

**SURGEONS OF SANTA FE COAST LINES
HOSPITAL ASSOCIATION**

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

SANTA FE HOSPITAL.....Albuquerque
DR. T. A. KOONS, Surgeon.....Albuquerque
DR. LOUIS LEVIN, Local Surgeon.....Belen
DR. GEORGE W. HORST, Local Surgeon.....Grants
DR. F. W. PARKER, Local Surgeon.....Gallup
DR. J. W. MARTIN, Assistant Local Surgeon.....Gallup
DR. DONALD F. DeMARSE, Local Surgeon.....Holbrook
DR. FRANCIS W. FESSLER, Assistant Local Surgeon.....Holbrook
DR. H. S. BECKWITH, Division Surgeon.....Winslow
DR. LEO L. LEWIS, Local Surgeon.....Winslow
DR. HUGH DIERKER, Local Surgeon.....Flagstaff
DR. JOHN F. KAHLE, Assistant Local Surgeon.....Flagstaff
DR. DANIEL BESSESEN, Local Surgeon.....Grand Canyon
DR. MARTIN C. FLOHR, Local Surgeon.....Williams
DR. E. J. GUNGLE, Local Surgeon.....Seligman
DR. WALTER BRAZIE, Local Surgeon.....Kingman
DR. W. D. BIGFORD, Assistant Local Surgeon.....Kingman
DR. T. G. HARWARD, District Surgeon.....Needles
DR. J. E. ANDES, Local Surgeon.....Needles
DR. H. C. MATTHEWS, Emergency Surgeon.....Needles
DR. E. A. BORN, Division Surgeon.....Prescott
DR. C. E. YOUNT, JR., Local Surgeon.....Prescott
DR. H. T. SOUTHWORTH, Assistant Local Surgeon.....Prescott
DR. FLOYD B. BRALLIAR, Local Surgeon.....Wickenburg
DR. FREDERICK A. SHANNON, Assistant Local Surgeon.....Wickenburg
DR. M. E. FULK, Local Surgeon.....Glendale
DR. JOSEPH M. GREER, District Surgeon and Consultant.....Phoenix
DR. C. E. HENDERSON, Assistant Local Surgeon.....Phoenix
DR. DEAN TERRY MOATS, Assistant Local Surgeon.....Phoenix
DR. T. C. HORTON, Local Surgeon.....Parker

First Aid Kits are located at Dalies, Grants, Chambers, Holbrook, Ash Fork, Peach Springs, Yucca, Drake, Prescott, on all locomotives, cabooses, and with all regularly assigned extra gangs.

H. G. WOOD,
Asst. Superintendent,
Phoenix, Ariz.

J. T. GROUNDWATER,
Trainmaster, Needles, Calif.

R. E. ROWLAND,
Trainmaster,
Winslow, Ariz.

WM. BAXTER,
Trainmaster,
Gallup, N. Mex.

H. R. RUSSELL,
Chief Dispatcher,
Winslow, Ariz.

H. W. SCHWENCKERT,
J. S. ARMSTRONG,
A. C. PETRANOVICH,
H. E. KELLY,
A. B. DAVIDSON,
E. D. STINSON,

F. W. PLEASANTS,
B. R. LORING,
D. LaMAR,
J. N. ESSINGER,
J. R. DAVIS,
J. K. HOLT,

W. F. MOHR,
R. C. VAN AUDDALL,
Asst. Chief Dispatchers,
Winslow, Ariz.

G. R. DERKSEN,
Dispatchers, Winslow, Ariz.

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



ALBUQUERQUE DIVISION

TIME TABLE No.

109

IN EFFECT

Sunday, July 27, 1958

At 12:01 A. M.
Mountain Standard Time

This Time Table is for the exclusive use
and guidance of Employees.

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

F. N. STUPPI,
Asst. General Manager,
Los Angeles, Calif.

O. R. HAMMIT,
Superintendent,
Winslow, Ariz.

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
123	17	1	19	7	3						
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	Mail Express	NO. 109					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	July 27, 1958					
PM 5.00	PM 4.55		AM 7.40	AM 12.55		STATIONS					
5.15	5.10		7.55	1.10		ALBUQUERQUE	0.0			FW TY	Yard
5.23	5.18		8.03	1.19		12.6 ISLETA	12.6	21.1	28.4		67
5.27	5.22	PM 4.15	8.07	1.24	AM 1.10	10.1 SANDIA	22.8	52.8	0.0		42
5.34	5.30		8.15	1.32		3.9 DALIES	27.4	62.8	31.7		69
5.42	5.38		8.23	1.40		8.8 RIO PUERCO	33.9	0.0	31.7		
5.46	5.42		8.27	1.44		9.4 SOUTH GARCIA	43.3	31.7	0.0		118
5.54	5.50		8.35	1.52		5.1 SUWANEE	47.3	31.7	0.0		135
5.59	5.55		8.40	1.56		10.8 MARMON	58.1	31.7	0.0		125
6.04	5.59		8.44	2.00		5.2 QUIRK	63.3	31.7	0.0		83
6.11	6.06		8.51	2.07		8.8 LAGUNA	68.7	31.7	0.0		135
6.15	6.10		8.55	2.11		9.1 ACOMITA	77.6	31.7	0.0		118
6.19	6.13		8.58	2.15		McCARTYS	82.3	31.7	0.0		
6.30	6.22		9.07	2.25		ANZAC	85.9	31.7	0.0		118
6.35	6.27		9.12	2.30		10.9 GRANTS YL	95.5	31.7	0.0		134
6.40	6.32		9.17	2.35		5.6 REID	101.1	31.7	0.0		91
6.46	6.38		9.23	2.41		BLUEWATER	107.2	31.7	0.0		118
6.51	6.43		9.28	2.47		7.7 BACA	114.9	31.7	0.0		91
6.54	6.46		9.31	2.50		8.3 SOUTH CHAVES	121.7	31.7	0.0		118
6.57	6.49		9.34	2.53		4.0 THOREAU	125.6	31.7	0.0	Y	144
7.02	6.54		9.39	2.59		3.7 GONZALES	129.3	0.0	58.3		
7.06	6.58		9.43	3.03		6.9 SOUTH GUAM	136.2	0.0	31.7		118
						5.3 PEREA	141.5	0.0	31.7		118
						4.8 WINGATE	146.1	0.0	31.7		
						3.2 McCUNE	149.3	0.0	31.7	Y	105
7.12	7.04		9.49	3.09		2.3 ZUNI	151.6	0.0	31.7		118
7.14	7.06		9.51	3.11		6.0 GALLUP YL	157.6	0.0	31.7	FW Y	Yard
7.25 PM	7.13 PM	6.10 PM	9.58 AM	3.25 AM	3.15 AM	(160.3)					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
(66.3)	(69.7)	(69.8)	(69.7)	(64.1)	(64.2) Average speed per hour					

Signal System Two in effect between Albuquerque and Gallup, and between Belen and Dalies.

New Mexico Division time table and rules govern between Albuquerque and Isleta and Pecos Division rules govern between Belen station and junction with Albuquerque Division west end of yard.

Between Belen station and home signal of interlocking at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

(Continued on Page 3)

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
1	3									
San Francisco Chief	Mail Express	NO. 109								
Leave Daily	Leave Daily	July 27, 1958								
PM 4.00	AM 12.55	STATIONS								
4.15 PM	1.10 AM	BELEN YL		2 TRACKS	0.0				FW TY	Yard
Arrive Daily	Arrive Daily	DALIES			10.1	66.2				110
		(10.3)								
(41.2)	(41.2) Average speed per hour								

FIRST DISTRICT

ALBUQUERQUE DIVISION

3

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE		EASTWARD					
					NO. 109		FIRST CLASS					
					July 27, 1958		20	124	2	18	4	8
Yard	FW Y	O			STATIONS		The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Mail Express	Fast Mail Express
					ALBUQUERQUE		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
67		C	21.1	28.4	12.6 ISLETA		AM 5.45	AM 9.50		PM 1.15		PM 8.50
42		B	52.8	0.0	10.1 SANDIA		5.30	9.35		12.59		8.35
69		O	52.8	31.7	3.9 DALIES		5.18	9.21		12.50		8.25
143		B	0.0	31.7	8.8 RIO PUERCO		5.15	9.15	AM 10.35	12.47	PM 7.15	8.20
			62.8	0.0	13.5		5.06	9.07	10.27	12.39	7.06	8.10
156		B			SUNAWANEE		4.55	8.57	10.17	12.29	6.55	7.59
118		B	31.7	0.0	10.7 MARMON		4.46	8.48	10.08	12.20	6.46	7.49
		B	31.7	0.0	5.3 QUIRK		4.41	8.42	10.03	12.15	6.41	7.44
110		O	31.7	0.0	4.8 LAGUNA		4.36	8.36	9.58	12.10	6.36	7.39
118		B	31.7	0.0	9.1 ACOMITA		4.27	8.28	9.51	12.03	6.27	7.31
		B	31.7	0.0	4.0 McCARTYS		4.23	8.24	9.47	11.59	6.23	7.27
132		B	31.7	0.0	3.7 ANZAO		4.19	8.20	9.43	11.55	6.19	7.23
118		O	31.7	0.0	10.0 GRANTS		4.08	8.10	9.34	11.46	6.10	7.13
		B	31.7	0.0	5.6 REID		4.03	8.04	9.29	11.41	6.05	7.03
135		B	31.7	0.0	6.1 BLUEWATER		3.58	7.59	9.24	11.36	6.00	6.58
91		B	31.7	0.0	7.7 BACA		3.52	7.53	9.18	11.30	5.54	6.51
118		B	52.8	0.0	6.9 NORTH CHAVES		3.47	7.48	9.13	11.25	5.49	6.44
	Y	O	52.8	0.0	3.8 THOREAU		3.44	7.45	9.10	11.22	5.46	6.40
118		B	31.7	0.0	3.7 GONZALES		3.41	7.42	9.07	11.19	5.43	6.37
131		B	21.1	31.7	7.4 NORTH GUAM		3.35	7.35	9.01	11.13	5.37	6.29
					10.9							
117		B	0.0	31.7	WINGATE		3.25	7.26	8.50	11.04	5.27	6.18
	Y	B	0.0	31.7	3.2 McCUNE							
169		B	0.0	31.7	2.3 ZUNI		3.20	7.20	8.45	10.59	5.22	6.12
Yard	FW Y	O	0.0	31.7	8.0 GALLUP		3.12 AM	7.13 AM	8.38 AM	10.52 AM	5.15 PM	6.05 PM
					(160.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (63.0) (61.4) (68.6) (67.4) (67.1) (58.4)

BELEN DISTRICT

(Continued from Page 2)

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD	
		NO. 109		FIRST CLASS	
		July 27, 1958		2	4
Yard	O	STATIONS		San Francisco Chief	Mail Express
		BELEN YL		Arrive Daily	Arrive Daily
175	O	DALIES		AM 10.50	PM 7.30
		(10.3)		10.35 AM	7.15 PM
				Leave Daily	Leave Daily
		Average speed per hour.....		(41.2)	(41.2)

Between Belen and Gallup trains must keep to the left.

Rule 251 is in effect between Belen and Gallup.

Trains must get numbered clearance card before leaving Albuquerque, Belen and Gallup.

At Isleta, westward trains having received Albuquerque Division numbered clearance card, at Albuquerque or Abajo, will be governed by indication of train order signal.

At Isleta, eastward Albuquerque Division trains having received New Mexico Division numbered clearance card at Dalies will be governed by indication of train order signal. Trains receiving New Mexico Division numbered clearance card must also receive Albuquerque Division clearance card before leaving Dalies.

WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS									
123	17	1	19	7					
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	NO. 109				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	July 27, 1958				
PM 7:28	PM 7:15	PM 6:12	AM 10:00	AM 3:40	STATIONS				
7:38	7:25	6:22	10:10	3:50	GALLUP YL	157.6	0.0		
7:47	7:34	6:31	10:19	4:00	DEFIANCE	166.9	15.8		
7:55	7:42	6:39	10:27	4:08	LUPTON	180.4	0.0		79
8:01	7:48	6:45	10:33	4:14	HOUCK	191.2	15.8		136
8:05	7:52	6:49	10:37	4:18	CHETO	199.7	15.8		104
8:10	7:57	6:54	10:42	4:23	CHAMBERS	205.7	5.8		86
8:15	8:02	6:59	10:47	4:28	NAVAJO	213.0	0.0		114
8:24	8:12	7:09	10:57	4:37	PINTA	219.2	0.0	Y	144
8:33	8:22	7:19	11:07	4:46	ADAMANA	232.3	0.0		114
8:41	8:27	7:24	11:12	5:00	ARNTZ	245.5	7.9		81
8:46	8:31	7:28	11:16	5:08	HOLBROOK YL	253.0	26.4		114
8:50	8:35	7:32	11:20	5:12	PENZANCE	258.6	0.0		152
8:58	8:43	7:40	11:28	5:20	JOSEPH CITY	263.5	17.4		72
9:15 PM	8:57 PM	7:54 PM	11:42 AM	5:40 AM	HIBBARD	274.8	19.5		114
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	WINSLOW YL	285.5		FW TY	Yard
					(127.2)				

(69.0) (74.8) (74.8) (74.8) (63.6) Average speed per hour

Signal System Two in effect between Gallup and Winslow.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these

points main track may be used not protecting against regular and extra trains and engines.

Between Gallup and Winslow, trains must keep to the left.

Rule 251 in effect between Gallup and Winslow.

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

SECOND DISTRICT

ALBUQUERQUE DIVISION

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	TIME TABLE NO. 109 July 27, 1958		EASTWARD				
					FIRST CLASS				
					20	124	2	18	8
					The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	O		GALLUP YL	AM 3:10	AM 7:10	AM 8:35	AM 10:50	PM 5:10	
104	B	31.7	9.4 DEFIANCE	2:59	6:56	8:24	10:39	4:55	
135	B	31.7	13.4 LUPTON	2:48	6:46	8:13	10:28	4:44	
142	B	31.7	10.9 HOUCK	2:40	6:38	8:05	10:20	4:35	
	B	31.7	8.0 OHETO	2:34	6:32	7:59	10:14	4:29	
144	C	31.7	5.9 OHAMBERS	2:30	6:28	7:55	10:10	4:24	
116	B	31.7	7.3 NAVAJO	2:24	6:23	7:49	10:04	4:18	
180	B	31.7	6.2 PINTA	2:19	6:18	7:44	9:59	4:13	
115	B	31.7	13.1 ADAMANA	2:09	6:08	7:35	9:50	4:02	
83	B	31.7	13.3 ARNTZ	1:59	5:58	7:25	9:40	3:52	
135	C	31.7	7.4 HOLBROOK YL	1:53	5:50	7:19	9:34	3:43	
	B	31.7	5.6 PENZANCE	1:48	5:42	7:14	9:29	3:35	
74	B	31.7	4.8 JOSEPH CITY	1:44	5:38	7:10	9:25	3:30	
144	B	16.9	11.1 HIBBARD	1:35	5:30	7:00	9:15	3:20	
Yard	O	31.7	10.8 WINSLOW YL	1:25 AM	5:20 AM	6:50 AM	9:05 AM	3:10 PM	
			(127.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....				(72.7)	(69.4)	(72.7)	(72.7)	(63.6)	

Signal System Two in effect between Gallup and Winslow.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these

points main track may be used not protecting against regular and extra trains and engines.

Between Gallup and Winslow trains must keep to the left.

Rule 251 in effect between Gallup and Winslow.

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

WESTWARD

FIRST CLASS

123	17	1	19	7
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 9.50	PM 9.02	PM 8.00	AM 11.47	AM 5.50
9.59	9.08	8.06	11.53	5.57
10.09	9.16	8.14	12.01	6.10
10.17	9.23	8.20	12.07	6.20
10.24	9.28	8.25	12.12	6.27
10.36	9.38	8.36	12.22	6.41
10.44	9.45	8.43	12.29	6.49
10.51	9.52	8.50	12.37	6.55
11.05	10.07	9.05	12.51	7.19
11.18	10.17	9.14	1.03	7.30
11.24	10.22	9.19	1.08	7.38
11.32	10.29	9.24	1.14	7.46
11.39 AM	10.35	9.30	1.20	7.53
12.05	10.47	9.44	1.33	8.01
12.13	10.53	9.50	1.41	8.07
12.23	11.03	10.00	1.51	8.18
12.40	11.19	10.16	2.07	8.34
1.07	11.32	10.40	2.21	9.05
1.17	11.40	10.48	2.29	9.13
1.27	11.49	10.57	2.39	9.24
1.37	11.57 AM	11.05	2.47	9.33
1.50 AM	12.11 AM	11.20 PM	3.00 PM	9.45 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

(35.7)

(45.3)

(42.8)

(44.4)

(36.4)

.....Average speed per hour

TIME TABLE

NO. 109

July 27, 1958

STATIONS

WINSLOW YL	285.5
WEST WINSLOW YL	288.5
DENVERSON	298.3
SUNSHINE	305.9
CANYON DIABLO	311.7
ANGELL	322.7
WINONA	328.6
COSNINO	333.2
FLAGSTAFF YL	344.2
RIORDAN	350.8
BELLEMONT	356.3
MAINE	362.5
CHALENDER	368.0
WILLIAMS YL	378.2
SUPAI YL	381.6
MCLELLAN	386.3
DAZE	393.7
ASH FORK YL	401.2
PINEVETA	408.8
GLEED	414.7
CROOKTON YL	419.5
SELIGMAN YL	428.8

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

(142.7)

Mile Post

Rolling Grade Ascending

Rolling Grade Descending

Communications

Fuel, Water, Turn Tables and Wyes

Capacity of Sidings in 50 ft. Cars

Yard

FW TY

104

72

115

144

142

105

96

144

108

99

122

112

308

108

82

110

Yard

Signal System Two in effect between Winslow and Seligman.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must keep to the left between Winslow and overhead bridge M.P. 411-X plus 1000 feet, and to the right between this bridge and Seligman.

Rule 509 (b): At Supai, westward trains finding Signal 3821 and at Crookton eastward trains finding Signal 4142-A in "Stop" position must wait five minutes before proceeding, unless signals change to indicate proceed.

Westward freight trains must stop not less than ten minutes at Daze and eastward freight trains not less than ten minutes at any station, Flagstaff to Angell inclusive, to cool wheels and inspect train, except these stops may be omitted when train is handled by diesel engine with dynamic brakes in use on all units.

(Continued on Page 7)

THIRD DISTRICT

ALBUQUERQUE DIVISION

7

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Ways	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 109 July 27, 1958		EASTWARD				
							FIRST CLASS				
							124	2	18	8	20
Yard	FW TY	O			STATIONS	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
					WINSLOW YL	AM 4.40	AM 6.45	AM 9.00	PM 3.00	AM 1.20	
		B	75.0	31.7	3.1						
96		B	75.0	31.7	WEST WINSLOW YL	4.17	6.39	8.54	2.47	1.10	
		B	75.0	23.8	DENNISON	4.09	6.32	8.47	2.39	1.02	
144		B	80.7	0.0	SUNSHINE	4.03	6.27	8.41	2.33	12.56	
96	Y	B	75.0	22.7	CANYON DIABLO	3.58	6.23	8.37	2.25	12.51	
		B	75.0	0.0	ANGEL	3.49	6.15	8.29	2.15	12.43	
148		B	75.0	75.0	WINONA	3.45	6.11	8.25	2.08	12.38	
96	Y	O	75.0	47.3	COSNINO	3.39	6.05	8.19	2.01	12.32	
	Y	B	75.0	0.0	FLAGSTAFF YL	3.25	5.53	8.06	1.46	12.20	
185	Y	B	75.0	75.0	RIORDAN	3.12	5.43	7.56	1.36	12.10	
108		B	64.5	75.0	BELLEMONT	3.04	5.38	7.51	1.29	12.05	
119		B	52.8	75.0	MAINE	2.58	5.33	7.46	1.21	11.59	
118	W TY	O	75.0	75.0	CHALENDER	2.50	5.26	7.39	1.13	11.52	
27	Y	B	75.0	6.8	WILLIAMS YL	2.35	5.15	7.26	12.58	11.40	
108		B	0.0	95.0	SUPAI YL	2.21	5.04	7.21	12.46	11.35	
131		B	0.0	95.0	SERENO	2.16	4.59	7.17	12.40	11.31	
108		B	0.0	95.0	CORVA	2.00	4.50	7.06	12.26	11.19	
120	F WY	O	14.8	95.0	DAZE	1.47	4.38	6.54	12.10	11.07	
		B	75.0	75.0	ASH FORK YL	1.30	4.25	6.42	11.55	10.45	
		B	147.8	39.6	PINEVETA	1.12	4.14	6.33	11.33	10.30	
144	Y	B			CROOKTON YL	1.03	4.05	6.24	11.21	10.20	
Yard	FW TY	O	0.0	75.0	SELIGMAN YL	12.48 AM	3.52 AM	6.11 AM	11.08 AM	10.07 PM	
					(143.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....						(37.2)	(51.3)	(51.0)	(37.1)	(44.6)	

(Continued from Page 6)

Rule 97. Clearance card not required for helper engines operating light Supai to Ash Fork.

Rule 251 in effect between Winslow and Seligman.

East crossover switches between main tracks opposite station sign Supai equipped with electric switch locks, time release six minutes.

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

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10/10/58

WESTWARD

FIRST CLASS

1	19	7	123	17
San Francisco Chief	The Chief	Fast Mail Express	The Grand Canyon	Super Chief - El Capitan
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 11:22	PM 3:02	AM 9:48	AM 1:53	AM 12:13
11:32	3:12	10:01	2:06	12:23
11:38	3:18	10:07	2:13	12:29
11:46	3:26	10:15	2:23	12:37
11:56	3:36	10:24	2:35	12:46
AM 12:03	3:43	10:31	2:43	12:52
12:13	3:53	10:40	2:55	1:01
12:21	4:01	10:48	3:05	1:09
12:25	4:05	10:52	3:10	1:13
12:34	4:14	11:02	3:20	1:22
12:40	4:20	11:08	3:28	1:28
12:43	4:23	11:12	3:32	1:31
12:46	4:26	11:22	3:37	1:34
12:58	4:39	11:33	3:48	1:43
1:05	4:46	11:39	3:56	1:49
1:09	4:50	11:42	4:01	1:52
1:14	4:55	11:46	4:07	1:56
1:19	5:01	11:51	4:15	2:01
1:29	5:12	12:04	4:29	2:11
s 1:45 AM	s 5:30 PM	s 12:20 PM	s 4:50 AM	s 2:26 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 109

July 27, 1958

STATIONS

	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
SELIGMAN YL	428.8			FW TY	Yard
11.0		72.9	75.0		
AUDLEY	439.8	75.0	75.0		107
7.1					
PICA	446.9	75.0	69.7		107
5.2					
YAMPAI YL	452.2	0.0	105.8	Y	142
7.9					
NELSON	460.2	0.0	75.0		92
5.6					
PEACH SPRINGS	465.8	0.0	75.0		107
11.4					
TRUXTON	477.3	0.0	75.0		107
7.0					
VALENTINE	484.0	0.0	75.0		
4.9					
HACKBERRY	489.0	43.8	71.8		95
12.3					
WALAPAI	501.3	46.0	31.7		107
8.2					
BERRY	509.4	50.2	0.0	Y	144
4.5					
GETZ	513.9	0.0	95.0		
2.6					
KINGMAN YL	516.4	0.0	95.0		118
10.4					
GRIFFITH	526.8	0.0	75.0		107
8.8					
ATHOS	535.6	0.0	75.0		
4.6					
YUCCA	540.2	0.0	75.0		144
5.9					
HAVILAND	546.2	0.0	75.0		
6.5					
FRANCONIA	552.7	52.8	73.9		105
12.4					
TOPOCK	565.1	52.8	52.8		107
12.4					
NEEDLES YL	578.0			FW TY	Yard
(148.6)					

(62.3) (60.2) (59.1) (50.4) (67.0)Average speed per hour

Signal System Two in effect between Seligman and Needles.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Rule 251 in effect between Seligman and Needles.

Westward freight trains, except those handled by diesel engine with dynamic brakes in use, will stop at Yucca not less than ten minutes to cool wheels.

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

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56
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KINGMAN DISTRICT

ALBUQUERQUE DIVISION

9

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wye	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 109 July 27, 1958		EASTWARD				
							FIRST CLASS				
							2	18	8	20	124
							San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief	The Grand Canyon
Yard	FW TY	O			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
					SELIGMAN YL	AM 3:50	AM 6:09	AM 11:05	PM 10:05	AM 12:45	
107		B	72.9	73.9	11.2 AUDLEY	3:38	5:54	10:50	9:53	12:30	
107		B	75.0	75.0	7.1 PICO	3:31	5:47	10:44	9:47	12:23	
107	Y	B	75.0	69.7	5.2 YAMPAI YL	3:24	5:40	10:37	9:40	12:15	
113		O	0.0	75.0	7.0 NELSON	3:13	5:30	10:25	9:30	12:02	
107		O	0.0	75.0	5.6 PEACH SPRINGS	3:05	5:24	10:17	9:23	11:53	
110		B	0.0	75.0	11.4 TRUXTON	2:52	5:09	10:02	9:10	11:37	
189		B	0.0	75.0	7.0 VALENTINE	2:42	4:59	9:50	9:00	11:27	
105		B	0.0	75.0	4.9 HACKBERRY	2:37	4:55	9:45	8:56	11:22	
115		B	43.8	71.8	12.3 WALAPAI	2:27	4:45	9:32	8:46	11:09	
144	Y	B	46.0	31.7	8.2 BERRY	2:21	4:38	9:26	8:40	11:01	
		B	50.2	0.0	4.5 GETZ	2:17	4:34	9:22	8:36	10:57	
107		O	0.0	75.0	2.8 KINGMAN YL	2:14	4:30	9:18	8:32	10:53	
144		B	0.0	75.0	5.1 HARRIS	2:05	4:21	9:06	8:23	10:37	
144		B	0.0	75.0	5.5 GRIFFITH	1:58	4:14	9:00	8:17	10:30	
71		B	0.0	75.0	8.8 ATHOS	1:49	4:04	8:51	8:08	10:21	
105		O	0.0	75.0	4.6 YUCCA	1:44	3:59	8:45	8:03	10:15	
72		B	0.0	75.0	5.9 HAVILAND	1:38	3:52	8:38	7:57	10:09	
144		B	0.0	75.0	6.6 FRANCONIA	1:31	3:45	8:31	7:51	10:02	
107		B	52.8	73.9	12.4 TOPOCK	1:18	3:31	8:18	7:38	9:48	
Yard	FW TY	O	52.8	52.8	NEEDLES YL	1:05 AM	3:17 AM	8:05 AM	7:25 PM	9:35 PM	
					(149.3)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (54.3) (52.1) (49.8) (56.0) (47.0)

Signal System Two in effect between Seligman and Needles.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch

not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Rule 251 in effect between Seligman and Needles.

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

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0

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rating Grade Ascending	WESTWARD	TIME TABLE NO. 109 July 27, 1958	EASTWARD	Mile Post	Rating Grade Ascending	Communications
			FIRST CLASS		FIRST CLASS			
			47		42			
			Passenger		Passenger			
			Leave Daily	STATIONS	Arrive Daily			
Yard	F WY	51.7	AM 2.10	ASH FORK YL	PM 10.15	0.0	62.8	O
72		53.3	2.18	3.9 CRUIOE	9.39	3.9	83.4	B
39		33.8	2.25	5.3 MEATH	9.31	9.2	81.8	B
72		0.0	2.34	6.8 ROK	9.22	16.0	79.2	B
73	Y	52.8	f 2.42	5.8 DRAKE YL	f 9.15	21.8	79.2	O
73		64.9	2.53	8.1 ABRA	9.04	29.4	79.2	B
80		79.2	f 2.59	4.2 DEL RIO	f 8.58	33.6	79.2	B
41		79.2	f 3.02	1.5 PURO	f 8.56	35.1	56.0	B
96		79.2	f 3.07	3.8 COPPER	f 8.51	38.9	56.0	B
38		79.5	3.14	5.7 GRANITE	8.45	44.8	13.2	B
17		79.5	f 3.23	6.4 ENTRO	f 8.36	51.0	39.6	B
Yard	F WY	158.4	s 3.45	8.1 PRESCOTT YL	s 8.24	57.1	66.5	O
		158.4	3.54	2.9 POWDER	8.15	60.0	0.0	
34	Y	158.4	4.14	5.6 ALTO	7.58	65.6	79.2	B
		0.0	4.16	0.8 PRIETA	7.56	66.2	0.0	
		0.0	f 4.21	5.5 IRON SPRINGS	f 7.52	67.6	158.4	B
97		0.0	f 4.40	7.5 RAMSGATE	f 7.35	73.1	158.4	B
62	Y	5.0	f 4.56	3.2 SKULL VALLEY YL	f 7.19	80.6	158.4	O
62		79.7	f 5.09	8.6 KIRKLAND	f 7.07	86.8	79.2	B
72		79.2	5.25	6.1 GRAND VIEW	6.51	95.4	79.7	B
109		0.0	f 5.38	3.2 HILLSIDE	f 6.39	101.5	79.2	O
128		64.3	f 5.56	6.7 DATE	f 6.22	109.7	79.2	B
38		79.2	f 6.08	6.8 PIEDMONT	f 6.11	116.4	79.2	B
72	Y	0.0	f 6.22	6.4 CONGRESS	f 5.58	123.2	79.2	O
62		0.0	6.32	5.3 FLORES	5.47	129.6	79.2	B
E. 22 W. 23	Y	0.0	6.44	4.7 MATTHIE YL	5.39	134.9	79.2	B
87	FW	0.0	s 7.00	3.9 WICKENBURG YL	s 5.30	139.6	79.2	O
73		79.7	7.08	6.8 ALLAH	5.23	143.5	63.4	B
72		0.0	f 7.23	7.3 CASTLE HOT SPRINGS	f 5.10	150.3	56.5	B
72		0.0	f 7.31	11.5 WITTMANN	f 4.59	157.6	34.8	B
84		0.0	f 7.43	4.5 BEARDSLEY	f 4.45	169.1	34.8	B
72		31.7	7.48	3.1 ENNIS	4.40	173.6	34.8	B
42		0.0	f 7.52	3.2 MARINETTE	f 4.36	176.7	34.8	B
72		0.0	f 7.56	4.3 PEORIA	f 4.32	179.9	12.7	O
Yard		0.0	s 8.05	4.1 GLENDALE YL	s 4.26	184.2	0.0	O
Yard		0.0	8.13	2.7 ALHAMBRA YL	4.17	183.3	18.5	B
Yard	F WT	15.8	f 8.21	2.7 MOBEST YL	f 4.09	191.0	23.2	O
Yard	Y		s 8.30 AM	2.7 PHOENIX YL	4.00 PM	193.7	15.8	O
			Arrive Daily	(193.7)	Leave Daily			

(30.6)Average speed per hour..... (32.0)

At Ash Fork, No. 47 and No. 42 have no superiority between east switch of west wye and station, and will move between such limits prepared to stop short of train, obstructions or switch not properly lined, but not exceeding 15 miles per hour.

Westward freight trains must consume not less than ten minutes at Ramsgate for inspection of trains and cooling wheels, except these stops may be omitted when train is handled by diesel engine with dynamic brakes in use on all units.

Train movements on Ennis Spur must be authorized by train order.

Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Depot at Phoenix.

At Phoenix, before crossing S.P. tracks on tail of wye, be governed by instructions in box on north side of S.P. tracks.

Trains must get numbered clearance card before leaving Ash Fork and Phoenix.

Trains must get clearance card before leaving Prescott and Wickenburg.

Extra trains and road engines originating must get numbered clearance card before leaving Mobest.

Train register in phone booths at Ennis and Entro, where trains will register as directed.

PARKER DISTRICT								
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 109 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
			STATIONS					
	Y	39.6		MATTHIE YL		0.0		B
45		0.0		6.2 DIVIDE		6.2	0.0	B
24		0.0		8.3 FOREPAUGH		14.5	31.7	B
48		0.0		7.7 AGUILA YL		22.2	29.0	C
42		19.8		8.9 GOLDEN		31.1	21.1	B
45		0.0		8.9 LOVE		40.0	31.7	B
12		0.0		4.8 WENDEN		44.8	31.7	B
24		26.4		5.2 SALOME		50.0	21.1	C
23		29.0		2.6 HAROUVAR		52.6	0.0	B
14		0.0		7.7 VICKSBURG		60.3	84.5	B
46		0.0		0.8 BUSH PIT		61.1	31.7	B
8		0.0		5.7 McVAY		66.8	31.7	B
14		0.0		3.7 UTTING		70.5	31.7	B
17		0.0		9.4 BOUSE		79.9	31.7	B
48		0.0		10.7 WALL		90.6	31.7	B
94	Y	31.7		16.2 PARKER YL		105.8	31.7	C
				(105.8)				

Trains must get numbered clearance card before leaving Parker.

12 ALBUQUERQUE DIVISION

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 109 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		15		14		
		Passenger		Passenger		
Leave Daily	STATIONS		Arrive Daily			
Yard		PM 8-00	GRAND CANYON YL	AM 7-00	68.7	
30	39.6	8-15	6.5 OOCONINO	6-35	57.2	130.3
27	117.5	8-27	5.2 APEX	6-20	52.0	158.4
	0.0	8-43	7.3 ANITA	6-01	44.8	170.4
21	37.0	8-54	7.0 WILLAHA	5-48	37.7	79.2
32	62.3	9-09	8.8 VALLE	5-30	29.0	100.3
20	116.2	9-25	8.4 QUIVEBO	5-10	20.6	48.0
29	132.0	9-48	11.6 RED LAKE	4-45	9.0	105.6
Yard	168.4	10-20 PM	9.5 WILLIAMS YL	4-15 AM	0.0	110.9
		Arrive Daily	(64.3)	Leave Daily		

(27.6)Average speed per hour..... (23.4)

At Grand Canyon, switches leading from main track to east and west legs of wye must be left lined for wye and switch at stem of wye lined for east leg.

No. 14 will turn on wye and back into Grand Canyon.

At Williams, switch leading from main track to east leg of wye must be left lined for wye; switch leading from main track to west leg of wye must be left lined for main track; switch at stem of wye must be left lined for west leg of wye.

No. 15 will turn on wye and back into Williams.

Office of communication at Grand Canyon; phones in booths at all sidings.

Wye at Anita and Williams.

Fuel, water and wye at Grand Canyon.

Trains must get numbered clearance card before leaving Grand Canyon and Williams.

CLARKDALE DISTRICT

IRON KING DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 109 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
		31				
28	79.2	10.7 BEAR	10.6	105.6		
23	0.0	7.6 PERKINSVILLE	18.3	75.5		
17	0.0	9.6 SYCAMORE	27.8	105.6		
Yard	82.3	10.1 CLARKDALE YL	38.0			
		(38.0)				

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 109 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
		Yard				
Yard	50.2	0.6 HUMBOLDT YL	16.6	112.4		
13	53.3	1.8 CHERRY CREEK YL	14.8	98.0		
12	73.9	7.1 YARGER YL	7.7	0.0		
22	84.5	7.7 ENTRO YL	0.0	96.1		
		(17.2)				

No switch lights on Clarkdale District.

Wye at Clarkdale and Drake.

Booth phone at Bear, Perkinsville and Sycamore; office of communication at Clarkdale and Drake.

At Clarkdale, spring point derail switch, normally lined for derail, located in upper yard below station.

Trains must get numbered clearance card before leaving Drake and Clarkdale.

No switch lights on Iron King District.

Wye at Humboldt.

SPECIAL RULES

1. Rule S-72: Except as otherwise provided all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Belen (station and yard offices), Gallup (station and yard office), Winslow (telegraph office and roundhouse), Flagstaff, Williams, Ash Fork, Seligman, Needles, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

3. Rule 5: At Matthie time applies at west junction switch.

4. Rule 82 (B): Bulletin boards and books are located at Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork, Seligman, Needles, Clarkdale, Prescott, Wickenburg, Mobest, Phoenix and Parker.

5. Rules 83 and 83 (A):

Williams, Ash Fork, and Wickenburg, only trains originating and terminating will register.

Matthie, only first class trains will register.

Mobest, first class trains may register by Form 903 and will not check register.

Gallup, Seligman, and Prescott, all first class trains may register by Form 903.

6.

7. Rule 93: Yard limits are located at Belen, Grants, Gallup, Holbrook, Winslow-West Winslow, Flagstaff, Williams, Supai, Grand Canyon, Ash Fork, Crookton, Seligman, Yampai, Kingman, Needles, Drake, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Phoenix, Clarkdale, Aguila, Parker, and Entro-Iron King.

8. Rule 104 (A) is amended:

When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

9. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934 Spl) delivered therewith.

10. The maximum tonnage per operative brake in freight trains is 70 tons on westward track from Supai to Welch; between M.P. 61½ and M.P. 78, Fourth District; and Grand Canyon District.

The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen, with a minimum on freight trains as follows:

ALBUQUERQUE DIVISION

13

Units with dynamic brake operative	Supai to Daze Westward Track 200 or 2650 class engine	Supai to Daze Westward Track 281 or 700 class engine	Supai to Daze Eastward Track; Daze to Ash Fork both tracks 200, 281, 2650 or 700 class engine	On descending grades between MP 61½ and MP 78 Fourth District 200, 281, 2650 or 700 class engine
None	One retainer each 70 tons	One retainer each 70 tons	One retainer each 100 tons	One retainer each 70 tons
	One retainer each 70 tons In excess of:	One retainer each 70 tons In excess of:	One retainer each 100 tons In excess of:	One retainer each 70 tons In excess of:
1.	1200 tons	1300 tons	2000 tons	500 tons
2.	2400 tons	2600 tons	4000 tons	1000 tons
3.	3600 tons	3900 tons	6000 tons	1500 tons
4 or more.	4800 tons	5200 tons	8000 tons	2000 tons

When retainers are used on a freight train, not less than 10 must be set, and speed must not exceed 20 MPH.

11. Rule 761: Following is list of structures:

Johnson Canyon Tunnel between McLellan and Daze on Third District, tunnel between Perkinsville and Sycamore on Clarkdale District, and tunnel between Vicksburg and Harcuvar on Parker District.

At Gallup, the tipples, bins, pipe lines, wires, and other obstructions located at Gallup American and Mutual Mines will not clear an engine or a man on top or side of car.

12. Rule 831: New Mexico statutes 1929 Section 116-202 provide that any railroad shall have the following powers:

"To expel from its cars at any stopping place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous, or disorderly manner towards other passengers, or the employes of such corporation in charge of such cars, or, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars."

Arizona: The 1928 Revised Code provides:

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

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

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

13. Rule 862: Revenue passengers and employes holding passes stamped "Good on Freight Trains", may be carried on freight trains, but only to and from stations where these trains are required to stop.

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

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

except where retainers not necessary as provided in Time Table Special Rule 10, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges.

SPEED REGULATIONS

16. 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.

Trains handling Orton pile drivers AT 199452 and 199453 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty MPH at any point on the First, Second, Third, Kingman, Fourth, Belen, Parker and Grand Canyon Districts, and fifteen miles per hour at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
Belen District, East & West	79	60	FIRST DISTRICT WESTWARD: (Continued)		
First District, Westward:			4 Curves M.P. 27.5 to 32.5	70	60
Isleta to Dalles	79	60	7 Curves M.P. 36.8x to 45.1x	70	60
Dalies to Marmon	100	60	1 Curve M.P. 59.2 to 60.1	70	60
Marmon to Gonzales	79	60	3 Curves M.P. 60.1 to 60.9	60	60
Gonzales to Gallup	100	60	4 Curves M.P. 60.9 to 62.9	50	60
First District, Eastward:			3 Curves M.P. 62.9 to 66.0	70	60
Gallup to Gonzales	79	60	2 Curves M.P. 66.0 to 67.4	65	60
Gonzales to Anzac	100	60	11 Curves M.P. 84.0 to 88.0	55	50
Anzac to Marmon	79	60	3 Curves M.P. 88.0 to 91.0	70	60
Marmon to Dalles	100	60	1 Street Crossing M.P. 95.5	40	40
Dalles to Isleta	79	60	6 Curves M.P. 149.4 to 156.5	80	60
Second District, West & East	100	60	1 Curve M.P. 156.5 to Gallup	30	30
Third District, Westward	79	60	FIRST DISTRICT EASTWARD:		
Third District, Eastward:			2 Curves Gallup to M.P. 156.5	50	50
Seligman to Winona	79	60	3 Curves M.P. 136.3x to 133.4x	65	60
Winona to Winslow	100	50	2 Curves M.P. 130.7x to 130.0x	65	60
Kingman District, Westward:			3 Curves M.P. 130.0x to 127.5	80	60
Seligman to Peach Springs	79	60	7 Curves M.P. 109.7 to 105.0	80	60
Peach Springs to Needles	100	60	2 Curves M.P. 98.6 to 95.5	90	60
Kingman District, Eastward:			1 Street Crossing M.P. 95.5	40	40
Needles to Getz	79	60	1 Curve M.P. 95.5 to 94.4	80	60
Getz to Valentine	100	60	3 Curves M.P. 91.0 to 88.0	70	60
Valentine to Seligman	79	60	11 Curves M.P. 88.0 to 84.0	55	50
Grand Canyon District	40	40	2 Curves M.P. 67.4 to 66.0	65	60
Fourth District	59	45	3 Curves M.P. 66.0 to 62.9	75	60
Parker District	59	40	3 Curves M.P. 62.9 to 61.1	50	50
Clarkdale District	20	20	4 Curves M.P. 61.1 to 60.1	60	60
Iron King District	15	15	1 Curve M.P. 60.1 to 59.2	70	60
Ennis Spur	20	20	1 Curve M.P. 59.1 to 58.6	90	60
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.			4 Curves M.P. 32.5 to 27.5	70	60
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with dynamic brake not in use.			1 Switch and 1 Curve M.P. 27.5 to 27.3	40	40
In freight service minimum of 16 minutes running time must be used Crookton to Pinedeta.			2 Curves M.P. 13.6 to 12.5	70	55
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.			SECOND DISTRICT WESTWARD:		
BELEN DISTRICT WESTWARD:			4 Curves and 2 Street Crossings Gallup to M.P. 158.2	30	30
1 Switch and 1 Curve Belen to M.P. 0.3	15	10	1 Curve M.P. 160.7 to 160.9	80	60
2 Curves M.P. 6.7 to M.P. 8.4	70	50	4 Curves M.P. 173.1 to 175.1	90	60
2 Curves M.P. 8.4 to M.P. 10.2	60	50	1 Curve M.P. 188.4 to 188.9	80	60
BELEN DISTRICT EASTWARD:			5 Curves M.P. 215.6 to 219.2	80	60
Dalles Jct. Switch M.P. 10.2 to 10.0	40	40	2 Curves M.P. 250.6 to 252.1	80	60
Grade and 6 Curves M.P. 10.0 to M.P. 0.5	75	50	1 Curve M.P. 264.2 to 264.4	80	60
2 Curves and 2 Switches M.P. 0.5 to Belen	15	10	SECOND DISTRICT EASTWARD:		
FIRST DISTRICT WESTWARD:			1 Curve M.P. 264.4 to 264.2	80	60
2 Curves M.P. 12.5 to 13.6	70	55	2 Curves M.P. 252.1 to 250.6	80	60
1 Curve and 3 Switches M.P. 26.8 to 27.5	40	40	5 Curves M.P. 219.2 to 215.6	80	60
			1 Curve M.P. 188.9 to 188.4	80	60
			4 Curves M.P. 175.1 to 173.1	90	60
			1 Curve M.P. 166.8 to 166.3	90	60
			3 Curves M.P. 160.9 to 158.2	80	60
			4 Curves and 2 Street Crossings M.P. 258.2 to Gallup	30	30

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
THIRD DISTRICT WESTWARD:			KINGMAN DISTRICT WESTWARD: (Continued)		
5 Curves Winslow to M.P. 287.3	25	25	1 Curve and Grade M.P. 478.2 to 479.0	60	40
4 Curves M.P. 326.4 to 328.6	70	60	2 Curves and Grade M.P. 479.0 to 479.6	40	40
3 Curves M.P. 328.6 to 330.9	50	50	3 Curves and Grade M.P. 479.6 to 480.6	30	30
2 Curves M.P. 330.9 to 331.8	40	40	2 Curves and Grade M.P. 480.6 to 481.6	55	45
14 Curves M.P. 331.8 to 339.9	50	50	2 Curves and Grade M.P. 481.6 to 482.5	70	60
3 Curves M.P. 339.9 to 343.6	55	50	9 Curves M.P. 482.5 to 490.2	80	60
21 Curves M.P. 343.6 to 350.1	40	40	4 Curves M.P. 490.2 to 499.1	90	60
7 Curves M.P. 350.1 to 352.6	50	50	1 Curve and Grade M.P. 514.4 to 515.2	70	25
2 Curves M.P. 352.6 to 353.9	70	60	2 Curves and Grade M.P. 515.2 to 516.5	50	25
Grade and 4 Curves M.P. 364.1 to 366.8	55	40	1 Street Crossing M.P. 516.5	25	25
13 Curves M.P. 366.8 to 371.7	50	50	6 Curves and Grade M.P. 516.5 to 519.2	45	25
Grade and 8 Curves M.P. 376.0 to 378.2	50	40	5 Curves and Grade M.P. 519.2 to 524.3	80	45
1 Curve and 3 Street Crossing M.P. 378.2 to 378.9	30	30	14 Curves and Grade M.P. 524.3 to 562.3	90	45
5 Curves M.P. 378.9 to 381.1	40	40	1 Curve and Grade M.P. 562.3 to 562.8	65	45
7 Curves M.P. 381.1 to 382.7	35	30	7 Curves M.P. 562.8 to 565.9	50	45
Grade and 23 Curves M.P. 382.7 to 388.8	25	20	1 Curve M.P. 565.9 to 566.6	80	60
Tunnel and 1 Curve M.P. 388.8 to 388.9	20	20	3 Curves M.P. 572.4 to 575.6	85	60
Grade and 14 Curves M.P. 388.9 to 401.0	25	20	4 Curves M.P. 575.6 to 577.2	45	30
3 Curves M.P. 401.0 to 401.9	30	25	KINGMAN DISTRICT EASTWARD:		
Supal to Welch			4 Curves M.P. 577.2 to 575.7	45	45
Westward on eastward track			8 Curves M.P. 565.9 to 562.3	50	50
10 Curves M.P. 382.8x to 391.2x	30	20	1 Curve M.P. 554.8 to 554.7	65	60
9 Curves M.P. 391.2x to 395.0x	25	20	2 Curves M.P. 554.7 to 550.5	70	60
1 Curve M.P. 404.3 to 404.6	70	60	1 Curve M.P. 526.7x to 525.9x	65	50
1 Curve M.P. 406.9 to 407.2	60	60	7 Curves M.P. 525.9x to 520.2x	60	50
3 Curves M.P. 409.5 to 411.9	60	60	10 Curves M.P. 520.2x to 516.7x	40	40
4 Curves M.P. 411.9 to 413.1	35	35	1 Street Crossing M.P. 516.7x	25	25
13 Curves M.P. 413.1 to 416.4	25	25	2 Curves M.P. 516.7x to 515.3x	55	55
8 Curves M.P. 416.4 to 418.0	35	35	1 Curve M.P. 515.3x to 514.1x	65	60
Grade and 9 Curves M.P. 421.6 to 425.4	50	50	8 Curves M.P. 499.1 to 492.7	85	60
THIRD DISTRICT EASTWARD:			1 Curve M.P. 490.2 to 488.8	80	60
6 Curves M.P. 425.4 to 422.8	50	50	8 Curves M.P. 488.8 to 482.5	65	60
3 Curves M.P. 422.8 to 421.6	40	40	3 Curves M.P. 482.5 to 481.0	55	55
2 Curves M.P. 415.8x to 413.6x	50	40	5 Curves M.P. 481.0 to 479.4	30	30
Grade and 5 Curves M.P. 413.6x to 410.9x	40	25	1 Curve M.P. 479.4 to 479.0	55	50
Grade and 3 Curves M.P. 410.9x to 409.5	60	45	3 Curves M.P. 479.0 to 477.0	65	50
1 Curve M.P. 407.2 to 406.9	60	60	6 Curves M.P. 477.0 to 470.4	70	60
2 Curves M.P. 404.6 to 401.9	70	60	4 Curves M.P. 470.4 to 469.0	50	50
22 Curves M.P. 401.9 to 392.0	35	35	5 Curves M.P. 469.0 to 464.9	65	50
1 Curve M.P. 395.0x to 394.6x	35	25	3 Curves M.P. 464.9 to 463.8	50	50
6 Curves M.P. 394.6x to 391.6x	40	30	6 Curves M.P. 463.8 to 460.1x	60	50
1 Curve M.P. 391.6x to 391.2x	35	25	8 Curves M.P. 460.1x to 457.0	50	50
4 Curves M.P. 391.2x to 388.2x	40	30	3 Curves M.P. 457.0 to 455.5	50	50
2 Curves M.P. 388.2x to 386.2x	50	30	2 Curves M.P. 455.5 to 453.2	65	50
3 Curves M.P. 386.2x to 383.7x	55	40	1 Curve M.P. 453.2 to 452.1	55	50
6 Curves M.P. 383.7x to 381.5	40	40	2 Curves M.P. 452.1 to 451.4	40	40
2 Curves M.P. 381.5 to 381.1	35	35	5 Curves M.P. 451.4 to 450.1	30	30
5 Curves M.P. 381.1 to 378.9	50	40	3 Curves M.P. 450.1 to 448.3	60	40
5 Curves and 1 Street Crossing M.P. 378.9 to 378.2	30	30	FOURTH DISTRICT:		
4 Curves M.P. 378.2 to 376.0	50	50	4 Curves M.P. 0.4 to 2.6	45	40
13 Curves M.P. 371.7 to 366.8	50	50	3 Curves M.P. 4.0 to 5.9	45	40
4 Curves M.P. 366.8 to 364.1	55	55	3 Curves M.P. 7.9 to 9.9	45	40
2 Curves M.P. 353.9 to 352.6	70	60	3 Curves M.P. 12.0 to 14.1	45	40
7 Curves M.P. 352.6 to 350.1	50	50	4 Curves M.P. 14.1 to 16.2	35	35
20 Curves M.P. 350.1 to 343.6	40	40	2 Curves M.P. 16.2 to 17.2	45	40
3 Curves M.P. 343.6 to 341.6	55	40	1 Curve M.P. 18.4 to 18.7	45	40
2 Curves M.P. 339.9 to 339.2	50	40	1 Curve M.P. 21.1 to 21.6	30	20
Grade and 3 Curves M.P. 339.2 to 336.2	60	40	Br. B-22 M.P. 21.6 to 21.8	20	20
Grade and 9 Curves M.P. 336.2 to 331.6	50	40	5 Curves M.P. 21.8 to 23.2	40	30
Grade and 2 Curves M.P. 331.6 to 330.9	40	40	2 Curves M.P. 23.2 to 26.6	50	40
3 Curves M.P. 330.9 to 328.6	50	40	6 Curves M.P. 26.6 to 29.0	45	35
3 Curves M.P. 328.6 to 327.0	85	50	4 Curves M.P. 30.4 to 31.9	45	35
9 Curves M.P. 327.0 to 303.3	90	50	5 Curves M.P. 34.0 to 35.4	40	30
2 Curves M.P. 303.3 to 302.0	80	50	3 Curves M.P. 39.7 to 41.2	50	40
10 Curves M.P. 302.0 to 287.3	90	50	1 Curve M.P. 42.5 to 42.7	45	35
5 Curves M.P. 287.3 to Winslow	25	25	1 Curve M.P. 46.0 to 46.1	50	40
KINGMAN DISTRICT WESTWARD:			2 Curves M.P. 48.0 to 48.7	30	25
2 Curves M.P. 447.3 to 448.3	70	50	2 Curves M.P. 48.7 to 50.3	50	40
3 Curves M.P. 448.3 to 450.1	60	50	10 Curves M.P. 50.3 to 52.7	25	20
5 Curves M.P. 450.1 to 451.4	30	30	6 Curves M.P. 52.7 to 55.9	40	30
5 Curves and Grade M.P. 451.4 to 455.5	60	40	5 Curves M.P. 55.9 to 58.3	30	20
5 Curves and Grade M.P. 455.5 to 457.7	50	40	90 Curves and Grade M.P. 58.3 to 76.7	20	15
5 Curves and Grade M.P. 457.7 to 460.1	60	40	9 Curves M.P. 77.7 to 82.3	45	30
7 Curves and Grade M.P. 460.1 to 463.8	60	45	6 Curves M.P. 83.5 to 85.5	30	25
3 Curves M.P. 463.8 to 464.9	50	45	6 Curves M.P. 85.5 to 86.4	25	20
5 Curves and Grade M.P. 464.9 to 469.0	70	45	5 Curves M.P. 86.4 to 90.8	40	30
4 Curves M.P. 469.0 to 470.5	50	45	Cut M.P. 90.8 to 91.0	20	20
2 Curves and Grade M.P. 470.5 to 472.5	80	45	9 Curves M.P. 91.0 to 94.3	30	25
4 Curves M.P. 472.5 to 476.8	90	45	5 Curves M.P. 94.3 to 96.2	25	20
2 Curves and Grade M.P. 476.8 to 478.2	80	45	3 Curves M.P. 96.2 to 97.4	40	30
			3 Curves M.P. 97.4 to 98.3	30	25
			3 Curves M.P. 98.3 to 99.7	40	30
			4 Curves M.P. 99.7 to 101.8	30	25
			2 Curves M.P. 101.8 to 103.2		

16 ALBUQUERQUE DIVISION

SPECIAL RULES

Station	Type	Location	MPH
KINGMAN DISTRICT (Continued)			
Nelson	S	EE eastward siding; WE westward siding	30
Peach Springs	S	EE eastward siding; WE westward siding	30
Truxton	S	WE westward siding; EE eastward siding	30
Valentine	S	EE eastward siding	30
Hackberry	S	WE westward siding; EE eastward siding	30
Walapai	S	WE westward siding	15
	S	EE eastward siding	30
Berry	S	EE eastward siding; WE westward siding	30
Kingman	S	EE eastward siding	30
	S	WE eastward siding (normal position lined for quarry track)	10
Harris	S	EE eastward siding	30
Griffith	S	EE eastward siding; WE westward siding	30
Yucca	S	EE eastward siding; WE westward siding	30
Francinia	S	EE eastward siding; WE westward siding	30
Topock	S	WE westward siding	15
	S	EE eastward siding	30
Needles	I	Lead and crossover switches, west of M.P. 574	30

GRAND CANYON DISTRICT			
Grand Canyon	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to east leg of wye	10
Williams	S	Switch from main track to east leg of wye	10
	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to west leg of wye	10

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

- Williams for Third District trains
- Ash Fork for Third District trains
- Drake for Fourth District trains
- Entro for Fourth District trains
- Matthie for Fourth District trains
- Ennis for Fourth District trains

Other Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
FIRST DISTRICT			
Ciniza	138.9	60	East-West
SECOND DISTRICT			
Black Star	160.7	1.1 mile	West
Manuelito	174.2	9	East
THIRD DISTRICT			
Railhead	339.9	49	East-West
Welch	391.7	14	West
GRAND CANYON DISTRICT			
WoodIn	43.8	7	West
KINGMAN DISTRICT			
Chino	432.9	12	West
McConnico	520.7	40	West
Powell	558.8	12	East
FOURTH DISTRICT			
Hawkins	113.3	8	East
Industry Track	133.0	20	East-West
Lizard	172.5	17	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	175.1	18	East
Bumstead	178.4	23	East-West
Webb	180.5	26	East-West
Wayne	181.8	14	East-West
Fennemore	183.0	35	East-West
Citrus Park	185.2	35	East-West
Waddell	186.0	1 Mile	
McMicken	187.8	64	East-West
CLARKDALE DISTRICT			
Mack	6.6	6	East
Tapco	35.5	50	East
PARKER DISTRICT			
Spur	43.2	25	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Thoreau	369	Bellefont	376	Crookton	190	Skull Valley (normally lined for east leg)	726
McCune	Gov. Spur	Williams	1620	Seligman	910	Congress (normally lined for east leg)	812
Gallup	306	Anita	400	Yampai	685	Matthie	Main Track
Pinta	491	Grand Canyon	1617	Berry	2500	Phoenix	11th Ave, Spur
Winslow	343	Supai	282	Drake	Main Track	Humboldt	1859
Angell	558	Ash Fork—North Wye	910	Prescott (normally lined for west leg)	316	Clarkdale	769
Flagstaff	170	Ash Fork—West Wye	2640	Alto (normally lined for west leg)	201	Parker	564
Riordan	506						

SPECIAL RULES

ALBUQUERQUE DIVISION 17

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
FIRST DISTRICT			
Belen	West switch of freight main track and junction switches.	Interlocking.	Coast Lines Main Track, ——— Coast Lines Siding, ———0—— New Mexico Main Track, ———0—— New Mexico Siding, ———00—— Westward: To Westward Main Track, ——— To Eastward Main Track, ———0—— Eastward: To Sandia Main Track, ——— To Belen Main Track, ———0—— To North Siding, ———0—— To South Siding, ———00—— Eastward trains will sound whistle signal at microphone sign 500 feet west of signal 302.
Isleta	Junction and both switches Coast Lines siding.	Interlocking	
Dalles	Junction switch and switches both sidings.	Interlocking. Superior route to Sandia; Inferior route to Belen.	
SECOND DISTRICT			
Gallup	Switch west end westward freight lead; crossover between main tracks at west end westward freight lead and west switch of eastward freight lead.	Interlocking	{ Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.
Winslow	Switch from westward main track to freight lead.	Interlocking	{ Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
THIRD DISTRICT			
West Winslow	Switch from westward yard lead to westward main track, both switches of crossover between main tracks, switch from westward main track to eastward yard lead, west switch of Ice dock lead.	Interlocking	Eastward trains will sound following whistle signals at microphone sign at M.P. 293: Eastward main track, ——— South yard ———00—— Ice dock lead ———0—— Westward trains will sound following whistle signals at microphone sign 2600 feet west of M.P. 394: Westward Main Track, ——— Westward Siding, East End, ———0—— Crossover Westward Track M.P. 400 plus 4130 feet to Yard, ———0—— Eastward trains will sound following whistle signals at microphone sign 3500 feet east of M.P. 407: Eastward Main Track, ——— Extreme West Yard Switch M.P. 401 plus 5000 ft., ———00—— Eastward Siding, M.P. 400 plus 3855 ft., ———0—— Fourth District eastward trains will sound following whistle signals at microphone sign 800 feet west of M.P. 1: Eastward Main Track, Third District, ——— Entering yard at Extreme West Switch M.P. 401 plus 5000 ft., ———00—— Westward Third District Siding, ———0——
Ash Fork	East switch of westward siding M.P. 400 plus 275 feet, both switches of crossover west end of eastward siding M.P. 400 plus 3855 feet, between M.P. 401 plus 5000 feet and M.P. 402 plus 550 feet, extreme west crossover between main tracks, crossover between westward main track and siding, extreme west switch eastward main track to switching lead, switch to Fourth District from westward siding.	Interlocking	
KINGMAN DISTRICT			
Needles M.P. 574-4380	Main line and connecting crossover.	Interlocking	Westward trains will sound following whistle signals at microphone sign 900 feet west of M.P. 570: Westward main track ——— Track 20 ———00—— Tracks 17 and 18 ———0——

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

**CONDITIONAL STOPS SHOWN WILL BE MADE
ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond des- tined south of Ash Fork
	Pomona		Albuquerque and beyond
18	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
20	Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera	Williams and beyond	
124	Rivera, Ludlow	Williams and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
71	Encinitas, San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	
74	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
76	Anaheim, San Juan Capistrano		Los Angeles
80	Irvine, El Toro		Los Angeles

A. J. STROBEL, General Watch Inspector Topeka
R. W. WELLS, Asst. General Watch Inspector San Bernardino

LOCAL TIME INSPECTORS

FRANK MINDLIN 314 W. Central Ave., Albuquerque
JAMES PECH 822½ Bridge Blvd., Albuquerque
M. E. TREMBLY 208 S. Main St., Belen
RICHARD EALY Gallup
E. PARKE SELLARD Gallup
WARREN F. LIKEN 111 W. Hopi Dr., Holbrook
E. E. STARR Winslow
B. C. HOLMES 206 W. Bill Williams St., Williams
ALFRED WILLIAMS 849 Front St., Needles
P. L. ADRIAN 107 S. Cortez St., Prescott
H. H. HOWARD 314 Goodrich Bldg., Phoenix
C. KING STRAUS 23 N. Third Ave., Glendale
TOM FINLEY Parker

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY
OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2¼ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!



SANTA FE SAFETY FIRST



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

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

