The Atchison, Topeka & Santa Fe Railway Co.

Coast Lines

ALBUQUERQUE DIVISION.

EMPLOYES' TIME TABLE No. 51

IN EFFECT

SUNDAY, NOVEMBER 29, 1925.

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 50, Dated March 15, 1925, and any Supplements thereto.

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

W. K. ETTER,
General Manager,
Los Angeles, Cal.

J. R. HITCHCOCK,
Asst. General Manager,
Los Angeles, Cal.

J. D. McCULLY,
Superintendent,
Winslow, Ariz.

RALPH JONES
Assistant Superintendent,
Prescott, Ariz.

O. W. SCHLUETER,
Trainmaster
First and Second Dists.,
Gallup, N. M.

V. H. WILSON,
Trainmaster, Third Dist.,
Winslow, Ariz.

L. M. SHIPLEY,
Chief Dispatcher,
Winslow, Ariz.

J. E. GWALTNEY,
Night Chief Dispatcher,
Winslow, Ariz.

L. H. BALL
C. J. TRIMBLE
JOSEPH DONAHUE
W. D. CHASE
F. P. SAVAGE
C. E. MACHEN
W. E. ENRIGHT
C. M. SCOTT
Dispatchers,
Winslow, Arizona

G. H. CUMMING,
Chief Dispatcher

J. R. POE,
G. W. MERRILL,
Dispatchers,
Prescott, Arizona

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 and northward trains are superior to westward and southward trains of the same class.

3. The number of tons shown by rate sheet as ordinary rating for engines, is based on maximum grade; but between points where the grade and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill out 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 and carloads of gasoline 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 except that this distance may be exceeded between Belen and Wall; Wingate and Grants; Adamana and Winslow; and Glendale to Wickenburg northward; i.e. if proper inspection has been made at one of the above named points, train may proceed to the other without stop being made for inspection.

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 (10) minutes; a light engine must not follow a freight train within less than ten (10) minutes, and light engines moving in the same direction must keep five (5) minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated and following will govern:

When telegraph station is closed for the night, train order signal will be placed at "Proceed" and lamp left burning; when the light is not displayed speed of train will be reduced, and if necessary to ascertain position of signal train must be stopped. If no operator is on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Isleta, Belen, Dalies, Grants, Gallup, Holbrook, Winslow, Angell, Flagstaff, Williams, Grand Canyon, Supai, Fairview, Ash Fork, Crookton, Seligman, Drake, Del Rio, Entro, Crown King, Prescott, Skull Valley, Matthie, Wickenburg, Glendale, Phoenix, Humboldt and Clarkdale.

First-class trains when ten (10) minutes or more late, are required to move within yard limits at each Gallup, Winslow, Grand Canyon, Seligman, Drake, Prescott and Phoenix 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 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 Gallup between crossover switch near section house and Cotton's crossing, Third street.

At Winslow between the switch to freight lead, near the east end of yard and signal 2861-2 west of depot.

At Williams between the "Train" sign east of depot and signal 3781-2 west of depot.

At Ash Fork between signal 4001-2 east of depot and signal 4011 west of depot.

At Seligman between Signal 4281 east of depot, and Signal 4292 west of depot.

At Isleta, Dalies, Grants, Holbrook, Angell, Flagstaff, Williams, Supai, Fairview, Ash Fork, Crookton, Del Rio, Entro, Crown King, Skull Valley, Matthie, Wickenburg, Glendale, Humboldt and Clarkdale, 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.

11. 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.

First-class trains holding any of the orders described under examples 1, 2, and 4 of Form "E," must be governed by the requirements of Rule 92-A except as to the first station named in such orders and inferior trains will respect them accordingly.

An additional copy of all train orders and clearance cards shall be supplied for 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 D-5: All trains will register at register stations.

At Isleta, first-class trains may register by Form 903.

At Dalies, trains may register by form 903 and need not check register except inferior trains must check against superior trains unless such trains have been met or passed on single track or their arrival was indicated on register previously checked.

At Defiance westward trains will not register, but will check register for opposing superior trains, unless their arrival was indicated on register at Gallup. Eastward scheduled trains must register; eastward extras need not register.

At Supai, Westward first-class trains only will register.

At Entro trains to and from Crown King district only will register.

At Drake, extra trains except those to and from the Clarkdale district may register by Form 903.

At Matthie, trains to and from the Parker district only will register.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels 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 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.

17. Rule 1 (B): Standard clocks are located as follows: Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Grand Canyon, Ash Fork, Seligman, Prescott, Wickenburg and Phoenix.

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 by 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.

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 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.

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.

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.

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	25	2	00
2433	1	43	2	00	2	00
2439-2444	2	00	2	25	2	30
468-497	0	51	1	43	1	30
649-728	1	43	1	43	1	43
769-788	1	43	1	43	1	43
789-824	1	43	1	43	1	43
825-864 (Compound)	2	00	2	25	2	25
825-864 (Simple)	1	43	1	43	1	43
900-989	2	30	2	25	2	25
900-989 (Recounterbalanced)	1	43	1	43	1	43
990-999	1	43	1	43	1	43
1226-1266 (Compound)	1	12	1	43	1	30
1226-1266 (Simple)	0	51	1	43	1	30
1270-1289	0	51	1	43	1	30
1297-1308	0	51	1	43	1	30
1309-1388	0	51	1	43	1	30
1400-1478	0	51	1	43	1	30
3500-3534	0	51	1	43	1	30
1600-1673	2	30	2	25	2	25
1600-1673 (Recounterbalanced)	1	43	1	43	1	43
1674-1693	1	43	1	43	1	43
1950-1989	1	43	1	43	1	43
3010-3020	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3228-3258	1	43	1	43	1	43
3701-3750	1	05	1	43	1	43
3800-3890	1	43	1	43	1	43
Switch, no truck					3	00
All other Classes			1	43	1	43
All classes, backing up					3	00

A tolerance of ten (10) per cent is allowed on the above excepting engines whose maximum is 70 miles per hour (one mile in 51 seconds).

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Curves of 5 degrees or more between Sandia and Isleta	1	20	2	30	2	00
Eastward Track M. P. 414A to M. P. 410	1	20	3	00	2	00
Over Canyon Diablo Bridge	3	00	3	00	3	00
Supai to Fairview			4	00	2	30
Fairview to Ash Fork			3	00	2	00
Grand Canyon District	1	30	2	25	2	25
Fourth District	1	00	2	00	2	00

On Crown King and Clarkdale Districts, no train may exceed twenty miles per hour and must not exceed fifteen miles per hour between Crown King and Mayer.

All trains must reduce speed to fifteen miles per hour over "Hell Canyon" Viaduct and through sag at Willow Creek bridge just south of M. P. 61, and eight miles per hour on Jackson Street, Phoenix.

Freight trains must not exceed fifteen miles per hour (one mile in four minutes) on grades in either direction between Prescott and Skull Valley.

Trains must not exceed twenty miles per hour over south wye switch at Matthie.

Passenger trains will consume not less than
9 minutes from Supai to McLellan,
15 minutes McLellan to Fairview,
12 minutes Fairview to Ash Fork,
4 minutes Prieta to Iron Springs,
13 minutes Iron Springs to Sanday,
18 minutes Sanday to Skull Valley,
2 minutes Prieta to Alto,
21 minutes Alto to Prescott,
and if stopped between stations will add the duration of such stops plus one minute to the minimum time prescribed.

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

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.

21. Trainmen, enginemen or other employes using fusees for protection on single track should place them outside of the rails on the engineer's side. On double track, fusees should be placed on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees 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 where office is closed or not maintained) without receiving clearance card (Form 902), except that at Isleta westbound trains and at Dalies, trains to and from the Belen district will be governed by indication given by the train order signal. No train will leave Prescott or Wickenburg without receiving clearance card (Form 902).

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 trains immediately before departure from Supai and trains in both directions at Prieta.

Rule 882. Passenger trains will make this test as follows:
(a) Leaving terminal.
(b) Following any change in makeup of train.
(c) Following change of crews.
(d) Before descending steep grades unless train has been stopped and test made in accordance with Rule 876.

In making this test, speed of train must be not less than 15 miles per hour and engine brake must be released so that it will be known that speed is reduced by application of brakes upon the train.

Flagman must take position on retainer end of rear car and when he hears exhaust, caused by release of air, give engineman proceed signal; if brakes fail to release properly or proceed signal not received, train must be stopped.

25. 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. The same applies to tunnels on Crown King district between Middleton and Crown King; on Clarkdale district between Perkinsville and Sycamore and on the Poland district.

At Humboldt, the trolley wires of the Arizona Smelting Co. will not clear man on top of box or other high car and the poles, ore bins, etc., along side track will not clear man on side of car, all employes switching or working in this yard must keep sharp lookout for these obstructions.

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 semaphore type automatic signal at night and arm can be plainly seen trains will be governed by position of arm.

Where "Daylight" Signals are installed the indications both day and night will be given by color of light. When no light displayed trains will stop and be governed by Rules 853 and 854.

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 in the same direction for which they have 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.

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.

(Continued on Page 10)

BELEN DISTRICT

WESTWARD

33	First Class 21	First Class 1	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Belen	Ruling Grade Ascending	TIME TABLE NO. 51 November 29, 1925
FREIGHT	The Missionary	The Scout					
Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS
PM 4.00	PM 3.40	AM 4.10	Yard	FW TY			BELEN
						66.0	6.1
	f 3.53	4.23	100		6.1		FELIPE
						66.2	4.2
5.00 PM	4.03 PM	4.33 AM	136	W	10.3		DALIES
Arrive Daily	Arrive Daily	Arrive Daily					(10.3)
(10.3)	(26.6)	(26.6)					--------Average speed per hour--------

No. 33 has no Time Table superiority

WESTWARD

33	First Class 21	First Class 3	First Class 7	First Class 1	First Class 9	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 51 November 29, 1925
FREIGHT	The Missionary	California Limited	Fast Mail	The Scout	The Navajo						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars					STATIONS
		AM 11.00	AM 9.30		AM 12.25	Yard	FW TY	0			ALBUQUERQUE
										21.1	12.6
		AM 11.20	AM 9.50		AM f12.45	73		12.6			ISLETA
										52.8	5.5
		11.32	9.59		12.57	49		18.1			PAQUITA
										52.8	5.3
		11.43	10.08		1.08	83	W	23.4			SANDIA
										52.8	3.9
PM 5.00	PM 4.03	11.51	10.15	AM 4.33	f 1.16	136	W	27.3			DALIES
										18.5	8.8
	4.14	PM 12.02	10.26	4.44	f 1.27	100		33.9	31.7		RIO PUERCO
										31.7	9.0
	4.26	12.15	10.36	f 4.57	1.40	94	B	42.9	0.0		SOUTH GARCIA
										31.7	5.4
	4.35	12.25	10.44	5.07	f 1.50	100		47.2	0.0		SUWANEE
										31.7	6.2
	4.44	12.35	10.52	5.17	2.00	100		53.4			ARMIJO
										31.7	4.7
	4.52	12.45	10.59	f 5.25	2.10	112	FW	58.0			WALL
										31.7	5.3
	5.01	12.55	11.07	5.35	2.19	100		63.3			QUIRK
										31.7	4.8
	f 5.10	1.04	11.13	s 5.45	f 2.27	107		68.7			LAGUNA
										31.7	9.5
	5.26	1.20	11.25	f 6.00	2.43	100		77.9			ACOMITA
										31.7	4.2
	5.33	1.28	11.30	f 6.08	2.48	71	W	82.3			McCARTYS
										31.7	3.8
	5.40	1.38	11.37	f 6.15	2.55	100		86.0			ANZAC
										31.7	9.9
	s 6.00	1.58	f11.52	s 6.35	s 3.15	200	FW	95.5			GRANTS
										31.7	5.6
	6.10	2.08	PM 12.01	6.44	3.25	100		101.1			TOLTEC
										31.7	6.1
	6.20	2.18	12.09	f 6.53	3.35	100		107.2			BLUEWATER
										31.7	7.7
	6.32	2.31	12.18	f 7.05	3.48	100		114.9			BACA
										31.7	6.8
	6.42	2.43	12.27	7.15	4.00	71	W	121.7			SOUTH CHAVES
										31.7	4.0
	f 6.51	2.53	12.33	s 7.25	f 4.10	226	Y	125.6			THOREAU
										31.7	4.6
	6.59	3.01	12.39	f 7.35	4.18	85	B	130.2			GONZALES
										0.0	6.0
	7.08	3.09	12.46	f 7.45	4.26	70	B	136.2			SOUTH GUAM
										0.0	5.7
	7.16	3.17	12.52	f 7.54	f 4.34	61		141.9			PEREA
										0.0	4.2
	7.23	3.22	12.57	f 8.02	4.41		W	146.1			WINGATE
										0.0	5.5
	7.30	3.29	1.03	8.10	4.49	100		151.6			ZUNI
										0.0	6.0
3.00 AM	¶ 7.40 PM	3.40 PM	1.12 PM	¶ 8.20 AM	5.00 AM	Yard	FW T	157.6			GALLUP
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(161.1)
(13.4)	(36.9)	(34.2)	(44.1)	(35.3)	(34.9)						----------Average speed per hour-----

TIME TABLE NO. 51 November 29, 1925	Ruling Grade Ascending	Grade Descending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	Capacity of Sidings	EASTWARD First Class 10 The Scout	2 The Navajo	4 California Limited	8 Santa Fe Eight	22 The Missionary	34 FREIGHT
STATIONS					No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
ALBUQUERQUE			FW TY	P	Yard		PM ¶ 2.00	PM 5.10	PM 11.30		
12.6	26.4										
ISLETA				P	73		PM 1.40	PM 4.45	PM s11.05		
5.5	0										
PAQUITA				B	49		1.30	4.36	f10.55		
5.3	20.3										
SANDIA			W	B	83		1.21	4.28	f10.46		
3.9	31.7										
DALIES			W	P	136	PM 12.55	1.15	4.22	f10.40	AM 3.20	AM 9.15
8.8	31.7										
RIO PUERCO				B	100	12.38	1.02	4.09	f10.26	3.05	
7.0	0.0	52.8									
NORTH GARCIA				B	71	12.27	12.52	3.59	f10.16	2.54	
6.3	0.0	52.8									
SUWANEE				DP	100	f12.18	12.43	3.49	f10.07	2.44	
6.2	0.0										
ARMIJO				B		12.09	12.34	3.40	f 9.58	2.34	
4.7	0.0										
WALL			FW	B	112	12.01 PM	12.26	3.32	f 9.51	2.25	
5.3	0.0										
QUIRK				B	100	11.54	12.18	3.24	f 9.43	2.16	
4.8	0.0										
LAGUNA				P	107	s11.46	12.11 PM	3.17	s 9.35	f 2.08	
9.5	0.0										
ACOMITA				B	100	11.32	11.58	3.02	f 9.20	1.54	
4.2	0.0										
McCARTYS			W	B	71	f11.26	11.52	2.55	f 9.13	1.47	
3.8	0.0										
ANZAC				B	100	11.20	11.46	2.48	f 9.06	1.42	
9.9	0.0										
GRANTS			FW	P	200	s11.05	s11.33	2.30	s 8.52	s 1.27	
5.6	0.0										
TOLTEC				B	100	10.52	11.20	2.15	f 8.40	1.14	
6.1	0.0										
BLUEWATER				DP	100	f10.44	11.13	2.06	s 8.31	1.05	
7.7	0.0										
BACA				B	10 0	10.34	11.04	1.56	f 8.21	12.54	
7.0	0.0	63.4									
NORTH CHAVES			W	B	51	10.25	10.55	1.47	f 8.12	12.44	
3.8	0.0	52.8									
THOREAU			Y	P	226	f10.20	10.50	1.41	s 8.05	f12.38	
11.1	31.7	31.7									
NORTH GUAM				B	71	10.01	10.36	1.21	f 7.45	12.18	
5.2	31.7	0									
CINIZA					72	9.52	10.27	1.10	7.34	12.07	
1.5	31.7	0									
PEREA				DP		9.49	10.25	1.08	s 7.31	12.04 AM	
4.2	31.7										
WINGATE			W	B	100	f 9.40	10.18	1.00	f 7.21	11.55	
5.5	31.7	0.0									
ZUNI				B	100	9.30	10.10	12.50	f 7.10	11.45	
6.0	31.7	0.0									
CALLUP			FW T	P	Yard	9.20 AM	10.00 AM	12.40 PM	7.00 PM	11.35 PM	10.15 PM
(161.5)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour						(37.5)	(40.6)	(36.4)	(36.4)	(25.8)	(12.2)

BELEN DISTRICT

Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Belen	TIME TABLE NO. 51 November 29, 1925	Telegraph and Telephone Offices and Booth Phones	Ruling Grade Ascending	EASTWARD First Class 22 The Missionary	10 The Scout	34 Freight
No. Cars		Miles	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY		**BELEN**	P		AM 3.45	PM ¶ 1.20	AM 10.05
			6.1		0.0			
100		6.1	FELIPE	B		3.30	f 1.05	
			4.2		0.0			
136	W	10.3	**DALIES**	P		3.20 AM	12.55 PM	9.15 AM
			(10.3)			Leave Daily	Leave Daily	Leave Daily
Average speed per hour						(24.7)	(24.7)	(12.3)

No. 34 has no Time Table superiority.

WESTWARD										TIME TABLE NO. 51 November 29, 1925			EASTWARD							
	First Class					Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class					Second Class			
33	21	3	7	1	9								10	2	4	8	22	32	36	38	34
FREIGHT	The Missionary	California Limited	Fast Mail	The Scout	The Navajo								The Scout	The Navajo	California Limited	Santa Fe Eight	The Missionary	FREIGHT	FREIGHT	FREIGHT	FREIGHT
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
AM 5.00	PM 8.10	PM 3.50	PM 1.20	AM 8.50	AM 5.10	Yard	FW T	157.6	0.0	GALLUP	28.8	P	AM ¶ 8.50	AM ¶ 9.30	PM 12.30	PM ¶ 6.30	PM 11.25	AM 7.50	PM 3.30	PM 9.45	PM 8.30
	8.17	3.57	1.28	9.01	5.18	63	Y	162.2		4.6 WEST YARD		B	8.39	9.19	12.19	6.19	11.15	7.35	3.15	9.30	
	8.22	4.02	1.34	f **9.14**[2]	5.24	182		165.9	0.0	3.7 DEFIANCE	31.7	B	8.33	**9.14**[1]	12.11 PM	f 6.11	11.10	7.25	3.05	9.20	
	8.33	4.12	1.45	f 9.25	5.36	116		174.1	3.2	8.3 MANUELITO	30.1	P	8.20	9.00	11.55	s 5.55	10.57	7.05	2.45	9.00	
	8.40[38]	4.19	1.53	f 9.33	5.44	89		180.3	1.4	6.2 LUPTON	31.7	B	8.11	8.51	11.42	f 5.42	10.48	6.40	2.30	**8.40**[21]	
	8.48	4.27	**2.02**[36]	f 9.41	5.53	83		187.1	0.0	6.9 ALLANTOWN	31.7	B	8.01	8.41	11.28	f 5.30	10.37	6.20	**2.02**[7]	8.20	
	8.54	4.33	2.09	f 9.48	**6.00**[32]	88	FW	192.4	0.0	5.3 HOUCK	31.7	P	7.51	8.31	11.17	f 5.19	10.27	**6.00**[9]	1.45	8.05	
	9.00	4.39	2.15	9.54	6.06	86		196.8	0.0	3.4 QUERINO	31.7	B	7.41	8.25	11.05	5.09	10.17	5.25	1.25	7.42	
	9.05	4.44	2.21	f 9.59	6.12	89		199.7	15.8	4.0 CHETO	31.7	B	7.35	8.19	10.57	f 5.01	10.11	5.10	1.12	7.30	
	9.11	**4.51**[8]	2.28	f10.07	6.19	89	W	205.7	15.8	5.3 CHAMBERS	31.7	P	7.27	8.11	10.47	s **4.51**[3]	10.02	4.55	12.52	7.15	
	9.19	5.00	2.37	f10.16	6.27	91		213.0	5.6	7.3 NAVAJO	31.7	B	7.18	8.00	10.35	f 4.39	9.53	4.35	12.25	7.00	
	9.26	5.08	2.46	f**10.24**[4]	6.35	91	FW Y	219.2	0.0	6.3 PINTA	31.7	B	7.10	7.50	**10.24**[1]	f 4.28	9.45	4.15	12.10 PM	6.45	
	9.35[22]	5.16	2.54	f10.34	6.43	89		225.8	0.0	6.6 BIBO	30.8	B	7.02	7.40	10.10	f 4.17	**9.35**[21]	3.55	11.50	6.25	
	9.43	5.25	3.02	s10.44	f **6.53**[10]	89	FW	232.6	0.0	6.8 ADAMANA	31.7	P	**6.53**[9]	7.30	10.00	s 4.05	9.26	3.35	11.30	6.05	
	9.50	**5.33**[38]	3.10	f**10.51**[36]	7.02	89		238.2	0.0	5.6 CARRIZO	13.7	B	6.45	7.22	9.49	f 3.56	9.19	3.10	**10.51**[1]	**5.33**[3]	
	10.00	5.43	3.18	f11.01	**7.12**[2]	88		245.5	0.0	7.3 ARNTZ	31.7	B	6.35	**7.12**[9]	9.38	f 3.45	9.09	2.55	10.36	5.15	
	s10.15	5.55	s **3.30**[8]	s11.16	s 7.27	89	W	253.1	0.0	7.6 HOLBROOK	31.6	P	s 6.25	s 7.01	9.25	s **3.30**[7]	s 8.59	2.40	10.21	4.55	
	10.22	6.03	3.38	f11.25	7.36	89		258.6	15.8	5.5 PENZANCE	31.7	B	6.15	6.51	9.14	f 3.19	8.49	2.25	10.06	4.40	
	10.28	6.10	3.44	f11.33	7.44	89		263.2	0.0	4.7 JOSEPH CITY	31.7	P	6.09	6.45	9.06	f 3.10	8.43	2.15	9.56	4.30	
	10.35	6.18	3.52	f11.42	7.52	89		268.8	0.0	5.5 MANILA	15.8	B	6.02	6.38	8.57	f 3.00	8.36	2.00	9.45	4.15	
	10.42	6.26	**3.59**[38]	f11.52	8.00	89		274.7	15.8	5.9 HAVRE	19.2	B	5.55	6.31	8.49	f 2.50	8.28	1.45	9.30	**3.59**[7]	
	10.50	6.34	4.05	PM f12.01	8.09	89		280.1	15.8	5.4 HOBSON	31.7	B	5.48	6.24	8.40	f 2.40	8.20	1.30	9.15	3.40	
2.00 PM	11.00 PM	6.45 PM	4.15 PM	¶12.15 PM	¶ 8.20 AM	Yard	FW TY	285.7	8.4	5.6 WINSLOW	11.2	P	5.40 AM	6.15 AM	8.30 AM	2.30 PM	8.10 PM	1.15 AM	9.00 AM	3.25 PM	9.30 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(128.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(14.2)	(45.1)	(43.8)	(43.8)	(37.4)	(40.3)	Average speed per hour							(40.4)	(39.3)	(31.9)	(31.9)	(39.3)	(19.4)	(19.7)	(19.9)	(11.6)

No. 33 and No. 34 have no Time Table superiority.

TIME TABLE

NO. 51

November 29, 1925

WESTWARD													EASTWARD											
	First Class												First Class											
33	21	3	7	1	9	Capacity of Siding	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	STATIONS	STATIONS	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	Capacity of Siding	10	2	4	8	22	34
FREIGHT	The Missionary	California Limited	Fast Mail	The Scout	The Navajo											The Scout	The Navajo	California Limited	Santa Fe Eight	The Missionary	FREIGHT
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 5.00	PM 11.10	PM 6.55	PM 4.22	PM 12.45	AM 8.50	Yard	FW TY	285.7		WINSLOW	WINSLOW		FW TY	P	Yard	AM 5.30	AM 6.05	AM 8.20	PM ¶ 2.00	PM ¶ 7.40	AM 7.45
	11.23	7.08	4.32	12.58	f 9.05	70		293.0	75.0	7.3	7.3	31.7		B		5.19	5.54	8.07	f 1.50	7.29	
	11.33	7.18	4.40	1.08	f 9.16	69		298.3	70.4	MOQUI 5.3	MOQUI 5.3	31.4		B	70	5.12	5.47	7.59	f 1.42	7.22	
	11.45	7.32	4.50	1.22	f 9.31	71	W	305.9	75.0	DENNISON 7.6	DENNISON 7.6	23.8	W	B		5.03	5.38	7.49	f 1.32	7.13	
	11.57	7.43	4.59	1.33	f 9.44	60		312.1	60.7	SUNSHINE 6.2	SUNSHINE 6.2	23.8		DP	71	4.55	5.30	7.40	f 1.22	7.05	
	AM 12.05	7.53	5.07	1.43	f 9.56	70		317.3	69.7	CANYON DIABLO 5.2	CANYON DIABLO 5.2	22.7		B		4.48	5.23	7.31	f 1.13	6.58	
	12.19	8.05	5.17	1.55	f10.08	62	WY	323.7	75.0	HIBBARD 5.4	HIBBARD 5.4	0.0	WY	B	70	4.41	5.16	7.24	f 1.05	6.51	
	12.31	8.17	5.28	2.07	f10.20	60		328.6	76.0	ANGELL 5.9	ANGELL 5.9	75.0		B		4.33	5.09	7.16	f12.56	6.44	
	12.41	8.27	5.38	2.17	f10.31	58		333.2	75.0	WINONA 4.4	WINONA 4.4	75.0		B	70	4.27	5.03	7.09	f12.48	6.38	
	12.54	8.39	5.50	2.30	f10.43	59		339.1	75.0	COSNINO 5.8	COSNINO 5.8	70.4		B		4.19	4.56	7.00	f12.39	6.31	
	s 1.10	s 8.55	s 6.05	s 2.45	s11.00	Yard	WY	344.1	58.8	CLIFFS 5.0	CLIFFS 5.0	30.7	F WY	P	Yard	s 4.12	s 4.50	s 6.50	s12.30	s 6.25	
	1.28	9.15	6.23	3.03	f11.18			350.8	75.0	FLAGSTAFF 6.5	FLAGSTAFF 6.5	0.0		B	49	3.57	4.35	6.32	f12.15	6.11	
	1.37	9.24	6.30	3.10	f11.26	70	WY	356.3	75.0	RIORDAN 5.6	RIORDAN 5.6	75.0	WY	B	68	3.49	4.25	6.21	f12.06	6.03	
	1.41	9.28	6.33	3.13	f11.30			358.6	61.6	BELLEMONT 2.2	BELLEMONT 2.2	73.9		B	66	3.45	4.21	6.18	f12.03 PM	6.00	
	1.47	9.36	6.38	3.18	f11.38			363.5	64.5	NEVIN 4.0	NEVIN 4.0	75.0		B	6	3.37	4.14	6.10	f11.55	5.53	
	1.52	9.44	6.43	3.23	f11.46			366.5	58.1	MAINE 4.0	MAINE 4.0	75.0		B		3.30	4.08	6.02	f11.48	5.47	
	1.55	9.47	6.45	3.25	f11.50	67		368.0	75.7	MANISTEE 1.5	MANISTEE 1.5	75.0		B	71	3.28	4.06	6.00	f11.45	5.45	
	s 2.10 2.20	s 10.05 10.20	s 7.05	s 3.45	PM s12.10 12.15	Yard	FW TY	378.2	75.7	CHALENDER 10.2	CHALENDER 10.2	75.0									
	2.30	10.30	7.13	3.55	f12.28		Y	381.6	75.0	WILLIAMS 3.3	WILLIAMS 3.3	30.3	FW TY	P	Yard	s 3.12 3.02	s 3.50 3.38	s 5.40 5.25	s11.25	s 5.28	
	2.40	10.40	7.22	4.05	f12.39	70	WB	386.3	0.0	SUPAI 4.7	SUPAI 2.8	95.0	Y	B	5	2.56	3.31	5.16	f11.15	5.18	
									0.0	McLELLAN 6.9	SERENO 6.3	95.0		B	80	2.48	3.23	5.08	f11.08	5.10	
	2.56	10.56	7.37	4.21	f12.57			393.2			CORVA 6.0	95.0	W	B	96	2.30	3.05	4.50	f10.50	4.54	
										FAIRVIEW	FAIRVIEW	95.0		B	85	2.10	2.45	4.30	f10.30	4.34	
AM 2.30	s 3.15	s 11.10 11.17	s 7.50 8.05	s 4.40	s 1.15 ¶ 1.50	Yard	FW Y	401.2	14.8	8.0	8.0	95.0									
										ASH FORK 7.2	ASH FORK 7.2	75.0	FW Y	P	Yard	s 1.45 1.35	s 2.20	s 4.05	s10.05	s 4.15	9.45 PM
	3.26	11.29	8.17	4.51	f 2.04	81		408.5	75.0	PINEVETA 6.3	PINEVETA 8.0	75.0		B		1.25	2.05	3.50	f 9.48	4.00	
	3.37	11.42	8.28	5.02	f 2.17	92	B	414.7	75.0	GLEED 4.3		41.2									
	3.47	11.53	8.38	5.12	f 2.28	70	Y	419.1	27.6	CROOKTON 4.4	CROOKTON 4.4	75.0	Y	B	81	1.15	1.55	3.40	f 9.37	3.50	
	3.55	AM 12.01	8.45	5.20	f 2.38			423.4	28.5	PAN 5.3	PAN 5.3	75.0		B	81	1.05	1.45	3.30	f 9.26	3.40	
4.00 AM	4.05 AM	12.10 AM	8.55 PM	¶ 5.30 PM	2.50 PM	Yard	FW TY	428.8		SELIGMAN	SELIGMAN		FW TY	P	Yard	12.55 AM	1.35 AM	3.20 AM	9.15 AM	3.30 PM	8.15 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(142.5)	(143.4)					Leave Daily.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(13.0)	(30.4)	(29.7)	(33.3)	(30.2)	(27.3)					Average speed per hour						(34.0)	(34.6)	(30.4)	(30.4)	(34.6)	(12.5)

No. 33 and No. 34 have no Time Table superiority.

SOUTHWARD									TIME TABLE NO. 51 November 29, 1925			NORTHWARD				
Second Class		First Class			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Ash Fork	Rising Grade Ascending	STATIONS	Rising Grade Ascending	Telegraph Offices	First Class			Second Class	
25	209	49	181	43								40	170	42	26	210
MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED
Leave Tuesday and Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Saturday Only	Arrive Daily
		PM 1.30		AM 12.20	Yard	WF Y	0	51.7	**ASH FORK** 3.9	52.8	P	PM 4.00		AM 1.25		
		1.38		12.29	23		3.9	53.3	CRUICE 5.3	83.4	B	3.48		1.15		
		1.47		12.39	42		9.2	33.8	MEATH 6.8	81.8	B	3.36		1.06		
		f 1.57		f12.55[42]	51		16.0	0 0	ROK 5.3	79.2	B	f 3.22		f12.55[43]		
		s 2.05 2.10		s 1.10	38	WY	21.3	52.8	**DRAKE** 7.9	79.2	P	s 3.10 3.02		s12.44		
		f 2.25		1.26	28		29.2	64.9	VALLEY 4.5	79.2	B	f 2.46		12.26		
		s **2.36**[40]		f 1.36	30	WY	33.7	79.2	DEL RIO 5.3	56.0	B	s **2.36**[49]		f12.18		
		f 2.46		1.48	90		39.0	79.2	COPPER 5.7	13.2	B	f 2.24		12.06 AM		
		f 2.57		1.59	42		44.7	79.5	GRANITE 6.4	39.6	B	f 2.16		11.55		
PM 3.18		f 3.08		2.12	19		51.1	79.5	**ENTRO** 6.1	66.5	B	f 2.05		11.45	AM 8.20	
3.32 PM		s 3.20 3.30		s 2.25 2.35	Yard	WF TY	57.2	158.4	**PRESCOTT** 8.4	79.2	P	1.53 s 1.45		11.33 s11.25	8.00 AM	
		3.55		3.00	40	Y	65.6	158.4	ALTO 0.7	0	B	1.23		11.03		
		3.58		3.03	5 Spur		66.3	0.0	PRIETA 1.3	158.4		1.21		11.00		
		f 4.02		f 3.07	8 Spur	W	67.6	0.0	IRON SPRINGS 5.4	158.4	B	f 1.16		f10.55		
		4.15		3.20	17		73.0	0.0	SANDAY 7.0	158.4		12.51		10.32		
		s 4.35		s 3.40	60	WY	80.0	5.0	SKULL VALLEY 6.9	79.2	P	s12.28		s10.10		
		s 4.49		f 3.54	24		86.9	79.7	KIRKLAND 8.4	79.7	DP	s12.10 PM		f 9.50		
		5.05		4.12	47		95.3	79 2	GRAND VIEW 6.3	79.2	B	11.54		9.33		
		s 5.19		s 4.27	34		101.6	0.0	HILLSIDE 8.2	79 2	DP	s11.41		f 9.21		
		f 5.37		f 4.45	36	W	109.8	64.8	DATE 6.7	79.2	B	f11.25		f 9.04		
		f 5.51		f 5.00	41		116.5	79 2	PIEDMONT 6.8	79.2	B	f11.15		f 8.52		
		s 6.05		s 5.15	46	Y	123.8	0.0	CONGRESS 6.6	79.2	DP	s11.04		f 8.38		
		6.16		5.26	21		129.9	0.0	FLORES 5.1	79.2	B	10.53		8.25		
	AM 10 50	6.25	AM 7.30	5.35	51	Y	135.0	8.2	**MATTHIE** 4.7	81.0	B	10.45	PM 7.55	8.16		PM 1.15
	11.05 AM	s 6.33 6.43	s 7.40 7.50	s 5.45 5.55	Yard	WF	139.7	0.0	**WICKENBURG** 3.8	79.2	P	10.36 s10.28	7.45 s 7.35	8.07 s 8.00		1.00 PM
		6.52	7.57	f 6.05	28		143.5	79.7	ALLAH 6.9	79.2	B	f10.20	7.25	7.50		
		s **7.10**[170]	8.10	s 6.20	48		150.4	0.0	HOT SPRINGS JUNC. 7.3	78.9	DP	s10.06	**7.10**[49]	s 7.37		
		f **7.23**[42]	8.20	f 6.32	35		157.7	0.0	NADABURG 11.3	79.2	B	f 9.55	6.59	f **7.23**[49]		
		f 7.40	8.34	f 6.49	28		169.0	0.0	BEARDSLEY 4.4	39.6	B	f 9.40	6.44	f 7.03		
		f 7.47	8.40	f 6.56	29		173.4	52.8	ENNIS 3.3	42.3	B	f 9.33	6.38	f 6.55		
		f 7.52	8.45	f 7.02	46		176.7	0.0	MARINETTE 3.1	0.0	B	f 9.28	6.33	f 6.48		
		s 7.58	8.50	s 7.09	47		179.8	0.0	PEORIA 4.3	0.0	DP	s 9.23	f 6.28	s 6.42		
		s 8.07	s 8.59	s 7.20	Yard		184.1	0.0	GLENDALE 4:4	26.7	DP	s 9.16	s 6.20	s 6.33		
		8.17	**9.07**[40]	7.31	26		188.5	26.4	ALHAMBRA 5.1	37.0	B	181 **9.07**	6.11	6.23		
		8.30 PM	9.20 AM	7.45 AM	Yard	WF Y	193.6		**PHOENIX**		P	8.55 AM	6.00 PM	6.10 PM		
Arrive Tuesday and Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(193.6)			Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Saturday Only	Leave Daily
(24.4)	(18.8)	(29.5)	(35.3)	(27.3)					..... Average speed per hour.....			(29.0)	(33.6)	(27.9)	(18.3)	(18.8)

CROWN KING DISTRICT

SOUTHWARD Second Class 27 MIXED Leave Saturday only	SOUTHWARD Second Class 25 MIXED Leave Tuesday and Saturday only	Capacity of Sidings	Distance From Entro	Fuel, Water, Turntables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 51 November 29, 1925 STATIONS	Ruling Grade Ascending	Telegraph Offices	NORTHWARD Second Class 26 MIXED Arrive Tuesday and Saturday only	NORTHWARD Second Class 28 MIXED Arrive Saturday only
		28	54.0	W Y		CROWN KING				
					0.0	12.9	184.8			
AM 11.45		22	41.1	W		MIDDLETON				AM 11.25
					0.0	3.0	184.8			
PM s12.05		7	38.1			TURKEY CREEK				s11.05
					184.8	7.5	0.0			
f12.45		12	30.6			CORDES				f10.40
					76.8	2.5	62.0			
f12.53		18	28.1			BLUE BELL				f10.30
					158.4	2.2	158.4			
1.05 PM	PM 1.10	35	25.9	W Y		MAYER		D	AM 10.00	10.20 AM
					158.9	4.2	0.0			
	1.30	14	21.7			POLAND JUNC.			9.45	
					0.0	1.1	110.9			
	f 1.34	9	20.6			HURON			f 9.40	
					50.2	3.9	112.4			
	s 2.05	83	16.7	W Y		HUMBOLDT		D	s 9.20	
					53.3	1.8	98.0			
	s 2.11	15	14.9			CHERRY CREEK			s 9.10	
					73.9	7.2	0			
	f 2.35	13	7.7			YAEGER			f 8.50	
					84.5	7.7	96.1			
	3.00 PM	25	0			ENTRO			8.25 AM	
Arrive Saturday only	Arrive Tuesday and Saturday only		(54.0)						Leave Tuesday and Saturday only	Leave Saturday only
(11.4)	(14.1)					Average Speed Per Hour			(18.2)	(14.0)

POLAND DISTRICT

Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Poland Junc.	Ruling Grade Ascending	TIME TABLE NO. 51 November 29, 1925 STATIONS	Ruling Grade Ascending	Telegraph Offices
14	Y	.0		POLAND JUNC.		
			211.2	1.5	0	
28 Spur		1.5		TORRES		
			211.2	1.4	0	
8		2.9		EUGENIE		
			211.2	1.6	0	
9		4.5		PROVIDENCE		
			211.2	3.4	0	
19		7.9		POLAND		
				(7.9)		

Average Speed Per Hour

GRAND CANYON DISTRICT

WESTWARD First Class 15 PASSENGER Leave Daily	WESTWARD First Class 11 PASSENGER Leave Daily	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 51 November 29, 1925 STATIONS	Ruling Grade Ascending	Distance from Williams	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class 12 PASSENGER Arrive Daily	EASTWARD First Class 14 PASSENGER Arrive Daily
PM 7.35	AM 9.15	Yard	FWY		GRAND CANYON		64.3	DP	AM 8.20	PM 6.30
				39.6	6.5	130.3				
f 7.48	f 9.29	15			COCONINO		57.8	B	f 7.55	f 6.05
				117.5	5.2	158.4				
f 8.02	f 9.39	22			APEX		52.6	B	f 7.40	f 5.50
				0.0	2.0	158.4				
8.06	f 9.42	24			HOPI		50.6	B	f 7.30	f 5.42
				0.0	5.1	170.4				
s 8.20	s 9.55	48	WY		ANITA		45.5	B	f 7.12	s 5.30
				37.0	7.2	79.2				
f 8.34	f10.06	25			WILLAHA		38.3	B	f 6.52	f 5.12
				62.3	8.8	100.3				
f 8.49	f10.20	25			ABRA		29.5	B	f 6.37	f 4.56
				116.2	8.4	48.0				
f 9.04	f10.33	24			QUIVERO		21.1	B	f 6.22	f 4.40
				132.0	11.6	105.6				
f 9.30	f10.54	24			RED LAKE		9.5	B	f 6.01	f 4.21
				114.3	2.4	73.9				
f 9.36	f10.59	36			PITT		7.1	B	f 5.55	f 4.15
				158.4	7.1	110.9				
10.00 PM	11.20 AM	Yard	FW TY		WILLIAMS			P	5.40 AM	4.00 PM
Arrive Daily	Arrive Daily				(64.3)				Leave Daily	Leave Daily
(26.4)	(30.9)				Average speed per hour				(23.9)	(25.5)

CLARKDALE DISTRICT

SOUTHWARD Second Class 235 MIXED Leave Daily	Capacity of Sidings	Distance From Drake	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 51 November 29, 1925	Ruling Grade Ascending	Telegraph Offices	NORTHWARD Second Class 236 MIXED Arrive Daily
PM 3.30	35	0	W Y		DRAKE		P	PM 1.40
				64.0	6.7	105.6		
f 3.50	29	6.7			MACK		B	f 1.20
				79.2	4.0	105.6		
f 4.03	31	10.7			BEAR		B	f 1.05
				0.0	7.6	105.6		
s 4.30	25	18.3	W		PERKINSVILLE		B	s12.35
				0.0	9.6	75.5		
f 5.00	18	27.9			SYCAMORE		B	f12.01 PM
				82.3	3.9	39.6		
f 5.13	19	31.8			CREST			f11.47
				0.0	3.8	105.6		
f 5.25	2	35.6			TAPCO			f11.35
				79.2	2.4	105.6		
5.35 PM	Yard	38.0	W Y		CLARKDALE		DP	11.25 AM
Arrive Daily					(38.0)			Leave Daily
(18.2)					Average Speed Per Hour			(16.3)

Continued from page 3

33. No. 7 will stop at Laguna to discharge revenue passengers from Albuquerque or east thereof.

Nos. 1 and 21 will stop at any station to discharge passengers from Belen, east or south thereof, and at Adamana on flag for revenue passengers via Grand Canyon or passengers holding stopovers.

No. 22 will stop on flag at any station to receive revenue passengers for Belen or for points east or south thereof.

No. 9 will stop at any station to discharge passengers from Albuquerque or east thereof.

Nos. 2, 3 and 4 will stop at Adamana to receive and discharge passengers holding tickets on which stop over has been granted.

No. 2 will stop on flag at Laguna and Thoreau to pick up U. S. mail or revenue passengers destined Albuquerque or east thereof.

No. 8 will stop on flag opposite Gonzales section house to receive or discharge passengers.

No. 170 will stop at any station between Peoria and Wickenburg to pick up passengers for west of Matthie.

No. 181 will stop at any station between Wickenburg and Glendale to discharge passengers from west of Wickenburg.

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.

35. 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 double track between Winslow and Seligman, and between Defiance and Dalies, without Form "G" order; 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 "Rules and Regulations, Operating Department."

36. 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.

37. Empties should be handled in solid trains when practicable. When handled with loads in trains of fifty cars or more, empties if in excess of ten, should be placed two thirds on head end and one third on rear, and if ten or less, should all be placed on rear. In trains of less than fifty cars, ten or less empties should be placed on head end, if more than ten, two thirds on head end and one third on rear. Local and second district Eastward trains excepted.

38. Standard thermometers are located at Seligman, Ash Fork, Williams, Flagstaff, Angell, Winslow, Holbrook, Adamana, Chambers, Manuelito, Houck, Gallup, Thoreau, Grants, Laguna, Dalies, Prescott and Phoenix. 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.

39. 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.

40. Enginemen and firemen must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

41. 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 station.

(e) On double track as may be expedient or necessary when trains approaching in the opposite direction.

42. Rule 211-A is modified as follows: In automatic block territory and on double track when moving with current of traffic 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, having orders, before clearing 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 "O.K." 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.

43. 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 or modify special rules, train orders or 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.

44. 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.

45. So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

46. For movement of trains between Albuquerque and Isleta, be governed by time table and rules of the Rio Grande Division.

At Belen, the terminus of Coast Lines is the junction switch at East Belen Junction normally lined for Coast Line trains, movements between Rio Grande Division and Coast Lines are governed by automatic block signals. Be governed by time table and rules of the Rio Grande Division beyond this junction.

47. Double track between Winslow and Seligman. At Winslow the end of double track is designated by a sign one thousand feet east of depot. Automatic signals, upper quadrant type govern this territory.

Trains will keep to the left between Winslow and the Overhead Bridge near Mile Post 411; between this point and Seligman trains will run in accordance with Rule D-151.

Double track with Automatic Signals between Dalies and Defiance. Trains will keep to the left.

The double track junction switch at Dalies is controlled by interlocking plant and signals—(upper quadrant type).

Double track junction switch at Defiance is a spring switch normally lined for eastward trains. Trains trailing through this switch must not make backward movement until switch properly lined by hand.

48. Rule 5. At Dalies and Defiance time will apply at the double track junction switch. At Dalies the double track junction switch is the cross-over just west of tower.

49. Not more than two 900-1600-3000-3228-3800 or similar heavy engines may be coupled together over bridge A-283 near Winslow.

Two or more engines of the 789-825 or heavier classes must not be coupled together over "Hell's Canyon" viaduct, Fourth district.

50. Train movements through gauntlet, Canyon Diablo bridge, are governed by automatic block signals. The indication given by signals 3121 and 3122 are superior to right class or direction subject to provisions of Rule 854.

51. At Prescott and Alto the switch on stem of wyes must be left lined for south leg. At Skull Valley and Congress these switches must be left lined for north leg.

52. At Grand Canyon switch leading from main track to north leg of wye must be left lined and locked for the wye.

53. The maximum tonnage per operative brake in freight service Supai to Ash Fork, Prieta to Prescott, Prieta to Skull Valley, between Entro and Crown King, and between Poland Junction and Poland, and between Grand Canyon and Williams, in both directions, is seventy-five tons.

(Continued on page 11)

54. Westward freight trains must consume ten minutes at Fairview, eastward freight trains ten minutes at Angell and southward freight trains ten minutes at Sanday for the cooling of wheels and inspection of train.

INTERLOCKING PLANT, DALIES:

55. Superior Route toward Sandia, inferior toward Belen. Switch at east end of each siding not controlled by interlocker. Following whistle signals:

Westward:	Eastward:
From Sandia Main Track,———	To Sandia Main Track, ———
From Belen Main Track,———	To Belen Main Track, ———o
From North Siding, o———	To North Siding, o———
From South Siding, o———oo	To South Siding, o———oo

INTERLOCKING PLANT, ISLETA.

Superior Route to Coast Lines main track.
Inferior Route to Rio Grande Division main track.
The following whistle signals will be used:

Westward:	Eastward:
Coast Lines Main Track,———	Coast Lines Main Track, ———
Coast Lines Passing Track, ———o	Rio Grande Main Track, o———
Rio Grande Main Line, ———o	
Rio Grande Passing Track, ———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
First District				
Rito	59.8	8	East	None
Cubero	71.9	8	East	1 and 8
Bluewater Quarry	109.1	200	West	None
McCune	149.3	50	West	None
Second District				
Dilco	163.4	114	West	None
Holbrook Stock Yards	254.2	20	East & West	None
Third District				
Welch	391.3	2	West	No. 9
Signal 3912	395.5	0	0	No. 8
Old Holmes	396.4	0	0	8 and 9
Grand Canyon District	**Miles from Williams**			
Mile Post 6	6.0	0	None	11 and 14
Bly	15.3	2	West	Freight only
Mile Post 18	18.0	0	None	11 and 14
Woodin	44.4	2	West	
	Miles from Ash Fork			
Fourth District				
Cinder Pit	4.4	18	South	40-43
Prairie	10.9	6	South	40-43
Spur	18.8	3	South	Freight
Siding	20.4	3	North-South	Freight
Puntenney	22.0	18	North-South	40-42-43-49
Del Rio				
Harvey Ranch	34.7	0	0	40-43
Puro	35.2	73	North-South	Freight
Whipple	56.5	30	North	40-42-43-49
Doce	69.9	21	North	40-49
Ramsgate	73.3	7	North	40-49
Date Tank	110.3	8	North	Freight
Congress Pump H	119.2	5	North	Freight
Agua Fria Tank	175.0	4	North-South	Freight
Jack	186.8	7	North	Freight
Burnt Ranch	187.1	14	North	Freight
Clarks	189.5	13	South	Freight
Fair Grounds	190.9	28	North-South	40-42-43-49
Crown King District	**Miles from Entro**			
Chapparal	20.1	2	North	All
Arizona City	23.8	2	South	All
Peck	45.2	5	North-South	All
Saddle	47.9	2	North	All
Horse Thief	52.0	3	South	All
Clarkdale District	**Miles from Drake**			
Gravel Spur	7.8	2	North	Freight
Tapco	35.6	54	North	Freight

LENGTH OF STEMS OF WYES

Thoreau, Stem of Wye is Zuni Mtn. Main Line	———
West Yard	327.0 feet
Winslow	200.0 feet
Angell	479.3 feet
Flagstaff	95.0 feet
Bellemont	95.0 feet
Williams	1340.8 feet
Anita	250.0 feet
Grand Canyon	1289.0 feet
Supai	303.0 feet
Ash Fork—North Wye	730.0 feet
Ash Fork—South Wye	500.0 feet
Crookton	90.0 feet
Seligman	400.0 feet
Drake	———
Del Rio	562 feet
Prescott	289 feet
Alto	196 feet
Skull Valley	750 feet
Congress	823 feet
Matthie	———
Phoenix	253 feet
Humboldt	———
Mayer	262 feet
Crown King	398 feet
Clarkdale	743 feet

Water tanks between stations are located as follows:

On Fourth District—

M. P. 68.1 just south of Iron Springs.
M. P. 80.6 south end Skull Valley yard.
M. P. 89.1 between Kirkland and Grand View.
M. P. 110.4 just south of Date.
M. P. 119.3 between Piedmont and Congress.
M. P. 146.3 between Allah and Hot Springs Junc.
M. P. 175.3 between Ennis and Marinette.

LENGTH AND CAPACITY OF TAILS OF SWITCH BACKS CROWN KING DISTRICT

Switch	Length	Capacity
1	338.8 ft.	6
2	300.0 "	5
3	336.0 "	6
4	429.3 "	8
5	299.6 "	5
6	429.4 "	8
7	361.0 "	6
8	371.1 "	6
9	422.0 "	8
10	304.0 "	5

These tails hold engine and caboose in addition to cars.

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

Poland Junc.....For Crown King District Trains
Drake.....For Fourth District Trains
Entro.....For Fourth District Trains
Matthie.....For Fourth District Trains

General Watch Inspector—R. D. Montgomery Topeka, Kan.

LOCAL WATCH INSPECTORS

ELMER H. BLACK.....Winslow
E. PARKE SELLARD.....Gallup
GEORGE E. EVERITT.....Albuquerque
S. T. VANN.....Albuquerque
CHAS. H. HOWE.....Clarkdale, Ariz.
O. A. HESLA.....Prescott, Ariz.
CHAS. A. SHELDON.....Phoenix, Ariz.

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

At Seligman..... { 1st, 8:45 a.m. to 3:30 p.m. / 15th, 8:45 a.m. to 3:30 p.m.
At Ash Fork..... { 1st, 4:15 p.m. to 2nd, 4:15 p.m. / 15th, 4:15 p.m. to 16th, 4:15 p.m.
At Williams..... { 2nd, 5:28 p.m. to 4th, 12:15 p.m. / 16th, 5:28 p.m. to 18th, 12:15 p.m.

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

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.
DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles, Cal.

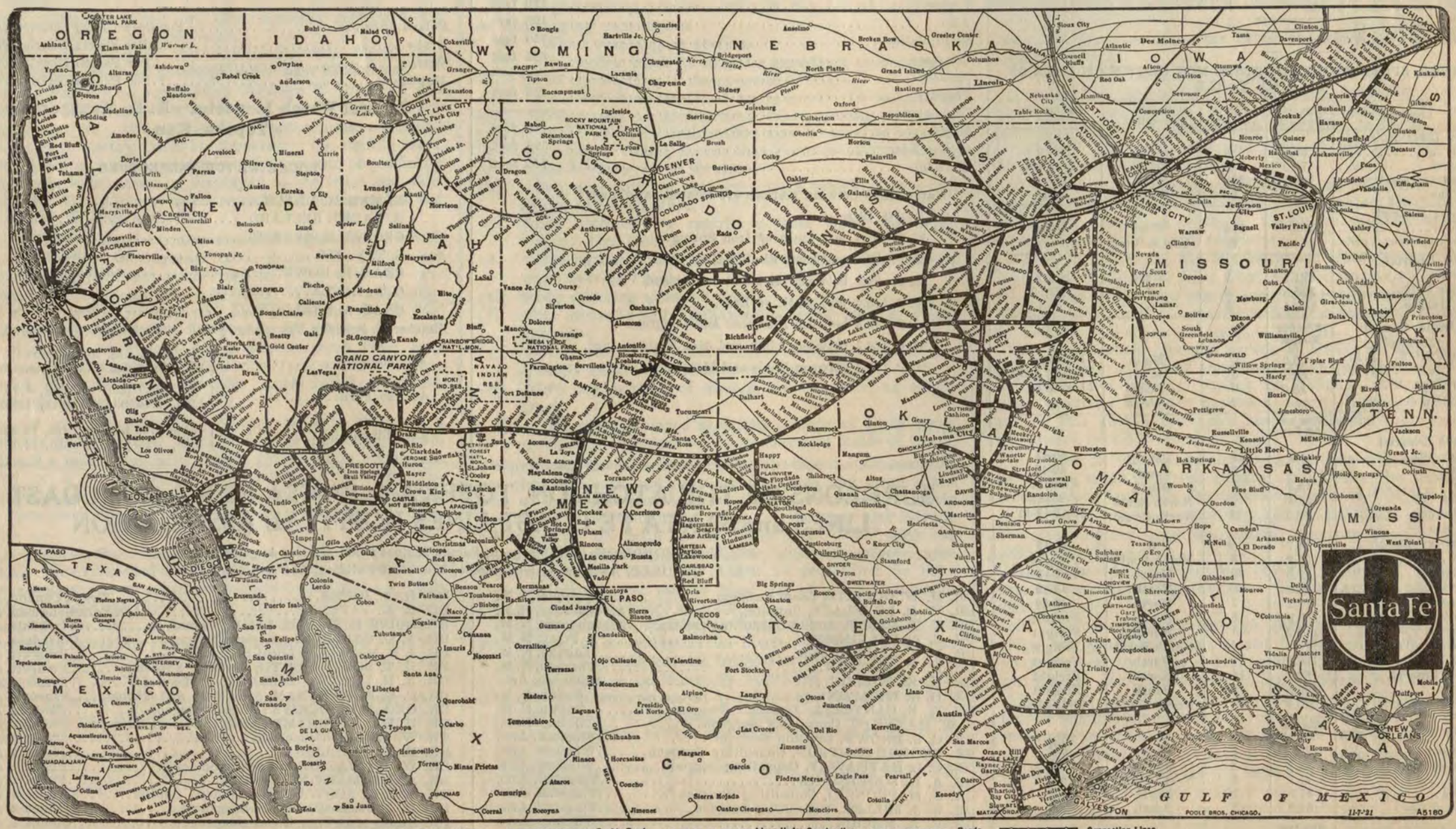
DR. H. W. GOELITZ, Local Surgeon.....Albuquerque, N. M.
DR. W. R. LOVELACE, Surgeon.....Albuquerque, N. M.
DR. G. K. ANGLE, Acting Consulting Oculist....Albuquerque, N. M.
DR. S. L. WILKINSON.....Belen, N. M.
DR. D. G. LYNWALTER.....Laguna, N. M.
DR. H. T. WATSON.....Thoreau, N. M.
DR. H. K. WILSON.....Holbrook, Ariz.
DR. H. G. WILLSON.....Gallup, N. M.
DR. W. B. CANTRELL, Assistant Surgeon.....Gallup, N. M.
J. W. HANNETT, Consulting Surgeon.....Gallup, N. M.
DR. O. S. BROWN, Division Surgeon.....Winslow, Ariz.
DR. GEORGE SAMPSON, Consulting Surgeon.....Winslow, Ariz.
DR. C. L. HATHAWAY, Consulting Surgeon.....Winslow, Ariz.
DR. A. H. SCHERMANN.....Flagstaff, Ariz.
DR. G. M. FRONSKI, Consulting Surgeon.....Flagstaff, Ariz.
DR. E. S. MILLER, Consulting Surgeon.....Flagstaff, Ariz.
DR. P. A. MELICK.....Williams, Ariz.
DR. A. G. ROUNSEVILLE.....Williams, Ariz.
DR. H. S. JONES.....Grand Canyon, Ariz.
DR. R. M. TAFEL.....Ash Fork-Seligman, Ariz.
DR. LOUIS E. WALSH, Local Surgeon.....Clarkdale, Ariz.
DR. A. C. CARLSON, Assistant Surgeon.....Clarkdale, Ariz.
DR. J. B. McNALLY, Local Surgeon.....Prescott, Ariz.
DR. H. T. SOUTHWORTH, Division Surgeon.....Prescott, Ariz.
DR. R. N. LOONEY, Consulting Surgeon.....Prescott, Ariz.
DR. C. R. K. SWETNAM, Ear, Nose and Throat.....Prescott, Ariz.
DR. GEO. M. BROCKWAY, Local Surgeon.....Phoenix, Ariz.
DR. H. K. BEAUCHAMP, Assistant Local Surgeon...Phoenix, Ariz.
DR. W. WYLIE, Consultant.....Phoenix, Ariz.
DR. E. W. PHILLIPS.....Phoenix, Ariz.
DR. W. W. WATKINS, Roentgenologist.....Phoenix, Ariz.
DR. ANCIL MARTIN, Oculist.....Phoenix, Ariz.
DR. WM. A. SCHWARTZ, Assistant Oculist.....Phoenix, Ariz.
DR. H. J. JESSOP, Dental Surgeon.....Phoenix, Ariz.
DR. ROSS MARTIN, Local Surgeon.....Glendale, Ariz.
DR. J. A. COPELAND, Local Surgeon.....Wickenburg, Ariz.

First Aid Kits are located at Dalies, Grants, Houck, Adamana, Holbrook and Angell

SANTA FE
SAFETY FIRST

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

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



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