

# The Atchison, Topeka & Santa Fe Railway Co.



COAST LINES



## ALBUQUERQUE DIVISION.

# EMPLOYEES' TIME TABLE No. 32

IN EFFECT

**SUNDAY, JANUARY 26, 1913.**

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 31, Dated December 1, 1912, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,  
GENERAL MANAGER,  
Los Angeles, Cal.

E. J. GIBSON,  
SUPERINTENDENT,  
Winslow, Ariz.

L. M. SHIPLEY,  
TRAINMASTER 1st DIST.,  
Gallup, N. M.

E. E. McCARTY,  
TRAINMASTER 2nd DIST.,  
Winslow, Ariz.

E. H. DUFFIELD,  
TRAINMASTER 3rd DIST.,  
Winslow, Ariz.

I. L. HIBBARD,  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Eastward trains are of superior direction to westward trains of the same class.

3. Trains Nos. 31, 32, 33 and 34 are annulled. Their schedules are carried in time table principally for statistical purposes.

4. The number of tons shown by rate sheet as ordinary trains for engines, is based on the maximum grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.

5. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

6. No freight trains must run more than thirty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade and of thirty cars or more on ascending grade the engines must be detached before spotting at water cranes to take water.

7. In addition to instructions contained in Rule 91 the following must be observed:

A passenger train must not follow a freight train or light engine within less than ten minutes, a light engine must not follow a freight train within less than ten minutes and light engines moving in the same direction must keep five minutes apart, except in closing up at stations.

8. Rule 567 is abrogated, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed" and the lamp left burning. When the light is not displayed trains will be stopped, and if no operator is on duty the position of the semaphore will govern.

9. First-class trains, when ten minutes or more late, are required to approach and leave stations which are designated in time tables as having yard limits, under control, and responsibility for accident will rest with the first-class train. In case of fog or its equivalent, such first-class trains, and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against possible obstructions and engines in yards.

Yard engines will give way to all such trains at the earliest moment possible.

10. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains without special instructions."

11. The following addition is made to Rule 86-A: An inferior train must clear the schedule arriving time of a first class train in the same direction not less than ten minutes.

12. In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

13. Look out at all sidings for derailing switches, normal position of which will cause derailment. At all sidings where grade is one per cent. or more the derailleurs are connected with main track switch. It must be known that derailer is cleared before closing main track switch. Party opening main track switches that have pipe-connected derails, will lock switch open. This to prevent closing before train has cleared derailer.

14. Rule 5-B and last paragraph of D-5: All trains will register at register stations.

At Cactus, eastward trains will register by Form 903 and will not check register; westward trains will not register, but must check register for opposing superior trains unless their arrival was indicated by the register at Winslow.

At McCarty's and Horace and Baca and Perea trains will register by Form 903 but must check register for opposing superior trains unless the arrival of such trains is indicated on the registers previously checked.

At Suwanee all trains will register by Form 903; eastward trains will not check register; westward trains must check opposing superior trains, unless their arrival was indicated by registers previously checked.

At Rio Puerco all trains will register by Form 903; trains from Dalies will check register; other trains whose movements are over routes in the direction prescribed by schedule will not check register.

At Dalies, first class trains will register by Form 903 and are not required to check register.

At Isleta eastward trains will register by Form 903.

15. Discontinue the use of brake clubs or other lever in setting hand brakes when the air brakes are applied, except when brakes called for by engineman. There are many slid and cracked wheels due to the fact that the hand brakes are clubbed up in connection with air brakes.

In case certain retainers are found inoperative, wind up the slack so that the hand brake will hold about what the retainer should have held, in this manner making every brake do its share of the holding. It is desired that clubs shall be carried but used only in emergency and then in the most effective manner.

16. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

17. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

18. Rule 1 (B): Standard clocks are located as follows: Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork and Seligman.

19. Conductors and Enginemen on trains starting from points where there is no standard clock must ascertain correct time from dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing

time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

20. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Engines of Consolidated, Decapod or Mallet (freight) type running light, or pulling train, must not exceed a speed of twenty-four (24) miles per hour, i. e., will consume not less than two and one-half (2½) minutes in running each and every mile. Engines of all other classes when pulling freight trains will not exceed a speed of thirty (30) miles per hour, i. e., will consume not less than two (2) minutes in running each and every mile.

Trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile.

21. Passengers may be carried on extra trains and Nos. 33 and 34, but only to and from stations designated as regular stops with reference to the schedules of trains Nos. 33 and 34.

Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

22. Rule 93: Yard limit boards are located as follows: Isleta, Belen, Gallup, Winslow, Angell, Flagstaff, Williams, Ash Fork and Seligman.

23. No train will leave Isleta, Belen, Gallup, Winslow, Flagstaff, Williams, Ash Fork or Seligman without receiving a clearance card (form 902).

24. Rules 83 and 83-A. In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, Conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

25. In making air test under conditions stipulated in Rule 876 of Rules and Regulations, conductor or rear brakeman will watch last car in train and if brakes apply and release properly, proceed signal will be given. Such test will be made on all trains immediately before departure from Supai. All trains must stop before making test.

Rule 882: In making this service test, the speed of the train must not be less than fifteen (15) miles per hour, and the engine brakes must be released during the test so that the engineer will know that speed is reduced by application of brakes upon the train.

26. Rule 311: Notwithstanding that overhead warning signals have been provided at the approaches to Johnson's Canyon tunnel between McLellan and Fairview, special attention is called to the fact that the tunnel does not provide sufficient clearance to permit of a man standing on top of an enclosed car. Employes are warned that to do so will be at their own peril and risk.

27. All the retainers available must be used on passenger trains descending grade Supai to Fairview and Dalies to Belen. The total number in use must not be less than 50 per cent., and when necessary, stops must be made to turn them up and again to turn them down.

"K" and "L" triple valves develop about twenty per cent. more pressure in brake cylinders than ordinary triple valves and have quick recharging device, hence when retainers are used on cars thus equipped they must be changed frequently.

The use of retainers on passenger cars equipped with "L" triples, Crookton to Seligman, Crookton to Pineveta, Fairview to Ash Fork and Riordan to Dennison, will be left to the judgment of conductor and engineman who should be governed by the different kinds of triple valves in the train. Car inspectors will inform enginemen and trainmen of the number of "L" triple valves in trains before leaving terminal.

28. Semaphores of the upper quadrant type are used for certain interlocking and automatic signalling, and when for the latter bear a number plate.

Blades are rectangular painted yellow with black stripe, and indicate as follows:

Vertical position or green light... "PROCEED."  
 Diagonal " " yellow light... "PROCEED UNDER CONTROL."

Horizontal " " red light... "STOP."

29. Rule 19 is modified so that by day, lamps (unlighted) will be displayed as markers.

30. For movement of trains between Albuquerque and Isleta, see Rio Grande division time table.

31. No. 7 will stop at any point to discharge passengers from east of Albuquerque, and may be flagged at any point to pick up passengers for points between Barstow and San Francisco.

No. 9 will stop at any point to discharge passengers from east of Albuquerque.

No. 2 will stop at Holbrook to discharge passengers from points south and west of Barstow.

32. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

33. All trains must keep ten (10) minutes apart between Supai and Fairview.

All trains must reduce speed to twenty (20) miles per hour while crossing Canyon Diablo bridge.

Westward passenger trains and light engines will consume not less than two and one-half (2½) minutes for each mile run between Supai and Fairview, and will consume not less than two (2) minutes for each mile run Fairview to Ash Fork.

Westward freight trains must consume four (4) minutes in running each mile, Supai to Ash Fork.

Westward freight trains must consume ten minutes at Fairview and eastward freight trains ten minutes at Angell for the cooling off and examining of wheels.

34. Normal position of double track junction switches at McCartys and Horace and Baca and Perea will leave unbroken rail for eastward trains.

35. Double track between Rio Puerco and Suwanee, McCartys and Horace, Baca and Perea, Winslow and Cactus, Flagstaff and Ash Fork. Trains must keep to the left.

36. Extra trains the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon are authorized to move with the current of traffic on westward main track from Winslow to Cactus without Form "G" order.

37. Interlocking plants (upper quadrant signals) govern junctions at Cactus, Suwanee and Rio Puerco and at the latter point also govern all train movements on the single track between the two junctions.

**INTERLOCKING PLANT, DALIES:**

38. SUPERIOR ROUTE toward Sandia.

INFERIOR ROUTE toward Belen.

Switches at east end of each siding are not controlled by interlocking plant. The following whistle signals will be used:

**Westward:**

From Sandia Main Track, \_\_\_\_\_  
 From Belen Main Track, \_\_\_\_\_  
 From North Siding, o \_\_\_\_\_  
 From South Siding, o \_\_\_\_\_ o o

**Eastward:**

To Sandia Main Track, \_\_\_\_\_  
 To Belen Main Track, \_\_\_\_\_ o  
 To North Siding, o \_\_\_\_\_  
 To South Siding, o \_\_\_\_\_ o o

**INTERLOCKING PLANT, ISLETA.**

39. SUPERIOR ROUTE to Coast Lines main track.  
 INFERIOR ROUTE to Rio Grande Division main track.

The following whistle signals will be used:

**Westward:**

To Coast Lines Main Track, \_\_\_\_\_  
 To Rio Grande Main Track, \_\_\_\_\_ o  
 To Passing Siding on Coast Lines, \_\_\_\_\_ o \_\_\_\_\_  
 To Passing Siding on Rio Grande Line, \_\_\_\_\_ o o \_\_\_\_\_

**Sidings, Spurs and Flag Stops not Shown on face of Time Table**

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Rito Quarry	68.3	200	East	None
<b>SECOND DISTRICT</b>				
Querino Quarry	198.3	20	West	None
Holbrook Stock Yards	257.4	20	East & West	None
<b>THIRD DISTRICT</b>				
Copo	290.5	15	West	None
Sunshine Quarry	309.1	65	East	None

**LENGTH OF STEMS OF WYES.**

Location	Feet	Location	Feet
Thoresu	800.0	Williams	800.0
Gonzales	90.0	Supai	75.0
West Yard	90.0	Ash Fork	185.0
Pinta	90.0	Crookton	90.0
Winslow	200.0	Seligman	400.0
Angell	150.0	Pitt	6000.0
Flagstaff	95.0	Anita	250.0
Bellefont	95.0	Grand Canyon	800.0

BELEN DISTRICT

WESTWARD				EASTWARD			
Second Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Rating Grade Ascending	TIME TABLE NO. 32 January 26, 1913			Second Class
<b>33</b>							<b>34</b>
FREIGHT							FREIGHT
Leave Daily	No. Cars			STATIONS			Miles
<b>PM 12.40</b>	Yard	FW TY	66.0	<b>BELEN</b>	P		<b>AM 12.05</b>
1.10	55			5.8	O		11.25
<sup>s</sup> 1.40 PM	70	W	66.0	<b>FELIPE</b>		5.8	
Arrive Daily				4.3	O	10.1	<sup>s</sup> 10.58 PM
				<b>DALIES</b>	IP		
				(10.1)			Leave Daily

(10.1)

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

(9.0)

FIRST DISTRICT

WESTWARD							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Albuquerque	Rating Grade Ascending	TIME TABLE NO. 32 January 26, 1913
Second Class		First Class									
31	33	7	1	3	19	9					
FREIGHT	FREIGHT	Mall and Express	California Express	California Limited	De Luxe	California Fast Mail	No. Cars		Miles		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Thursday Only	Leave Daily					
		PM 11.05	PM 8.10	AM 11.25	AM 8.00 <sup>10</sup>	AM 12.45		FW TY	0		
<b>AM 3.00</b>							Yard		1.5		
<sup>s</sup> 3.40 3.50		PM 11.30	PM 8.35 8.40 <sup>20</sup>	AM 11.45	AM 8.20	AM 1.05	67	W	12.7	21.1	
4.20		<b>11.47<sup>32</sup></b>	f 8.57	11.56	8.30	1.16	55		18.1	52.8	
4.50		AM 12.02	f 9.12	PM 12.08	8.42	1.27	67	W	23.5	52.8	
5.10		12.12	f 9.24	12.14	8.48	1.33	67		27.0	31.7	
5.35	PM 2.25	12.27	f 9.39	12.25	8.59	1.44			35.7	0	
6.10	2.50	12.44	f 9.56	12.39	9.12	1.56	80		44.7	31.7	
6.50	<sup>s</sup> 3.15	12.59	f 10.11	12.49	9.22	2.05	80	FW	50.3	31.7	
7.15	<b>3.43<sup>4</sup></b>	1.13	f 10.25	12.58	9.32	2.14	72		56.3	44.0	
7.40	<b>4.38<sup>8</sup></b>	1.26	f 10.39	1.07	9.42	2.23	80		62.7	52.8	
8.20	<sup>s</sup> 5.15	1.38	<sup>s</sup> 10.57	1.20	9.55	2.36	91	W	69.0	42.2	
8.45	5.37	1.50	f 11.11	1.30	10.07	2.46	80		75.0	52.8	
9.10	6.00	2.03	f 11.25	<b>1.40<sup>2</sup></b>	10.17	2.56	90		81.2	43.8	
9.35	<b>6.44<sup>20</sup></b>	2.11	f 11.33	1.48	10.23	3.03	80	W	84.4	31.7	
9.55	7.10	2.20	f 11.43	1.54	10.30	3.10	67		89.8	31.7	
10.15	7.30	2.28	f 11.54	2.01	10.38	3.18			94.6	31.7	
<b>10.48<sup>19</sup></b>	<sup>s</sup> 8.00	<sup>s</sup> 2.36	AM <sup>s</sup> 12.15	<b>2.18<sup>4</sup></b>	<b>10.48<sup>31</sup></b>	3.31	80	FW	99.3	31.7	
11.15	8.25	2.45	f 12.28	2.27	10.57	3.42	80		104.4	30.0	
11.40	8.55	2.56	f 12.42	2.37	11.07	3.53	80	W	110.3	31.7	
PM 12.15	9.25	3.12	f 12.59	<b>2.53<sup>8</sup></b>	11.20	<b>4.10<sup>10</sup></b>	80		117.9	31.7	
12.45	10.00	3.26	f 1.15	3.04	11.32	4.24	80	W	124.7	31.7	
1.05	10.15	3.33	<sup>s</sup> 1.23	3.10	11.38	4.32	Yard	Y	128.5	31.7	
1.27	10.40	3.44	f 1.35	3.17	11.45	4.41	72		133.4	0	
1.53	11.02	3.56	f 1.49	3.27	11.55	4.53	80		139.3	0	
2.18	11.20	4.05	f 2.02	3.36	PM 12.03	5.03	67		144.9	0	
2.45	11.36	4.12	f 2.14	<b>3.43<sup>34</sup></b>	12.10	5.12	72	W	149.3	0	
<b>3.10<sup>34</sup></b>	11.55	4.21	f 2.26	3.52	<b>12.18<sup>4</sup></b>	5.22	68		154.8	0	
3.30 PM	AM 12.15 AM	4.35 AM	<b>2.40<sup>10</sup></b> AM	4.05 PM	12.30 PM	5.35 AM	Yard	FW TY	160.9	0	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Thursday Only	Arrive Daily					

(12.7)

(12.7)

(28.9)

(24.8)

(34.1)

(35.3)

(32.9)

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

STATIONS

- ALBUQUERQUE 1.5
- ABAJO 11.2
- ISLETA 5.4
- PAQUITA 5.4
- SANDIA 3.5
- DALIES 8.7
- RIO PUERCO 9.0
- SOUTH GARCIA 5.6
- SUWANE 6.0
- ARMIJO 6.4
- RITO 6.3
- LAGUNA 6.0
- CUBERO 6.2
- ALASKA 3.2
- McCARTYS 4.4
- ACOMA 5.8
- HORACE 4.7
- GRANTS 5.1
- TOLTEC 5.9
- BLUEWATER 7.6
- BACA 6.8
- SOUTH CHAVES 4.1
- THOREAU 4.6
- GONZALES 5.9
- SOUTH GUAM 5.6
- PEREA 4.4
- WINGATE 5.5
- ZUNI 6.1
- CALLUP

(160.9)

ALBUQUERQUE DIVISION—FIRST DISTRICT

TIME TABLE NO. 32 January 26, 1913.	Rating Grade Ascending	Fuel, Water, Turn Tables and Ways	Telegraph Office	Capacity of Sidings	EASTWARD						
					First Class					Second Class	
					10	2	4	8	20	34	32
					Overland Express	Tourist Express	California Limited	Eastern Express	De Luxe	FREIGHT	FREIGHT
STATIONS			No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wednesday Only	Arrive Daily	Arrive Daily	
<b>ALBUQUERQUE</b> 1.5				Yard	AM 8.00 <sup>19</sup>	PM 8.55	PM 8.55	PM 6.55	PM 9.00		
<b>ABAJO</b> 11.2	26.4			Yard							AM 12.50
<b>ISLETA</b> 5.4	0	W	P	67	AM 7.35 7.38	PM 3.35	PM 5.15	PM 6.30 6.28	PM 8.40 <sup>1</sup>		AM 12.05 12.01
<b>PAQUITA</b> 5.4	20.3			55	f 7.24	3.26	5.04	f 6.19	8.31		AM 11.47 <sup>7</sup>
<b>SANDIA</b> 3.5	31.7	W		67	f 7.18	3.17	4.48	f 6.02	8.20		11.30
<b>DALIES</b> 8.7	31.7	W	P	70	f 7.04	3.10	4.39	f 5.48	8.13	PM 10.58	11.10 PM
<b>RIO PUERCO</b> 7.0	0			..	f 6.43	2.52	4.19	f 5.27	8.00	10.25	
<b>NORTH GARCIA</b> 6.5	0			80	f 6.30	2.41	4.07	f 5.14	7.50	10.00	
<b>SUWANEE</b> 6.0	0	FW	P	80	f 6.18	2.31	3.55	f 5.02	7.42	9.21	
<b>ARMIJO</b> 6.4	0			72	f 6.06	2.21	3.43 <sup>33</sup>	f 4.50	7.33	9.00	
<b>RITO</b> 6.3	0			80	f 5.54	2.11	3.31	4.38 <sup>33</sup>	7.23	8.38	
<b>LAGUNA</b> 6.0	8.4	W	P	91	s 5.42	2.00	3.17	s 4.26	7.12	s 8.20	
<b>CUBERO</b> 6.2	0			80	f 5.31	1.50	3.04	f 4.13	7.02	8.05	
<b>ALASKA</b> 3.2	0			90	f 5.20	1.40 <sup>3</sup>	2.52	f 4.03	6.51	7.50	
<b>McCARTYS</b> 4.4	0	FW	P	80	f 5.10	1.30	2.42	f 3.54	6.44 <sup>33</sup>	7.35	
<b>ACOMA</b> 5.8	0			67	f 5.00	1.23	2.32	f 3.45	6.37	7.20	
<b>HORACE</b> 4.7	11.6		P	..	f 4.53	1.15	2.25	f 3.38	6.30	7.06	
<b>GRANTS</b> 5.1	7.4	FW	P	80	s 4.45	1.07	2.18 <sup>3</sup>	s 3.31	6.23	s 6.45	
<b>TOLTEC</b> 5.9	0			80	f 4.35	12.56	2.02	f 3.17	6.13	6.25	
<b>BLUEWATER</b> 7.6	0	W	P	80	f 4.25	12.47	1.50	f 3.06	6.03 <sup>34</sup>	6.03 <sup>20</sup>	
<b>BACA</b> 7.0	0			80	f 4.10 <sup>9</sup>	12.34	1.35	f 2.53 <sup>3</sup>	5.51	5.40	
<b>NORTH CHAVES</b> 3.7	0	W	DP	57	f 3.57	12.22	1.21	f 2.37	5.40	5.15	
<b>THOREAU</b> 11.0	9.0	Y	P	Yard	s 3.51	12.17 PM	1.14	s 2.29	5.33	5.00	
<b>NORTH GUAM</b> 5.3	31.7			80	f 3.27	11.55	12.54	f 2.02	5.08	4.22	
<b>CINIZA</b> 1.6	31.7			80	f 3.14	11.48	12.44	f 1.52	4.59	4.06	
<b>PEREA</b> 4.4	31.7		P	67	f 3.12	11.46	12.42	f 1.50	4.57	4.02	
<b>WINGATE</b> 5.5	31.7	W	P	72	f 3.00	11.38	12.30	f 1.40	4.49	3.43 <sup>3</sup>	
<b>ZUNI</b> 6.1	28.9			68	f 2.50	11.30	12.18 <sup>19</sup>	f 1.28	4.40	3.10 <sup>31</sup>	
<b>CALLUP</b> (161.4)		FW TY	P	Yard	2.40 <sup>1</sup> AM	11.20 AM	12.04 PM	1.15 PM	4.30 PM	2.50 PM	
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wednesday Only	Leave Daily	Leave Daily
Average speed per hour.....					(30.4)	(35.2)	(29.2)	(28.6)	(35.8)	(16.5)	(17.4)

161 4  
27.0  
134.4

ALBUQUERQUE DIVISION—SECOND DISTRICT

WESTWARD						Capacity of Coaches	Fuel Water Tire Tables and Wyes	Distance from Albuquerque	Selling Grade Ascending	TIME TABLE NO. 32 January 26, 1913.
Second Class	First Class									
33	3	19	9	7	1					
FREIGHT	California Limited	De Luxe	California Fast Mail	Mall and Express	California Express	No. Cars		Miles		STATIONS
Leave Daily	Leave Daily	Leave Thursday Only	Leave Daily	Leave Daily	Leave Daily					
AM 1.45	PM 4.10	PM 12.35	AM 5.40	AM 4.40	AM 2.50	Yard	FW TY	100.0		CALLUP 4.5
2.19 <sup>10</sup>	4.16 <sup>20</sup>	12.41 <sup>8</sup>	5.46	4.46	f 2.58	73	Y	165.4	9.4	WEST YARD 3.6
2.40	4.22	12.47	5.52	4.52	f 3.05	90		160.0	0	DEFIANCE 8.3
3.19 <sup>1</sup>	4.33	12.58 <sup>34</sup>	6.03	5.03	f 3.19 <sup>33</sup>	140	W	177.3	0	MANUELITO 6.2
3.50	4.41	1.06	6.11	5.12	f 3.31	90		183.5	0	LUPTON 6.7
4.15	4.50	1.15	6.20	5.21	f 3.43	80		190.2	0	ALLANTOWN 5.3
s 4.45	4.57	1.22	6.27	5.28	f 3.53	90	FW	195.5	0	HOUCK 3.4
4.58	5.01	1.26	6.31	5.32	f 3.58	90		198.9	15.8	QUERINO 4.0
5.10	5.07	1.32	6.37	5.39	f 4.06	79		202.9	15.8	SANDERS 5.9
5.30	5.14	1.39	6.44	5.46	f 4.16	90	W	208.8	5.6	CHAMBERS 7.3
5.55 <sup>7</sup>	5.23	1.48	6.53	5.55 <sup>33</sup>	f 4.27	107		216.1	0	NAVAJO 6.2
s 6.20	5.32	1.57	7.02	6.05	f 4.43	90	WY	222.3	0	PINTA 6.6
6.40	5.40	2.05	7.10	6.15	t 4.56	80		228.9	0	BIBO 6.8
7.00	5.48	2.13	f 7.18	6.23	f 5.09	90	FW	235.7	0	ADAMANA 5.7
7.26 <sup>34</sup> <sub>9</sub>	5.56	2.21	7.26 <sup>34</sup> <sub>33</sub>	6.31	f 5.21	80		241.4	0	CARRIZO 7.2
7.53	6.05	2.30	7.35	6.40 <sup>34</sup>	f 5.35	90		248.6	0	AZTEC 7.6
s 8.27 <sup>2</sup>	6.15	2.40	s 7.45	f 6.50	s 5.51	90	W	256.2	15.8	HOLBROOK 5.6
9.09 <sup>4</sup>	6.22	2.47	7.52	6.57	f 6.03 <sup>34</sup>	96		261.8	0	PENZANCE 4.8
9.36 <sup>6</sup>	6.28	2.53	7.58	7.03	f 6.12	90		266.6	0	JOSEPH CITY 5.3
9.55	6.35	3.00	8.05 <sup>2</sup>	7.10	f 6.22	90	W	271.9	15.8	MANILA 5.9
10.15	6.43	3.08	8.13	7.18	f 6.34	90		277.8	0	HARDY 5.4
10.29	6.50	3.15	8.20	7.25	f 6.45	90		283.2	8.4	HOBSON 5.6
10.45 AM	7.00 PM	3.25 PM	f 8.30 AM	f 7.35 AM	f 6.55 AM	Yard	FW TY	288.8		WINSLOW
Arrive Daily	Arrive Daily	Arrive Thursday Only	Arrive Daily	Arrive Daily	Arrive Daily					(127.9)
(14.2)	(45.2)	(45.2)	(45.2)	(43.8)	(31.3)	Average speed per hour				

ALBUQUERQUE DIVISION—SECOND DISTRICT

TIME TABLE NO. 32 January 26, 1913	Miles Grade Ascending	Telegraph Office	EASTWARD					
			First Class					Second Class
			2	4	8	20	10	34
			Tourist Express	California Limited	Eastern Express	De Luxe	Overland Express	FREIGHT
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wednesday Only	Arrive Daily	Arrive Daily	
CALLUP 4.5	24.0	P	AM 11.00	AM 11.59	PM 12.50	PM 4.25	AM 2.30	PM 1.50
WEST YARD 3.6	31.7		10.52	11.51	f12.41 <sup>19</sup>	4.16 <sup>3</sup> f	2.19 <sup>33</sup>	1.40
DEFIANCE 3.3	30.1		10.46	11.44	f12.32	4.10 f	2.09	1.31
MANUELITO 6.2	31.7	P	10.31	11.28	f12.17	3.57 f	1.50	12.58 <sup>19</sup>
LUPTON 6.7	31.7		10.21	11.17	f12.04 PM	3.48 f	1.38	12.27 PM
ALLANTOWN 5.3	31.7		10.10	11.05	f11.52 <sup>34</sup>	3.38 f	1.25	11.52 <sup>8</sup>
HOUCK 3.4	31.7	NP	10.01	10.56	f11.41	3.30 f	1.18	s11.23
QUERINO 4.0	31.7		9.55	10.50	f11.36	3.25 f	1.07	10.59
SANDERS 5.9	31.7		9.47	10.42 <sup>34</sup>	f11.27	3.18 f	12.57	10.42 <sup>4</sup>
CHAMBERS 7.3	31.7	DP	9.38	10.32	f11.16	3.09 f	12.45	10.20
NAVAJO 6.2	31.7		9.27	10.20	f11.04	3.00 f	12.32	9.50
PINTA 6.6	30.8	P	9.15 <sup>34</sup>	10.09	f10.51	2.50 f	12.20	s 9.15 <sup>2</sup>
BIBO 6.8	31.7		9.03	9.58	f10.38	2.41 f	12.05 AM	8.30
ADAMANA 5.7	14.5	DP	f 8.54	9.48	f10.27	2.32 f	11.54	7.50
CARRIZO 7.2	29.0		8.46	9.40	f10.18	2.24 f	11.44	7.26 <sup>33</sup>
AZTEC 7.6	31.2		8.37	9.29	f10.06	2.15 f	11.31	6.40 <sup>7</sup>
HOLBROOK 5.6	31.7	P	8.27 <sup>33</sup>	9.17	s 9.53	2.04 s	11.17	s 6.25
PENZANCE 4.8	21.1		8.20	9.09 <sup>33</sup>	f 9.43	1.57 f	11.03	6.03 <sup>1</sup>
JOSEPH CITY 5.3	15.8	DP	8.13	9.01	f 9.36 <sup>33</sup>	1.50 f	10.55	5.46
MANILA 5.9	12.0	NP	8.05 <sup>9</sup>	8.53	f 9.27	1.43 f	10.46	5.31
HARDY 5.4	31.7		7.54	8.45	f 9.18	1.35 f	10.36	5.15
HOBSON 5.6	11.2		7.45	8.38	f 9.11	1.28 f	10.26	5.00
WINSLOW		P	7.35 <sup>7</sup> AM	8.30 <sup>9</sup> AM	9.00 AM	1.20 PM	10.15 PM	4.45 AM
(127.9)			Leave Daily	Leave Daily	Leave Daily	Leave Wednesday Only	Leave Daily	Leave Daily
Average speed per hour.....			(37.4)	(36.7)	(33.3)	(41.5)	(30.1)	(14.1)

ALBUQUERQUE DIVISION—THIRD DISTRICT

Second Class	WESTWARD					Capacity of Siding	Fuel, Water, Turn Tables and Wye	Distance from Albuquerque	Selling Grade Ascending	TIME TABLE NO. 32 January 26, 1913
	First Class									
	33	3	19	9	7					
FREIGHT	California Limited	DeLuxe	California Fast Mail	Mall and Express	California Express					
Leave Daily	Leave Daily	Leave Thursday Only	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		
PM 12.45	PM 7.10	PM 3.35	AM 8.55	AM 8.05	AM 7.20	Yard	FW TY	288.8		STATIONS
1.10	7.22	3.44	9.07	8.17	f 7.33	80		296.1	75.0	WINSLOW 7.3
1.30	7.32	3.51	9.17	8.27	f 7.45	80		301.3	70.4	MOQUI 5.2
1.37	7.36	3.55	9.21	8.31	f 7.51 <sup>4</sup>			303.7	52.8	DENNISON 2.4
2.00	7.45	4.02	9.32	8.42	f 8.05 <sup>8</sup>	80	W	308.9	75.0	CACTUS 5.2
2.25	7.54	4.09	9.42	8.52	f 8.18	45		314.7	26.4	SUNSHINE 5.8
2.50	8.03	4.16	9.52	9.02	f 8.31	80	W	320.3	70.0	CANYON DIABLO 5.6
<sup>s</sup> 3.30	8.22	4.28	10.11	9.21	f 8.50	95	WY	325.7	75.0	HIBBARD 5.4
4.00	<b>8.36</b> <sup>10</sup>	4.40	10.25	9.35	f 9.05	100		331.6	75.0	ANGELL 5.9
4.20	8.47	4.49	10.37	9.47	f 9.18	80		336.3	75.0	WINONA 4.7
4.50	9.00	5.00	10.51	10.01	f 9.33	45		342.3	75.0	COBNINO 6.0
<sup>s</sup> 5.10 <sup>10</sup>	9.11 <sup>4</sup>	<b>5.10</b> <sup>33</sup>	11.03	10.13	<sup>s</sup> 9.43 9.48	Yard	<sup>F</sup> WY	347.1	75.0	CLIFFS 4.8
5.40	9.31	5.24	11.24	10.34	f 10.09			353.8	75.0	FLAGSTAFF 6.7
5.55	9.38	5.30	11.33	10.43	f 10.20	90	WY	359.3	52.8	RIORDAN 5.5
6.10	9.42	5.33	11.37	10.47	f 10.25	80		361.3	59.7	BELLEMONT 2.0
6.35	9.49	5.40	11.45	10.55	f 10.34			365.4	37.0	NEVIN 4.1
7.14	10.01	5.50	11.56	11.06	f 10.45	80		371.0	44.9	MAINE 5.6
<sup>s</sup> 8.05 8.30	<sup>s</sup> 10.23 10.33	<sup>s</sup> 6.10	<sup>PM</sup> 12.20 12.30	<sup>s</sup> 11.30 11.40	<sup>s</sup> 11.10 11.20	Yard	FW TY	381.2	75.0	CHALENDER 10.2
9.05	10.43	[6.17	12.40	11.50	f 11.30		Y	384.6	75.0	WILLIAMS 3.4
9.30	10.55	6.29	12.52	<sup>PM</sup> 12.02	f 11.42	80	W	389.4	75.0	SUPAI 4.8
10.00	11.14	6.47	1.12	12.23	<sup>PM</sup> 12.02			396.7	0	McLELLAN 7.3
<sup>s</sup> 10.40 11.05	<sup>s</sup> 11.28 11.43	<sup>s</sup> 6.57	<sup>s</sup> 1.25 1.50	<sup>s</sup> 12.35 1.00	<sup>s</sup> 12.15 12.40	Yard	FW Y	404.3	0	FAIRVIEW 7.6
<b>11.57</b> <sup>3</sup>	<b>11.57</b> <sup>33</sup>	7.11	2.05	1.15	f 1.00	45		412.0	75.0	ASH FORK 7.7
AM 12.35	AM 12.12	7.27	2.23	1.33	f 1.20	80		417.8	75.0	PINEVETA 5.8
1.20	12.27	7.42	2.38	1.48	f 1.38	45	Y	421.5	75.0	GLEED 3.7
1.50	12.37	7.52	2.47	1.57	f 1.48	80		426.4	0	CROOKTON 4.9
<b>2.20</b> <sup>2</sup> AM	12.50 AM	8.05 PM	3.00 PM	2.10 PM	2.00 PM	Yard	FW TY	431.9	0	PAN 5.5
Arrive Daily	Arrive Daily	Arrive Thursday Only	Arrive Daily	Arrive Daily	Arrive Daily					SELIGMAN (143.1)

(11.2) (27.2) (31.8) (26.0) (26.0) (23.8) .....Average speed per hour



ALBUQUERQUE DIVISION—THIRD DISTRICT

TIME TABLE NO. 32 January 26, 1913	Rating Grade Ascending	Fuel Water Pass Tables and Type	Telegraph Office	Capacity of Biting	EASTWARD					
					First Class					Second Class
					2	4	8	20	10	34
					Tourist Express	California Limited	Eastern Express	De Luxe	Overland Express	FREIGHT
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
<b>WINSLOW</b> 7.3	31.7	FW TY	P	Yard	AM 7.10	AM 8.15	AM 8.35	PM 1.10	PM 10.05	AM 3.15
MOQUI 5.2	31.4				7.00	8.04	f 8.25	1.00	f 9.52	2.45
DENNISON 2.4	0			80	6.51	7.54	f 8.16	12.51	f 9.41	2.28
<b>CACTUS</b> 5.2	0		P		6.48	<b>7.51</b>	f 8.12	12.48	f 9.36	2.20
SUNSHINE 5.8	0	W		80	6.41	7.45	f <b>8.05</b>	12.42	f 9.26	2.03
CANYON DIABLO 5.6	23.0		P	45	6.33	7.35	f 7.55	12.35	f 9.13	1.47
HIBBARD 5.4	0	W		80	6.25	7.27	f 7.47	12.28	f 9.01	1.30
ANGELL 5.9	75.0	WY	P	95	6.18	7.20	f 7.40	12.21	f 8.50	1.15 s 1.05
WINONA 4.7	0			100	6.08	7.08	f 7.28	12.12	f <b>8.36</b>	12.45
COSNINO 6.0	70.2		P	80	6.01	7.02	f 7.22	12.05 PM	f 8.24	12.30
CLIFFS 4.8	30.6		P	45	5.53	6.53	f 7.13	11.58	f 8.15	12.15 AM
<b>FLACSTAFF</b> 6.7	0	F WY	P	Yard	s 5.45	6.45	s 7.05	s 11.50	s 8.05	s 11.55
RIORDAN 5.5	75.0			45	5.30	6.29	f 6.49	11.37	f 7.46	11.15
BELLEMONT 2.0	0	WY		90	5.22	6.20	f 6.40	11.30	f 7.38	10.55
NEVIN 4.1	75.0			80	5.18	6.15	f 6.35	11.27	f 7.33	10.45
MAINE 5.6	75.0				5.09	6.05	f 6.25	11.19	f 7.24	10.30
CHALENDER 10.2	75.0			80	4.59	5.55	f 6.15	11.10	f 7.14	10.05
<b>WILLIAMS</b> 3.4	0	FW TY	P	Yard	s 4.35 s 4.30	s 5.30 s 5.20	s 5.50 s 5.40	s 10.50	s 6.50 s 6.40	s 9.30 s 9.20
SUPAI 2.8	95.0	Y		0	4.23	5.13	f 5.33	10.40	f 6.33	9.05
SERENO 6.3	95.0			79	4.15	5.05	f 5.25	10.32	f 6.24	8.45
CORVA 6.2	95.0	W		70	3.53	4.45	f 5.05	10.14	f 6.03	7.55
FAIRVIEW 7.6	95.0			45	3.35	4.25	f 4.45	9.58	f 5.42	7.10
<b>ASH FORK</b> 7.7	95.0	FW Y	P	Yard	s 3.15 s 3.10	s 4.05 s 3.55	s 4.25 s 4.15	s 9.40	f 5.25 s 5.00	s 6.25 s 6.15
PINEVETA 5.8	4.8		P	45	2.59	3.44	f 4.04	9.29	f 4.49	5.55
GLEED 3.7	19.4			80	2.51	3.36	f 3.56	9.21	f 4.41	5.35
CROOKTON 4.9	95.0	Y	P	45	2.45	3.30	f 3.50	9.15	f 4.35	5.15
PAN 5.5	95.0			80	2.32	3.17	f 3.37	9.05	f 4.22	4.49
<b>SELICMAN</b> 146.3		FW TY	P	Yard	<b>2.20</b> AM	<b>3.05</b> AM	<b>3.25</b> AM	<b>8.55</b> AM	<b>4.10</b> PM	<b>4.25</b> PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (31.3) (30.2) (30.2) (34.4) (27.4) (14.1)

# The Grand Canyon Railway Company.

## EMPLOYEES' TIME TABLE NO. 32

IN EFFECT SUNDAY, JANUARY 26, 1913.

AT 12:01 O'CLOCK A. M.  
MOUNTAIN STANDARD TIME

Superseding Time Table No. 31, Dated December 1, 1912.

This Time Table is for the Government and Information of Employes of this Company only.

NORTHWARD				Capacity of Sidings Fuel, Water, Turn Tables and Wyes	Rating Grade According	TIME TABLE NO. 32 January 26, 1913	Rating Grade According	Distance from Williams	Telegraph Office	SOUTHWARD	
First Class		First Class									
12	14	11	15								
PASSENGER	PASSENGER	PASSENGER	PASSENGER								
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	STATIONS		Arrive Daily	Arrive Daily				
PM 1.30	AM 5.40	Yard	FW	WILLIAMS				P	AM 10.40	PM 10.20	
f 1.50	f 6.00	80	Y	131.0	7.0	158.4	7.0		f 10.17	f 9.57	
f 1.55	f 6.05	28		131.0	2.3	158.4	9.3		f 10.12	f 9.52	
f 2.20	f 6.30	28		105.6	11.6	158.4	20.9		f 9.47	f 9.27	
f 2.37	f 6.47	28		62.0	8.5	116.2	29.4		f 9.30	f 9.10	
f 2.54	f 7.04	28		131.0	8.8	78.2	38.2		f 9.13	f 8.53	
s 3.12	s 7.22	100	WY	78.2	7.2	37.0	48.4		s 8.58	s 8.38	
f 3.29	f 7.39	28		158.4	5.0	0	50.4		f 8.38	f 8.18	
f 3.34	f 7.44	23		158.4	2.0	0	52.4		f 8.34	f 8.14	
f 3.44	f 7.54	16		0	5.2	118.8	57.6		f 8.22	f 8.02	
4.00 PM	8.10 <sup>11</sup> AM	Yard	WY	130.3	6.2	0	63.2	DP	8.10 <sup>14</sup> AM	7.50 PM	
Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	
(25-5)	(25-5)	Average speed per hour				(25-5)	(25-5)				

### SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Northward trains are of superior direction to southward trains of the same class.

3. No train will leave Williams or Grand Canyon without receiving a clearance card (form 902).

4. All trains will register at Williams and Grand Canyon.

5. The speed of trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

6. Standard time must be taken from the clock in The A. T. & S. F. depot telegraph office at Williams.

7. Rule 93: Yard limit boards are located at Williams and Grand Canyon.

8. First-class trains when ten minutes or more late, are required to approach and leave stations which are designated in time table as having yard limits, under control and responsibility for accident will rest with the first-class train. In case of fog or its equivalent, such first-class trains and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against possible obstructions and engines in yard.

Yard engine will give way to all such trains at earliest moment possible.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains without special instructions."

10. All trains will stop on flag at Bass's Camp, Mile 59.

**A. G. WELLS,**  
GENERAL MANAGER,  
Los Angeles, Cal.

**E. J. GIBSON,**  
SUPERINTENDENT,  
Winslow, Ariz.

**E. H. DUFFIELD,**  
TRAINMASTER,  
Winslow, Ariz.

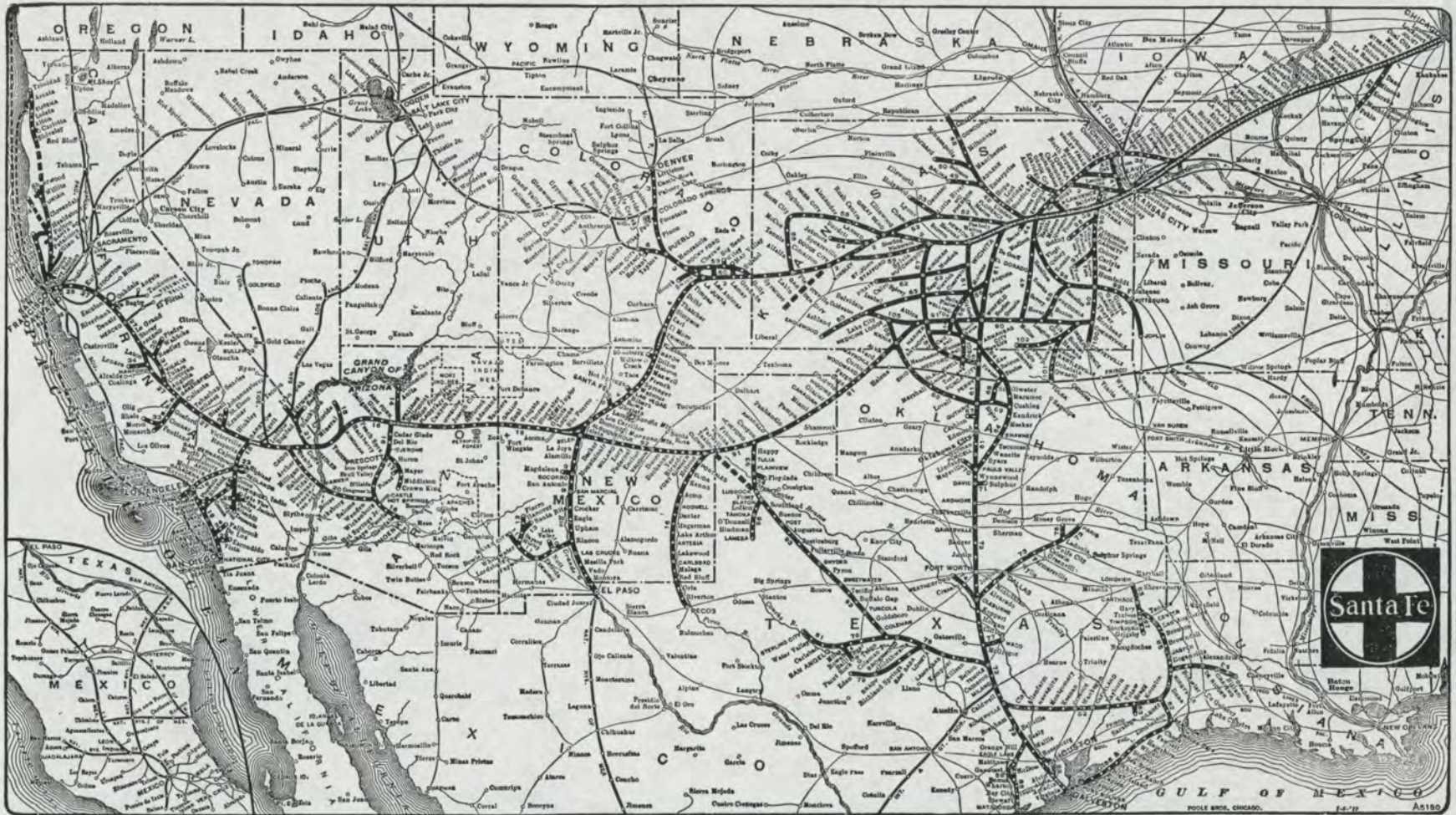
**I. L. HIBBARD,**  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.



# SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition.”

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



— A.T. & S.F.R. System, Through Lines    - - - - - Lines Under Construction    = = = = = Double Track