves M.P. 364.1 to 366.8 .....	55 40
		Curves M.P. 366.8 to 371.7 .....	50 45
		Grade and Curves M.P. 376.0 to 378.2 .....	50 40

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
THIRD DISTRICT WESTWARD (Continued)		KINGMAN DISTRICT—EASTWARD	
Curve and street crossing M.P. 378.2 to 378.9 .....	30 30	Curves M.P. 577.2 to 575.7 .....	45 45
Curves M.P. 378.9 to 381.1 .....	40 30	Curves M.P. 565.9 to 562.3 .....	50 50
Curves M.P. 381.1 to 382.7 .....	35 30	Curve M.P. 554.8 to 554.7 .....	65 50
Grade and curves M.P. 382.7 to 385.5 .....	25 15	Curves M.P. 554.7 to 550.5 .....	75 60
Grade and curves M.P. 385.5 to 386.8 .....	50 15	Curve M.P. 526.7x to 525.9x .....	70 50
Grade and curves M.P. 386.8 to 388.8 .....	25 15	Curves M.P. 525.9x to 520.2x .....	60 50
Curve and tunnel M.P. 388.8 to 388.9 .....	20 15	Curves M.P. 520.2x to 516.7x .....	40 40
Grade and curves M.P. 388.9 to 391.3 .....	25 15	Kingman St. Crossing M.P. 516.7x .....	25 25
Grade and curves M.P. 391.3 to 401.0 .....	40 20	Curves M.P. 516.7x to 515.3x .....	55 50
Curves M.P. 401.0 to 401.9 .....	30 15	Curve M.P. 515.3x to 514.1 .....	70 50
Supai to Welch—		Curves M.P. 499.1 to 492.7 .....	90 60
Westward on eastward track		Curve M.P. 490.2 to 488.8 .....	85 60
Curves M.P. 382.8x to 391.2x .....	30 20	Curve M.P. 488.8 to 482.5 .....	70 50
Curves M.P. 391.2x to 395.0x .....	25 20	Curves M.P. 482.5 to 481.0 .....	55 50
Curves M.P. 404.3 to 404.6 .....	75 60	Curves M.P. 481.0 to 479.4 .....	30 30
Curves M.P. 406.9 to 407.2 .....	60 50	Curve M.P. 479.4 to 479.0 .....	55 50
Curves M.P. 409.5 to 411.9 .....	60 50	Curves M.P. 479.0 to 477.0 .....	65 50
Curves M.P. 411.9 to 413.1 .....	35 30	Curves M.P. 477.0 to 470.4 .....	75 60
Curves M.P. 413.1 to 416.4 .....	25 25	Curves M.P. 470.4 to 469.0 .....	50 45
Curves M.P. 416.4 to 418.0 .....	35 30	Curves M.P. 469.0 to 464.9 .....	65 50
Grade and Curves M.P. 421.6 to 425.4 .....	50 40	Curves M.P. 464.9 to 463.8 .....	50 50
THIRD DISTRICT EASTWARD:		Curves M.P. 463.8 to 460.1x .....	60 50
Curves M.P. 425.4 to 422.8 .....	50 40	Curves M.P. 460.1x to 457.0 .....	45 45
Curves M.P. 422.8 to 421.6 .....	40 40	Curves M.P. 457.0 to 455.5 .....	50 50
Curves M.P. 415.8x to 413.6x .....	50 40	Curves M.P. 455.5 to 453.2 .....	65 50
Grade & curves M.P. 413.6x to 410.9x .....	40 20	Curve M.P. 453.2 to 452.1 .....	55 50
Grade & Curves M.P. 410.9x to 409.5 .....	60 40	Curves M.P. 452.1 to 451.4 .....	40 40
Curves M.P. 404.6 to 401.9 .....	75 60	Curves M.P. 451.4 to 450.1 .....	30 25
Curves M.P. 401.9 to 391.6 .....	35 30	Curves M.P. 450.1 to 448.3 .....	60 40
Curve M.P. 395.0x to 394.6x .....	35 25	FOURTH DISTRICT:	
Curves M.P. 394.6x to 391.6x .....	40 30	Curves M.P. 0.4 to 2.6 .....	45 40
Curve M.P. 391.6x to 391.2x .....	35 25	Curves M.P. 4.0 to 5.9 .....	45 40
Curves M.P. 391.2x to 388.2x .....	40 30	Curves M.P. 7.9 to 9.9 .....	45 40
Curves M.P. 388.2x to 386.2x .....	50 30	Curves M.P. 12.0 to 14.1 .....	45 40
Curves M.P. 386.2x to 383.7x .....	55 40	Curves M.P. 14.1 to 16.2 .....	35 35
Curves M.P. 383.7x to 381.5 .....	40 30	Curves M.P. 16.2 to 17.2 .....	45 40
Curve M.P. 381.5 to 381.1 .....	35 30	Curves M.P. 18.4 to 18.7 .....	45 40
Curves M.P. 381.1 to 378.9 .....	50 40	Curve M.P. 21.1 to 21.6 .....	30 20
Curve and street crossing M.P. 378.9 to 378.2 .....	30 30	Br. B-22 M.P. 21.6 to 21.8 .....	20 20
Curves M.P. 378.2 to 376.0 .....	50 40	Curves M.P. 21.8 to 23.2 .....	40 30
Curves M.P. 371.7 to 366.8 .....	50 45	Curves M.P. 23.2 to 26.6 .....	50 40
Curves M.P. 366.8 to 364.1 .....	55 45	Curves M.P. 26.6 to 29.0 .....	45 35
Curves M.P. 353.9 to 352.6 .....	75 50	Curves M.P. 30.4 to 31.9 .....	45 35
Curves M.P. 352.6 to 350.1 .....	50 40	Curves M.P. 34.0 to 35.4 .....	40 30
Curves M.P. 350.1 to 343.6 .....	40 30	Curves M.P. 39.7 to 41.2 .....	50 40
Curves M.P. 343.6 to 341.6 .....	55 40	Curve M.P. 42.5 to 42.7 .....	45 35
Curves M.P. 339.9 to 339.2 .....	50 40	Curve M.P. 46.0 to 46.1 .....	50 40
Grade & Curves M.P. 339.2 to 336.2 .....	60 40	Curves M.P. 48.0 to 48.7 .....	30 25
Grade and Curves M.P. 336.2 to 331.8 .....	50 40	Curve M.P. 48.7 to 50.3 .....	50 40
Grade and Curves M.P. 331.8 to 330.9 .....	40 40	Curves M.P. 50.3 to 52.7 .....	25 20
Curves M.P. 330.9 to 328.6 .....	50 40	Curves M.P. 52.7 to 55.9 .....	40 30
Curves M.P. 328.6 to 327.0 .....	85 50	Curves M.P. 55.9 to 58.3 .....	30 20
Curves M.P. 303.3 to 301.7 .....	80 50	Grade and curves M.P. 58.3 to 76.7 .....	20 15
Curves M.P. 287.3 to Winslow .....	25 20	Curves M.P. 77.7 to 82.3 .....	45 30
KINGMAN DISTRICT—WESTWARD		Curves M.P. 83.5 to 85.5 .....	30 25
Curves M.P. 447.4 to 448.3 .....	70 50	Curves M.P. 85.5 to 86.4 .....	25 20
Curves M.P. 448.3 to 450.1 .....	60 50	Curves M.P. 86.4 to 90.8 .....	40 30
Curves M.P. 450.1 to 451.4 .....	30 25	Cut M.P. 90.8 to 91.0 .....	20 20
Curve M.P. 451.4 to 451.8 .....	55 40	Curves M.P. 91.0 to 94.3 .....	30 25
Curves and Grade M.P. 451.8 to 455.5 .....	60 30	Curves M.P. 94.3 to 96.2 .....	25 20
Curves and Grade M.P. 455.5 to 457.7 .....	50 30	Curves M.P. 96.2 to 97.4 .....	40 30
Curves and Grade M.P. 457.7 to 460.8 .....	60 30	Curves M.P. 97.4 to 98.3 .....	30 25
Curves M.P. 460.8 to 463.8 .....	60 50	Curves M.P. 98.3 to 99.7 .....	40 30
Curves M.P. 463.8 to 464.9 .....	50 40	Curves M.P. 99.7 to 101.8 .....	30 25
Curves M.P. 464.9 to 468.4 .....	75 60	Curves M.P. 101.8 to 103.2 .....	40 30
Curve M.P. 468.4 to 469.0 .....	65 50	Curves M.P. 103.2 to 107.7 .....	25 20
Curves M.P. 469.0 to 470.4 .....	50 40	Curves M.P. 107.7 to 109.0 .....	40 30
Curves M.P. 470.4 to 472.6 .....	80 60	Curves M.P. 109.0 to 112.2 .....	35 30
Curves M.P. 472.6 to 478.2 .....	85 60	Curves M.P. 112.2 to 112.5 .....	30 25
Curve and Grade M.P. 478.2 to 479.0 .....	40 40	Curves M.P. 112.5 to 114.2 .....	40 30
Curves and Grade M.P. 479.0 to 479.5 .....	40 30	Curves M.P. 114.2 to 115.1 .....	35 30
Curves and Grade M.P. 479.5 to 481.0 .....	30 30	Curves M.P. 115.1 to 118.0 .....	40 30
Curves and Grade M.P. 481.0 to 481.5 .....	55 30	Curves M.P. 118.0 to 118.3 .....	30 25
Curves and Grade M.P. 481.5 to 482.5 .....	75 40	Curves M.P. 118.3 to 119.7 .....	40 30
Curves M.P. 482.5 to 490.2 .....	85 60	Curves M.P. 119.7 to 119.8 .....	35 30
Curves M.P. 490.2 to 499.1 .....	95 60	Curves M.P. 119.8 to 120.9 .....	40 30
Curves and Grade M.P. 514.4 to 515.1 .....	75 25	Curves M.P. 120.9 to 122.6 .....	25 20
Curves and Grade M.P. 515.1 to 516.5 .....	50 25	Curves M.P. 122.6 to 123.2 .....	50 40
Kingman St. Crossing M.P. 516.5 .....	25 25	Curves M.P. 131.2 to 134.9 .....	45 40
Curves and Grade M.P. 516.5 to 518.9 .....	45 25	Curve M.P. 134.9 to 135.1 .....	20 20
Curves and Grade M.P. 518.9 to 520.4 .....	90 25	Curves M.P. 135.1 to 138.2 .....	45 40
Curves and Grade M.P. 522.5 to 525.7 .....	90 30	Curve M.P. 138.2 to 138.3 .....	35 30
Grade M.P. 525.8 to 547.7 .....	30 30	Curves M.P. 138.3 to 141.6 .....	40 30
Curves and Grade M.P. 547.8 to 550.5 .....	95 30	Curves M.P. 141.6 to 150.3 .....	30 25
Curves and Grade M.P. 550.5 to 552.6 .....	90 30	Curve M.P. 174.9 to 175.1 .....	55 40
Curve M.P. 554.7 to 554.9 .....	95 40	Curve M.P. 178.8 to 178.9 .....	50 40
Curve M.P. 562.3 to 562.8 .....	70 45	Curves & crossings M.P. 182.5 to 190.8 .....	30 30
Curves M.P. 562.8 to 565.9 .....	50 45	Crossings M.P. 190.8 to 192.9 .....	20 20
Curve M.P. 565.9 to 566.6 .....	80 60	Switches & crossings	
Curves M.P. 572.5 to 575.6 .....	90 60	M.P. 192.9 to 193.7 .....	15 15
Curves M.P. 575.6 to 577.2 .....	45 30		

# SPECIAL RULES

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
<b>PARKER DISTRICT</b>			
Curves M.P. 0.0 to 2.4.....	45 30	CLARKDALE DISTRICT	
Curves M.P. 53.3 to 55.0.....	40 25	Curves M.P. 13.2 to 15.1.....	15 15
Curves M.P. 55.0 to 58.1.....	30 20	Curves M.P. 22.2 to 23.7.....	15 15
Curves M.P. 95.2 to 97.2.....	45 30	Curves M.P. 29.9 to 34.7.....	15 15
Curve M.P. 101.6 to 101.9.....	45 30	Bridge I-35, M.P. 34.7 to 34.8....	10 10
<b>GRAND CANYON DISTRICT</b>			
Curves M.P. 0.8 to 12.7.....	30 20	<b>ENNIS SPUR</b>	
Curves M.P. 35.7 to 36.6.....	25 20	Dip M.P. 5.3 to 5.4.....	10 10
Curves M.P. 46.2 to 53.6.....	30 25	Dip M.P. 8.9 to 9.0.....	10 10
Curves M.P. 53.6 to 63.1.....	25 25		
Curves M.P. 63.1 to 63.7.....	15 15		

### MAXIMUM SPEED OF LOCOMOTIVES

	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour
<b>Diesel and Gas-Electric</b>				
11-90, 300-314 .....	100	45	45	90
325-344 .....	80	45	45	80
100-286, 401-430 .....	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019..	65	45	45*	60
450-451 .....	30	30	30	20
460-468 .....	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606 .....	45	45	45	45
650-653, 2300-2302, 2400-2402 .....	40	40	40	30
M115-M157, M175-M187 .....	65	65	25	60
M160-M162 .....	70	65	25	70
M190 .....	80	65	25	75
RDC 191-192 (Coupled) .....	80	80	70	70
RDC 191-192 (Single Unit) .....	80	80	50	70
*Note—65 MPH applies when backing handling train.				
Diesels without dynamic brakes in use .....		15		
Supai-Welch .....		20		
Welch-Ash Fork .....		15		
Prieta-Prescott .....		15		
Prieta-Skull Valley .....		25		
Diesels with dynamic brakes in use .....		35		
Supai-Welch .....		25		
Welch-Ash Fork .....		25		
Prieta-Prescott .....		25		
Prieta-Skull Valley .....		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

### 16. 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
Thoreau .....	West end westward siding
Ciniza .....	East end eastward siding
Gallup .....	West end westward passenger siding
Holbrook .....	East end eastward siding; west end westward siding
Winslow .....	East end passenger track No. 1; west end passenger track No. 4
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
Yuca .....	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
Acomita .....	East end eastward siding; west end westward 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
Penzance .....	West end westward siding
Hibbard .....	East end eastward siding; west end westward siding





## 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, ———0—
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.
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—
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. 574-4380	Main line and connecting crossover.	Interlocking.	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
1	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Beyond Belen
2	Pinole, Riverbank, Empire, Edwards	Beyond Belen	
19	Flagstaff	Los Angeles	Newton and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman		Newton and beyond
	Victorville, Pomona, Monrovia		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Williams	Albuquerque and beyond	Barstow 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
	Pomona		Albuquerque and beyond
22	Pomona	Albuquerque and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook	Prescott and beyond Barstow and beyond	Clovis and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	Winslow and beyond
	Kingman	Barstow and beyond	Clovis and beyond
24	Kingman	Clovis and beyond	
	Flagstaff	Belen and beyond	Barstow and beyond and south of Ash Fork
	Holbrook	Clovis and beyond	Barstow and beyond Prescott and beyond
	Grants		Albuquerque and beyond
123	Holbrook		La Junta and beyond
	Kingman		Albuquerque and beyond
	Victorville		Albuquerque and beyond
	Los Angeles to San Bernardino	Barstow and beyond	
124	Victorville	Williams and beyond	
	Kingman	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	
	Holbrook	Albuquerque and beyond	
	Grants	Albuquerque and beyond	
	Empire	Fresno and beyond	Stockton and beyond
62	Corcoran, Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
63	Pittsburg		Fresno and beyond
	Fullerton		Oceanside and beyond
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**A. J. STROBEL, General Watch Inspector . . . . . Topeka, Kansas**

**LOCAL TIME INSPECTORS**

- FRANK MINDLIN . . . . . 314 W. Central Ave., Albuquerque
- M. E. TREMBLY . . . . . 208 S. Main St., Belen
- RICHARD EALY . . . . . Gallup
- E. PARKE SELLARD . . . . . Holbrook
- R. L. STARR . . . . . Winslow
- E. E. STARR . . . . . 206 W. Bill Williams St., Williams
- GAIL MORRIS . . . . . 135 N. Cortez St., Prescott
- MICHAEL MIGNELLA . . . . . 314 Goodrich Bldg., Phoenix
- H. H. HOWARD . . . . . 142 E. Glendale Ave., Glendale
- HENRI SANCHEZ . . . . . 849 Front St., Needles
- ALFRED WILLIAMS . . . . .



# 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.)

