



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

ASST. SUPERINTENDENT

H. G. WOOD Phoenix, Ariz.

TRAINMASTERS

R. L. BANION Gallup, N. Mex.
E. GILLMORE Winslow, Ariz.
B. K. PERRY Needles, Calif.

ASST. TRAINMASTER

J. C. WILLIAMS Phoenix, Ariz.

ROAD FOREMEN OF ENGINES

W. H. LAWSON Gallup, N. Mex.
J. H. LANE Winslow, Ariz.
D. KEMP Needles, Calif.
T. W. ANDERSON Phoenix, Ariz.

CHIEF DISPATCHER

H. R. RUSSELL Winslow, Ariz.

ASST. CHIEF DISPATCHERS

J. S. ARMSTRONG Winslow, Ariz.
W. F. MOHR Winslow, Ariz.

DISPATCHERS - WINSLOW, ARIZ.

A. C. PETRANOVICH	D. LaMAR
A. J. WILLIS	J. R. DAVIS
H. E. KELLY	J. K. HOLT
A. B. DAVIDSON	G. R. DERKSEN
E. D. STINSON	I. M. OWSLEY
F. W. PLEASANTS	H. A. MILLER
B. R. LORING	

The
Atchison, Topeka and Santa Fe
Railway Co.



ALBUQUERQUE DIVISION

TIME TABLE No.

5

IN EFFECT

Saturday, April 21, 1962

At 12:01 A. M.
Mountain Standard Time

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

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

R. H. ADAMS,
Asst. General Manager,
Los Angeles, Calif.

C. E. ROLLINS
Superintendent,
Winslow, Ariz.

2 ALBUQUERQUE DIVISION

FIRST DISTRICT

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
123	17	1	19	7	3	NO. 5					
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	Mail Express	April 21, 1962					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 5.00	PM 4.40		AM 7.40	AM 12.55		ALBUQUERQUE	0.0			TY	Yard
5-15	4-55		7-55	1-10		ISLETA	12.6	21.1	26.4		48
5-23	5-03		8-03	1-18		SANDIA	22.8	52.8	0.0		42
5-27	5-07	PM 4:00	8-07	1-22	AM 1:10	DALIES	27.4	52.8	31.7		59
5-35	5-15	4-08	8-15	1-30	1-18	RIO PUERCO	38.9	0.0	31.7		
5-43	5-23	4-16	8-23	1-38	1-26	SOUTH GARCIA	43.3	31.7	0.0		118
5-47	5-27	4-20	8-27	1-42	1-30	SUWANEE	47.3	31.7	0.0		135
5-54	5-35	4-28	8-35	1-50	1-38	MARMON	58.1	31.7	0.0		125
5-59	5-40	4-33	8-40	1-55	1-44	QUIRK	63.3	31.7	0.0		83
6-04	5-44	4-37	8-44	1-59	1-49	LAGUNA	68.7	31.7	0.0		135
6-11	5-51	4-45	8-51	2-06	1-56	ACOMITA	77.8	31.7	0.0		118
6-15	5-55	4-49	8-55	2-10	2-00	McOARTYS	82.3	31.7	0.0		
6-19	5-59	4-53	8-59	2-13	2-04	ANZAO	85.9	31.7	0.0		118
6-30	6-09	5-03	9-09	2-25	2-14	GRANTS	95.5	31.7	0.0		134
6-38	6-14	5-08	9-14	2-30	2-19	REID	101.7	31.7	0.0		
6-43	6-19	5-12	9-18	2-34	2-23	BLUEWATER	107.2	31.7	0.0		118
6-49	6-25	5-18	9-24	2-40	2-29	BAOA	114.9	31.7	0.0		91
6-54	6-30	5-24	9-29	2-45	2-34	SOUTH CHAVES	121.7	31.7	0.0		118
6-57	6-35	5-27	9-32	2-48	2-37	THOREAU	126.6	31.7	0.0	Y	144
7-00	6-39	5-30	9-35	2-51	2-40	GONZALES	129.3	31.7	0.0		
7-05	6-44	5-35	9-40	2-56	2-45	SOUTH GUAM	136.2	0.0	56.3		118
7-09	6-48	5-39	9-44	3-00	2-49	PEREA	141.5	0.0	31.7		118
						WINGATE	146.1	0.0	31.7		
7-15	6-54	5-45	9-49	3-05	2-54	McCUNE	149.3	0.0	31.7	Y	105
7-17	6-56	5-47	9-51	3-07	2-56	ZUNI	151.6	0.0	31.7		
7-30 PM	7-04 PM	5-58 PM	10-00 AM	3-15 AM	3-10 AM	GALLUP	157.6	0.0	31.7	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(160.3)					

(64.1) (66.8) (68.0) (68.7) (68.7) (66.9) 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 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 Divisions, 0.2 miles west of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule 5: At Isleta time applies west end Albuquerque Division siding.

At Dalies eastward trains to Belen District and westward trains from Belen District may proceed with current of traffic on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

(Continued on Page 3)

BELEN DISTRICT

WESTWARD		TIME TABLE	Mile Post	Ruling Grade Ascending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS						
1	3	NO. 5				
San Francisco Chief	Mail Express	April 21, 1962				
Leave Daily	Leave Daily	STATIONS				
PM 3-45	AM 12-55	BELEN YL	0.0		TY	Yard
4-00 PM	1-10 AM	DALIES	10.1	66.2		110
Arrive Daily	Arrive Daily	(10.3)				

(41.2) (41.2) Average speed per hour

FIRST DISTRICT

ALBUQUERQUE DIVISION 3

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending Feet Per Mile	Ruling Grade Ascending Feet Per Mile	Mile Post	TIME TABLE		EASTWARD					
						NO. 5		FIRST CLASS					
						April 21, 1962		20	124	2	18	4	8
						STATIONS		The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Mall Express	Fast Mail Express
Yard	TY	O			0.0			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
48		B	21.1	26.4	12.6	ALBUQUERQUE	AM 5.30	AM 9.50		PM 1.00		PM 9.20	
42		B	52.8	0.0	22.8	ISLETA	5.15	9.35		12.39		9.05	
59		C	52.8	81.7	27.4	SANDIA	5.05	9.20		12.31		8.54	
143		B	0.0	81.7	38.9	DALIES	5.01	9.13	AM 10.20	12.27	PM 8.10	8.46	
			52.8	0.0		RIO PUECO	4.52	9.05	10.12	12.19	8.00	8.33	
156		B			47.3	SUWANEE	4.42	8.54	10.02	12.10	7.48	8.20	
118		B	31.7	0.0	58.1	MARMON	4.33	8.45	9.53	12.02	7.39	8.08	
		B	31.7	0.0	63.3	QUIRK	4.28	8.38	9.48	PM 11.56	7.33	8.01	
110		C	31.7	0.0	68.7	LAGUNA	4.23	8.32	9.43	11.51	7.28	7.54	
118		B	31.7	0.0	77.6	ACOMITA	4.13	8.23	9.36	11.43	7.18	7.46	
		B	31.7	0.0	82.3	McOARTYS	4.09	8.18	9.32	11.39	7.14	7.42	
132		B	31.7	0.0	85.9	ANZAO	4.05	8.13	9.28	11.35	7.10	7.37	
118		C	31.7	0.0	95.5	GRANTS	3.54	8.02	9.19	11.26	7.00	7.26	
		B	31.7	0.0	101.7	REID	3.48	7.54	9.14	11.21	6.50	7.11	
135		B	31.7	0.0	107.2	BLUEWATER	3.43	7.49	9.09	11.16	6.45	7.06	
91		B	31.7	0.0	114.9	BACA	3.37	7.43	9.03	11.08	6.39	6.58	
118		B	52.8	0.0	121.8	NORTH CHAVES	3.32	7.38	8.58	11.03	6.34	6.51	
	Y	C	52.8	0.0	126.6	THEOREAU	3.29	7.35	8.55	11.00	6.31	6.47	
118		B	31.7	0.0	129.3	GONZALES	3.26	7.32	8.52	10.57	6.28	6.43	
181		B	21.1	31.7	138.7	NORTH GUAM	3.20	7.25	8.46	10.51	6.22	6.34	
		B											
117		B	0.0	31.7	146.1	WINGATE	3.10	7.16	8.35	10.40	6.12	6.24	
	Y	B	0.0	31.7	149.3	McOUNE							
169		B	0.0	31.7	151.6	ZUNI	3.05	7.10	8.30	10.34	6.07	6.18	
Yard	Y	O	0.0	31.7	157.6	GALLUP	2:57 AM	7:03 AM	8:23 AM	10:27 AM	6:00 PM	6:10 PM	
						(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (63.0) (57.7) (68.8) (63.0) (61.9) (50.7)

BELÉN DISTRICT

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD	
		NO. 5		FIRST CLASS	
		April 21, 1962		2	4
		STATIONS		San Francisco Chief	Mall Express
Yard	O		Arrive Daily	Arrive Daily	
175	O	BELÉN	AM 10.35	PM 8.30	
		DALIES	10.20 AM	8.10 PM	
		(10.3)	Leave Daily	Leave Daily	
			Average speed per hour.....	(41.2)	(30.9)

(Continued from Page 2)

Rule D-151: Between Belen and Gallup trains must keep to the left.

Rule 251 is in effect between Belen and Gallup.

Rule 83: Train register at Albuquerque will be accepted to indicate that trains shown thereon have arrived and left Isleta. When identification of a superior train cannot be made between Albuquerque and Isleta, the inferior train must not enter single track where Rule 261 is not in effect at Isleta until it has been ascertained that such superior train has arrived or left.

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

Trains must get numbered clearance card from both Albuquerque and New Mexico Divisions before leaving Albuquerque.

At Dalies eastward First District trains must get numbered New Mexico Division clearance card and Albuquerque Division clearance card.

WESTWARD					TIME TABLE NO. 5 April 21, 1962	STATIONS	Mile Post	Ruling Grade Ascending— Feet Per Mile	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						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 7-35	PM 7-06	PM 6-00	AM 10-02	AM 3-30	GALLUP YL 9.4 DEFIANCE 13.4 LUPTON 10.9 HOUCK 3.0 CHETO 5.9 CHAMBERS 7.3 NAVAJO 6.2 PINTA 13.1 ADAMANA 13.3 ARNTZ 7.4 HOLBROOK 5.0 PENZANOE 3.7 JOSEPH CITY 12.2 HIBBARD 10.8 WINSLOW YL	157.6		Y	Yard	
7-45	7-16	6-10	10-12	3-38		166.9	0.0			
7-54	7-25	6-19	10-21	3-47		180.4	15.8		79	
8-02	7-33	6-27	10-29	3-55		191.2	0.0		135	
8-08	7-39	6-33	10-35	4-01		199.7	15.8		104	
8-12	7-43	6-37	10-39	4-05		206.7	15.8		80	
8-17	7-48	6-42	10-44	4-10		213.0	5.8		114	
8-22	7-53	6-47	10-49	4-15		219.2	0.0	Y	144	
8-31	8-02	6-56	10-59	4-25		232.3	0.0		114	
8-40	8-11	7-05	11-09	4-35		245.5	0.0		81	
8-51	8-16	7-12	11-14	4-47		253.0	7.9		114	
8-56	8-20	7-16	11-18	4-55		258.6	26.4		162	
8-59	8-23	7-19	11-21	4-58		262.4	0.0		72	
9-08	8-32	7-28	11-30	5-07		274.8	17.4		114	
9-25 PM	8-48 PM	7-42 PM	11-45 AM	5-30 AM		285.5	19.5	TY	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(127.2)				

(69.4) (74.8) (74.8) (74.1) (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 at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

(Continued on Page 5)

SECOND DISTRICT
ALBUQUERQUE DIVISION 5

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 5 April 21, 1962	EASTWARD				
					FIRST CLASS				
					20	124	2	18	8
				STATIONS	The Chief Arrive Daily	The Grand Canyon Arrive Daily	San Francisco Chief Arrive Daily	Super Chief - El Capitan Arrive Daily	Fast Mail Express Arrive Daily
Yard	O		157.6	GALLUP YL	AM 2:55	AM 7:00	AM 8:20	AM 10:25	PM 5:50
104	B	31.7	166.9	3.4 DEFIANCE	2:44	6:46	8:09	10:14	5:22
186	B	31.7	180.4	13.4 LUPTON	2:33	6:36	7:58	10:03	5:10
142	B	31.7	191.2	10.0 HOUCK	2:25	6:28	7:50	9:55	5:01
	B	31.7	199.7	8.0 CHETO	2:19	6:22	7:44	9:49	4:54
101	O	31.7	205.7	5.0 CHAMBERS	2:15	6:18	7:40	9:45	4:49
119	B	31.7	213.0	7.3 NAVAJO	2:09	6:13	7:34	9:39	4:43
180	B	31.7	219.2	6.2 PINTA	2:04	6:08	7:29	9:34	4:38
144	B	31.7	232.3	13.1 ADAMANA	1:54	5:58	7:20	9:25	4:27
83	B	31.7	245.5	13.3 ARNTZ	1:44	5:48	7:10	9:15	4:17
185	O	31.7	253.0	7.4 HOLBROOK	1:38	5:40	7:04	9:09	4:08
	B	31.7	258.6	5.6 PENZANCE	1:33	5:32	6:59	9:04	3:55
	B	31.7	262.4	3.7 JOSEPH CITY	1:29	5:28	6:55	9:00	3:50
144	B	16.9	274.8	12.2 HIBBARD	1:20	5:20	6:45	8:50	3:40
Yard	O		285.5	10.8 WINSLOW YL	1:10 AM	5:10 AM	6:35 AM	8:40 AM	3:30 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)	(54.5)

(Continued from Page 4)

Rule D-151: 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					TIME TABLE NO. 5 April 21, 1962	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending Feet Per Mile	Communications	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							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 10:00	PM 8:58	PM 7:55	AM 11:50	AM 5:45	WINSLOW YL	285.5			O	TY	Yard
10:09	9:04	8:00	11:56	5:52	WEST WINSLOW YL	288.5	75.0	66.0	B		
10:19	9:12	8:08	12:04	6:05	DENNISON	298.3	75.0	73.1	B		104
10:28	9:19	8:14	12:13	6:15	SUNSHINE	305.9	75.0	0.0	B		72
10:35	9:24	8:19	12:18	6:22	CANYON DIABLO	311.7	60.7	23.8	B		115
10:47	9:34	8:30	12:28	6:37	ANGELL	322.7	75.0	22.7	B	Y	144
10:55	9:41	8:37	12:36	6:46	DARLING	328.6	75.0	0.0	B		
11:02	9:48	8:44	12:43	6:53	COGNINO	333.2	75.0	75.0	B		142
11:22	10:05	8:59	12:56	7:18	FLAGSTAFF	344.2	75.0	70.4	O	Y	145
11:36	10:15	9:08	1:08	7:29	RIORDAN	350.8	75.0	0.0	B	Y	98
11:43	10:20	9:13	1:13	7:37	BELLEMONT	356.3	75.0	75.0	B	Y	144
11:53	10:27	9:18	1:19	7:45	MAINE	362.6	64.5	75.0	B		
12:30	10:45	9:35	1:40	8:20	WILLIAMS JOT.	374.6	75.8	97.0	O		
					PERRIN	385.4	0.0	52.8	B		
					DOUBLEA	395.1	0.0	52.8	B		
12:52	11:07	9:57	2:02	8:42	EAGLE NEST	407.3	30.6	52.8	B		
					CROOKTON	419.5	52.8	40.9	B		
1:48 AM	11:30 PM	10:35 PM	2:30 PM	9:20 AM	SELIGMAN	428.8	0.0	75.0	O	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.7)						

(37.6) (56.3) (53.5) (53.5) (39.8) Average speed per hour

Signal System Two in effect between Winslow and Seligman.

Rule 312: Bridges 312.2 (Canyon Diablo) and 317.8 (Canyon Padre) protected with dragging equipment detectors. When actuated, Signals 3121, 3132, or 3192 will be in stop position and at the same time lower unit these signals will display illuminated letter "E", in which case trains must stop and inspect for dragging equipment.

Set out tracks Maine, Perrin, Doublea, Eagle Nest, Crookton and two spurs M.P. 428.6 and 429.4, Seligman, equipped with electric switch locks, be governed by instructions posted in phone box.

At Winslow between M.P. 285 and eastward automatic Block Signal 2856, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains must keep to the left between Winslow and Maine M.P. 362.1.

(Continued on Page 7)

THIRD DISTRICT

ALBUQUERQUE DIVISION 7

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 5 April 21, 1962	EASTWARD				
							FIRST CLASS				
							124	2	18	8	20
							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
Yard	TY	O			285.5	WINSLOW YL	AM 4.30	AM 6.15	AM 8.35	PM 3.20	AM 1.05
		B	75.0	31.7	288.5	3.1 WEST WINSLOW YL	4.07	6.01	8.17	3.01	12.50
96		B	75.0	31.7	298.3	9.8 DENNISON	3.59	5.54	8.10	2.49	12.42
		B	75.0	23.8	305.9	7.6 SUNSHINE	3.53	5.49	8.03	2.43	12.36
144		B	60.7	0.0	311.7	5.8 CANYON DIABLO	3.48	5.45	7.59	2.36	12.31
96	Y	B	75.0	22.7	322.7	11.0 ANGELL	3.39	5.36	7.50	2.26	12.23
		B	75.0	0.0	328.6	6.0 DARLING	3.35	5.32	7.46	2.18	12.14
148		B	75.0	75.0	333.2	4.4 COSNINO	3.29	5.26	7.39	2.10	12.08
90	Y	O	75.0	47.3	344.2	10.8 FLAGSTAFF	3.15	5.12	7.25	1.55	11.56
	Y	B	75.0	0.0	350.8	6.5 RIORDAN	3.01	4.57	7.13	1.40	11.44
186	Y	B	75.0	75.0	356.3	5.6 BELLEMONT	2.54	4.48	7.08	1.33	11.38
		B	64.5	75.0	362.5	6.0 MAINE	2.48	4.42	7.02	1.25	11.32
		O	75.0	75.0	374.6	12.2 WILLIAMS JCT.	2.30	4.25	6.45	1.10	11.05
		B	0.0	52.8	385.4	10.8 PERRIN					
		B	0.0	52.8	395.1	9.7 DOUBLEA					
		B	30.6	52.8	407.3	12.2 EAGLE NEST	1.34	3.46	6.07	12.30	10.24
		B	52.8	40.9	419.5	12.2 OROOKTON					
Yard	Y	O	0.0	75.0	428.8	9.0 SELIGMAN	1.17 AM	3.29 AM	5.50 AM	12.13 PM	10.07 PM
						(142.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....							(44.4)	(51.6)	(51.9)	(45.8)	(48.1)

(Continued from Page 6)

Rule 251 in effect between Winslow and Maine M.P. 362.1.

Rule 261 "TCS" in effect on two main tracks between Maine M.P. 362.1 and west crossover Seligman, M.P. 429.7 and on Track No. 1 Seligman.

Eastward freight trains must stop not less than ten minutes at any station Flagstaff to Angell, inclusive to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total

of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitation.

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

Trains originating must get numbered clearance card before leaving Williams Jct.

WESTWARD					TIME TABLE NO. 5 April 21, 1962	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
17	1	19	7	123						
Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	The Grand Canyon						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 11-32	PM 10-37	PM 2-32	AM 9-23	AM 1-50	SELIGMAN	428.8			Y	Yard
11-43	10-47	2-41	9-36	2-03	11.0 AUDLEY	439.8	72.9	75.0		107
11-49	10-53	2-47	9-42	2-10	7.1 PICA	446.9	75.0	75.0		107
11-57 AM	11-01	2-54	9-50	2-20	5.2 YAMPAI	452.2	75.0	69.7	Y	142
12-06	11-11	3-03	9-59	2-32	7.9 NELSON	460.2	0.0	106.6		92
12-12	11-18	3-09	10-07	2-40	5.6 PEACH SPRINGS	465.8	0.0	75.0		107
12-21	11-28	3-19	10-17	2-52	11.4 TRUXTON	477.3	0.0	75.0		107
12-29	11-36	3-27	10-26	3-02	7.0 VALENTINE	484.0	0.0	75.0		
12-33	11-40	3-31	10-31	3-07	4.0 HACKBERRY	489.0	0.0	75.0		95
12-42	11-49	3-40	10-42	3-17	12.3 WALAPAI	501.3	43.8	71.8		107
12-48	11-55	3-46	10-49	3-25	8.2 BERRY	509.4	46.0	31.7	Y	144
12-51	11-58 AM	3-49	10-54	3-29	4.5 GETZ	518.9	50.2	0.0		
12-54	12-01	3-53	11-04	3-37	2.5 KINGMAN YL	516.4	0.0	95.0		118
					10.4		0.0	95.0		
1-04	12-13	4-03	11-15	3-48	GRIFFITH	526.8	0.0	75.0		107
1-11	12-20	4-09	11-22	3-56	8.8 ATHOS	535.6	0.0	75.0		
1-15	12-24	4-13	11-26	4-01	4.6 YUCCA	540.2	0.0	75.0		144
1-25	12-34	4-24	11-35	4-15	12.5 FRANCONIA	552.7	52.8	78.9		105
1-36	12-44	4-39	11-46	4-29	12.4 TOPOCK	565.1	52.8	62.8		107
1-55 AM	1-00 AM	5-00 PM	12-05 PM	4-50 AM	NEEDLES YL	578.0			Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(148.7)					
(62.4)	(62.4)	(60.3)	(55.1)	(49.6)					

(62.4) (62.4) (60.3) (55.1) (49.6) Average speed per hour

Signal System Two in effect between Seligman and Needles.

Rule 251 in effect between Needles and M.P. 429.7.

Rule 261 "TCS" in effect on two main tracks between M.P. 429.7 and Seligman and on Track No. 1 Seligman.

Westward freight trains must stop not less than ten minutes at Yucca to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitation.

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

(Continued on Page 9)

KINGMAN DISTRICT

ALBUQUERQUE DIVISION 9

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending-- Feet Per Mile	Ruling Grade Ascending-- Feet Per Mile	Mile Post	TIME TABLE NO. 5 April 21, 1962		EASTWARD				
								FIRST CLASS				
								2	18	8	20	124
								San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief	The Grand Canyon
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	Y	O			428.8			AM 3:27	AM 5:48	PM 12:10	PM 10:05	AM 1:15
107		B	72.9	73.9	439.8	SELIGMAN		3:15	5:32	11:50	9:50	12:56
107		B	75.0	76.0	448.9	AUDLEY		3:08	5:27	11:44	9:44	12:49
107	Y	B	75.0	69.7	452.2	PICA		3:01	5:20	11:35	9:36	12:43
118		B	0.0	75.0	460.2	YAMPAI		2:50	5:10	11:23	9:25	12:31
168		O	0.0	76.0	466.8	NELSON		2:42	5:04	11:15	9:18	12:22
110		B	0.0	76.0	477.3	PEACH SPRINGS		2:28	4:51	11:00	9:05	12:07
169		B	0.0	76.0	484.0	TRUXTON		2:17	4:41	10:48	8:55	11:57
106		B	0.0	75.0	489.0	VALENTINE		2:12	4:37	10:43	8:51	11:52
115		B	43.8	71.8	501.3	HACKBERRY		2:01	4:28	10:30	8:41	11:40
144	Y	B	46.0	31.7	509.4	WALAPAI		1:55	4:22	10:24	8:35	11:33
		B	50.2	0.0	513.9	BERRY		1:51	4:18	10:20	8:31	11:29
107		O	0.0	75.0	516.4	GETZ		1:48	4:14	10:15	8:27	11:25
144		B	0.0	75.0	521.5	KINGMAN YL		1:36	4:07	9:55	8:18	11:04
144		B	0.0	75.0	526.8	HARRIS		1:29	4:00	9:48	8:12	10:57
143		B	0.0	75.0	535.6	GRIFFITH		1:20	3:50	9:37	8:05	10:49
106		O	0.0	76.0	540.2	ATHOS		1:14	3:45	9:29	7:58	10:42
144		B	0.0	75.0	552.7	YUCCA		1:01	3:32	9:13	7:46	10:29
107		B	52.8	73.9	565.1	FRANCONIA		12:48	3:19	8:58	7:35	10:15
Yard	Y	O	52.8	52.8	578.0	TOPOCK		12:35 AM	3:05 AM	8:45 AM	7:20 PM	10:00 PM
						NEEDLES YL		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
						(149.4)						

Average speed per hour..... (52.1) (55.0) (43.7) (54.3) (46.0)

(Continued from Page 8)

Rule 312: Bridge 566.0 (Topock) protected with dragging equipment detectors. When actuated, Signals 5672 or 5653 will be in stop position and at the same time lower unit these signals will display illuminated letter "E," in which case trains must stop and inspect for dragging equipment.

At Needles between train signs located at east and west ends of passenger yard, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

10 ALBUQUERQUE DIVISION

FOURTH DISTRICT

Communications	Turn Tables and Wyes	Ruling Grade Ascending Feet Per Mile	WESTWARD		TIME TABLE NO. 5 April 21, 1962	EASTWARD		Mile Post	Ruling Grade Ascending Feet Per Mile	Capacity of Stings in 50 ft. Cars
			FIRST CLASS			FIRST CLASS				
			15	47		42	14			
			Passenger	Passenger		Passenger	Passenger			
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
C			AM 4.45	AM 1.00	(TCS) WILLIAMS JCT.	PM 9.25	PM 10.30	375.2		Yard
B	Y	75.0	4.55	1.30	3.6 WILLIAMS	YL f 9.19	10.10	378.2	75.0	Yard
B		75.0	AM	1.36	3.4 SUPAI		PM	381.6	6.8	
B		0.0		1.41	2.5 SERENO		9.10	384.2	95.0	108
B		0.0		1.52	6.2 CORVA		8.59	390.2	95.0	131
B		0.0		2.02	6.7 DAZE		8.47	393.7	95.0	108
C				s 2.25	7.5 ASH FORK	s 8.35		401.2	95.0	Yard
B		51.7			3.9 ORVICE			0.0	52.8	
B		53.3		2.31	5.3 MEATH	8.20		3.9	83.4	72
B		33.8		2.38	6.8 ROK	8.12		9.2	81.8	39
B		0.0		2.47	5.3 DRAKE	8.03		16.0	79.2	72
B	Y	52.8	f 2.55		7.1 ABRA	YL f 7.56		21.3	79.2	73
B		12.1		3.07	6.0 KAYFOUR		7.45	28.4	79.2	120
		72.9		3.17	11.8 TUCKER		7.36	34.4	75.0	38
		72.9		3.30	20.0 SKULL VALLEY		7.19	46.2	75.0	135
C	Y	5.0	f 3.55		6.2 KIRKLAND	f 6.49		80.8	79.2	62
B		79.7	f 4.07		8.6 GRAND VIEW	f 6.37		86.8	79.2	62
B		79.2		4.22	6.1 HILLSIDE	YL f 6.21		95.4	79.2	72
C		0.0	f 4.35		8.2 DATE	YL f 6.09		101.5	79.2	102
B		64.3	f 4.52		6.7 PIEDMONT	f 5.52		109.7	79.2	128
B		79.2		5.04	6.8 CONGRESS	5.41		116.4	79.2	38
C	Y	0.0	f 5.18		6.4 FLORES	f 5.28		123.6	79.2	72
B		0.0		5.27	5.3 MATTHIE	5.17		129.6	79.2	62
B	Y			5.38	4.7 WICKENBURG	YL 5.09		134.9	79.2	E 22 W 28
C		0.0	s 5.55		3.9 ALLAH	s 5.00		139.6	79.2	87
B		0.0		6.03	6.3 CASTLE HOT SPRINGS	YL 4.53		143.5	63.4	78
B		79.7	f 6.18		7.3 WITTMANN	f 4.40		150.3	66.5	72
B		0.0		6.27	1.5 BEARDSLEY	4.29		157.6	34.8	72
B		0.0		6.41	4.5 ENNIS	4.15		169.1	34.8	84
B		0.0		6.46	3.1 MARINETTE	4.10		173.6	34.8	72
B		31.7		6.50	3.2 PEORIA	f 4.06		176.7	34.8	42
C		0.0	f 6.55		4.3 GLENDALE	f 4.02		179.9	12.7	72
C		0.0	s 7.04		4.1 ALHAMBRA	s 3.56		184.2	0.0	Yard
B		0.0		7.12	2.7 MOBEST	YL 3.47		188.3	18.5	Yard
C	T	0.0		7.20	2.7 PHOENIX	YL 3.39		191.0	23.2	Yard
B	Y	15.8	s 7.45	AM	2.7	YL 3.30		193.7	15.8	Yard
			Arrive Daily	Arrive Daily	(209.2)	Leave Daily	Leave Daily			

(21.6) (31.0) Average speed per hour (35.4) (10.8)

Between Mobest and Phoenix, No. 47 and No. 42 have no superiority and will move between these limits at restricted speed.

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

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

Engines destined beyond switching limits, Mobest, must get numbered clearance card before leaving Mobest.

Trains must get clearance card before leaving Wickenburg.

Trains must get numbered clearance card before leaving Williams Jct., Ash Fork and Mobest.

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

Rule 83: Check of train register at Williams Jct. will be accepted to indicate that trains shown thereon have arrived or left Williams.

Rule 83(A): Train register located in phone booth at Williams, Drake, Abra and Ennis where trains will register as directed.

Rule 261 "TCS" in effect on main track between Williams Jct. and Williams M.P. 378.1.

PRESCOTT DISTRICT								
Communications	Capacity of Sidings in 50 ft. Car Length	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	
			↓	NO. 5 April 21, 1962	↑			
B	73	64.9		ABRA 4.2		28.4	79.2	
B	30	79.2		DEL RIO 1.5		33.6	56.0	
B	41	79.2		FUEO 3.9		35.1	56.0	
B	96	79.2		COPPER 5.7		38.9	13.2	
B	38	79.5		GRANITE 6.4		44.6	39.6	
B	17	79.5		ENTRO 6.1		51.0	66.5	
C	Yard			PRESCOTT YL		57.1		
(27.7)								

Trains must get numbered clearance card before leaving Prescott.

Rule 83(A): Train register in phone booth Entro, where trains will register as directed.

Wye at Prescott.

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
		↓	NO. 5 April 21, 1962	↑		
			STATIONS			
31			DRAKE YL		0.0	
28	79.2		10.7 BEAR YL		10.6	105.6
23	0.0		7.6 PERKINSVILLE YL		18.3	105.6
17	0.0		9.6 SYCAMORE YL		27.8	75.5
Yard	82.3		10.1 CLARKDALE YL		38.0	105.6
(38.0)						

No switch lights on Clarkdale District.

Wye at Clarkdale and Drake.

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

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

Trains must get numbered clearance card before leaving Clarkdale.

IRON KING DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
		↓	NO. 5 April 21, 1962	↑		
			STATIONS			
Yard			IRON KING YL		17.2	
Yard	50.2		0.6 HUMBOLDT YL		16.6	112.4
18	53.3		1.8 CHERRY CREEK YL		14.8	98.0
12	73.9		7.1 YAAGER YL		7.7	0.0
22	84.5		7.7 ENTRO YL		0.0	96.1
(17.2)						

No switch lights on Iron King District.

Wye at Humboldt.

Booth phone at Entro.

12 ALBUQUERQUE DIVISION

PARKER DISTRICT								
Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			↓	NO. 5 April 21, 1962	↑			
	Y			STATIONS				
				MATTHIE YL		0.0		B
45		39.6		6.2 DIVIDE		6.2	0.0	B
24		0.0		8.3 FOREPAUGH		14.5	31.7	B
43		0.0		7.7 AGUILA	YL	22.2	29.0	O
45		19.8		17.8 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
		29.0		2.6 HAROUVAR		52.6	0.0	B
14		0.0		7.7 VICKSBURG		60.3	84.5	B
		0.0		0.8 BUSH PIT		61.1	31.7	B
8		0.0		5.7 McVAY		68.8	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		15.2 PARKER YL		105.8	31.7	O
				(105.8)				

Trains must get numbered clearance card before leaving Parker.
Booth phone located at M.P. 31.1.

GRAND CANYON DISTRICT						
Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		FIRST CLASS	NO. 5 April 21, 1962	FIRST CLASS		
		15		14		
		Passenger		Passenger		
		Leave Daily	STATIONS	Arrive Daily		
		AM		PM		
Yard		4-55	WILLIAMS YL	10-10	0.0	
20	158.4	5-15	9.5 RED LAKE	f 9-48	9.0	110.9
20	132.0	5-40	11.6 QUIVERO	f 9-25	20.5	105.6
32	116.2	6-00	8.4 VALLE	f 9-09	29.0	48.0
21	62.3	6-18	8.8 WILLAHIA	f 8-54	37.7	100.3
	37.0	f 6-31	7.3 ANITA	f 8-43	44.8	79.2
	0.0	f 6-50	7.3 APEX	f 8-27	52.0	170.4
27	117.5	f 7-05	5.2 COCONINO	8-15	57.2	158.4
30	39.6		6.5 GRAND CANYON YL	8-00	63.7	130.3
Yard		AM		PM		
		Arrive Daily	(64.3)	Leave Daily		

(24.9)Average speed per hour..... (29.7)

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

No. 15 will turn on wye and back into Grand Canyon.

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

Wye at Grand Canyon, Anita and Williams.

At Williams between M.P. 1 and station, Nos. 14 and 15 have no superiority and will move between these limits at restricted speed.

Rule 83: Train Register at Williams Jct. will be accepted to indicate that trains shown thereon have arrived Williams on Grand Canyon District.

Trains must get numbered clearance card before leaving Grand Canyon.

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 Jct., Seligman, Needles, Ash Fork, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

3. Within traffic control system limits, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 82 (B): Bulletin books are located at Albuquerque, Belen, Gallup, Winslow, Flagstaff, Seligman, Needles, Ash Fork, Prescott, Mobest, Phoenix, Parker and Grand Canyon.

5. Rules 83 and 83 (A):

Williams Jct., trains may register by Form 903.

Matthie, only first class trains will register.

Mobest, first class trains may register by Form 903.

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

6. Rule 93: Yard limits are located at:

Belen	Drake
Grants	Prescott
Gallup	Hillside
Winslow to and including West Winslow	Matthie
Williams	Wickenburg
Grand Canyon	Glendale to and including Phoenix
Kingman	Clarkdale District
Needles	Aguila
	Parker
	Iron King District

7. 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.

8. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station 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.

9. Rule 321 (C) is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

ALBUQUERQUE DIVISION 13

10. Retainers will be used on freight trains as follows:

SUPAI TO ASH FORK

No dynamic brake	Use all retainers with 50% in high pressure position on loaded cars.				
Units with dynamic brake operative	Use one retainer for each 70 tons in excess of:				
	Non Pressure Maintaining:	Pressure Maintaining			
		Classes of Power			
	All Classes	325-344 105-199 407-430	200-268 2697-2893	269-289 700-751 2110-2162	600-609 800-849 900-979
1.	800	1000	1500	1750	2000
2.	1600	2000	3000	3500	4000
3.	2400	3000	4500	5250	7000
4.	3600	4000	6000	7000	8000

When a multiple unit engine is composed of units of different classes of power, the tonnage shown for the lowest class will govern.

If dynamic brake becomes inoperative, or its efficiency impaired, on one or more units, and tonnage being handled is in excess of that authorized for the remaining units with operative dynamic brakes, train must be immediately stopped and retainers set as prescribed above.

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

If retainers are positioned before reaching summit of grade, or retainers are not required, 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; otherwise, Rule 947 will apply at Supai westward.

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

<u>Westward</u>	<u>Eastward</u>
Gonzales-Gallup	Dalies-Belen
Supai-Ash Fork	Gonzales-Anzac
Crookton-Seligman	Darling-Dennison
Yampai-Hackberry	Supai-Williams
Getz-Topock	Riordan-Flagstaff

For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitations without requiring use of retainers.

11. Rule 761: Following is list of structures:

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.

15.

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452, 199453, 199454 and 199455 must not exceed 45 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 30 MPH at any point on the First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts, and 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psg. and Light	Fr.	LOCATION	M.P.H. Psg. and Light	Fr.
Belen District, East & West	79	60	Third District, Eastward:		
First District, Westward:			Seligman to Crookton	79	60
Isleta to Dalies	79	60	Crookton to Maine	90	60
Dalies to Marmon	90	60	Maine to Darling	79	60
Marmon to Gonzales	79	60	Darling to Winslow	90	60
Gonzales to Gallup	90	60	Kingman District, Westward:		
First District, Eastward:			Seligman to Peach Springs	79	60
Gallup to Gonzales	79	60	Peach Springs to Needles	90	60
Gonzales to Anzac	90	60	Kingman District, Eastward:		
Anzac to Marmon	79	60	Needles to Getz	79	60
Marmon to Dalies	90	60	Getz to Valentine	90	60
Dalies to Isleta	79	60	Valentine to Seligman	79	60
Second District, West & East	90	60	Grand Canyon District	40	40
Third District, Westward:			Fourth District	59	49
Winslow to Maine	79	60	Parker District	59	49
Maine to Crookton	90	60	Clarkdale District	20	20
Crookton to Seligman	79	60	Prescott District	59	49
			Iron King District	25	25
			Ennis Spur	20	20

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psg. and Light	Fr.	LOCATION	M.P.H. Psg. and Light	Fr.
Westward freight trains between Yampai and Topock, except between M.P. 455 and M.P. 459; and eastward freight trains between Darling and Winslow, averaging 60 tons or less per car may observe passenger train speed restrictions with a maximum of 60 MPH with consist and power as follows:			FIRST DISTRICT EASTWARD: (Cont'd)		
Class	No. of Units With Dynamic Brake Operative	Maximum Tonnage	4 Curves M.P. 32.5 to 27.5	70	60
ALL except 100, 800 and 900	4 or 5	3800	1 Switch and 1 Curve M.P. 27.5 to 27.3	40	40
	3	2800	2 Curves M.P. 13.6 to 12.5	70	55
	2	2000	SECOND DISTRICT WESTWARD:		
	1	1000	4 Curves and 2 street Crossings Gallup to M.P. 158.2	30	30
800 and 900	3 or more	4100	1 Curve M.P. 160.7 to 160.9	80	60
	2	3000	1 Curve M.P. 188.4 to 188.9	80	60
	1	1500	5 Curves M.P. 215.6 to 219.2	80	60
			2 Curves M.P. 250.6 to 252.1	80	60
			1 Curve M.P. 264.2 to 264.4	80	60
Maximum tonnage may be increased by 800 tons per operative dynamic brake for each unit of helper engine used at rear of train with maximum of four 200-281 class or three 800-900 class, eastward between Darling and Dennison and westward between Yampai and Hackberry and between Getz and Topock.			SECOND DISTRICT EASTWARD:		
In freight and mixed service on descending grades of over one per cent, the maximum is 30 MPH with dynamic brake not in use.			1 Curve M.P. 264.4 to 264.2	80	60
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.			2 Curves M.P. 252.1 to 250.6	80	60
			5 Curves M.P. 219.2 to 215.6	80	60
			1 Curve M.P. 188.9 to 188.4	80	60
			3 Curves M.P. 160.9 to 158.2	80	60
			4 Curves and 2 Street Crossings M.P. 158.2 to Gallup	30	30
			THIRD DISTRICT WESTWARD:		
			5 Curves Winslow to M.P. 287.3	25	25
			4 Curves M.P. 326.4 to 328.6	70	60
			3 Curves M.P. 328.6 to 330.9	50	50
			2 Curves M.P. to 330.9 to 331.8	40	40
			14 Curves M.P. 331.8 to 339.9	50	50
			3 Curves M.P. 339.9 to 343.6	55	50
			21 Curves M.P. 343.6 to 350.1	40	40
			7 Curves M.P. 350.1 to 352.6	50	50
			2 Curves M.P. 352.6 to 353.9	70	60
			Grade and 4 Curves M.P. 364.1 to 366.8	55	40
			13 Curves M.P. 366.8 to 371.7	50	50
			Grade and 9 Curves M.P. 421.6 to 425.4	50	50
			THIRD DISTRICT EASTWARD:		
			6 Curves M.P. 425.4 to 422.8	50	50
			3 Curves M.P. 422.8 to 421.6	40	40
			13 Curves M.P. 371.7 to 366.8	50	50
			4 Curves M.P. 366.8 to 364.1	55	55
			2 Curves M.P. 353.9 to 352.6	70	60
			7 Curves M.P. 352.6 to 350.1	50	50
			20 Curves M.P. 350.1 to 343.6	40	40
			3 Curves M.P. 343.6 to 341.6	55	40
			2 Curves M.P. 339.9 to 339.2	50	40
			Grade and 3 Curves M.P. 339.2 to 336.2	60	40
			Grade and 9 Curves M.P. 336.2 to 331.8	50	40
			Grade and 2 Curves M.P. 331.8 to 330.9	40	40
			3 Curves M.P. 330.9 to 328.6	50	40
			3 Curves M.P. 328.6 to 327.0	85	50
			2 Curves M.P. 303.3 to 302.0	80	50
			5 Curves M.P. 287.3 to Winslow	25	25
			KINGMAN DISTRICT WESTWARD:		
			1 Curve M.P. 156.5 to M.P. 157.7	30	30
			2 Street Crossings M.P. 157.7 to M.P. 157.9	20	20
			FIRST DISTRICT EASTWARD:		
			2 Curves Gallup to M.P. 156.5	50	50
			3 Curves M.P. 136.3x to 133.4x	65	60
			2 Curves M.P. 130.7x to 130.0x	65	60
			3 Curves M.P. 130.0x to 127.5	80	60
			7 Curves M.P. 109.7 to 105.0	80	60
			1 Street Crossing M.P. 95.5	40	40
			1 Curve M.P. 95.5 to 94.4	80	60
			3 Curves M.P. 91.0 to 88.0	70	60
			11 Curves M.P. 88.0 to 84.0	55	50
			5 Curves M.P. 67.4 to 62.9	65	60
			3 Curves M.P. 62.9 to 61.1	50	50
			4 Curves M.P. 61.1 to 60.1	60	60
			1 Curve M.P. 60.1 to 59.2	70	60

SPECIAL RULES

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Continued)

LOCATION	M.P.H. Psgr. and Light	Frt.	LOCATION	M.P.H. Psgr. and Light	Frt.
KINGMAN DISTRICT WESTWARD: (Cont'd)					
2 Curves and Grade M.P. 476.8 to 478.2	80	45	3 Curves M.P. 4.0 to 5.9	45	40
1 Curve and Grade M.P. 478.2 to 479.0	60	40	3 Curves M.P. 7.9 to 9.9	45	40
2 Curves and Grade M.P. 479.0 to 479.6	40	40	3 Curves M.P. 12.0 to 14.1	45	40
3 Curves and Grade M.P. 479.6 to 480.6	30	30	4 Curves M.P. 14.1 to 16.2	35	35
2 Curves and Grade M.P. 480.6 to 481.6	55	45	2 Curves M.P. 16.2 to 17.2	45	40
2 Curves and Grade M.P. 481.6 to 482.5	70	60	1 Curve M.P. 18.4 to 18.7	45	40
9 Curves M.P. 482.5 to 490.2	80	60	1 Curve M.P. 21.1 to 21.6	30	20
1 Curve and Grade M.P. 514.4 to 515.2	70	25	Br 21.6 M.P. 21.6 to 21.8	20	20
2 Curves and Grade M.P. 515.2 to 516.5	50	25	5 Curves M.P. 21.8 to 23.2	40	30
1 Street Crossing M.P. 516.5	25	25	2 Curves M.P. 23.2 to 26.6	50	40
6 Curves and Grade M.P. 516.5 to 519.2	45	25	4 Curves M.P. 80.6 to 82.3	45	30
5 Curves and Grade M.P. 519.2 to 524.3	80	45	6 Curves M.P. 83.5 to 85.5	30	25
14 Curves and Grade M.P. 524.3 to 562.3	90	45	6 Curves M.P. 85.5 to 86.4	25	20
1 Curve and Grade M.P. 562.3 to 562.8	65	45	5 Curves M.P. 86.4 to 90.8	40	30
7 Curves M.P. 562.8 to 565.9	50	45	Cut M.P. 90.8 to 91.0	20	20
1 Curve M.P. 565.9 to 566.6	80	60	9 Curves M.P. 91.0 to 94.3	30	25
3 Curves M.P. 572.4 to 575.6	85	60	5 Curves M.P. 94.3 to 96.2	25	20
4 Curves M.P. 575.6 to 577.2	45	30	3 Curves M.P. 96.2 to 97.4	40	30
KINGMAN DISTRICT EASTWARD:					
4 Curves M.P. 577.2 to 575.7	45	45	3 Curves M.P. 97.4 to 98.3	30	25
8 Curves M.P. 565.9 to 562.3	50	50	3 Curves M.P. 98.3 to 99.7	40	30
1 Curve M.P. 554.8 to 554.7	65	60	4 Curves M.P. 99.7 to 101.8	30	25
2 Curves M.P. 554.7 to 550.5	70	60	2 Curves M.P. 101.8 to 103.2	40	30
1 Curve M.P. 526.7x to 525.9x	65	50	17 Curves M.P. 103.2 to 107.7	25	20
7 Curves M.P. 525.9x to 520.2x	60	50	2 Curves M.P. 107.7 to 109.0	40	30
10 Curves M.P. 520.2x to 516.7x	40	40	8 Curves M.P. 109.0 to 112.2	35	30
1 Street Crossing M.P. 516.7x	25	25	1 Curve M.P. 112.2 to 112.5	30	25
2 Curves M.P. 516.7x to 515.3x	55	55	2 Curves M.P. 112.5 to 114.2	40	30
1 Curve M.P. 515.3x to 514.1x	65	60	2 Curves M.P. 114.2 to 115.1	35	30
4 Curves M.P. 499.1 to 492.7	85	60	5 Curves M.P. 115.1 to 118.0	40	30
1 Curve M.P. 490.2 to 488.8	80	60	2 Curves M.P. 118.0 to 118.3	30	25
8 Curves M.P. 488.8 to 482.5	65	60	4 Curves M.P. 118.3 to 119.7	40	30
3 Curves M.P. 482.5 to 481.0	55	55	1 Curve M.P. 119.7 to 119.8	35	30
5 Curves M.P. 481.0 to 479.4	30	30	4 Curves M.P. 119.8 to 120.9	40	30
1 Curve M.P. 479.4 to 479.0	55	50	7 Curves M.P. 120.9 to 122.6	25	20
3 Curves M.P. 479.0 to 477.0	65	60	1 Curve M.P. 122.6 to 123.2	50	40
6 Curves M.P. 477.0 to 470.4	70	60	6 Curves M.P. 131.2 to 134.9	45	40
4 Curves M.P. 470.4 to 469.0	50	50	1 Curve M.P. 134.9 to 135.1	20	20
5 Curves M.P. 469.0 to 464.9	65	50	5 Curves M.P. 135.1 to 138.2	45	40
3 Curves M.P. 464.9 to 463.8	50	50	1 Curve M.P. 138.2 to 138.3	35	35
6 Curves M.P. 463.8 to 460.1x	60	50	10 Curves M.P. 138.3 to 141.6	40	30
8 Curves M.P. 460.1x to 457.0	50	50	42 Curves M.P. 141.6 to 150.3	30	25
3 Curves M.P. 457.0 to 455.5	50	50	1 Curve M.P. 174.9 to 175.1	55	40
2 Curves M.P. 455.5 to 453.2	65	50	1 Curve M.P. 178.8 to 178.9	50	40
1 Curve M.P. 453.2 to 452.1	55	50	4 Curves and 22 Crossings M.P. 182.5 to 190.8	30	30
2 Curves M.P. 452.1 to 451.4	40	40	4 Curves and 8 Crossings M.P. 190.8 to 192.9	20	20
5 Curves M.P. 451.4 to 450.1	30	30	2 Switches and 2 Crossings M.P. 192.9 to 193.7	15	15
3 Curves M.P. 450.1 to 448.3	60	40	PRESCOTT DISTRICT:		
FOURTH DISTRICT:					
8 Curves M.P. 375.2 to 378.2	50	40	3 Curves M.P. 30.3 to 30.6	59	45
1 Curve and 1 Street Crossing M.P. 378.2 to 378.9	30	30	3 Curves M.P. 30.8 to 31.9	45	35
5 Curves M.P. 378.9 to 381.1	40	40	5 Curves M.P. 34.0 to 35.4	40	30
2 Curves M.P. 381.1 to M.P. 381.5	35	35	3 Curves M.P. 39.7 to 41.2	50	40
15 Curves and Grade M.P. 381.5 to M.P. 391.2x	30	20	Curve M.P. 42.5 to 42.7	45	35
8 Curves and Grade M.P. 391.2x to 395.0x	25	20	Curve M.P. 46.0 to 46.1	50	40
19 Curves and Grade M.P. 395.0x to M.P. 401.0	40	25	2 Curves M.P. 48.0 to 48.7	30	25
3 Curves M.P. 401.0 to M.P. 401.9	30	25	2 Curves M.P. 48.7 to 50.3	50	40
4 Curves M.P. 0.4 to 2.6	45	40	10 Curves M.P. 50.3 to 52.7	25	20
PARKER DISTRICT:					
GRAND CANYON DISTRICT:					
CLARKDALE DISTRICT:					

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

- "I"—Interlocked Switch.
- "EE"—East End.
- "S"—Spring Switch.
- "WE"—West End.

Station	Type	Location	MPH
FIRST DISTRICT			
Isleta	I	Both ends of siding	15
Dalies	I	Eastward main track to First District main track; Eastward main track to Belen District eastward main track; First District main track to westward main track	40
	I	East and west end westward siding	30
	I	WE eastward siding Belen District	15
	S	EE eastward siding	30
Rio Puerco	S	EE eastward siding	30
South Garcia	S	WE westward siding	30
Suwanee	S	EE eastward siding; WE westward siding	30
Marmon	S	EE eastward siding	30
	S	WE westward siding	15
Laguna	S	EE eastward siding; WE westward siding	30
Acomita	S	EE eastward siding; WE westward siding	30
Anzac	S	EE eastward siding; WE westward siding	30
Grants	S	EE eastward siding; WE westward siding	30
Bluewater	S	EE eastward siding; WE westward siding	30
Baca	S	WE westward siding	30
South Chaves	S	WE westward siding	15
North Chaves	S	EE eastward siding	30
Thoreau	S	WE westward siding	30
Gonzales	S	EE eastward siding	30
South Guam	S	WE westward siding	30
North Guam	S	EE eastward siding	30
Perea	S	WE westward siding	30
Wingate	S	EE eastward siding	30
Gallup	S	Eastward freight lead to eastward main track east of station	30
SECOND DISTRICT			
Gallup	I	WE westward freight lead; crossover between main tracks WE westward freight lead	30
	S	WE westward passenger siding	15
	I	WE eastward freight lead	30
Defiance	S	EE eastward siding	30
Lupton	S	EE eastward siding	30
Houck	S	EE eastward siding; WE westward siding	30
Cheto	S	WE westward siding	30
Chambers	S	EE eastward siding; WE westward siding	30
Navajo	S	EE eastward siding; WE westward siding	30
Pinta	S	EE eastward siding; WE westward siding	30
Adamana	S	EE eastward siding; WE westward siding	30
Holbrook	S	EE eastward siding; WE westward siding	15
Penance	S	WE westward siding	30
Hibbard	S	EE eastward siding; WE westward siding	30
Winslow	S	EE passenger track No. 1	15
	S	EE of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between main track, both normally lined for main tracks. West switch of crossover normally lined for movements thru crossover. Westward trains on westward main track must trail through this spring switch at M.P. 284.8	30
	I	Westward main track to westward freight lead	30

16 ALBUQUERQUE DIVISION

SPECIAL RULES

17. SWITCHES—MAXIMUM AUTHORIZED SPEED (Cont'd)

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:

Station	Type	Location	MPH
THIRD DISTRICT			
Winslow	S	West end passenger track No. 4	15
West Winslow	I	Westward freight lead to westward main track	30
	I	Crossover between main tracks, westward main track to eastward yard lead, and eastward main track to ice dock lead	15
Dennison	S	EE eastward siding	15
	S	WE westward siding	30
Canyon Diablo	S	EE Eastward siding; WE westward siding	30
Angell	S	WE westward siding	15
	S	EE eastward siding	30
Cosnino	S	WE westward siding	15
	S	EE eastward siding	30
Flagstaff	S	WE westward siding	15
	S	EE eastward siding	30
Riordan	S	WE westward siding	15
Bellemont	S	EE eastward siding; WE westward siding	30
Maine	I	2 Crossovers M.P. 362.1	50
Williams Jct.	I	Crossover M.P. 374.3	50
	I	EE passenger track 1	30
	I	WE passenger track 1	30
	I	Crossover M.P. 375	50
	I	Switch from Third District to Fourth District	50
Perrin	I	Crossover M.P. 383.1	50
	I	Crossover M.P. 385.6	50
Doublea	I	Crossover M.P. 392.0	50
	I	Crossover M.P. 395.1	50
Eagle Nest	I	Crossover M.P. 405.5	50
	I	Crossover M.P. 407.5	50
Crookton	I	Crossover M.P. 418.3	50
	I	Crossover M.P. 420.5	50
Seligman	I	Crossover M.P. 427.7	50
	I	Crossover M.P. 429.6	50
	I	EE and WE No. 1 Track	50
KINGMAN DISTRICT			
Seligman	I	Crossover M.P. 429.6	50
	I	Crossover M.P. 427.7	50
	I	EE and WE No. 1 Track	50
Audley	S	EE eastward siding	15
	S	WE westward siding	30
Pica	S	EE eastward siding; WE westward siding	15
Yampai	S	EE eastward siding	15
	S	WE westward siding	30
Nelson	S	EE eastward siding	30
Peach Springs	S	EE eastward 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
Athos	S	EE eastward siding	30
Yucca	S	EE eastward siding; WE westward siding	30
Franconia	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

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, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars			
	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric:				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1174	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
Diesels without dynamic brakes in use				
Supai-Ash Fork		20		
Yampai-Nelson		30		
Nelson-Hackberry		40		
Getz-McConnico		20		
McConnico-Topock		30		
Diesels with dynamic brakes in use				
Supai-Ash Fork		35		

SPECIAL RULES

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Williams for Fourth District
 Drake for Fourth District
 Abra for Fourth District
 Entro for Prescott District
 Matthie for Fourth District

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
FIRST DISTRICT			
Quirk Spur	63.3	5 miles	West
Ciniza	138.9	60	East-West
SECOND DISTRICT			
Black Star	160.7	1.1 mile	West
Defiance Spur	166.9	13.5 miles	West
Manuelito	174.2	9	East
THIRD DISTRICT			
Railhead	339.9	49	East-West
Spur Eastward Track	368.1	4	East
GRAND CANYON DISTRICT			
Woodin	43.8	7	West
KINGMAN DISTRICT			
Chino	432.9	12	West
McConnico	520.7	40	West
Haviland	545.8	10	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
Burnt Ranch	186.1	13	East
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
Thoreau	369	Seligman	910
McCune	Gov. Spur	Yampai	685
Gallup	306	Berry	2500
Pinta	491	Needles	401
Winslow	343	Drake	Main Track
Angell	558	Congress (normally lined for east leg) ..	812
Flagstaff	170	Matthie	Main Track
Riordan	506	Phoenix	11th Ave. Spur
Bellemont	376	Humboldt	1859
Williams	1620	Clarkdale	769
Anita	400	Parker	564
Grand Canyon	1617		

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
FIRST DISTRICT			
Belen	West switch of freight main track and junction switches.	Interlocking.	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.
Dalies	Junction switch and switches both sidings.	Interlocking	
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——
KINGMAN DISTRICT			
Needles M.P. 574.8	Main track and connecting crossover.	Interlocking	Westward trains will sound one long whistle signal at microphone sign 900 feet west of M.P. 570.

**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.

ALBUQUERQUE
SANTA FE HOSPITAL
DR. P. T. MOORE, Surgeon

BELEN
DR. JOHN N. R. TOKE, Local Surgeon

GRANTS
DR. BASIL L. WANG, Local Surgeon

GALLUP
DR. F. W. PARKER, Local Surgeon
DR. J. W. MARTIN, Assistant Local Surgeon

HOLBROOK
DR. DONALD F. DeMARSE, Local Surgeon
DR. HAL B. RICHERSON,
Assistant Local Surgeon

WINSLOW
DR. H. S. BECKWITH, Division Surgeon
DR. LEO L. LEWIS, Local Surgeon

FLAGSTAFF
DR. JOHN CASKEY, Local Surgeon
DR. GEORGE H. YARD,
Assistant Local Surgeon

WILLIAMS
DR. MARTIN C. FLOHR, Local Surgeon

GRAND CANYON
DR. WATSON M. LACY, JR.,
Local Surgeon

SELIGMAN
DR. E. J. GUNGLE, Local Surgeon

KINGMAN
DR. WALTER BRAZIE, Local Surgeon
DR. JOHN J. STANDIFER,
Assistant Local Surgeon

NEEDLES
DR. T. G. HARWARD, District Surgeon
DR. J. E. ANDES, Local Surgeon
DR. H. C. MATTHEWS,
Emergency Surgeon

PRESCOTT
DR. E. A. BORN, Division Surgeon
DR. C. E. YOUNT, JR., Local Surgeon
DR. H. T. SOUTHWORTH,
Assistant Local Surgeon

WICKENBURG
DR. FLOYD B. BRALLIAR, Local Surgeon
DR. FREDERICK A. SHANNON,
Assistant Local Surgeon

GLENDALE
DR. M. E. FULK, Local Surgeon

PHOENIX
DR. C. E. HENDERSON, Local Surgeon
DR. DEAN TERRY MOATS,
Assistant Local Surgeon

**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	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Ash Fork and beyond, Bakersfield and beyond	Clovis and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield 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	Grants	Clovis and beyond	North of Barstow
	Flagstaff	Pasadena and Los Angeles	Kansas City and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Pomona		Williams Jct. and beyond
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
19	Flagstaff	Kansas City and beyond	Los Angeles
	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
20	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
123	Kingman	Albuquerque and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Grants	La Junta and beyond	South of Barstow
124	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
60	Pico Rivera	Williams Jct. and beyond	
62	Escalon	Fresno and beyond	Stockton and beyond
	Empire	Fresno and beyond	Stockton and beyond
63	Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Pico Rivera		Oceanside and beyond
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Anaheim, Orange and San Juan Capistrano		San Bernardino and beyond
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles

A. J. STROBEL, General Watch Inspector Topeka

R. W. WELLS, Asst. General Watch Inspector San Bernardino

LOCAL TIME INSPECTORS

MRS. FRANK MINDLIN 314 W. Central Ave., Albuquerque
JAMES PECH 822½ Bridge Blvd., Albuquerque
M. E. TREMBLY 208 S. Main St., Belen
RICHARD EALY Belen
ELMER DOMKE 1010 West Santa Fe, Grants
E. PARKE SELLARD Gallup
WARREN F. LIKEN 111 W. Hopi Dr., Holbrook
E. E. STARR Winslow

J. E. HOPSON 206 W. Bill Williams St., Williams
ALFRED WILLIAMS 849 Front St., Needles
P. L. ADRIAN 107 S. Cortez St., Prescott
PAUL D. HUNT 224½ W. Gurley St., Prescott
C. KING STRAUS 23 N. Third Ave., Glendale
MILES H. GREGORY 318 Goodrich Bldg., Phoenix
TOM FINLEY Parker

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	5 ..	12.0
.. 56	64.2	1 36	37.5	6 ..	10.0
.. 57	63.2	1 38	36.8	12 ..	5.0

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!

