The Atchison, Topeka & Santa Fe Railway Co.

Coast Lines

ARIZONA DIVISION.

EMPLOYES' TIME TABLE

93

IN EFFECT

Sunday, June 2, 1940,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 92, Dated January 14, 1940, and any Supplements thereto.

93

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

E. E. McCARTY,
General Manager,
Los Angeles, Cal.

F. J. MacKIE,
Assistant General Manager,
Los Angeles, Cal.

R. C. KLINE,
Superintendent,
Needles, Cal.

NEIL WILSON,
Trainmaster,
Second, Parker and Ripley Districts,
Needles, Cal.

P. W. ARCHIBALD,
Trainmaster, 3rd District and Bakersfield Yard,
Bakersfield, Cal.

H. C. BAUGHN,
Trainmaster,
First District,
Needles, Cal.

J. E. ELKINS,
Chief Dispatcher,
Needles, Cal.

LeROY DUNCAN,
Night Chief Dispatcher,
Needles, Cal.

F. W. QUIRMBACH,
E. M. REESE,
O. C. HAUPTLI,
E. V. ROSS,
L. W. PARSONS,
W. A. ROEBUCK,
C. W. LOWEN,
Dispatchers, Needles, Cal.

Timetable 94 eff 27 October 1940

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," revised 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," revised 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Rule S-72: 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 grades and other conditions are favorable more cars can frequently be hauled, and conductors are required to fill out trains to car limit or to full capacity of their engines.

4. Rule 1 (B): Standard clocks are located at Seligman, Needles, Barstow (telegraph and roundhouse foreman's offices), Bakersfield, and Parker.

Rule 3: Conductors and enginemen of westward Union Pacific trains, having complied with that Company's time regulations at Yermo, may proceed to Barstow and on arrival conductors of these trains (except No. 203) must compare time with their enginemen and, following this, with Santa Fe standard clock, and register for themselves and enginemen on the prescribed form.

Conductor of Train No. 203 will register on the back of Form 903 and file at Barstow, watch register for himself and engineman, naming each individual, make of watches, place and time of comparison with standard clock, and number of seconds fast or slow.

5. Rule 5: At stations named below schedule time and train orders apply at switch where inferior train enters siding. First class trains must not pass the point where traffic is received or discharged before time shown in schedule.

Westward trains:	Seligman	Siding west of station
	Yampai	Siding west of station
	Peach Springs.	Siding west of station
	Yucca	Siding west of station
	Cadiz	Siding west of station

6. . . . . .

7. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be permanently reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains.

Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of a green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by train on main track after switch has been lined for opposing train to enter siding, as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient, when trains are approaching from opposite direction.

Headlight will be displayed through tunnels.

9. Rule 82 (A): Bulletin boards and books are located at Seligman, Needles, Ludlow, Barstow, Mojave, Bakersfield, Parker and Rice.

10. Rule S-83 is amended to read: A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Rule 83 (A): The second paragraph is amended to read: Before leaving a register station at which it is necessary for the conductor to check the train register, he must fill out Form 1514 and deliver same personally to each engineman of his train.

At Barstow: Eastward Union Pacific trains are relieved from the provisions of Rule 83 (A) as amended.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except at Seligman Trains 17, 18, 21 and 22, and at Barstow Trains 17, 18, 21, 22, 203 and 204 may register by Form 903.

11. Rule 86 is amended to read: Within automatic block signal territory, except where rule D-152 applies or when signals are inoperative, an inferior train must clear a first class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rules 93 and D-153: Yard limits are located at Seligman, Yampai, Hackberry, Kingman, Needles, Goffs, Cadiz, Ash Hill, Ludlow, Newberry, Barstow, Mojave, Magunden-Algoso, Parker, Earp, Ripley-Blythe, Midland and Rice.

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train 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.

A Form G order will be required for all short movements between intermediate stations.

14. Rule 103: In addition to the provisions thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

Rule 103 (A): The second paragraph is abrogated.

15. Rule 104 (A) first paragraph, is amended as follows: At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

16. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except where office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

No train will leave Rice or Blythe, except when office closed, without receiving clearance card.

17. Rule 221: The second paragraph is abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

18. 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.

19. Rule 310: Following is list of structures:
Colorado River Bridge at Topock.

20. Rule 313: The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

21. Rule 314: No freight train will run more than seventy-five miles without stopping for inspection, except this distance may be exceeded, westward Cadiz to Newberry, and eastward Needles to Hackberry, provided stop and inspection is made at stations entering and leaving above limits.

22. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once each forty-five minutes to safeguard the comfort of passengers.

Arizona: The 1928 Revised Code provides:

"Sec. 4790. Confidence game; bogus check. Every person who, with intent to cheat and defraud, shall obtain or attempt to obtain from any other person, any money, property, or valuable thing whatever, by means or by use of any trick or deception, or false or fraudulent representation, or statement or pretense, or by any other means or instruments, or device, commonly called the 'confidence game,' or by means or by use of any false or bogus check, or by any other printed, written or engraved instrument, or spurious coin or metal, shall be guilty of a felony, and shall be punished by imprisonment in the state prison for a term of not less than one nor more than five years.

"Sec. 4791. Bunko games. Whoever shall deal, play or practice, the confidence game or the game called top and bottom swindle, three card monte, bunko, or any similar play, game or practice, or practice any confidence trick or game not mentioned in this section, shall be deemed guilty of a felony.

"Sec. 4792. Venue of confidence game when committed on train; duty of trainmen. Whenever any of the offenses mentioned in the two preceding sections are committed on any railroad car, coach or train, the venue shall lie, and the person be tried in any county in this state through which said railroad may run. Railroad conductors and brakemen on railroad trains cognizant of the violation of the provisions of the two preceding sections, shall immediately arrest the person so offending without warrant or other process, and failure to make such arrest or attempt in good faith to do so shall be a misdemeanor."

California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

23. Rule 360 is modified as follows: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m., when in the judgment of the conductor they are unnecessary; but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

24. Rule 382: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

25. Rule 391: Standard thermometers are located at Tehachapi, Mojave, Muroc, Kramer, Barstow, Daggett, Ludlow, Cadiz, Goffs, Needles, Yucca, Kingman, Hackberry, Peach Springs, Pica, Seligman and Parker.

Conductors of trains having perishable freight will be governed by instructions contained in SFRD Circular 2-I, supplements thereto, and special bulletins with respect to handling ventilators.

SPEED LIMITATIONS

26. 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, forty miles per hour, freight trains, twenty miles per hour, over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted.

Maximum speed permitted through turnouts is as follows:

No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.
No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.

On No. 14 turnouts freight trains must reduce speed to 20 m.p.h., and on No. 20 turnouts to 30 m.p.h.

No. 8 turnouts are located within yards.

No. 10 turnouts are located on passing sidings, crossovers and junctions.

No. 14 turnouts are located at:

Seligman: East switch of yard lead, eastward main track.

Needles: Crossover switch to ice plant east end of yard; East switch crossover to yard track No. 1; East and west switches to siding, passenger yard; West switch, freight lead.

No. 20 turnouts are located at each end of gantlet track, Colorado River bridge.

Maximum speed of all trains entering or leaving all other turnouts and crossovers, fifteen miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty miles per hour around sharp curves and where view is obscured, and use whistle freely.

Trains handling wrecking derricks, steam shovels, pile-drivers or hoists must not exceed twenty-four miles per hour, (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third and Parker Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour, (six minutes for each mile);

With rods down or disconnected, but with all drivers on rail, fifteen miles per hour, (four minutes for each mile);

With all rods up and connected, twenty miles per hour, (three minutes for each mile).

Locomotives operating under their own steam with all side rods in place and one main rod removed must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH	
All Freight and Switch Locomotives include types:			Passenger Locomotives		
			Mountain Type Includes	All Locomotives Except Mountain Types Includes	
0—4—0	2—6—2	2—10—0			
0—6—0	2—8—0	2—10—2			
0—8—0	2—8—2	2—10—4			
2—6—0	2—8—4		4—8—2	4—4—0	4—6—2
			4—8—4	4—4—2	4—6—4
				4—6—0	

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE.

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Yampai to Nelson	.....		2	00	2	00
Truxton to M.P. 482	.....		2	00	2	00
Louise to McConnico	.....		2	30	2	00
At Kingman Harvey House street crossing	2	30	2	30	2	30
McConnico to Franconia	.....		2	00	2	00
Goffs to Needles (Steam and Diesel Motors)	1	00	2	30	2	00
Ash Hill to Siberia	.....		3	00	3	00
Cadiz-Vidal	1	05	1	30	1	30
Vidal-Earp	1	20	1	40	1	40
Rice-Blythe	2	00	2	00	2	00
Blythe-Ripley	3	00	3	00	3	00
Arvin District	2	24	2	24	2	24
Barstow passenger yard between interlocker at west end and stock-yard switch east of station	6	00	6	00	6	00
Mojave SP main track junction switch (or if on A&P main track, approximately 225 feet west of crossing) to wigwag	12	00	12	00	12	00

27. Rule 872: The second and third paragraphs are amended to read:

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

Rules 875-876: In addition, eastward freight trains must stop and make the prescribed test at Ash Hill and Goffs.

In making this test before descending heavy grades be governed as follows: When trains are brought to a stop by the use of automatic air brakes, the brakes shall be released and when fully released on rear car an application must then be made to know that brakes are working through train and applied on rear car, when they shall be again released and when fully released and recharged on rear car train may proceed.

28. Rule 701: Red lights will be used in dwarf signals to indicate "stop."

(Continued on Page 10)

WESTWARD

First Class

17	123	3	21	1	7	23	19	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 93 June 2, 1940
Super Chief	El Tovar	California Limited	El Capitan	The Scout	Fast Mail Express	Grand Canyon Limited	The Chief						
Leave Sunday and Wednesday	Leave Daily	Leave Daily	Leave Sunday and Wednesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles.			STATIONS
PM 11.37	PM 11.25	PM 11.15	PM 10.07	PM 6.45	AM 9.35	AM 6.30	AM 12.45	Yard	FW TY	428.8			**SELIGMAN**
											49.6	72.9	3.9
11.43	11.32	11.22	10.13	6.53	9.41	6.37	12.51	65		432.7			CHINO
											75.0	70.8	6.9
11.48	11.40	11.30	10.18	7.01	9.48	6.44	12.58	74		439.5			AUDLEY
											75.0	75.0	7.4
11.54	11.48	11.38	10.24	7.10	9.55	6.52	1.05	74	W	446.9			PICA
											69.7	75.0	5.0
AM 12.02	11.55	11.45	10.32	7.22	10.02	7.01	1.12	74	Y	451.9			YAMPAI
											75.0	0.0	2.8
12.05	11.58	11.48	10.35	7.25	10.05	7.04	1.15			454.7			FIELDS
											105.6	0.0	5.3
12.11	AM 12.04	11.54	10.41	7.33	10.11	f 7.11	1.21	95		460.2			NELSON
											75.0	0.0	3.0
12.14	12.07	11.58	10.44	7.37	10.14	7.15	1.24			463.2			SHIPLEY
											75.0	0.0	2.6
12.17[123]	12.17[17]	AM 12.01	10.47	f 7.42	10.17	f 7.18	1.27	74	W	465.8			PEACH SPRINGS
											75.0	0.0	5.6
12.22	12.25	12.07	10.52	7.50	10.23	7.25	1.33			471.5			CHEROKEE
											75.0	0.0	6.1
12.27	12.31	12.13	10.57	7.58	10.29	7.32	1.39	88		477.6			TRUXTON
											75.0	0.0	6.7
12.35	12.40	12.20	11.05	8.06	10.37	f 7.40	1.46			484.0			VALENTINE
											74.5	0.0	5.0
12.39[3]	12.49	12.39[17]	11.09	f 8.20	10.43	s 7.52	1.51	80	FW	489.0			HACKBERRY
											22.7	43.8	6.1
12.44	1.00	12.49	11.14	8.28	10.50	8.00	1.57	74		495.1			ANTARES
											71.8	0.0	6.2
12.49	1.06	12.55	11.19	8.35	10.56	8.07	2.03	74		501.3			WALAPAI
											33.8	46.0	9.0
12.56	1.16	1.04	11.26	8.45	11.04	8.17	2.12	74		510.2			BERRY
											0.0	50.2	3.6
12.59	1.20	1.08	11.29	8.49	11.08	8.22	2.16			513.9			LOUISE
											95.0	0.0	2.5
1.03	1.26	s 1.15	11.33	s 9.00	s11.15	s 8.28	2.22	Yard	WY	516.4			KINGMAN
											95.0	0.0	4.4
1.09	1.32	1.20	11.38	9.06	11.22	8.34	2.28	58	B	520.7			McCONNICO
											75.0	0.0	6.2
1.14	1.39	1.26	11.43	9.13	11.27	8.41	2.35	74		527.0			GRIFFITH
											75.0	0.0	4.1
1.18	1.43	1.30	11.46	9.18	11.30	8.45	2.39			531.1			KASTER
											73.5	0.0	4.1
1.23	1.48	1.34	11.49	9.23	11.34	8.50	2.43	74		535.2			ATHOS
											75.0	0.0	5.0
1.28	1.54	1.40	11.54	9.29	11.38	f 8.57	2.48	74	W	540.2			YUCCA
											75.0	0.0	5.8
1.34	2.00	1.46	11.59	9.36	11.44	9.05	2.55	82	W	546.1			HAVILAND
											75.0	0.0	6.6
1.40	2.07	1.53	AM 12.05	9.44	11.50	9.13	3.03	74		552.7			FRANCONIA
											63.4	0.0	6.2
1.45	2.14	2.00	12.11	9.51	11.55	9.20	3.10	74		558.9			POWELL
											73.9	32.5	6.9
1.52	2.20	2.07	12.18	9.59	PM 12.03	f 9.29	3.16	73	W	565.8			TOPOCK
											68.4	46.5	5.4
1.59	2.26	2.15	12.27	10.08	12.11	9.39	3.23	72		571.3			BEAL
											62.8	53.9	6.6
2.08 AM	2.35 AM	2.25 AM	12.38 AM	10.20 PM	12.20 PM	9.50 AM	3.35 AM	Yard	FW TY	578.0			**NEEDLES**
Arrive Monday and Thursday	Arrive Daily	Arrive Daily	Arrive Monday and Thursday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(149.0)
(59.2)	(47.1)	(47.1)	(59.2)	(41.6)	(54.2)	(44.7)	(52.6)						.....Average speed per hour..

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. All except first class trains must clear the time of Nos. 17 and 21 not less than ten minutes.

TIME TABLE
NO. 93
June 2, 1940

EASTWARD

First Class

STATIONS	Ruling Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Office of Communication or Booth Phone	18 Super Chief Arrive Wednesday and Saturday	4 California Limited Arrive Daily	2 The Scout Arrive Daily	8 Fast Mail Express Arrive Daily	24 Grand Canyon Limited Arrive Daily	20 The Chief Arrive Daily	22 El Capitan Arrive Tuesday and Friday	124 El Tovar Arrive Daily
SELIGMAN			Yard	FW TY	C	AM 5.20	AM 7.00	AM 9.00	AM 10.35	PM 8.00	PM 9.45	PM 10.50	AM 2.05
3.9	52.8	49.6			B	5.15	6.49	8.50	10.28	7.51	9.39	10.45	1.54
CHINO													
7.1	52.8	70.8	74		B	5.08	6.41	8.41	10.20	7.42	9.30	10.38	1.46
AUDLEY													
7.4	75.0	75.0		W	B	5.02	6.31	8.31	10.12	7.33	9.23	10.32	1.36
PICA													
5.0	69.7	75.0	74	Y	B	4.56	6.21	8.18	10.05	7.25	9.16	10.26	1.26
YAMPAI													
2.8	75.0	0.0	74		B	4.52	6.16	8.13	10.00	7.21	9.13	10.22	1.21
FIELDS													
5.3	75.0	0.0	67		C	4.43	6.04	f 8.01	9.48	7.10	9.04	10.13	1.09
NELSON													
3.0	75.0	0.0	74		B	4.38	5.59	7.56	9.43	7.06	9.00	10.08	1.04
SHIPLEY													
2.6	75.0	0.0	74	W	C	4.35	5.55	f 7.51	9.38	7.02	8.56	10.05	1.00
PEACH SPRINGS													
5.6	75.0	0.0	64		B	4.27	5.46	7.40	9.28	6.54	8.46	9.57	12.51
CHEROKEE													
6.1	75.0	0.0	88		B	4.19	5.37	7.30	9.18	6.45	8.38	9.49	12.42
TRUXTON													
6.7	75.0	0.0	64		B	4.07	f 5.23	7.15	9.05	6.32	8.25	9.37	12.28
VALENTINE													
5.0	74.5	0.0	97	FW	C	4.02	5.12	s 7.05	8.54	6.22	8.14	9.32	12.17
HACKBERRY													
6.1	22.7	43.8	63		B	3.56	4.58	6.51	8.40	6.09	8.03	9.26	12.03 AM
ANTARES													
6.2	71.8	0.0	74		B	3.50	4.51	6.41	8.32	6.01	7.56	9.20	11.56
WALAPAI													
9.0	33.3	46.0	74		B	3.43	4.41	6.31	8.20	5.52	7.47	9.13	11.46
BERRY													
3.6	0.0	50.2	40		B	3.40	4.37	6.26	8.16	5.48	7.43	9.10	11.42
LOUISE													
2.8	75.0	0.0	Yard	WY	C	3.35	s 4.29	s 6.20	s 8.10	s 5.40	7.38	9.05	11.34
KINGMAN													
5.1	75.0	0.0	70	W	B	3.26	4.18	6.02	7.56	5.27	7.28	8.56	11.23
HARRIS													
5.7	75.0	0.0	72		B	3.17	4.08	5.50	7.47	5.17	7.20	8.47	11.13
GRIFFITH													
4.1	75.0	0.0	66		B	3.11	4.01	5.42	7.40	5.10	7.14	8.41	11.06
KASTER													
4.1	73.5	0.0	74		B	3.04	3.54	5.34	7.33	5.03	7.09	8.34	10.59
ATHOS													
5.0	75.0	0.0	76	W	C	2.56	3.45	f 5.24	f 7.25	4.54	7.02	8.26	10.50
YUCCA													
5.8	75.0	0.0	72	W	B	2.48	3.32	5.11	7.15	4.41	6.55	8.18	10.37
HAVILAND													
6.6	75.0	0.0	74		B	2.39	3.20	5.01	7.04	4.29	6.48	8.09	10.25
FRANCONIA													
6.2	63.4	0.0	74		B	2.30	3.09	4.50	6.55	4.18	6.40	8.00	10.14
POWELL													
6.9	78.9	32.5	74	W	B	2.22	2.59	4.40	6.45	4.08	6.32	7.52	10.04
TOPOCK													
5.4	68.4	46.5	61		B	2.16	2.49	4.30	6.35	3.59	6.24	7.46	9.54
BEAL													
6.6	62.3	53.9	Yard	FW TY	C	2.08 AM	2.40 AM	4.20 AM	6.25 AM	3.50 PM	6.15 PM	7.38 PM	9.45 PM
NEEDLES													
(149.7)						Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily
Average speed per hour.....						(46.8)	(34.5)	(32.1)	(35.9)	(35.9)	(42.8)	(46.8)	(34.5)

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. All except first class trains must clear the time of Nos. 18 and 22 not less than ten minutes.

WESTWARD

First Class

1	221	7	23	205	19	123	3	17	203	21	217	207	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Miles from Albuquerque	Grade Descending	Rating Grade Ascending.	TIME TABLE NO. 93 June 2, 1940
The Scout	Pacific Limited	Fast Mail Express	Grand Canyon Limited	PASSENGER	The Chief	El Tovar	California Limited	Super Chief	Streamliner	El Capitan	Challenger	PASSENGER						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday and Thursday	★See note below	Leave Monday and Thursday	Leave Daily	Leave Daily	No. Cars.		Miles			STATIONS
PM 10.30		PM 12.25	AM 10.00		AM 3.45	AM 2.45	AM 2.35	AM 2.18		AM 12.48			Yard	FW TY	578.0			NEEDLES
10.38		12.32	10.09		3.52	2.52	2.42	2.26		12.56			64		581.4	0.0	76.3	3.4
10.48		12.40	10.19		4.00	2.59	2.50	2.33		1.03			94		585.6	0.0	78.7	HARTOUM 4.0
11.02		12.52	10.34		4.12	3.11	3.02	2.45		1.15			91	W	592.4	0.0	76.3	JAVA 6.8
11.12		1.01	10.46		4.21	3.20	3.11	2.54		1.24			63		596.7	0.0	76.2	IBIS 4.3
11.25		1.10	10.58		4.29	3.28	3.20	3.03		1.33			100		601.5	0.0	74.6	BANNOCK 4.8
11.41		1.24	11.14		4.43	3.40[3]	3.40[123]	3.17		1.47			78	WY	609.1	42.2	74.6	HOMER 7.6
11.47		1.29	11.20		4.48	3.45	3.55	3.22		1.52					614.3	52.8	0.0	GOFFS 5.2
11.52		1.33	f11.25		4.52	3.50	4.00	3.26		1.56			67	W	618.7	52.8	0.0	PIUTE 4.4
AM 12.01		1.40	f11.34		4.59	3.58	4.08	3.32		2.02			67		626.2	52.8	0.0	FENNER 7.5
12.06		1.43	11.39		5.03	4.03	4.13	3.35		2.05					630.3	52.8	0.0	ESSEX 4.1
12.10		1.47	11.44		5.07	4.08	4.18	3.38		2.08			94	W	634.7	52.8	0.0	ARIMO 4.4
12.18		1.54	11.52		5.14	4.15	4.26	3.43		2.13					641.8	52.8	0.0	DANBY 7.1
s12.33		f 2.03	PM s12.07		f 5.21	s 4.27	f 4.40	3.48		2.18			74	FWY	648.1	48.0	0.0	SIAM 6.3
12.42		2.11	12.16		5.28	4.35	4.49	3.53		2.23					655.0	52.8	26.4	CADIZ 6.9
12.49		2.17	f12.25		5.34	4.41	4.56	3.58		2.28			74		661.5	47.5	12.1	BOLO 6.5
12.58		2.25	12.36		5.42	4.48	5.04	4.04		2.34			86	Y	669.3	11.6	37.0	AMBOY 7.8
1.04		2.30	12.43		5.48	4.54	5.11	4.08		2.38			89		673.5	0.0	73.9	BAGDAD 4.1
1.11		2.36	12.50		5.54	5.00	5.18	4.13		2.43			84		676.7	0.0	73.9	TROJAN 3.2
1.25		2.45	1.03		6.06	5.11	5.31	4.22		2.52			74	BW	682.0	0.0	73.9	SIBERIA 5.2
1.40		2.53	1.15		6.16	5.23	5.43	4.30		3.00			94	Y	686.7	0.0	73.9	KLONDIKE 4.3
1.50		3.00	f 1.27		6.23	5.31	5.52	4.37		3.07			74	W	693.4	52.8	26.4	ASH HILL 6.7
2.00		3.07	1.37		6.28	5.41	6.01	4.44		3.14			73		698.5	0.0	52.8	LUDLOW 5.1
2.14		3.15	1.49		6.38	5.52	6.12	4.53		3.23			94		706.6	44.0	52.8	ARGOS 8.1
2.22		3.21	1.57		6.47	6.00	6.19	4.59		3.29			75		712.8	52.8	0.0	PISGAH 6.2
2.29		3.27	2.05		6.54	6.06	6.26	5.04		3.34			74		719.5	39.6	0.0	HECTOR 6.7
2.37		3.32	f 2.13		7.00	6.12	6.33	5.09		3.39			94	WY	725.6	0.0	26.4	TROY 6.1
2.45		3.37	2.22		7.06	6.19	6.39	5.14		3.44			74		731.7	0.0	26.4	NEWBERRY 6.1
																0.0	38.2	MINNEOLA 3.6
f 2.52	PM 3.53	3.43	f 2.31	PM 1.08	7.12	6.27	6.46	5.19	AM 4.11	3.49	AM 3.05	AM 2.45	94		737.6	13.0	31.7	GALE 2.3
3.01	3.58	3.47	2.39	1.13	7.17	6.32	6.51	5.23	4.15	3.53	3.11	2.51	70		741.6	31.7	31.7	DAGGETT 4.0
3.10 AM	4.08 PM	3.55 PM	2.50 PM	1.20 PM	7.25 AM	6.40 AM	7.00 AM	5.30 AM	4.22 AM	4.00 AM	3.20 AM	3.00 AM	Yard	FW TY	746.4	31.7	31.7	NEBO 4.8
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday and Thursday	★See note below	Arrive Monday and Thursday	Arrive Daily	Arrive Daily						BARSTOW
(35.9)	(35.2)	(47.9)	(34.7)	(44.0)	(45.7)	(42.7)	(38.0)	(52.4)	(48.0)	(52.4)	(35.2)	(35.2)						(167.6)

.....Average speed per hour

Between Daggett and Barstow Rules D-152 and D-153 will apply.

★ No. 203 will be operated only on the schedule due to leave Daggett on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. All except first class trains must clear the time of Nos. 17 and 21 not less than ten minutes.

EASTWARD

First Class

TIME TABLE NO. 93 June 2, 1940	Ruling Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Office of Communication or Booth Place	2	208	218	206	8	24	214	20	22	124	204	18	4
						The Scout	PASSENGER	Challenger	PASSENGER	Fast Mail Express	Grand Canyon Limited	Pacific Limited	The Chief	El Capitan	El Tovar	Streamliner	Super Chief	California Limited
STATIONS			No. Cars			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	★See note below	Arrive Wednesday and Saturday	Arrive Daily
NEEDLES			Yard	FW TY	C	AM 4.10				AM 6.15	PM 3.40		PM 6.10	P M 7.30	PM 9.30		AM 1.58	AM 2.30
3.4	0.0	76.3			B	4.04				6.10	3.34		6.04	7.24	9.24		1.52	2.24
HARTOUM 4.0	0.0	78.7	94		B	4.00				6.05	3.30		5.59	7.19	9.20		1.47	2.19
JAVA 6.8	0.0	76.3			B	3.52				5.57	3.22		5.52	7.11	9.12		1.40	2.11
IBIS 4.3	0.0	76.2	73		B	3.46				5.51	3.16		5.47	7.06	9.06		1.35	2.05
BANNOCK 4.8	0.0	74.6			B	3.42				5.47	3.12		5.43	7.02	9.02		1.31	2.01
HOMER 7.6	42.2	74.6	94	WY	B	3.35				5.40	3.05		5.35	6.55	8.55		1.25	1.54
GOFFS 5.2	52.8	0.0	74		B	3.26				5.32	2.58		5.27	6.48	8.48		1.18	1.46
PIUTE 4.4	52.8	0.0	74	W	B	3.18				5.26	2.52		5.21	6.42	8.42		1.12	1.40
FENNER 7.5	52.8	0.0	94		B	3.07				5.16	2.43		5.13	6.32	8.33		1.02	1.30
ESSEX 4.1	52.8	0.0	74		B	3.00				5.10	2.37		5.09	6.27	8.27		12.57	1.24
ARIMO 4.4	52.8	0.0	97	W	B	2.52				5.04	2.31		5.04	6.22	8.21		12.52	1.17
DANBY 7.1	52.8	0.0	74		B	2.41				4.55	2.22		4.57	6.13	8.12		12.43	1.08
SIAM 6.3	48.0	0.0	74	FWY	C	s 2.30				f 4.47	s 2.13		4.51	6.07	s 8.03		12.37	s12.59
CADIZ 6.9	52.8	26.4	74		B	2.18				4.39	2.01		4.44	6.02	7.51		12.32	12.51
BOLO 6.5	47.5	11.6	74		C	2.11				4.33	f 1.54		4.38	5.57	7.44		12.27	12.45
AMBOY 7.8	11.6	35.9	103	Y	B	2.03				4.26	1.47		4.31	5.52	7.37		12.22	12.38
BAGDAD 4.1	0.0	78.9			B	1.59				4.23	1.43		4.28	5.49	7.33		12.19	12.34
TROJAN 3.2	0.0	78.9	84		B	1.55				4.20	1.39		4.25	5.46	7.29		12.16	12.31
SIBERIA 4.1	0.0	121.4				1.50				4.16	1.34		4.21	5.42	7.24		12.12	12.27
SOUTH KLONDIKE 3.5	0.0	75.8	74	Y	B	1.46				4.13	1.29		4.18	5.39	7.19		12.08	12.23
ASH HILL 6.7	52.8	26.4	83	W	C	f 1.38				4.06	1.22		4.12	5.32	7.12		12.02 AM	f12.15
LUDLOW 5.1	0.0	52.8	74		B	1.32				4.00	1.15		4.07	5.26	7.05		11.56	12.09
ARGOS 8.1	52.8	52.8	94		B	1.24				3.52	1.07		3.59	5.19	6.57		11.49	12.01 AM
PISGAH 6.2	52.8	0.0	75		B	1.16				3.44	1.00		3.53	5.13	6.50		11.43	11.54
HECTOR 6.7	39.6	0.0	74		B	1.09				3.37	12.54		3.46	5.08	6.44		11.38	11.47
TROY 6.1	0.0	26.8	94	WY	B	1.03				3.32	12.48		3.41	5.04	6.38		11.34	11.42
NEWBERRY 6.1	0.0	26.4	74		B	12.57				3.27	12.42		3.36	5.00	6.32		11.30	11.37
MINNEOLA 3.6	0.0	38.2	67		B													
GALE 2.3	13.0	31.7	79		C	12.51	AM 12.57	AM 1.22	AM 2.45	3.22	f12.37	PM 12.52	3.31	4.56	6.27	PM 10.00	11.26	11.32
DAGGETT 4.0	31.7	31.7	73		B	12.47	12.52	1.17	2.40	3.17	12.32	12.47	3.26	4.53	6.22	9.56	11.23	11.27
NEBO 4.8	31.7	31.7	Yard	FW TY	C	12.40 AM	12.45 AM	1.10 AM	2.33 AM	3.10 AM	12.25 PM	12.40 PM	3.20 PM	4.47 PM	6.15 PM	9.50 PM	11.17[4] PM	11.20[18] PM
BARSTOW (165.7)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	★See note below	Leave Tuesday and Friday	Leave Daily
Average speed per hour.....						(47.3)	(44.0)	(44.0)	(44.0)	(53.7)	(51.0)	(44.0)	(58.5)	(61.0)	(51.0)	(52.8)	(61.8)	(52.3)

Between Barstow and Daggett Rules D-152 and D-153 will apply.

★ No. 204 will be operated only on the schedule due to leave Barstow on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and last day of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. All except first class trains must clear the time of Nos. 18 and 22 not less than ten minutes.

WESTWARD						TIME TABLE NO. 93 June 2, 1940			EASTWARD				
First Class		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending		Ruling Grade Ascending	Office of Communication or Booth Phone	First Class		Second Class		
23	1								24	2	52	54	56
Grand Canyon Limited	The Scout								Grand Canyon Limited	The Scout	FREIGHT	FREIGHT	FREIGHT
Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 6.10	AM 7.45[54]	Yard	F W T Y	746.4		**BARSTOW**		C	PM m12.05	PM 10.55	AM 1.45	AM 7.45[1]	PM 4.45
6.19	7.52	95		752.0	34.3	5.2	0.0						
f 6.25	f 7.59	115	W	757.0	5.3	MACE 5.0	7.7	B	11.56	10.46	1.36	7.35	4.35
6.31	8.05	74		762.0	31.7	HINKLEY 5.0	24.5	C	f11.47	f10.38	1.29	7.28	4.28
6.36	8.10	74		766.7	34.3	EADS 4.7	0.0	B	11.41	10.30	1.22	7.21	4.21
6.43	8.17	74		771.3	34.3	HAWES 5.6	12.2	B	11.36	10.25	1.16	7.15	4.15
f 6.52	s 8.27	114	W	780.1	28.1	JIMGREY 7.7	12.2	B	11.30	10.19	1.09	7.08	4.08
f 6.57	f 8.32	74	Y	784.4	24.3	KRAMER 4.3	29.0	C	f11.22	f10.11	12.58	6.57	3.57
7.01	8.36	74		788.7	0.0	BORON 4.3	35.4	B	f11.16	10.05	12.51	6.50	3.50
7.06	8.41	74		793.4	0.0	RICH 4.7	34.8	B	11.12	10.01	12.44	6.43	3.43
f 7.12	f 8.49	114	W	797.8	23.2	SILT 4.5	6.6	B	11.07	9.56	12.37	6.36	3.36
7.18	8.55	74		802.7	21.1	MUROC 4.9	0.0	C	f11.02	s 9.51	12.31	6.30	3.30
7.23	9.00	74		807.6	21.1	FLUHR 4.9	0.0	B	10.57	9.46	12.21	6.20	3.20
7.29	9.07	74		813.0	29.6	BISSELL 5.4	0.0	B	10.52	9.41	12.15	6.14	3.14
7.37 PM	9.15 AM	Yard	F W T Y	818.2	50.2	SANBORN 5.2	0.0	B	10.47	9.36	12.09	6.08	3.08
Arrive Daily	Arrive Daily					**MOJAVE** (71.4)		C	10.40 AM	9.30 PM	12.01 AM	6.00 AM	3.00 PM
									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(49.2)	(47.6)					.....Average speed per hour.....			(50.4)	(50.4)	(40.8)	(40.8)	(40.8)

PARKER DISTRICT

WEST-WARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Matthie	Ruling Grade Ascending	TIME TABLE NO. 93 June 2, 1940	Ruling Grade Ascending	Office of Communication or Booth Phone	EAST-WARD
First Class								First Class
117								118
MOTOR								MOTOR
Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily
PM 10.25	Yard	WF Y	105.8		PARKER		C	AM 3.40
				31.7	1.5	0.0		
f10.30	Spur		107.3		EARP		C	f 3.36
				31.7	6.8	31.7		
10.39	28		114.1		CALZONA		B	f 3.27
				31.7	5.9	0.0		
f10.46	18	W	120.0		VIDAL		C	f 3.19
				31.7	11.6	0.0		
f11.00	45		131.6		GROMMET		B	f 3.04
				10.5	8.8	21.1		
s11.15	50	Y	140.4		RICE		C	s 2.50
				0.0	3.6	31.7		
11.20	44		144.0		FREDA		B	2.40
				0.0	7.0	30.6		
11.29	33		151.0		SABLON		B	2.31
				0.0	4.8	31.7		
f11.35	34	W	155.8		SALTMARSH		B	f 2.25
				31.7	8.3	5.3		
f11.46	34		164.1		MILLIGAN		B	f 2.14
				31.7	5.1	0.0		
11.53	34		169.2		FISHEL		B	2.07
				31.7	4.4	14.8		
f11.59	33		173.6		CHUBBUCK		B	f 2.01
				15.8	6.0	31.7		
AM f12.07	34		179.6		ARCHER		B	f 1.53
				23.2	5.5	31.7		
12.15	34		185.1		McCOY		B	1.45
				31.7	5.4	31.7		
12.25 AM	Yard	FWY	190.5		CADIZ		C	1.35 AM
Arrive Daily					(84.7)			Leave Daily
(42.4)					.....Average speed per hour.....			(40.7)

No. 117 is superior to No. 118.

RIPLEY DISTRICT

WESTWARD	Capacity of Sidings	Miles from Rice	Ruling Grade Ascending	TIME TABLE NO. 93 June 2, 1940	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Office of Communication or Booth Phone	EASTWARD
Second Class								Second Class
25								26
MIXED								MIXED
Leave Daily Ex. Sunday	No. Cars	Miles		STATIONS				Arrive Daily Ex. Sunday
AM 11.00	50	0.0	83.4	RICE	65.0	FWY	C	PM 9.15
				16.5				
	11	16.5		STYX				
			0.0	1.3	68.6			
11.45 PM 12.15	33	17.8		MIDLAND			C	f 8.10
			0.0	2.6	68.6			
	15	20.4		COX				
			0.0	2.2	47.5			
f12.30	Spur 17	22.6		INCA				f 7.45
			0.0	10.5	38.8			
	Spur 6	33.1		MESAVILLE				
			0.0	2.8	83.4			
	15	35.9		TOSCO				7.16
			5.3	2.1	37.0			
	Spur 8	38.0		FERTILLA				
			10.6	4.2	26.1			
1.30 PM	Yard	42.2		BLYTHE		WY	C	7.00 PM
			7.4	2.7	21.7			
	Spur 7	44.9		MILLER FARMS				
			42.8	4.7	15.8			
	Yard	49.6		RIPLEY		Y		
Arrive Daily Ex. Sunday				(49.6)				Leave Daily Ex. Sunday
(21.1)				.....Average speed per hour.....				(18.8)

No switch lights on Ripley District. **No. 25 is superior to No. 26.**

ARVIN DISTRICT

WESTWARD	Capacity of Sidings	Miles from Maguden	Ruling Grade Ascending	TIME TABLE NO. 93 June 2, 1940	Ruling Grade Ascending	Fuel, Water, Turntables and Wyes	Office of Communication or Booth Phone	EASTWARD
No. Cars		Miles		STATIONS				
	19	16.5		ARVIN		Y		
			39.6	2.4	0.0			
		14.1		GIFFEN JCT.				
			42.2	1.9	37.0			
	35	12.2		DI GIORGIO				
			0.0	2.0	42.2			
	7	10.2		RIBIER				
			0.0	2.2	43.3			
		8.0		LAMONT				
			0.0	7.7	43.3			
		0.3		ALGOSO				
			0.0	0.3	43.3			
		0.0		MAGUNDEN				
				(16.5)				

(Continued from Page 3)

29. Flag Stops to Pick Up Revenue Passengers

TRAIN	STOPS	PASSENGERS DESTINED
No. 23	Any station	North of Barstow
No. 2	Any station between Kern Jct. and Mojave	East of Mojave
No. 1	Ludlow	Any regular or flag stop west thereof
No. 1	Any station	Parker District
No. 4	Any station	Williams and east

Flag Stops to Discharge Revenue Passengers

TRAIN	STOPS	PASSENGERS FROM
No. 123	Any station	Belen and east or south thereof
No. 3-23	Any station	Albuquerque and east thereof
No. 1	Any station	Parker District
No. 1	Ludlow	Any regular or flag stop east thereof
Nos. 2-24	Any station between Mojave and Kern Jct.	West of Kern Jct.

SPRING SWITCHES

30. Spring switches are located as follows and except as specified are normally lined for main track:

Seligman:	West end: West switch of crossover from lead to eastward main track; both switches to crossover between main tracks; East end: East yard lead to eastward main track.	East switch lined for crossover.
Yampai:	East end eastward siding.	
Hackberry:	East end eastward siding.	
Yucca:	West end westward siding.	
Needles:	East end: Ice house lead to westward main track; both switches to crossover between main tracks; West end: West switch freight lead.	West switch lined for crossover.
Fenner:	East end eastward siding.	
Cadiz:	East end eastward siding.	
Daggett:	West end westward siding.	
Barstow:	East end: West switch to crossover between main tracks; both switches to crossover from eastward main track to yard lead; East end yard lead to eastward main track.	East switch lined for crossover.

Maximum speed trailing through spring switches must not exceed 25 miles per hour. If stop is made with train on spring switch, reverse movement must not be attempted until switch is properly lined by hand; and care must be taken to control slack to avoid backward movement.

Trains finding signals or point indicators, immediately in advance of facing point spring switches, in stop position must examine points before proceeding.

FIRST DISTRICT

31. Double track with automatic signals between Seligman and Needles. Trains must keep to right.

Double track extends through Needles passenger yard.

No. 1 is eastward main track.

No. 3 is westward main track.

32. Rule 711: Automatic block signals govern train movements through gantlet bridge A-567 over the Colorado River at Topock.

The indications given by Signals 5651, 5653, 5662 and 5664 are superior to right, class, and direction, subject to provisions of Rule 830 (a). If necessary to flag across bridge, flagman must proceed entirely across bridge, before being followed by train. Dwarf signals located between tracks control movement against the current of traffic.

33. Rule 830 (b): Eastward trains leaving siding Yampai finding Signal 4512 in stop position must wait five minutes before proceeding unless signal changes to proceed.

34. Engines of 5001 class will not be moved doublehead with any engine having greater weight than 3160 class with 15,000-gallon water tender, and, not more than two engines of any class may be moved, coupled together, over Colorado River bridge at Topock. When engines moving contrary to this restriction, stop to separate and space not less than 500 feet.

35. Water column between main tracks at M. P. 480.

36. Westward freight trains must stop five minutes at Yucca for inspection of train and cooling wheels.

SECOND AND PARKER DISTRICTS

37. Double track with automatic signals between Needles and Barstow. Trains must keep to right.

Double track extends through Barstow passenger yard.

No. 1 is westward main track.

No. 4 is eastward main track.

At Barstow: All eastward freight trains, when ready to depart, will notify towerman by phone, and upon receipt of permission will proceed, governed by indications of interlocked signal located at east end of freight lead.

38. Rule 830 (b): At South Klondike, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

39. Water column between main tracks at M. P. 588½.

40. At Cadiz, Nos. 117 and 118 will use eastward siding between west switch and junction with the Parker District main track; other trains using this track on the time of Nos. 117 and 118 will be governed by Rule 99.

41. Not more than two engines of any class may be coupled together over Colorado River bridge at Parker.

THIRD DISTRICT

42. Rule S-89 (A): Automatic signals between Barstow and Mojave: At meeting points within these limits, train holding main track will not line switch for opposing train to enter siding until such train has passed next opposing signal.

43. Southern Pacific time table and rules govern movement of trains between Mojave and Kern Junction.

Valley Division time table and rules govern movement of trains between Kern Junction and Bakersfield.

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				
Mile Post 480	480.0	6	East	Freight only
Crozier	481.4	0	None	Nos. 23-24
SECOND DISTRICT				
Saltus	658.4	31	West	Freight only
Funston	660.1	81	West	Freight only
Lavic	702.7	10	East	No. 23
THIRD DISTRICT				
P. C. Borax Co.	784.7	Lgh. 3.4 M	East	Freight only
ARVIN DISTRICT	Miles from Giffen Jct.			
Giffen	1.4	Lgh. 1.4 M	East	Freight only
	Miles from Arvin			
Vaccaro	0.0	Lgh. 1.3 M	East	Freight only
Patch	7.2	4	East	Freight only
Mountain View	11.2	8	East and West	Freight only
Harpertown	11.6	3	West	Freight only
RIPLEY DISTRICT	Miles from Rice			
Hay Spur	36.7	4	East	Freight

LENGTH OF STEMS OF WYES.

Location		Feet	Location		Feet
Seligman		910	Newberry		640
Yampai		685	Barstow (mile 747.3)		926
Kingman		446	Boron	East Leg	774
Needles		728	Boron	North Leg	1000
Goffs		458	Rice		1039
Cadiz	Parker District	358	Blythe		504
Bagdad		410	Ripley		326
Ash Hill		410			

JUNCTION SWITCHES

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

Rice.....For Parker District

Cadiz.....From eastward siding to Parker District

Railroad Crossings at Grade and Interlockers

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Kern Junction	Santa Fe double track connection to and from S. P. double track. Santa Fe main track to Sunset track.	Interlocker: Color light signals, semi-automatic; approach locking.	Crossover —0—0 Main track to Sunset —0— S. P.-West Main to A. T. & S. F. 0— —
Daggett	All switches east of station	Interlocker: upper quadrant signals, semi-automatic; approach locking. Indications superior to right, class or direction, for movements within home signal limits. Westward trains on main track finding interlocked signal at west end of westward siding in "stop" position or without light must stop and examine switch, and if found properly lined may proceed at restricted speed to the next governing signal. This modifies Rule 782.	Eastward U. P. trains, U. P. main track — — 0, transfer track No. 2, 000—— Against current of traffic ——0 East House track 00——0
Barstow (West end)	Main line and connecting crossovers	Interlocker: Color light type; semi-automatic; approach locking. Ten miles per hour; indications superior to right, class or direction for movements within home signal limits.	To Third District — — 0 Against current of traffic — 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 10 incl. 0——00 Tracks 11 to 19 incl. ——0——0
Barstow (East end)	Crossover from westward main track to eastward main track and freight yard	Interlocker: Color light type, semi-automatic; approach locking. Eastward trains twenty-five miles per hour. Indications superior to right, class or direction for movements within home signal limits. When interlocking signal remains in "stop" position or route is not properly lined, conductor of train detained must telephone towerman, explaining, and proceed as authorized by him. This modifies Rule 782.	To freight yard —0—

Microphones identified by signboards are located on posts adjacent to tracks, as shown below, and all trains must sound route signal for route desired when approaching same:

For westward trains:
Daggett—At Signal 7341, east of Gale.
Barstow—Four poles west of Signal 7421.

For eastward trains:
Barstow—Ten poles east of M. P. 750.
Daggett—Five poles east of Signal 7402.

At Barstow: West and south passenger trains, when ready to depart, will sound route signal with buzzer located on engine supply house. In event route not obtained promptly, whistle signal may be used.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE.

In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile).

CLASS	SERVICE					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
797-813	1	43	1	43	1	43
909-989	1	53	1	53	1	53
1226-1265	0	40	1	12	1	30
1297-1308	0	40	1	12	1	30
1322-1379	0	40	1	12	1	30
1413-1468	0	40	1	12	1	30
3500-3534	0	40	1	12	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1798-1799	1	12	1	12	1	30
1960-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3228-3257	1	06	1	12	1	30
3456	0	36	1	20	1	30
3703-3750	0	51	1	12	1	30
3751-3764	0	48	1	12	1	30
3765-3775	0	48	1	12	1	30
3830-3940	1	05	1	12	1	30
5001	1	05	1	12	1	30
Diesel Motors	0	36	.....		1	20
Diesel M 7	0	40	.....		1	20
Gas-Electric Motors	1	00	1	30	1	00
2210 Union Pacific	1	12	1	20	1	30
2703-2705-2712-2715 Union Pacific	1	00	1	30	1	30
Other 2700 Union Pacific	1	20	1	20	1	30
3100 Union Pacific	0	51	1	20	1	30
5010-5400-5500-6000 Union Pacific	1	30	1	30	1	30
3900-7800 Union Pacific	1	00	1	30	1	30
8800 Union Pacific	1	12	1	30	1	30
Diesel Motors Union Pacific	0	40	.....		1	20
Switch, no truck	.....		.....		3	00
All other classes	.....		1	43	1	43
All classes, backing up	3	00	3	00	3	00

A tolerance of ten per cent is allowed on the above locomotives in "Freight and Mixed" service, or running light. No tolerance on 5001 class.

Atlantic and Pacific type engines equipped with 79 inch (or greater diameter) drivers, are permitted a maximum speed of one mile in thirty-six seconds.

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, Calif.
DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building, Los Angeles, Calif.
DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building, Los Angeles, Calif.

DR. J. W. CONNOR, Local Surgeon.....Seligman
DR. ALFRED C. DICK, Local Surgeon.....Kingman
DR. T. R. WHITE, Consulting Surgeon.....Kingman
DR. L. E. DALY, Division Surgeon.....Needles
DR. HARRY A. TYERMAN, Consulting Surgeon..Needles
DR. LYLE GRAHAM, Local Surgeon.....Newberry
DR. R. J. MACDONALD, Local Surgeon.....Barstow
DR. J. M. GIBBONS, Assistant Local Surgeon.....Barstow
DR. PHIL J. VOGEL, Local Surgeon.....Mojave
DR. JOE SMITH, Local Surgeon.....Bakersfield
DR. ROB'T E. BLAKE, Ass't Local Surgeon....Bakersfield
DR. J. M. KIRBY, Ass't Local Surgeon.....Bakersfield
DR. PAUL HANSON, Ass't Local Surgeon.....Bakersfield
DR. K. S. McKEE, Oculist and Aurist.....Bakersfield
DR. WM. H. CHAPMAN, Local Surgeon.....Blythe

First aid kits are located at Peach Springs, Yucca, Cadiz, Rice and Kramer, and on all locomotives.

A. J. Strobel, General Watch Inspector, Topeka, Kans.
J. H. Mace, Assistant General Watch Inspector (Roadway and Station Service), Kansas City, Mo.

LOCAL WATCH INSPECTORS

J. N. Cheney.....1425 19th St., Bakersfield
E. F. Manners.....Barstow
Williams & Williams.....Needles

H. W. Schlemer, Traveling Watch Inspector.....Pasadena, Calif.

At Seligman.....4th, 5th, 18th and 19th, 6:15 p.m. to 5:25 p.m.
At Mojave.....6th and 20th, 10:05 a.m. until 9:20 p.m.
At Ludlow.....7th and 21st, 6 p.m. to 12:30 a.m.
At Rice.....8th and 22nd.

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.)

