

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



ARIZONA DIVISION.

EMPLOYEES' TIME TABLE No. 59

IN EFFECT

SUNDAY, OCTOBER 9, 1921,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Except Between Parker and A. & C. Junc. where Mountain Standard will be Used.

Superseding Time Table No. 58 and Phoenix Division Time Table No. 2, Dated May 1, 1921, and any Supplements thereto.

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

I. L. HIBBARD,
General Manager,
J. R. HITCHCOCK,
Assistant General Manager,
Los Angeles, Cal.

J. A. CHRISTIE,
Superintendent,
Needles, Cal.

A. R. WOODS,
Trainmaster,
1st and 2nd Districts,
Needles, Cal.
N. E. SCOTT,
Trainmaster, 3rd District,
Bakersfield, Cal.

G. P. SMITH,
Chief Dispatcher,
J. E. ELKINS,
Asst. Chief Dispatcher,
Needles, Cal.

F. W. QUIRMBACH
J. P. FINAN
W. B. KENNICOTT
E. A. HALLININ
H. R. CHAPMAN

J. W. HARTMAN
W. S. GILBERT
J. W. ROBBINS
L. DUNCAN

Train Dispatchers, Needles, 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. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary rating 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 car limit or to full capacity of their engines.

4. 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. Outfit cars in trains or being switched must have air coupled and working and must be placed with the engine.

5. No freight train will run more than forty 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 to take water or fuel.

6. Rule 91: In addition to instructions contained therein 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 same direction must keep five minutes apart except in closing up at stations or where some form of block signal is used.

7. Rule 567 is abrogated except on Chloride, Barnwell and Randsburg districts 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 reduce speed and if necessary to ascertain position of signal must be stopped. If no operator is on duty, the position of the signal will govern.

8. Rule 93: Yard limit boards are located as follows: Seligman, Yampai, Peach Springs, Hackberry, Kingman, Needles, Goffs, Danby, Cadiz, Bagdad, Ludlow, Water, Daggett, Barstow, Kramer, Mojave, Parker, Rice and A & C Junc.

First-class trains when ten minutes or more late are required to move within yard limits at each Mojave, Barstow, Needles and Seligman 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 and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

Within the zones named below no train or engine may exceed eight miles per hour. The main tracks will be used without regard to superiority and all trains and engines must move under control, expecting to find track occupied.

At Seligman between signals 4281 and 4292.

At Needles between automatic signal 5774 just east of yard office and signal bridge 5781-2 west of Division office.

At Barstow—passenger yard between puzzle switches at west end of yard and public crossing east of ice house.

At Rice, all trains (including those of the first class) whether on time or late, are required to move within the yard limits under control.

At Mojave, all westward trains (including those of the first class) are required to move within the yard limits under control, whether late or on time, and must receive

"Green" proceed signal from switch tender before occupying Southern Pacific tracks.

At Yampai, Peach Springs, Hackberry, Kingman, Goffs, Cadiz, Danby, Bagdad, Ludlow, Water, Daggett, Kramer, Parker and A & C Junc. yard limits are applicable to second-class and extra trains only.

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."

10. The following addition is made to Rule 86-A, and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction, not less than ten minutes.

First-class trains holding any of the orders described under Examples 1, 2 and 4 of Form "E" in the Book of Rules and Regulations must be governed by the requirements of Rule 92-A excepting at the first station named in such orders and inferior trains will respect them accordingly.

Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

11. An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

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.

When helper engine is to be coupled into a train copies of all orders affecting movement of such train at or beyond the station where helper is attached must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on.

All movements on sidings must be under control.

13. Rule 5-B and last paragraph of Rule D-5. All trains will register at Register Stations.

At Kramer Nos. 93 and 94, only, will register and trains inferior thereto will check register.

At Cadiz first class trains except Nos. 17 and 18 will register by Form 903 and not check register. Second-class and extra trains except to and from Parker District will not register, but must check against No. 17.

At Daggett eastward trains may register by Form 903 but must check register against opposing superior trains unless the arrival of such trains was indicated on the register at Barstow. Santa Fe trains westward will register by Form 903 and check register only for superior trains originating at Daggett.

Salt Lake trains westward may register by form 903 but must check register for superior trains unless given check by train order.

At Topock westward trains may register by Form 903 and will not check register. Eastward trains may register

by Form 903 but must check register for opposing superior trains unless the arrival of such trains was indicated on the register at Needles.

At Yampai eastward trains may register by Form 903 and will not check register. Westward trains may register by Form 903 but must check register for opposing superior trains unless the arrival of such trains was indicated on the register at Seligman.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit the trainmen to observe every wheel and know that brakes are not sticking.

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

16. 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 crew 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.

17. Rule 1 (B): Standard clocks are located as follows: Seligman, Needles, Bagdad, Barstow, Mojave, Bakersfield and Parker.

18. 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 in Rule 3.

19. 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.

Maximum speed of passenger trains thirty miles per hour and freight trains twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions, not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers ten miles per hour.

Enginemen of trains in which are dining 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.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure and use whistle freely as warning signal.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE.

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2421-2426.....	1	43	2	30	2	00
2433.....	1	43	2	30	2	00
2439.....	2	00	2	30	2	30
468-497.....	1	12	2	30	1	30
649-728.....	1	43	2	00	2	00
769-788.....	1	43	2	00	2	00
789-824.....	1	43	2	00	2	00
825-864 (Compound).....	2	00	2	30	2	30
825-864 (Simple).....	1	43	2	00	2	00
900-989.....	2	30	2	30	2	30
900-989 (Recounterbalanced).....	2	00	2	00	2	00
990-999.....	2	00	2	00	2	00
1226-1266 except Simple.....	1	12	1	43	1	30
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	2	00	2	00	2	00
1674-1693.....	1	43	2	00	2	00
1798-1799.....	2	30	2	30	2	30
1950-1989.....	1	43	2	00	2	00
3010-3020.....	1	43	2	00	2	00
3297-3299.....	2	30	2	30	2	30
3228-3258.....	1	43	2	00	2	00
3701-3721.....	1	12	1	43	2	00
3800-3839.....	1	43	2	00	2	00
Switch, no truck.....					3	00
All other Classes.....			2	00	1	30
All classes, backing up.....					3	00

Engines of 1950, 1674-3010, 3228 and 3800 classes may run thirty-five miles per hour (one mile in 1' 43") when handling "GFX" and "SCX" trains.

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE.

LOCATION	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
10 degree curve Mile Post 450½.....	2	30	4	00	3	00
Between Fields and Nelson.....	2	30	4	00	3	00
Between Mile Posts 468½ and 470..	2	30	4	00	3	00
Between Mile Posts 479 and 481.....	2	30	4	00	3	00
8 degree curve Mile Post 485¼.....	2	00	4	00	3	00
Between Mile Posts 544½ and 545½..	2	30	4	00	3	00
Over Bridge A-567 (Topock).....	6	00	6	00	6	00
Over 10 degree curve just west of Bridge A-567.....	2	30	4	00	3	00
10 degree curves between Ash Hill and Siberia.....	2	30	4	00	3	00
8 degree curves at Mile Posts 671½ and 673½.....	2	00	4	00	3	00
Between Mile Posts 789 and 790....	1	30	3	00	3	00
Over Bridge A-106 (Parker).....	3	00	3	00	3	00

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile.

With all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

20. Nos 233 and 234 will carry passengers from and to any station. Hand baggage only.

Passengers may be carried on second class and extra trains but only to and from stations where these trains are required to stop.

Employees 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 where these trains are required to stop.

21. Trainmen, enginemen or other employes having occasion to place fuses on double track should place them on the

outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district, except when there is no operator on duty, without receiving clearance card (Form 902). No train will leave Kingman, Bagdad or Parker without receiving clearance card (Form 902). Parker will be considered the initial station for trains No. 17 and No. 18 departing.

23. 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.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given. Trains must be stopped and this test made on all westward freight trains at Kingman.

Rule 882: In making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. On passenger trains when test is made leaving terminal, after train has been cut or changed, or before descending grades, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the engineman "proceed" signal. If brakes fail to release properly or "proceed" signal not received train must be stopped.

25. Rule 311: All employes are hereby notified that it is dangerous to stand erect upon cars, particularly cars of extraordinary height, while passing under viaduct Barstow freight yard and through Colorado River bridge at Topock, and necessary precaution must be used by employes to protect themselves from injury at said points.

26. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

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

27. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.

PROCEED, UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block obstructed, when light is seen block is clear.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "Proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. 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 signal to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, operators should deliver such orders at the heading in switch.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. No. 9 and No. 21 will stop at any point to let off passengers from east of Albuquerque and Belen or south of Ash Fork.

Nos. 17 and 21 will stop on flag at Amboy and Daggett to take on revenue passengers for Barstow or beyond.

No. 18 will stop on flag at any station to take on passengers for points on Parker District and east.

No. 10 will stop on flag at McConnico and No. 21 at Hackberry and Yucca for revenue passengers only.

No. 22 will stop on flag at Ludlow to take on revenue passengers for points south of Ash Fork and east or south of Belen.

34. Rule 19: In addition to instructions contained therein the following must be observed: On double track when a train is turned out against the current of traffic by night, green lights must be displayed to the front and side, and to the rear, a green light toward the inside and a red light to the opposite side.

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 eastward main track from Barstow to Daggett, Bagdad to Needles, Needles to Topock, Yampai to Seligman and on westward main track from Seligman to Yampai, Topock to Needles, Needles to Bagdad and Daggett to Barstow without Form "G" orders; but if provision has been made for the use of a section of double track as single track, no extra train may move over such section in either direction without having an order Form "G" as provided by the "Rules and Regulations, Operating Department."

35. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

36. Empties should be handled in solid trains when practicable. When handled with loads in trains of less than 50

(Continued on Page 10)

WESTWARD							Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Albuquerque.	Ruling Grade Ascending	TIME TABLE NO. 59 October 9, 1921
First Class											
33	95	3	7	9	1	21					
FREIGHT	MIXED	California Limited	Fargo Fast	The Navajo	The Scout	The Missionary	No. Cars		Miles.		STATIONS
Leave Daily	Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY			
PM 5.00		PM 11.20	PM 10.15	PM 2.40	PM 12.40	AM 5.13			428.8		SELIGMAN
		11.26	10.21	2.46	f12.48	5.20	71		432.5	72.9	3.7
		11.34	10.29	2.55	f12.58	5.30	153		439.5	70.8	CHINO 7.0
		11.43	10.37	3.05	f 1.09	5.40	46	W	446.7	75.0	AUDLEY 7.2
		11.59	10.46	3.20	s 1.27	5.58	125	Y	452.0	75.0	PICA 5.3
		AM 12.06	10.52 ²	3.27	f 1.33	6.05	80		455.1	0	YAMPAI 3.1
		12.17	11.02	3.39	s 1.45	6.16	77		459.4	0	FIELDS 4.3
		12.22	11.07	3.45	1.52 ¹⁰	6.21	81		463.1	0	NELSON 3.7
		12.27 ⁸	11.11	3.50	s 2.05	6.25	198	W	465.8	0	SHIPLEY 2.7
		12.37 ⁴	11.20	4.00	f 2.16	6.33	82		471.5	0	PEACH SPRINGS 5.7
		12.46	11.29	4.10	f 2.27	6.42	77		477.8	0	CHEROKEE 6.3
		12.53	11.36	4.17	f 2.35	6.51 ²²	87	WY	481.3	0	TRUXTON 3.5
		12.57	11.40 ⁸	4.22	f 2.40	6.54	81		484.0	0	CROZIER 2.7
		1.09	11.52 ⁴	4.31	s 2.52	7.06	73	FW	489.0	0	VALENTINE 5.0
		1.17	AM 12.03	4.41	f 3.02	7.14	82		495.1	43.8	HACKBERRY 6.1
		1.25	12.11	4.49	f 3.12	7.22	81		501.2	0	ANTARES 6.1
		1.30	12.16	4.55 ³⁰	f 3.18	7.27	82		505.1	22.7	WALAPAI 3.9
		1.37 ³⁸	12.23	5.03	f 3.25	7.34	81		510.0	46.0	LOCKHART 4.9
		1.43	12.29	5.10	f 3.30	7.40	82		513.9	50.2	BERRY 3.9
	AM 9.00	1.53	s12.40 ³⁸	s 5.20	s 3.40 ³⁶	7.45 ³² 8.15	233	WY	516.5	0	LOUISE 2.6
	9.10 AM	2.01	12.48	5.28	f 3.50	8.23	57	W	520.8	0	KINGMAN 4.3
		2.05	12.52	5.32	f 3.55	8.27	81		523.8	0	McCONNICO 3.0
		2.09	12.56	5.37	f 4.00	8.31	82		527.1	0	HANCOCK 3.3
		2.14	1.01	5.43	f 4.05	8.36	81		531.2	0	GRIFFITH 4.1
		2.20	1.06	5.50	f 4.10	8.41	81		535.2	0	KASTER 4.0
		2.27	1.13	5.57	s 4.22	8.48	81	W	540.4	0	ATHOS 5.2
		2.35	1.22	6.07	f 4.31	8.56	80	W	546.2	0	YUCCA 5.8
		2.40	1.27	6.12	4.36	9.01	80		549.8	0	HAVILAND 3.6
		2.45	1.32	6.18	f 4.41	9.05	81		553.2	0	DIX 3.4
		2.53	1.40	6.28	f 4.49	9.15 ¹⁰	80		559.0	0	FRANCONIA 5.8
		3.03	1.50	6.38	s 5.04	9.25	84	W	565.8	26.4	POWELL 6.8
		3.12	1.58	6.48	f 5.13	9.33	149		570.9	46.5	TOPOCK 5.1
4.25 AM		3.25 AM	2.10 AM	7.00 PM	5.25 PM	9.45 AM	Yard	FW TY	578.0	53.9	BEAL 7.1
Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					NEEDLES
											(149.2)

Nos. 33 and 95 have no Time Table superiority.

ARIZONA DIVISION—FIRST DISTRICT

TIME TABLE	Rating Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD										
			First Class					Second Class					
			22	10	2	8	4	32	36	38	96	34	
			The Missionary	The Scout	The Navajo	Santa Fe Eight	California Limited	FREIGHT	FREIGHT	FREIGHT	MIXED	FREIGHT	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily	
SELIGMAN 3.7	73.9	P	AM 8.45	PM 3.05	PM 11.45	AM 2.15	AM 2.05	PM 1.30	PM 9.45	AM 6.40			PM 5.55
CHINO 7.0	75.0	B	8.39	f 2.57	11.39	f 2.08	1.58	1.20	9.35	6.30			
AUDLEY 7.2	75.0	B	8.29	f 2.46	11.28	f 1.55	1.48	12.55	9.10	6.05			
PICA 5.3	69.7	B	8.20	f 2.35	11.18	f 1.43	1.38	12.35	8.50	5.45			
YAMPAI 3.1	95.0	P	8.10	f 2.25	11.05	f 1.33 ⁴ 1.20	1.28 ⁸	12.20	8.35	5.30			
FIELDS 4.3	95.0	B	8.01	f 2.15	10.52 ⁷	f 1.10	1.21	12.05 PM	8.20	5.15			
NELSON 3.7	92.4	DP	7.47	s 2.03	10.35	f 12.50	1.08	11.45	8.00	4.55			
SHIPLEY 2.7	92.4	B	7.38	1.52 ¹	10.27	12.37	12.59	11.30	7.45	4.40			
PEACH SPRINGS 5.7	75.0	P	7.32	s 1.43	10.20	s 12.27 ³	12.53	11.20	7.35	4.30			
CHEROKEE 6.3	75.0	B	7.15	f 1.22	10.05	f 12.12 AM	12.37 ³	10.55	7.05	4.05			
TRUXTON 3.5	95.0	NP	7.01	f 1.07	9.51	f 11.59	12.20	10.35	6.45	3.45			
CROZIER 2.7	95.0	DP	6.51 ²¹	f 12.55	9.40	f 11.50	12.10	10.15	6.30	3.30			
VALENTINE 5.0	75.0	B	6.37	f 12.45	9.33	f 11.40 ⁷	12.03 AM	10.00	6.15	3.15			
HACKBERRY 6.1	29.0	P	6.25	s 12.30	9.23	s 11.20	11.52 ⁷	9.45	6.00	3.00			
ANTARES 6.1	71.8	B	6.11	f 12.12	9.09	f 11.05	11.37	9.15	5.30	2.30			
WALAPAI 3.9	33.3	P	6.01	12.01 PM	8.59	f 10.53	11.27	8.55	5.10	2.10			
LOCKHART 4.9	26.4	B	5.55	11.55	8.53	10.47	11.21	8.45	4.55 ⁹	2.00			
BERRY 3.9	0	B	5.48	f 11.47	8.47	f 10.41	11.15	8.35	4.40	1.37 ³			
LOUISE 2.6	95.0	B	5.40	f 11.40	8.42	10.35	11.10	8.25	4.30	1.20			
KINGMAN 4.3	95.0	P	s 5.30	f 11.30 s 11.10	s 8.32	s 10.25	11.00	8.10 ²¹ 7.30	4.10 ¹ 3.30	1.05 ⁷ 12.30	PM 1.35		
McCONNICO 3.0	92.4	DP	5.08	10.53	8.14	10.02	10.42	7.00	3.00	12.05 AM	1.15 PM		
HANCOCK 3.3	75.0	B	5.01	f 10.47	8.08	9.54	10.36	6.40	2.40	11.50			
GRIFFITH 4.1	75.0	B	4.54	f 10.40	8.01	f 9.47	10.30	6.30	2.30	11.40			
KASTER 4.0	73.9	B	4.45	f 10.30	7.53	9.38	10.22	6.15	2.15	11.25			
ATHOS 5.2	75.0	B	4.36	f 10.20	7.45	f 9.29	10.13	6.00	2.00	11.10			
YUCCA 5.8	75.0	P	4.26	s 10.05	7.35	s 9.18	10.02	5.35	1.35	10.45			
HAVILAND 3.6	75.0	B	4.13	f 9.45	7.22	f 9.02	9.46	5.05	1.05	10.15			
DIX 3.4	75.0	B	4.06	9.37	7.15	8.54	9.38	4.50	12.50	10.00			
FRANCONIA 5.8	61.2	P	3.59	f 9.30	7.08	f 8.47	9.30	4.40	12.40	9.50			
POWELL 6.8	74.4	B	3.47	f 9.15 ²¹	6.57	f 8.34	9.17	4.20	12.20 PM	9.30			
TOPOCK 5.1	68.6	P	3.35	s 9.00	6.45	f 8.21	9.05 ³⁸	4.00	11.59	9.05 ⁴			
BEAL 7.1	62.3		3.26	f 8.51	6.36	f 8.11	8.56	3.40	11.40	8.30			
NEEDLES		P	3.15 AM	8.40 AM	6.25 PM	8.00 PM	8.45 PM	3.20 AM	11.20 AM	8.20 PM			5.00 AM
(149.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Saturday only	Leave Daily	
Average speed per hour			(27.1)	(24.5)	(27.9)	(24.7)	(27.9)	(15.4)	(15.3)	(15.7)	(12.9)	(11.5)	

No. 96 and No. 34 have no Time Table superiority.

WESTWARD										Capacity of Sidings.	Fuel, Water, and Turn Tables and Wyes.	Distance from Albuquerque	Ruling Grade Ascending.	TIME TABLE
33	9	1	21	207	3	7	219	17	203					
FREIGHT	The Navajo	The Scout	The Missionary	PASSENGER	California Limited	Fargo Fast	PASSENGER	The Phoenix	PASSENGER	October 9, 1921				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
AM 8.25	PM 7.30	PM 5.55	AM 9.55		AM 3.35	AM 2.17				NEEDLES 3.7				
	7.42	f 6.10	10.06		3.47	2.27				76.3	HARTOUM 3.8			
	7.55	f 6.23	10.17		3.59	2.37				78.7	JAVA 3.0			
	8.05	f 6.33	10.25		4.07	2.45				76.3	KLINFELTER 3.9			
	8.15	f 6.50	10.35		4.18	2.55				76.2	IBIS 4.6			
	8.30	f 7.05	10.46		4.30	3.06				76.2	BANNOCK 4.9			
	8.45	f 7.20	10.58		4.42	3.17				74.6	HOMER 7.3			
	9.10	s 7.45	f 11.15		5.00	3.32				74.6	GOFFS 5.0			
	9.19	f 7.55	11.23		5.08	3.40				0	PIUTE 4.6			
	9.25	f 8.05	11.29		5.14	3.46				0	FENNER 6.8			
	9.36	f 8.20	11.38		5.24	3.55				0	ESSEX 4.7			
	9.43	f 8.30	11.45		5.31	4.00				0	ARIMO 4.4			
	9.50	s 8.45	11.53		5.38	4.05				0	DANBY 7.0			
	10.00	f 9.00	PM 12.03		5.48	4.15				0	SIAM 6.4			
	10.08	s 9.15	12.12		5.57	4.23		AM 12.50		0	CADIZ 6.6			
	10.17	f 9.27	12.21		6.05	4.31		12.58		26.4	BOLO 6.9			
	10.26	s 9.40	12.30		6.14	4.40		1.07		12.1	AMBOY 7.7			
	10.36	s 9.55	s 12.45		6.30	4.50		s 1.22		37.0	BAGDAD 3.6			
	s 10.46	10.05				s 5.00 ¹⁰				73.9	HAYNES 3.8			
	11.07 ¹⁸	f 10.20	12.57		6.43	5.10 ¹²		1.31		73.9	SIBERIA 5.3			
	11.25	f 10.35	1.09		6.55	5.20		1.39		73.9	KLONDIKE 4.7			
	11.45	f 10.50 ¹⁸	1.24		7.10	5.33		1.52		73.9	ASH HILL 6.7			
	AM 12.05 ²²	11.16	1.36		7.23	5.42		2.03		26.4	LUDLOW 5.1			
	s 12.20	s 11.32	s 1.50		7.33	5.51		s 2.16		52.8	ARGOS 4.0			
	12.28	f 11.49 ²²	2.00		7.44	6.00		2.27		52.8	LAVIC 4.6			
	12.36	f 11.59	2.08		7.52	6.07		2.33		37.0	PISGAH 5.6			
	12.42	AM f 12.06	2.14		7.58	6.12		2.39		0	HECTOR 6.6			
	12.49	f 12.17	2.25 ²		8.06	6.19		2.46 ¹²		0	TROY 6.4			
	12.58	f 12.28	2.36		8.15	6.27		2.53		26.4	WATER 5.9			
	1.10	s 12.43	2.50 ⁸		8.29	6.40		3.03		26.4	MINNEOLA 3.6			
	1.25 ¹²	f 12.54	3.00		8.39 ¹⁴	6.50		3.12 ¹⁰		38.2	GALE 2.4			
	1.30	1.00	3.05		8.45	6.55		3.17		31.7	DACCETT 4.2			
	1.35	s 1.05 ¹²	3.09	AM 9.20	8.50	6.59	AM 4.05	3.22	AM 1.00	31.7	NEBO 5.2			
	1.43	1.15	3.15	9.27	8.58	7.05	4.12	3.30	1.06	31.7	BARSTOW			
11.45 PM	1.55 AM	1.30 AM	3.25 PM	9.35 AM	9.10 AM	7.15 AM	4.20 AM	3.40 AM	1.15 AM		(169.0)			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

No. 33 has no Time Table superiority.

ARIZONA DIVISION—SECOND DISTRICT

TIME TABLE NO. 59 October 9, 1921		Mileage Grade Ascending.	Telegraph and Telephone Offices and Switch Places	EASTWARD.											
				First Class.						Second Class					
				204	10	2	8	208	4	18	220	22	42	44	46
PASSENGER	The Scout	The Navajo	Santa Fe Eight	PASSENGER	California Limited	The Phoenix	PASSENGER	The Missionary	FREIGHT	FREIGHT	FREIGHT	FREIGHT			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
NEEDLES 3.7	0	P	AM 8.10	PM 6.00	PM 7.35		PM 8.35		AM 3.05	AM 11.00	PM 5.40	AM 2.10	AM 2.45		
HARTOUM 3.8	0	B	f 8.03	5.53	7.28		8.28		2.58	10.50	5.30	2.00			
JAVA 3.0	0	B	f 7.57	5.48	f 7.22		8.23		2.53	10.40	5.20	1.50			
KLINFELTER 3.9	0		f 7.52	5.44	7.16		8.18		2.49	10.25	5.05	1.35			
IBIS 4.6	0	DP	f 7.46	5.40	f 7.11		8.13		2.45	10.15	4.55	1.25			
BANNOCK 4.9	0	B	f 7.38	5.34	f 7.03		8.06		2.39	10.00	4.45	1.15			
HOMER 7.3	26.4	B	f 7.30	5.28	f 6.55		8.00		2.33	9.40	4.25	12.55			
GOFFS 5.0	52.8	P	s 7.20	5.18	s 6.45		7.50		2.23	9.20	4.05	12.35			
PIUTE 4.6	52.8	B	f 7.00	5.08	f 6.30		7.40		2.13	9.00	3.45	12.15 AM			
FENNER 6.8	52.8	DP B	f 6.50	4.58	f 6.20		7.30		2.03	8.40	3.25	11.55			
ESSEX 4.7	52.8	B	f 6.35	4.44	f 6.04		7.18		1.49	8.10	2.55	11.25			
ARIMO 4.4	52.8	B	f 6.25	4.36	5.54		7.08		1.41	7.55	2.40	11.10			
DANBY 7.0	52.8	NP B	f 6.15	4.28	s 5.44		7.00		1.33	7.40	2.25	10.55			
SIAM 6.4	48.9	B	f 5.59	4.15	f 5.26		6.47		1.20	7.15	1.50	10.20			
CADIZ 6.6	52.8	P	f 5.45	4.04	f 5.14		6.37	PM 11.45	1.09	6.50	1.25	9.55			
BOLO 6.9	47.5	B	f 5.35	3.56	f 5.03		6.29	11.36	1.01	6.35	1.10	9.40			
AMBOY 7.7	10.6	P	s 5.25	3.47	s 4.53		6.20	11.28	12.52	6.20	12.55	9.25			
BACDAD 3.6	0	P	s 5.00 ⁷	s 3.35	s 4.40		6.10	s 11.18	s 12.40	s 6.00 5.20	12.35 PM s 11.55	s 9.05 8.25			
HAYNES 3.8	0	B	f 4.54	3.24	4.28		5.59	11.07 ⁹	12.29	5.10 ⁷	11.45	8.15			
SIBERIA 5.3	0	B	f 4.48	3.19	f 4.22		5.53	11.00	12.23	4.55	11.35	7.55			
KLONDIKE 4.7	0	P	f 4.38 ¹²	3.09	f 4.12		5.43	10 50 ¹	12.13	4.38 ¹⁰	11.20	7.40			
ASH HILL 6.7	52.8	B	f 4.30	3.01	4.02		5.35	10.40	12.05 ⁹ AM	4.15	11.05	7.25			
LUDLOW 5.1	0	P	s 4.20 4.10	2.52	s 3.50		5.26	s 10.30	11.56	s 3.55	s 10.45	s 7.05			
ARGOS 4.0	44.0	B	f 4.02	2.45	f 3.37		5.19	10.18	11.49 ¹	3.35	10.25	6.45			
LAVIC 4.6	52.8	P	f 3.57	2.40	f 3.30		5.13	10.12	11.44	3.25	10.15	6.35			
PISGAH 5.6	52.8	B	f 3.50	2.35	3.23		5.08	10.06	11.39	3.15	10.00	6.25			
HECTOR 6.6	39.6	P	f 3.40	2.25 ²¹	f 3.12		5.00	9.58	11.29	2.46 ¹⁷	9.40	6.00			
TROY 6.4	0	B	f 3.30	2.17	f 3.02		4.52	9.50	11.21	2.10	9.25	5.45			
WATER 5.9	0	P	f 3.20	2.09	f 2.50 ²¹		4.45	9.42	11.14	s 1.50	s 9.05	s 5.25			
MINNEOLA 3.6	0	B	f 3.12 ¹⁷	2.01	f 2.36		4.38	9.35	11.07	1.25 ⁹	8.39 ³	5.00			
GALE 2.4	13.0	B	3.02	1.57	2.30		4.33	9.30	11.03	1.10	8.26	4.53			
DACCETT 4.2	31.7	P	AM 1.40	s 2.56	1.54	s 2.26	PM 4.00	f 9.27	PM 9.37	11.00	1.05 ¹	8.20	4.45		
NEBO 5.2	31.7		1.33	f 2.48	1.48	2.18	3.53	4.23	9.21	9.30	10.53	12.45	8.10	4.35	
BARSTOW (169.0)		P	1.25 AM	2.40 AM	1.40 PM	2.10 PM	3.45 PM	4.15 PM	9.13 PM	9.22 PM	10.45 PM	12.30 AM	7.55 AM	4.20 PM	2.15 PM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

No. 34 has no Time Table superiority.

Average speed per hour (37.6) (30.7) (39.0) (31.2) (37.6) (39.0) (37.7) (37.6) (39.0) (17.8) (18.6) (18.4) (13.5)

8 ARIZONA DIVISION—THIRD DISTRICT

No. 33 has no Time Table superiority.

WESTWARD				EASTWARD							
First Class				First Class				Second Class			
33	21	93	9	2	94	22	52	54	56	34	
FREIGHT	The Missionary	MIXED	The Navajo	FREIGHT	MIXED	The Missionary	FREIGHT	FREIGHT	FREIGHT	FREIGHT	
Leave Daily	Leave Daily	Leave Monday Wednesday Thursday and Saturday only	Leave Daily	Arrive Daily	Arrive Monday Wednesday Thursday and Saturday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
AM 8.45	PM 3.55	PM 1.45	AM 3.45	PM 12.45	PM 8.15	PM 10.30	AM 3.40	AM 11.40	PM 7.40	PM 12.01	
	f 4.03	f 1.57	f 3.55	f 12.35	f 8.00	10.21	3.25	11.25	7.25		
	f 4.10	s 2.10 2.20	f 4.03	f 12.25	s 7.45 7.35	10.15	3.05	11.10	7.10		
	f 4.16	f 2.32	f 4.09	f 12.16	f 7.25	10.09	2.53	10.55	6.55		
	f 4.22	f 2.43	f 4.15	f 12.09	f 7.15	10.04	2.43	10.45	6.45		
	f 4.29	f 2.55	f 4.22	f 12.01 PM	f 7.00	9.57	2.30	10.30	6.30		
	s 4.40	3.10 PM	s 4.33	s 11.50	6.40 PM	9.48	2.15	10.10	6.10		
	f 4.46		f 4.40	f 11.39		9.42	2.00	9.55	5.55		
	f 4.51		f 4.45	f 11.32		9.37	1.40	9.35	5.35		
	f 4.57		f 4.51	f 11.25		9.31	1.25	9.20	5.20		
	f 5.05 ⁵⁶		f 4.58	f 11.19		9.26	1.05	9.00	5.05 ²¹		
	f 5.12		f 5.06	f 11.11		9.19	12.45	8.40	4.40		
	f 5.17		f 5.12	f 11.05		9.14	12.35	8.30	4.30		
	f 5.25		f 5.20	f 10.57		9.07	12.20	8.15	4.15		
	5.35 PM		5.30 AM	10.50 AM		9.00 PM	12.01 AM	8.00 AM	4.00 PM		
	PM 8.15		AM 8.15	AM 7.55		PM 6.15					
5.05 PM	f 8.25 PM		f 8.25 AM	7.45 AM		6.05 PM				10.00 PM	
Arrive Daily	Arrive Daily	Arrive Monday Wednesday Thursday and Saturday only	Arrive Daily	Leave Daily	Leave Monday Wednesday Thursday and Saturday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(10.5)	(42.7)	(26.4)	(40.7)	(37.1)	(23.3)	(47.5)	(18.2)	(18.2)	(18.2)	(10.00)	

No. 34 has no Time Table superiority.

RANDBURG DISTRICT

WESTWARD				EASTWARD			
First Class				First Class			
93				94			
MIXED				MIXED			
Leave Monday Wednesday Thursday and Saturday only	No. Cars	Miles		Arrive Monday Wednesday Thursday and Saturday only			
PM 3.15	82	WY	105.6	PM 6.30			
f 3.55	6	14.4	125.1	f 5.55			
f 4.15	10	22.5	132.0	f 5.35			
f 4.20	13	24.0	132.0	f 5.30			
4.40 PM	30	Y	28.5	5.10 PM			
Arrive Monday Wednesday Thursday and Saturday only				Leave Monday Wednesday Thursday and Saturday only			
(20.1)	Average speed per hour						(21.3)

CHLORIDE DISTRICT

WESTWARD				EASTWARD			
First Class				Second Class			
95				96			
MIXED				MIXED			
Leave Saturday Only	No. Cars	Miles		Arrive Saturday Only			
AM 9.10	57	W	0.0	PM 1.15			
f 9.25	4	4.0	100.3	f 12.55			
f 9.40	8	8.3	0	f 12.35			
f 10.00	4	13.9	100.3	f 12.15			
s 10.15	10	16.0	100.3	f 12.05 PM			
f 10.25	4	17.9	100.3	f 11.50			
10.50 AM	18	Y	22.8	11.30 AM			
Arrive Saturday Only				Leave Saturday Only			
(13.6)	Average speed per hour						(13.0)

ARIZONA DIVISION—PARKER DISTRICT

WESTWARD		Capacity of Sidings	Distance From A. & C. Junc.	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE		Ruling Grade Descending	Telegraph Offices	EASTWARD	
Second Class	First Class					NO. 59	First Class			Second Class	
233	17					October 9, 1921	18			234	
MIXED	PASSENGER									PASSENGER	MIXED
Leave Daily	Leave Daily					STATIONS				Arrive Daily	Arrive Daily
PM 12.48	PM 8.02	53	.0	Y	39.6	A. & C. JUNCTION	0			AM 6.39	PM 1.30
f 1.10	f 8.14	29	6.2		0	6.2	0			f 6.28	f 1.10
f 1.40	f 8.27	29	14.5		0	DIVIDE	31.7			f 6.17	f 12.35
s 2.10	s 8.40	17	22.2	W	0	7.7	29.0			s 6.06	s 12.10 PM
f 2.40	f 8.54	16	31.1		19.8	AGUILA	21.1	D		f 5.53	f 11.45
f 3.10	f 9.07	15	40.0		0	8.9	31.7			5.40	f 11.15
s 3.40	s 9.16	15	44.8		0	GOLDEN	31.7			s 5.32	s 11.00
s 4.05	s 9.29	60	50.0	W	26.4	8.9	21.1	D		s 5.20	s 10.45
4.15	9.34	27	52.7		29.0	LOVE	0			5.10	10.35
s 4.40	s 9.49	18	60.3		0	4.8	84.5			s 4.55	s 10.10
f 5.15	f 10.06	17	70.5		0	WENDEN	31.7	D		4.35	f 9.40
s 5.55	s 10.21	40	80.0	W	0	5.2	31.7			s 4.20	s 9.15
f 6.30	10.38	17	90.6		0	2.7	31.7	D		4.01	f 8.45
f 7.00	10.53	16	99.6		31.7	SALOME	31.7			3.47	f 8.20
7.25 PM	s 11.05	162	105.9	WFY	31.7	10.2	0	N		s 3.35	8.00 AM
	10.15				31.7	HARCUVAR	0			2.25	
	f 10.19	Spur	107.4		31.7	7.6	31.7			f 2.20	
	f 10.30	32	114.2		31.7	VICKSBURG	0			f 2.06	
	s 10.40	20	120.1	W	31.7	10.2	0	NP		s 1.55	
	f 10.55	28	131.7		31.7	UTTING	0	B		f 1.35	
	s 11.07	28	140.5		10.5	9.5	21.1	NP		s 1.15	
	f 11.22	28	144.0		0	BOUSE	31.7			f 1.05	
	f 11.34	37	151.1		0	10.6	30.6			f 12.53	
	f 11.44	38	155.8	W	0	LINSKEY	31.7	B		f 12.46	
	f 11.56	38	164.1		31.7	9.0	5.3			f 12.32	
	AM f 12.05	38	169.2		31.7	DENNY	0	B		f 12.22	
	f 12.15 ¹⁸	37	173.6		31.7	6.3	14.8			f 12.15 ¹⁷	
	f 12.25	39	179.6		15.8	PARKER	31.7	B		f 12.05 AM	
	f 12.35	38	185.6		23.2	1.5	31.7			11.56	
	12.45 AM	Yard	190.5		31.7	DRENNAN	31.7	P		11.49 PM	
Ar ve Daily	Arrive Daily					6.8	31.7			Leave Daily	Leave Daily
						CALZONA	0				
						5.9	0				
						VIDAL	0				
						11.6	0				
						GROMMET	21.1				
						8.8	31.7				
						RICE	31.7				
						3.5	30.6				
						FREDA	31.7				
						7.1	31.7				
						SABLON	31.7				
						4.7	31.7				
						SALTMARSH	5.3				
						8.3	0				
						MILLIGAN	0				
						5.1	14.8				
						FISHEL	31.7				
						4.4	31.7				
						KILBECK	31.7				
						6.0	31.7				
						ARCHER	31.7				
						6.0	31.7				
						McCOY	31.7				
						4.9	31.7				
						CADIZ	0				
						(190.5)					

BARNWELL DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Coff	Ruling Grade Ascending	TIME TABLE		Ruling Grade Descending	Telegraph Offices and South Phones	EASTWARD	
First Class	Second Class					NO. 59	Second Class				
91	92					October 9, 1921	92				
MIXED	MIXED									MIXED	
Leave Friday Only	Leave Friday Only	No. Cars		Miles		STATIONS				Arrive Friday Only	
AM 8.30		166	WY			COFFS			P	PM 2.40	
f 8.55		5		9.1	116.2	9.1	0			f 2.10	
f 9.05				12.8	118.8	VONTRIGGER	0			f 2.00	
f 9.15		3		16.0	105.6	3.7	0			f 1.50	
f 9.35		7		22.2	105.6	BLACKBURN	0		B	f 1.28	
f 9.43		3		24.8	112.5	3.2	0			f 1.20	
s 10.00		18	Y	29.5	118.8	LANFAIR	158.4			s 1.05	
f 10.15		6		35.4	52.8	6.2	132.0		B	f 12.45	
f 10.30		19		40.4	52.8	LEDGE	132.0			f 12.30	
11.00 AM		29	WY	52.1	52.8	2.6	132.0		DP	12.01 PM	
Arrive Friday Only						PURDY				Leave Friday Only	
						4.7					
						BARNWELL					
						5.9					
						HITT					
						5.0					
						JUAN					
						11.7					
						SEARCHLIGHT					
						(52.1)					
(20.8)						Average speed per hour.....				(19.6)	

(16.0) (35.1) Average Speed Per Hour..... (33.6) (19.2)

Mountain Standard Time will be used between A. & C. Junction and Parker and Pacific Standard Time West of Parker.

(Continued from page 3.)

cars, or in trains of 50 cars or more, where the empties are in excess of 10, place one-half of the empties on rear and one-half on the head end. In trains of 50 cars or more with 10 or less empties, place them all on rear.

37. Standard thermometers are located at Barstow, Daggett, Hector, Ludlow, Bagdad, Danby, Goffs, Needles, Yucca, Kingman, Peach Springs, Hackberry, Yampai, Seligman, Parker, Kramer and Tehachapi. Conductors of trains having perishable freight will be governed by instructions contained in S. F. R. D. Circular 2-H and special bulletins with respect to handling ventilators.

38. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

39. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

40. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC HEADLIGHTS on engines may be dimmed:

- (a) In yards where switch engines are employed.
- (b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
- (c) Approaching another train in the act of receiving or discharging passengers.
- (d) When standing at stations.
- (e) On double track as may be expedient or necessary when approaching trains in opposite direction.

41. Rule 211-A is modified as follows: In automatic block territory Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,

- (a) when block is out of service,
- (b) when necessary to restrict a train which is at blind siding or closed office,
- (c) when necessary to restrict a train which has been cleared, (see Rule 219)
- (d) when issuing order, example 3 of Form "G," giving right over all trains,
- (e) when reducing a time order,
- (f) when order is to be delivered superior train at meeting point,
- (g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
- (h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators before delivering orders to a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "OK" with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out or "O.K." given in advance of the approach of train.

42. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

43. Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

FIRST AND CHLORIDE DISTRICTS.

44. Double track with Automatic Signals between Seligman and Yampai; Topcock and Needles—trains must keep to the right.

45. At Yampai, time applies at end of double track which is the first crossover switch west of station, and is a spring switch normally lined for eastward trains, westward trains will trail through and not take slack or make backward movement until switch thrown for westward track. Trains in either direction will not exceed twenty miles per hour over this switch and be governed by indicator which will show "Red" if switch not properly lined.

46. At Topcock, time applies at double track junction just west of Bridge A-567.

Interlocking plant (upper quadrant signals) will govern train movements across Bridge A-567 between double track junction switch and west passing track switch superseding right, class or direction between these points.

Eastward trains advanced through Bridge A-567 against opposing trains must take siding unless expected trains are seen to be into clear or orders are received advancing eastward trains beyond Topcock.

47. Not more than two 900-1600-3000 or similar heavy engines may be handled over Colorado river bridge A-567 coupled together.

48. At Needles first signal east of depot must be respected by eastward trains when using westward track to first crossover the same as if they were leaving on the eastward track.

SECOND, BARNWELL AND PARKER DISTRICTS.

49. Double track between Needles and Bagdad, Daggett and Barstow—trains must keep to the right. Automatic Signals between Needles and Bagdad, Daggett and Barstow.

Double track extends through Barstow passenger yard, tracks are numbered one to six, commencing at the station. Number one is Westward main track. Number four is Eastward main track.

50. At Bagdad spring switch at end of double track lined normally for Eastward trains; Westward trains will trail through and not take slack or make backward movement until switch thrown for Westward track.

Trains in either direction will not exceed twenty miles per hour over this switch and be governed by indicator which will show "Red" if switch not properly lined.

At Barstow spring switch from east lead to Eastward main track normally lined for eastward track. Trains from lead will trail through and not take slack or make backward movement until switch thrown for lead. Trains in either direction must not exceed twenty miles per hour over this switch.

51. All eastward freight trains will stop five (5) minutes at Bannock and five (5) minutes at Java for inspection of train and cooling wheels.

52. At Cadiz Nos. 17 and 18 will use eastward passing track between west switch and junction of Parker District main track; other trains using this track on the time of Nos. 17 and 18 will be governed by Rule 99.

Normal position of Parker District junction switch will leave unbroken rail for Parker District main track.

Water tank at McVay spur.

Normal position of junction switch at A & C Junc. will leave unbroken rail for Albuquerque Division.

53. Not more than two engines may be handled coupled together over Colorado river bridge A-106-A at Parker.

54. At Daggett, interlocking plant controls all switches east of station. The indication given by home signals will be superior to right, class or direction for movements made within limits of these signals. Westward trains will not exceed fifteen miles per hour through the interlocking switches.

Following whistle signals will be used:

Eastward and westward Santa Fe and westward Salt Lake trains to their respective main tracks: _____

Eastward Salt Lake trains to Salt Lake main track: — o.
Transfer No. 2: o o o o _____

Continued on Page 11

THIRD AND RANDSBURG DISTRICTS.

55. Automatic signals between junction of Los Angeles and Arizona division main tracks at west end of Barstow yard and the wye west of Bridge A-748.

Trains will not enter or leave west end of Barstow yard until given signal by switch tender. Los Angeles Division trains will receive green flag or lamp signal and Third District trains, yellow flag or lamp signal.

Trains leaving yard will call for Los Angeles Division by one long blast and for Third District by one long and one short blast of whistle.

Passenger trains must not exceed fifteen miles per hour and freight trains ten miles per hour over Puzzle switches.

56. No. 93 is superior to No. 94.

57. Trains must not exceed 24 miles per hour on Randsburg District.

58. For movement of trains between Mojave and Kern Junction see Southern Pacific Co.'s time table.

For movement of trains between Kern Junction and Bakersfield see Valley Division time table.

59. S. P. Co. crossing at Kern Junction; controlled by interlocking, home signals.

SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Venero	436.7	4	East	Freight only
Mojave Gap	545.1	53	West	Freight only
SECOND DISTRICT				
Altura	651.2	3	West	Freight only
Saltus	658.5	50	West	Freight only
Funston	660.1	80	West	Freight only
Tosantos	732.9	2	East	Freight only
RANDBURG DISTRICT				
Miles from Kramer				
Penshaw	6.9	4	West	Freight only
Osdick	26.8	13	East & West	Nos. 93 and 94
PARKER DISTRICT				
Miles from A. & C. Junc.				
McVay	66.8	4	South	Freight
Sand Spur	100.0	5	North	Freight

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Yampai	245.5	Barstow (mile 747.8)	926.0
Crozier	168.0	Chloride	370.0
Kingman	425.0	Barnwell	239.7
Needles	1584.5	Searchlight	545.0
Goffs		Kramer	494.3
Cadiz	1020.0	Johannesburg	396.3
Bagdad	470.0	Parker	543.0
Lavie	377.1	A. and C. Junc.	
Water	724.0		

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO. COAST LINES

AND

SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. W. A. MORRISON, Chief Surgeon, Kerckhoff Bldg., Los Angeles, Cal.

- DR. N. A. BAKER, - - - - Seligman, Ariz.
- DR. C. L. WOODS, - - - - Valentine, Ariz.
- DR. T. R. WHITE, - - - - Kingman, Ariz.
- DR. W. C. TODT, - - - - Kingman, Ariz.
- DR. V. C. CHARLESTON, - - - Needles, Calif.
- DR. W. G. MORTON, - - - Needles, Calif.
- DR. T. D. S. McCALL, - - - Ludlow, Calif.
- DR. LYLE GRAHAM, - - - - Water, Calif.

- DR. B. C. ANDERSON, - - - Barstow, Calif.
- DR. WM. L. DENTON, - - - - -
- Local Surgeon, - - - - Randsburg, Calif.
- DR. C. C. WARNER, - - - - Mojave, Calif.
- DR. C. S. COMPTON, - - - - -
- Local Surgeon, - - - - Bakersfield, Calif.
- DR. G. C. SABICHI, - - - - -
- Consulting Surgeon, - - Bakersfield, Calif.
- DR. F. A. HAMLIN, Oculist, Bakersfield, Calif.
- DR. A. L. HAENSZEL, - - Searchlight, Nev.
- DR. M. A. NETTLE, - - - - Parker, Ariz.

First aid kits are located at Peach Springs, Yucca, Goffs, Bagdad, Rice, Water and Kramer.

LOCAL WATCH INSPECTORS.

- American Jewelry Co.....Bakersfield
- Alfred WilliamsNeedles

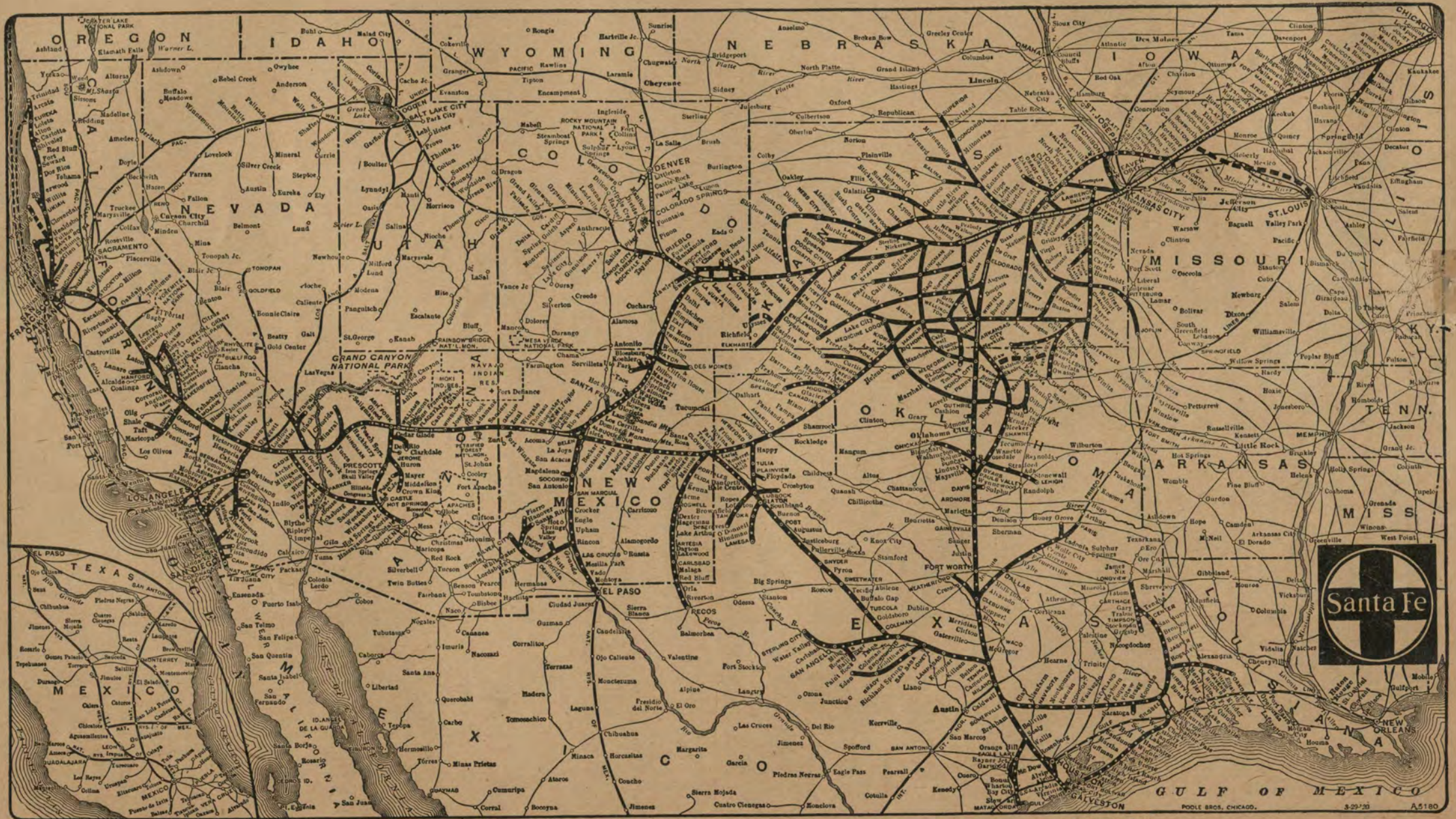
Fletcher E. Schaffer, Traveling Watch Inspector...San Bernardino

- At Seligman..... { 1st, 8:45 a.m. until 1st, 3:30 p.m.
15th, 8:45 a.m. until 15th, 3:30 p.m.
- At Mojave..... { 4th, 5:30 a.m. until 4th, 10:50 a.m.
18th, 5:30 a.m. until 18th, 10:50 a.m.
- At Barstow..... { 4th, 12:45 p.m. until 5th, 9:13 p.m.
18th, 12:45 p.m. until 19th, 9:13 p.m.
- At Cadiz..... { 5th, 11:42 p.m. until 6th, 12:50 a.m.
19th, 11:42 p.m. until 20th, 12:50 a.m.

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.)



Santa Fe Through Lines
 Double Track
 Lines Under Construction
 Roads
 Connecting Lines