



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.)

ASSISTANT SUPERINTENDENT

H. G. WOOD Phoenix, Ariz.

TRAINMASTERS

W. C. PARKS Needles, Calif.

E. L. KIDD Gallup, N. Mex.

W. H. LAWSON Winslow, Ariz.

ASSISTANT TRAINMASTER

G. R. DERKSEN Phoenix, Ariz.

ROAD FOREMEN OF ENGINES

J. O. ELWOOD Gallup, N. Mex.

T. W. ANDERSON Winslow, Ariz.

F. V. DOBBS Needles, Calif.

J. H. LANE Phoenix, Ariz.

CHIEF DISPATCHER

J. S. ARMSTRONG Winslow, Ariz.

ASSISTANT CHIEF DISPATCHERS

E. D. STINSON Winslow, Ariz.

D. LA MAR Winslow, Ariz.

J. C. OWSLEY Winslow, Ariz.

DISPATCHERS - WINSLOW, ARIZ.

A. C. PETRANOVICH

T. L. FISHER

F. W. PLEASANTS

L. G. ROWLAND

B. R. LORING

A. D. WEISHAAR

J. K. HOLT

D. R. AYRES

I. M. OWSLEY

M. E. JONES

H. A. MILLER

R. L. COTTON

J. D. RICHARDS

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



COAST Santa Fe LINES

ALBUQUERQUE DIVISION

TIME TABLE No.

12

IN EFFECT

Sunday, June 8, 1969

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.**

**C. E. ROLLINS
Asst. General Manager
LOS ANGELES, CALIF.**

**E. GILLMORE
Superintendent
WINSLOW, ARIZ.**

2 ALBUQUERQUE DIVISION

WESTWARD

FIRST DISTRICT

Trains must get clearance card before leaving Albuquerque.

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

Rule 251 in effect between Albuquerque and Abajo and between Dalies and Gallup.

Rule 261 "TCS" in effect on main track between Abajo and Dalies.

Between end of two tracks Abajo and Automatic Block Signal 9013, 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 other trains and engines.

Rule 93: Yard Limits Located at:
Albuquerque to Abajo.
Belen, Gallup.

Stations or tracks not shown in schedule

Location	Mile Post	Car Capacity	Switch Connection
Quirk Spur	63.3	5 Miles	West
Ciniza	138.9	60	East-West
McCartys	82.3	44	West
Reid	101.7	2	West
Baca	114.9	91	East-West

LENGTH OF STEMS OF WYES

Location	Feet
Thoreau	369
McCune	Govt. Spur
Gallup	306

WESTWARD			TIME TABLE NO. 12 June 8, 1969	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									
17	23	1							
Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 5.10	AM 11.10								
5.25	11.25		TCS ABS	ALBUQUERQUE YL	902.4	0	14.9	T C-R	Yard
5.37	11.41	PM 12.15							
5.45	11.51	12.23	ATS	ABAJO YL	903.9	21.1	26.4	Y.B	Yard
5.53	12.01	12.32							
5.57	12.05	12.37	ATS	ISLETA	915.0	62.8	26.4	B	48
6.06	12.14	12.45							
6.11	12.19	12.50	ATS	DALIES	27.4	0.0	31.7	B	
6.16	12.24	12.54							
6.23	12.33	1.02	ATS	RIO PUERCO	33.9	31.7	0.0	B	
6.31	12.41	1.10							
6.41	12.54	1.21	ATS	GARCIA	43.3	31.7	0.0	B	118
6.51	1.05	1.30							
7.02	1.18	1.42	ATS	SUWANEE	47.3	31.7	0.0	B	135
7.06	1.22	1.45							
7.09	1.26	1.48	ATS	MARMON	58.1	31.7	0.0	B	125
7.14	1.32	1.53							
7.18	1.36	1.57	ATS	QUIRK	63.3	31.7	0.0	B	88
7.24	1.45	2.05							
7.26	1.48	2.07	ATS	LAGUNA	68.7	31.7	0.0	B	135
7.35	2.00	2.20							
7.35	2.00	2.20	ATS	ACOMITA	77.6	31.7	0.0	B	118
7.42	1.42	1.42							
7.42	1.42	1.42	ATS	ANZAO	85.9	31.7	0.0	B	118
7.48	1.48	1.48							
7.48	1.48	1.48	ATS	GRANTS	95.5	31.7	0.0	C-R	134
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	BLUEWATER	107.2	31.7	0.0	B	118
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	SOUTH CHAVES	121.7	31.7	0.0	B	112
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	THOREAU	125.6	31.7	0.0	B-Y	144
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	GONZALES	129.3	0.0	56.3	B	118
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	SOUTH GUAM	136.2	0.0	31.7	B	118
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	PEREA	141.5	0.0	31.7	B	118
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	WINGATE	146.1	0.0	31.7	B	105
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	McCUNE	149.3	0.0	31.7	B-Y	105
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	ZUNI	151.6	0.0	31.7	B	110
7.54	1.54	1.54							
7.54	1.54	1.54	ATS	GALLUP YL	157.6	0.0	31.7	C-R-Y	Yard
7.54	1.54	1.54							
Arrive Daily	Arrive Daily	Arrive Daily	(180.3)						

(66.3) (56.6) (63.7) Average speed per hour

ALBUQUERQUE DIVISION

WESTWARD

BELEN DISTRICT

Trains must get clearance card before leaving Belen.

Rule 261 "TCS" in effect on main tracks between home signal of interlocking west end of Belen to interlocking crossover west end Dalies.

At Belen between end of two tracks (MP 933.7) and New Mexico-Albuquerque Division Junction (MP 932.4) 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 other trains or engines.

At Dalies westward trains from Belen District will proceed with current of traffic on proper home signal; proceed indication in lieu of clearance card and will display classification signals previously authorized.

WESTWARD		TIME TABLE NO. 12 June 8, 1969	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS							
1							
Leave Daily		STATIONS					
AM 11.59 PM 12.15							
11.59		TCS	BELEN YL	0.0	66.2	C-R T-Y	Yard
12.15							
12.15		TCS	DALIES	10.1		B	110
12.15							
Arrive Daily		(10.3)					

(38.6) Average speed per hour

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	M.P.H.	Frt.
First District Westward			
Albuquerque to Dalies	79	60	
Dalies to Marmon	90	60	
Marmon to Gonzales	79	60	
Gonzales to Gallup	90	60	
Quirk Spur	15	15	
2 Curves M.P. 905.2 to 905.4	70	55	
Curve M.P. 912.2 to 912.7	70	55	
Bridge M.P. 913.1	70	55	
Curve at Jct. switch M.P. 914.9	70	55	
2 Curves M.P. 12.5 to 13.6	70	65	
1 Curve & 3 switches M.P. 26.8 to 27.5	40	40	
4 Curves M.P. 27A.5 to 32.5	70	70	
7 Curves M.P. 36.8 to 45.2x	70	65	
1 Curve M.P. 59.1 to 60.1	70	60	
3 Curves M.P. 60.1 to 60.9	60	60	
4 Curves M.P. 60.9 to 62.9	50	50	
3 Curves M.P. 62.9 to 66.0	70	70	
2 Curves M.P. 66.0 to 67.4	65	60	
11 Curves M.P. 83.9 to 88.0	55	55	
3 Curves M.P. 88.0 to 91.0	70	65	
6 Curves M.P. 149.3 to 156.5	80	70	
1 Curve M.P. 156.5 to 157.6	30	30	
2 Street crossings M.P. 157.6 to M.P. 157.9	20	20	

Belen District Westward

Belen to Dalies	79	60	
West Switch Tracks 23 and 24, Belen, and 2 Curves Belen to M.P. 0.5	30	30	
2 Curves M.P. 6.7 to 8.3 (South Track)	70	60	
2 Curves M.P. 8.3 to 10.2 (South Track)	60	55	
3 Curves M.P. 6.7 to 9.5 (North Track)	75	60	
1 Curve M.P. 9.5 to 10.2 (North Track)	60	50	

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

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

WESTWARD

Gonzales-Gallup

EASTWARD

Gonzales-Anzac
Suwanee-Rio Puerco
Dalies-Belen

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse 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.
"S"—Spring Switch.

"WE"—West End.
"ESL"—Electric Switch Lock.

Station	Type	Location	MPH
Abajo	I	End of Two Tracks	40
Isleta	I	Both ends of siding	15
Belen	I	Crossover MP 0.5 (Albuq. Divn.)	50
	I	Crossover Albuq. Divn. Jct. (932.4)	15
	I	Switch to Albuq. (932.4)	15
	I	Switch Albuq. Divn. Jct. (932.4)	30
	I	Switches WE tracks 23 and 24	30
	I	Switch end of 2 tracks (MP 933.7)	30
Dalies	ESL	Both ends siding	30
	I	Switch M.P. 27.4	40
	I	Crossover M.P. 27.5	40
	I	Crossover M.P. 27.6	50
Garcia	S	WE westward siding	30
Suwanee	S	WE westward siding	30
Marmon	S	WE westward siding	15
Laguna	S	WE westward siding	30
Acomita	S	WE westward siding	30
Anzac	S	WE westward siding	30
Grants	S	WE westward siding	30
Bluewater	S	WE westward siding	30
Baca	S	WE westward siding	30
South Chaves	S	WE westward siding	30
Thoreau	S	WE westward siding	30
South Guam	S	WE westward siding	30
Perea	S	WE westward siding	30

NOTE: Trains or engines using siding must not exceed maximum turnout speed for that siding.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
Bridge 69.8	Highwater	Signals 681 and 702
Bridge 70.1	Highwater	Signals 681 and 702
Bridge 72.6	Highwater	Signals 711 and 732
Bridge 91.5	Highwater	Signals 901 and 922

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

4 ALBUQUERQUE DIVISION

EASTWARD

FIRST DISTRICT

Trains must get clearance card before leaving Gallup.

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

Rule 251 in effect between Gallup and Dalies, and between Abajo and Albuquerque.

Rule 261 "TCS" in effect on main track between Dalies and Abajo.

Between end of two tracks Abajo and Automatic Block Signal 9013, 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 other trains or engines.

Eastward trains to be routed via first district from Dalies will sound whistle signal at microphone sign 500 feet west of signal 302. Trains to Belen District should not whistle.

Rule 93: Yard Limits Located at:
Gallup, Belen.
Abajo to Albuquerque.

Stations or tracks not shown in schedule

Location	Mile Post	Car Capacity	Switch Connection
Quirk Spur ..	63.3	5 Miles	West
McCartys ..	82.3		
Reid	101.7	106	East-West
Baca	114.9	91	East-West
Ciniza	138.9	60	East-West

Capacity of Sidings in 50 ft. Cars	Communications, Turn Tables and Wyes	Rating Grade Descending - Feet Per Mile	Rating Grade Ascending - Feet Per Mile	Mile Post	STATIONS	EASTWARD		
						FIRST CLASS		
						18	2	24
						Arrive Daily	Arrive Daily	Arrive Daily
Yard	C-R T	21.1	26.4	902.4	ALBUQUERQUE YL	PM 1.10		PM 5.00
Yard	B-Y	52.8	0.0	903.9	ABAJO YL			
48	B	52.8	26.4	915.0	ISLETA	12.55		4.40
	B	0.0	31.7	27.4	DALIES	12.41	PM 3.25	4.25
143	B	52.8	0.0	33.9	RIO PUECO	12.32	3.16	4.15
156	B	31.7	0.0	47.3	SUWANEE	12.20	3.06	4.05
118	B	31.7	0.0	58.1	MARMON	12.11	2.58	3.56
	B	31.7	0.0	63.3	QUIRK	12.05	2.52	3.50
110	B	31.7	0.0	68.7	LAGUNA	11.59	2.47	3.45
118	B	31.7	0.0	77.6	ACOMITA	11.52	2.40	3.37
132	B	31.7	0.0	85.9	ANZAO	11.44	2.32	3.29
118	C-R	31.7	0.0	95.5	GRANTS	11.35	2.23	3.20
136	B	52.8	0.0	107.2	BLUEWATER	11.25	2.10	3.09
118	B	52.8	0.0	121.8	NORTH CHAVES	11.13	1.57	2.56
	B-Y	31.7	0.0	125.6	THOREAU	11.10	1.54	2.53
	B	21.1	31.7	129.3	GONZALES	11.07	1.51	2.50
131	B	0.0	31.7	136.7	NORTH GUAM	11.01	1.45	2.44
117	B	0.0	31.7	146.1	WINGATE	10.50	1.33	2.33
	B-Y	0.0	31.7	149.3	MCCUNE			
169	B	0.0	31.7	151.6	ZUNI	10.44	1.28	2.27
Yard	C-R Y	0.0	31.7	157.6	GALLUP YL	10.37 AM	1.20 PM	2.20 PM
					(160.7)	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (63.0) (64.4) (60.3)

ALBUQUERQUE DIVISION

EASTWARD

BELÉN DISTRICT

Rule 261 "TCS" in effect on main tracks between interlocking west end Dalies to interlocking west end Belen.

At Dalies eastward trains from first district will proceed on signal indication in lieu of clearance card.

At Belen between Albuquerque-New Mexico Division Junction (MP 932.4) and end of two tracks (MP 933.7) 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 other trains or engines.

Tracks 23 and 24 at Belen signalled for Eastward movement only, between interlocking west end of yard and west end of ice dock to sign reading "End of Circuit." Trains and engines may use these tracks in Westward direction when authorized by Control Station.

Capacity of Sidings in 50 ft. Cars	Communications, Turn Tables and Wyes	Rating Grade Descending - Feet Per Mile	Mile Post	TIME TABLE		STATIONS	Arrive Daily
				NO. 12			
				June 8, 1969			
							EASTWARD
							FIRST CLASS
							2
Yard	C-R T-Y	66.2	0.0			BELEN YL	PM 3.45
	B		10.1			DALIES	3.25 PM
						(10.3)	Leave Daily

Average speed per hour..... (30.9)

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	M.P.H.	Frt.
First District Eastward			
Gallup to Gonzales	79	60	
Gonzales to Anzac	90	60	
Anzac to Marmon	79	60	
Marmon to Dalies	90	60	
Dalies to Albuquerque	79	60	
Quirk Spur	15	15	
2 Curves M.P. 157.6 to 156.5	50	50	
3 Curves M.P. 136.4x to 133.4x	65	60	
2 Curves M.P. 130.7x to 129.9x	65	60	
3 Curves M.P. 129.9x to 127.5	80	70	
7 Curves M.P. 109.7 to 105.0	80	70	
1 Curve M.P. 95.5 to 94.4	80	70	
3 Curves M.P. 91.0 to 88.0	70	65	
11 Curves M.P. 88.0 to 83.9	55	55	
2 Curves M.P. 67.6 to 66.0	65	60	
3 Curves M.P. 66.0 to 62.9	70	70	
3 Curves M.P. 62.9 to 61.2	50	50	
4 Curves M.P. 61.2 to 60.1	60	60	
1 Curve M.P. 60.1 to 59.1	70	70	
4 Curves M.P. 32.5 to 27.5	70	70	
1 Switch and 1 Curve M.P. 27.5 to 27.3	40	40	
2 Curves M.P. 13.6 to 12.5	70	65	
Curve at Jct. Switch Isleta M.P. 914.9	70	55	
Bridge M.P. 913.1	70	55	
Curve M.P. 912.2 to 912.7	70	55	
2 Curves M.P. 905.2 to 905.4	70	55	

Belen District Eastward

Dalies to Belen	79	60
Dalies Jct. Switch M.P. 10.2 to 10.0 (North Track)	40	40
1 Curve M.P. 10.2 to 9.5 (South Track)	70	60
1 Curve M.P. 9.5 to 8.5 (South Track)	60	50
2 Curves M.P. 8.5 to 6.7 (South Track)	70	60
6 Curves M.P. 10.0 to 0.5 (North Track)	75	60
2 Curves M.P. 0.5 to Belen (Both Tracks)	30	30
Switch to track 23 and 24 (Belen)	30	30

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

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

WESTWARD

Gonzales-Gallup

EASTWARD

Gonzales-Anzac
Suwanee-Rio Puerco
Dalies-Belen

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 at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"ESL"—Electric Switch Lock.

Station	Type	Location	MPH
Gallup	S	Eastward freight lead to eastward main track east of station	30
Wingate	S	EE eastward siding	30
North Guam	S	EE eastward siding	30
North Chaves	S	EE eastward siding	30
Blewater	S	EE eastward siding	30
Grants	S	EE eastward siding	30
Anzac	S	EE eastward siding	30
Acomita	S	EE eastward siding	30
Laguna	S	EE eastward siding	30
Marmon	S	EE eastward siding	30
Suwanee	S	EE eastward siding	30
Rio Puerco	S	EE eastward siding	30
Dalies	I	Switch M.P. 27.4	40
	I	Crossover M.P. 27.6	50
	I	Crossover M.P. 27.5	40
	ESL	Both ends siding	30
Belen	I	Crossover MP 0.5 (Albuq Divn)	50
	I	Crossover Albuq. Divn. Jct. (932.4)	15
	I	Switch to Albuq. (932.4)	15
	I	Switch Albuq. Divn. Jct. (932.4)	30
	I	Switches WE tracks 23 and 24	30
	I	Switch end of 2 tracks (MP 933.7)	30
Isleta	I	Both ends of siding	15
Abajo	I	End of two tracks	40

NOTE: Trains or engines using siding must not exceed maximum turnout speed for that siding.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 51.6 (Eastward only)	Hot Box	Rotating white lights at scanner and at Locator M.P. 48.2
Bridge 69.8	Highwater	Signals 681 and 702
Bridge 70.1	Highwater	Signals 681 and 702
Bridge 72.6	Highwater	Signals 711 and 732
Bridge 91.5	Highwater	Signals 901 and 922

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

6 ALBUQUERQUE DIVISION

WESTWARD

SECOND DISTRICT

Trains must get clearance card before leaving Gallup.

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

Rule 251 in effect between Gallup and Winslow, M.P. 284.5.

Three main tracks in service between M.P. 284.5 and M.P. 288.1, Winslow:

North track signalled for eastward movements,

South track signalled for westward movements,

Rule 251 governs.

Middle track signalled for movements in both directions, Rule 261 "TCS" governs.

At Winslow, all switches middle main track equipped with electric switch locks. Be governed by instructions posted in phone box.

At Winslow, between controlled signals located MP 284.5 and MP 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand thrown switches.

Yardmaster may give permission to line switches via radio after obtaining authority from control station.

Rule 93: Yard Limits Located at:
Gallup and Winslow.

WESTWARD			Capacity of Sidings in 50 Ft. Cars	Rising Grade Ascending— Feet Per Mile	TIME TABLE NO. 12 June 8, 1969	Mile Post	Communications, Turn Tables and Wyes
FIRST CLASS							
17	23	1			STATIONS		
Leave Daily	Leave Daily	Leave Daily	Yard				
PM 7.38	PM 2.05	PM 2.25		0.0	GALLUP YL	157.6	Y-R-C
7.50	2.15	2.35		15.8	9.4 DEFIANCE	166.9	B
8.01	2.25	2.44	79	0.0	13.4 LUPTON	180.4	B
8.09	2.33	2.52	135	15.8	10.9 HOUCK	191.2	B
8.15	2.39	2.58	104	15.8	8.0 CHETO	199.7	B
8.19	2.44	3.02	80	15.8	5.9 CHAMBERS	205.7	B
8.24	2.50	3.07	114	0.0	7.3 NAVAJO	213.0	B
8.29	2.55	3.12	144	0.0	6.2 PINTA	219.2	Y-B
8.38	3.05	3.21	114	0.0	13.1 ADAMANA	232.3	B
8.47	3.15	3.30	81	0.0	13.3 ARNTZ	245.5	B
8.52	3.23	3.36	114	17.9	7.4 HOLBROOK	253.0	R-C
8.56	3.28	3.40	162	26.4	5.6 PENZANCE	258.6	B
8.59	3.31	3.43	72	0.0	3.7 JOSEPH CITY	262.4	B
9.08	3.41	3.52	114	17.4	12.2 HIBBARD	274.8	B
9.25 PM	4.00 PM	4.10 PM	Yard	19.5	10.8 WINSLOW YL	285.5	T-Y R-C
Arrive Daily	Arrive Daily	Arrive Daily			(127.2)		

(71.3) (66.4) (72.7) Average speed per hour

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Pgr. and Light	M.P.H.	Frt.
Second District Westward	90	60	
Defiance Spur	15	15	
2 Curves M.P. 157.9 to 158.2	30	30	
1 Curve M.P. 160.7 to 160.9	80	70	
1 Curve M.P. 188.4 to 188.9	80	70	
5 Curves M.P. 215.6 to 219.2	80	70	
2 Curves M.P. 250.5 to 252.1	80	70	
1 Street Crossing M.P. 253.1	60	60	
1 Curve M.P. 264.2 to 264.4	80	70	
4 Curves M.P. 284.6 to 285.5	65	55	

Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 174.8	Rock Slide	Signals 1741 and 1752
M.P. 187 (Westward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 189.6
M.P. 201.6 (Eastward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 199.7
M.P. 214.7 (Westward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 217.1
M.P. 236.5 (Eastward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 234.3
Bridge M.P. 239.4	Highwater	Signals 2391-2392

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

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.

"WE"—West End.

"S"—Spring Switch.

Station	Type	Location	MPH
Gallup	I	Freight lead M.P. 159.6	30
	I	Crossover M.P. 159.7	30
Houck	I	WE freight lead M.P. 161.3	30
	S	WE westward siding	30
Cheto	S	WE westward siding	30
	S	WE westward siding	30
Chambers	S	WE westward siding	30
	S	WE westward siding	30
Navajo	S	WE westward siding	30
	S	WE westward siding	30
Pinta	S	WE westward siding	30
	S	WE westward siding	30
Adamana	S	WE westward siding	30
	S	WE westward siding	30
Holbrook	S	WE westward siding	30
	S	WE westward siding	30
Penzance	S	WE westward siding	30
	S	WE westward siding	30
Hibbard	S	WE westward siding	30
	S	WE westward siding	30
Winslow	I	Crossover M.P. 284.5	50
	I	Crossover M.P. 284.7	50
	I	Inbound freight lead M.P. 284.7	50
	I	Outbound freight lead M.P. 284.8	50
	I	South main track M.P. 284.9	50

NOTE: Trains or engines using siding must not exceed maximum speed for that turnout.

LENGTH OF STEMS OF WYES

Location	Feet
Gallup	306
Pinta	491
Winslow	343

SECOND DISTRICT

EASTWARD

ALBUQUERQUE DIVISION 7

Communications, Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	Capacity of Sidings in 50 ft. Cars	TIME TABLE		EASTWARD		
			NO. 12		FIRST CLASS		
			June 8, 1969		18	2	24
			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Y-R-C		Yard	GALLUP YL	157.6	AM 10.35	PM 1.15	PM 2.15
B	31.7	104	9.4 DEFIANCE	166.9	10.23	1.00	2.05
B	31.7	135	13.4 LUPTON	180.4	10.12	12.49	1.56
B	31.7	145	10.9 HOUCK	181.2	10.04	12.41	1.48
B	31.7		8.0 OHETO	189.7	9.58	12.35	1.42
B	31.7	101	5.9 CHAMBERS	205.7	9.54	12.31	1.38
B	31.7	116	7.3 NAVAJO	213.0	9.49	12.25	1.32
Y-B	31.7	130	6.2 PINTA	219.2	9.44	12.20	1.27
B	31.7	144	13.1 ADAMANA	232.3	9.35	12.11	1.17
B	31.7	83	13.3 ARNTZ	245.5	9.25	12.01	1.07
R-C	31.7	135	7.4 HOLBROOK	253.0	9.19	PM 11.55	1.00
B	31.7		5.6 PENZANCE	258.6	9.14	11.49	12.53
B	31.7		3.7 JOSEPH CITY	262.4	9.10	11.45	12.49
B	16.9	144	12.2 HIBBARD	274.8	9.00	11.35	12.40
T-Y R-C	31.7	Yard	10.8 WINSLOW YL	285.5	8.50 AM	11.25 AM	12.30 PM
(137.2)					Leave Daily	Leave Daily	Leave Daily

Average speed per hour. (72.7) (69.4) (72.7)

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.
- "S"—Spring Switch.
- "EE"—East End.
- "WE"—West End.
- "ESL"—Electric Switch Lock.

Station	Type	Location	MPH
Winslow	S	EE passenger track No. 1	15
	I	Crossover M.P. 284.5	50
	I	Crossover M.P. 284.7	50
	I	Inbound freight lead M.P. 284.7	50
	I	Outbound freight lead M.P. 284.8	50
	I	South main track M.P. 284.9	50
Hibbard	S	EE eastward siding	30
Holbrook	S	EE eastward siding	30
Adamana	S	EE eastward siding	30
Pinta	S	EE eastward siding	30
Navajo	S	EE eastward siding	30
Chambers	S	EE eastward siding	30
Houck	S	EE eastward siding	30
Lupton	S	EE eastward siding	30
Defiance	S	EE eastward siding	30
Gallup	I	WE freight lead M.P. 161.3	30
	I	Crossover M.P. 159.7	30
	I	Freight lead M.P. 159.6	30

NOTE: Trains or engines using siding must not exceed maximum turnout speed for that turnout.

Trains must get clearance card before leaving Winslow.
 Rule D-151: Between Winslow and Gallup trains must keep to the left.
 Rule 251 in effect between Winslow M.P. 284.5 and Gallup.
 Three main tracks between M.P. 288.1 and M.P. 284.5, Winslow:
 North track signalled for eastward movements,
 South track signalled for westward movements, Rule 251 governs.
 Middle track signalled for movements in both directions, Rule 261 "TCS" governs.

At Winslow, all switches middle main track equipped with electric switch locks. Be governed by instructions posted in phone box.

At Winslow, between controlled signals located MP 284.5 and MP 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand thrown switches.

Yardmaster may give permission to line switches via radio after obtaining authority from control station.

Rule 93: Yard Limits Located At:
 Winslow and Gallup.

Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H.	
	Psg. and Light	Frt.
Second District Eastward	90	60
Defiance Spur	15	15
4 Curves M.P. 285.5 to 284.6	65	55
1 Curve M.P. 264.4 to 264.2	80	70
1 Street Crossing M.P. 253.1	60	60
2 Curves M.P. 252.1 to 250.5	80	70
5 Curves M.P. 219.2 to 215.6	80	70
1 Curve M.P. 188.9 to 188.4	80	70
3 Curves M.P. 160.9 to 158.2	80	70
2 Curves M.P. 158.2 to 157.9	30	30
2 Street Crossings M.P. 157.9 to 157.6	20	20

Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 174.8	Rock Slide	Signals 1741 and 1752
M.P. 187 (Westward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 189.6
M.P. 201.6 (Eastward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 199.7
M.P. 214.7 (Westward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 217.1
M.P. 236.5 (Eastward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 234.3
Bridge M.P. 239.4	Highwater	Signals 2391-2392

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Defiance Spur	166.9	13.5 Miles	West
Manuelito	174.2	9	East

Trains must get clearance card before leaving Winslow.

Rule 261 "TCS" in effect on main tracks between Winslow, M.P. 288 and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo and on track No. 1 Seligman.

Three main tracks between M.P. 284.5 and M.P. 288.1, Winslow:

- North track signalled for eastward movements,
- South track signalled for westward movements, Rule 251 governs.
- Middle track signalled for movements in both directions, Rule 261 "TCS" governs.

Rule 85: Between Winslow and Seligman exchange of train orders, signals and numbers is not required.

Following switches are equipped with electric switch locks. Be governed by instructions posted in phone box:

Seligman—2 spurs M.P. 428.6 and 429.4.

Set out tracks Crookton, Eagle Nest, Doublea, Perrin and Maine.

Ordinance interchange track M.P. 355.9.

Bellemont—Both ends of siding.

Flagstaff—Both ends of siding.

West end of crossover from siding to eastward main track M.P. 343.8. Switches to crossover between eastward and westward main tracks M.P. 343.9.

Sunshine—Both ends of set out track.

Winslow—All switches middle main track.

At Winslow, between controlled signals located M.P. 284.5 and M.P. 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand throw switches.

Yardmaster may give permission to line switches via radio after obtaining authority from control station.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Dennison North Track	298.3	8	East-West
South Track	298.2	8	East-West
Sunshine	305.9	72	East-West
Angell North Track	322.7	Wye	East-West
South Track	322.7	4	East-West
Cosnino North Track	333.1	8	East-West
South Track	333.3	24	East-West
Railhead	339.9	49	East-West
Riordan	350.8		
Spur South Track	368.1	4	East
Spur North Track	368.6	5	West

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H.	Pgtr. and Light	Frt.	In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:
THIRD DISTRICT, WESTWARD:				1.0 to 1.5% 30 MPH
Winslow to Maine	79	60		1.5 to 2.0% 25 MPH
Maine to Crookton	90	60		2.0 and over 15 MPH
Crookton to Seligman	79	60		
5 Curves M.P. 285.5 to 287.3	65	55		Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:
2 Curves M.P. 301.9 to 303.3	80	70		Williams Jct.-Eagle Nest
3 Curves M.P. 328.6 to 330.7	50	50		Crookton-Seligman
2 Curves M.P. 330.7 to 331.8	45	40		
9 Curves M.P. 331.8 to 336.2	50	45		Rule 93: Yard limits located at:
3 Curves M.P. 336.2 to 338.0	60	50		Winslow:
3 Curves M.P. 341.6 to 343.6	55	50		
19 Curves M.P. 343.6 to 350.2	45	40		
7 Curves M.P. 350.2 to 352.6	50	50		
2 Curves M.P. 352.6 to 353.9	70	60		
6 Curves & Grade M.P. 364.1 to 367.7	55	50		
11 Curves M.P. 367.7 to 371.8	50	50		
9 Curves & Grade M.P. 421.6 to 425.4	55	50		

LENGTH OF STEMS OF WYES

Location	Feet
Winslow	343
Angell	558
Flagstaff	170
Seligman	910

Communications, Turn Tables and Wyes	WESTWARD			TIME TABLE NO. 12 June 8, 1969	STATIONS	Mile Post	Rating Grade Ascending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars
	FIRST CLASS							
	17	23	1					
	Leave Daily	Leave Daily	Leave Daily					
C-R T-Y	PM 9.35	PM 4.35	PM 4.25		WINSLOW YL	285.5		Yard
B					12.9 DENNISON	298.3	75.0	
B					13.4 CANYON DIABLO	311.7	75.0	148
B					17.0 DARLING	328.6	75.0	
C-R-Y	10.45	5.45	5.35		15.2 FLAGSTAFF	344.2	75.0	145
B					12.1 BELLEMONT	356.3	64.5	75
B					6.0 MAINE	362.5	75.0	
O-R	11.35	6.30	6.20		12.2 WILLIAMS JCT.	374.6	0.0	
B					10.8 PERRIN	385.4	0.0	
B					9.7 DOUBLEA	395.1	30.6	
B					12.2 EAGLE NEST	407.3	52.8	
B					12.2 CROOKTON	419.5	0.0	
C-R-Y	AM 12.30 AM	PM 7.25	PM 7.15		9.0 SELIGMAN	428.8		Yard
	Arrive Daily	Arrive Daily	Arrive Daily		(142.7)			
	(48.9)	(50.4)	(50.4) Average speed per hour				

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.
- "ESL"—Electric Switch Lock.

Station	Type	Location	MPH
Winslow	I	Freight leads to eastward main track	50
	I	Crossover M.P. 288.1	50
	I	Crossover M.P. 288.3	50
	I	Crossover M.P. 288.5	50
	I	Switch north main track M.P. 287.9	50
Canyon Diablo	I	Both ends siding	40
	I	Crossover M.P. 312.6	50
	I	Crossover M.P. 310.5	50
Darling	I	Crossover M.P. 326.7	50
	I	Crossover M.P. 329.5	50
Flagstaff	I	2 Crossovers M.P. 342.0	50
	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
Perrin	I	Crossover M.P. 375	50
	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	Crossover M.P. 429.9	50
	I	EE and WE No. 1 Track	50

THIRD DISTRICT

EASTWARD

ALBUQUERQUE DIVISION 9

Communications, Turn Tables and Wyes	TIME TABLE		EASTWARD			Rating Grade Ascending— Feet Per Mile	Capacity of Sidings in 50 ft. Cars
	NO. 12		FIRST CLASS				
	June 8, 1969		18	2	24		
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily		
C-R T-Y	WINSLOW YL	285.5	AM 8.40	AM 11.05	PM 12.15	81.7	Yard
B	DENNISON	298.3			PM	28.8	
B	CANYON DIABLO	311.7				22.7	148
B	DARLING	328.6				75.0	
C-R-Y	FLAGSTAFF	344.2	7.33	9.55	11.15	75.0	145
B	BELLEMONT	358.3				75.0	75
B	MAINE	382.6				97.7	
C-R	WILLIAMS JCT.	374.6	6.53	9.15	10.20	62.8	
B	FERRIN	386.4				62.8	
B	DOUBLEA	396.1				62.8	
B	EAGLE NEST	407.3				40.9	
B	CROOKTON	419.5				75.0	
C-R-Y	SELIGMAN	428.8	5.55 AM	8.15 AM	9.25 AM		Yard
	(142.7)		Leave Daily	Leave Daily	Leave Daily		
Average speed per hour.....			(51.9)	(50.4)	(50.4)		

Trains must get clearance card before leaving Seligman.

Rule 261 "TCS" in effect on main tracks between Winslow, M.P. 288, and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo and on track No. 1 Seligman.

Three main tracks between M.P. 284.5 and M.P. 288.1, Winslow: North track signalled for eastward movements, South track signalled for westward movements, Rule 251 governs. Middle track signalled for movements in both directions, Rule 261 "TCS" governs.

Following switches are equipped with electric switch locks. Be governed by instructions posted in phone box:

Seligman—2 spurs M.P. 428.6 and 429.4.
Set out tracks Crookton, Eagle Nest, Doublea, Perrin and Maine.
Ordinance interchange track M.P. 355.9.
Bellemont—Both ends of siding.
Flagstaff—Both ends of siding.
West end of crossover from siding to eastward main track M.P. 343.8.
Switches to crossover between eastward and westward main tracks M.P. 343.9.
Sunshine—Both ends of set out track.
Winslow—All switches middle main track.

At Winslow, between controlled signals located M.P. 284.5 and M.P. 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand throw switches.

Yardmaster may give permission to line switches via radio after obtaining authority from control station.

Rule 85: Between Winslow and Seligman exchange of train orders, signals and numbers is not required.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
Bridge 290.5	Highwater	Westward controlled signal M.P. 287.5 Automatic Signals 2912-2914
Bridge 312.2	Dragging Equipment	Rotating white signals on posts opposite Signals 3142-3144 and Signals 3073-3071
Bridge 317.8	Dragging Equipment	Rotating white signals on posts opposite Signals 3202-3204
M.P. 395.5	Rock Slide	Controlled Signals M.P. 395.1 Automatic Signals 3972-3974
M.P. 401.2	Hot Box	Rotating white lights at scanner and at locator M.P. 404.3
M.P. 402	Rock Slide	Automatic Signals 4001-4003 and 4032-4034
M.P. 409 to M.P. 411	Rock Slide	Automatic Signals 4091-4093 and 4112 and 4114
M.P. 424.5	Hot Box	Red rotating lights M.P. 409-410-411 Rotating white lights at scanner and at locators, Eastbound M.P. 421.8, West- bound M.P. 426.7

When dragging equipment indicators actuated, stop and inspect train.

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Fr.
THIRD DISTRICT, EASTWARD:		
Seligman to Crookton	79	60
Crookton to Maine	90	60
Maine to Darling	79	60
Darling to Winslow	90	60
9 Curves & Grade M.P. 425.4 to 421.6		
	55	50
11 Curves M.P. 371.8 to 367.7 ..		
	50	50
6 Curves & Grade M.P. 367.7 to 364.1		
	55	50
2 Curves M.P. 353.9 to 352.6		
	70	60
7 Curves M.P. 352.6 to 350.2		
	50	50
19 Curves M.P. 350.2 to 343.6 ..		
	45	40
3 Curves M.P. 343.6 to 341.6		
	55	50
3 Curves M.P. 338.0 to 336.2		
	60	50
9 Curves M.P. 336.2 to 331.8		
	50	45
2 Curves M.P. 331.8 to 330.7		
	45	40
3 Curves M.P. 330.7 to 328.6		
	50	50
2 Curves M.P. 303.3 to 301.9		
	80	70
5 Curves M.P. 287.3 to 285.5		
	65	55

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5% ... 30 MPH
1.5 to 2.0% ... 25 MPH
2.0 and over ... 15 MPH

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

Riordan-Flagstaff
Darling-Dennison

Rule 93: Yard limits located at Winslow.

LENGTH OF STEM OF WYE

Location	Feet
Seligman	910
Flagstaff	170
Angell	558
Winslow	343

10 ALBUQUERQUE DIVISION

WESTWARD

KINGMAN DISTRICT

MAX. AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psg. and Light	Frt.
KINGMAN DISTRICT, WESTWARD:		
Seligman to Peach Springs	79	60
Peach Springs to Needles	90	60
2 Curves M.P. 447.4 to 448.2	70	65
3 Curves M.P. 448.2 to 450.1	60	55
5 Curves M.P. 450.1 to 451.4	30	30
5 Curves & Grade M.P. 451.4 to 455.5	55	45
5 Curves & Grade M.P. 455.5 to 457.8	50	40
5 Curves & Grade M.P. 457.8 to 460.1	60	40
7 Curves & Grade M.P. 460.1 to 463.7	60	45
3 Curves M.P. 463.7 to 464.9	50	45
5 Curves & Grade M.P. 464.9 to 469.0	70	45
4 Curves M.P. 469.0 to 470.5	50	45
2 Curves & Grade M.P. 470.5 to 472.7	80	45
4 Curves M.P. 472.7 to 477.0	90	45
2 Curves & Grade M.P. 477.0 to 478.2	80	45
1 Curve & Grade M.P. 478.2 to 479.0	60	40
2 Curves & Grade M.P. 479.0 to 479.5	40	40
3 Curves & Grade M.P. 479.5 to 480.6	30	30
2 Curves & Grade M.P. 480.6 to 481.6	55	45
2 Curves & Grade M.P. 481.6 to 482.5	70	60
9 Curves & Grade M.P. 482.5 to 490.2	80	60
1 Curve & Grade M.P. 514.4 to 515.2	70	25
2 Curves & Grade M.P. 515.2 to 516.5	50	25
6 Curves & Grade M.P. 516.5 to 519.2	45	25
5 Curves & Grade M.P. 519.2 to 524.3	80	45
18 Curves & Grade M.P. 524.3 to 562.3	90	45
1 Curve & Grade M.P. 562.3 to 562.8	65	45
7 Curves M.P. 562.8 to 565.9	50	45
1 Curve M.P. 565.9 to 566.6	80	70
3 Curves M.P. 572.4 to 575.6	85	70
1 Curve M.P. 575.6 to 576.8	75	65
1 Curve M.P. 576.8 to 577.2	55	55

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

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.

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

Yampai-Hackberry
Getz-Topock

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.

Trains must get clearance card before leaving Seligman.

Rule 251 in effect between M.P. 429.9 and Needles.

Rule 261 "TCS" in effect on two main tracks between M.P. 429.9 and Seligman and on No. 1 track Seligman.

Rule 93: Yard Limits Located At:
Needles.

Westward trains will sound whistle signal at microphone sign 900 feet west of M.P. 570.

WESTWARD			TIME TABLE NO. 12 June 8, 1969	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													
23	1	17	STATIONS										
Leave Daily	Leave Daily	Leave Daily	STATIONS										
PM 7.30	PM 7.20	AM 12.32	SELIGMAN						428.8				
7.41	7.30	12.42	11.0 AUDLEY						439.8	72.0	75.0	C-R-Y	Yard
7.47	7.36	12.48	7.1 PICA						446.9	75.0	75.0	B	107
7.55	7.44	12.56	5.2 YAMPAI						452.2	75.0	69.7	B-Y	142
8.04	7.53	1.05	7.9 NELSON						460.2	0.0	105.6	B	92
8.10	7.59	1.11	5.6 PEACH SPRINGS						465.8	0.0	75.0	B	107
8.20	8.09	1.21	11.4 TRUXTON						477.3	0.0	75.0	B	107
8.28	8.17	1.29	7.0 VALENTINE						484.0	0.0	75.0	B	
8.33	8.22	1.34	4.9 HACKBERRY						489.0	0.0	75.0	B	95
8.43	8.32	1.43	12.3 WALAPAI						501.3	43.8	71.8	B	107
8.50	8.39	1.50	8.2 BERRY						509.4	48.0	31.7	B-Y	144
8.53	8.42	1.53	4.5 GETZ						513.9	50.2	0.0	B	
8.58	8.47	1.58	2.5 KINGMAN						516.4	0.0	95.0	C-R	118
9.09	8.58	2.09	10.4 GRIFFITH						526.8	0.0	95.0	B	107
9.17	9.07	2.16	8.8 ATHOS						535.6	0.0	75.0	B	
9.29	9.11	2.20	4.6 YUCCA						540.2	0.0	75.0	B	144
9.32	9.22	2.32	12.5 FRANCONIA						552.7	0.0	75.0	B	106
9.43	9.33	2.42	12.4 TOPOCK						565.1	52.8	73.9	B	107
10.00 PM	9.50 PM	3.00 AM	12.4 NEEDLES YL						578.0	52.8	52.8	C-R-Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	(148.7)										
(59.5)	(59.5)	(60.3) Average speed per hour										

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Chino	432.9	12	West
McConnico	520.7	40	West
Haviland	545.8	10	West
Powell	558.8	12	East

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
Bridge M.P. 439.0	Highwater	Signals 4381 and 4412
Bridge M.P. 467.7	Highwater	Signals 4671 and 4682
M.P. 505.8 (westward only)	Hot Box	Rotating white light at scanner and at locator M.P. 507.5
Bridge M.P. 505.9	Highwater	Signals 5051 and 5072
M.P. 536.0 (westward only)	Hot Box	Rotating white light at scanner and at locator M.P. 538.5
Bridge M.P. 562.8	Highwater	Signals 5611 and 5632
Bridge M.P. 566.0	Dragging Equipment	Rotating white light south side EW track M.P. 568 Rotating white light north side WW track M.P. 563.6

When dragging equipment indicators actuated, stop and inspect train.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

KINGMAN DISTRICT

EASTWARD

ALBUQUERQUE DIVISION 11

Capacity of Sidings in 50 ft. Cars	Communications, Turn Tables and Wyes	Rating Grade Descending— Feet Per Mile	Rating Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE			EASTWARD		
					NO. 12			FIRST CLASS		
					June 8, 1969			18	2	24
					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily
Yard	C-R-Y			428.8	SELIGMAN	AM 5.53	AM 8.10	AM 9.20		
107	B	72.9	73.9	439.8	11.2	5.33	7.58	9.03		
107	B	75.0	75.0	446.9	7.1	5.27	7.51	8.57		
107	B-Y	75.0	69.7	452.2	5.2	5.20	7.44	8.50		
113	B	0.0	75.0	460.2	7.9	5.10	7.33	8.39		
168	B	0.0	75.0	465.8	5.6	5.04	7.25	8.32		
110	B	0.0	75.0	477.3	11.4	4.51	7.11	8.18		
169	B	0.0	75.0	484.0	7.0	4.41	7.00	8.09		
106	B	0.0	75.0	489.0	4.9	4.36	6.55	8.04		
115	B	43.8	71.8	501.3	12.3	4.27	6.44	7.54		
144	B-Y	46.0	31.7	509.4	8.2	4.21	6.38	7.48		
	B	50.2	0.0	513.9	4.5	4.18	6.34	7.44		
107	C-R	0.0	75.0	516.4	2.8	4.14	6.31	7.40		
144	B	0.0	75.0	521.5	5.1	4.02	6.19	7.20		
144	B	0.0	75.0	526.8	5.5	3.54	6.12	7.10		
143	B	0.0	75.0	535.6	8.8	3.45	6.03	7.02		
105	B	0.0	75.0	540.2	4.6	3.39	5.58	6.54		
144	B	0.0	75.0	552.7	12.5	3.26	5.46	6.40		
107	B	52.8	73.9	565.1	12.4	3.13	5.33	6.25		
Yard	C-R-Y	52.8	52.8	578.0	12.4	3.00	5.20	6.10		
					NEEDLES YL	AM	AM	AM		
					(149.4)	Leave Daily	Leave Daily	Leave Daily		
Average speed per hour.....						(51.8)	(52.7)	(47.2)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H.	
	Pass. and Light	Frt.
KINGMAN DISTRICT, EASTWARD:		
Needles to Getz	79	60
Getz to Valentine	90	60
Valentine to Seligman	79	60
1 Curve M.P. 577.2 to 576.8	55	55
1 Curve M.P. 576.8 to 575.6	75	65
5 Curves M.P. 565.9 to 563.5	50	45
3 Curves M.P. 563.5 to 562.3	50	50
1 Curve M.P. 554.8 to 554.7	65	60
2 Curves M.P. 554.7 to 550.5	70	60
1 Curve M.P. 526.8x to 525.9x	65	65
7 Curves M.P. 525.9x to 520.3x	60	50
10 Curves M.P. 520.3x to 516.7x	40	40
2 Curves M.P. 516.7x to 515.3x	55	45
1 Curve M.P. 515.3x to 514.1x	65	65
4 Curves M.P. 499.1 to 492.7	85	70
1 Curve M.P. 490.2 to 488.9	80	70
8 Curves M.P. 488.9 to 482.5	65	60
2 Curves M.P. 482.5 to 481.6	55	55
1 Curve M.P. 481.6 to 481.0	55	50
5 Curves M.P. 481.0 to 479.4	30	30
1 Curve M.P. 479.4 to 479.0	55	50
3 Curves M.P. 479.0 to 477.0	65	60
6 Curves M.P. 477.0 to 470.5	70	60
4 Curves M.P. 470.5 to 469.0	50	45
5 Curves M.P. 469.0 to 464.9	65	55
3 Curves M.P. 464.9 to 463.8	50	50
6 Curves M.P. 463.8 to 460.1x	60	55
11 Curves M.P. 460.1x to 455.4	50	50
2 Curves M.P. 455.4 to 453.2	65	55
1 Curve M.P. 453.2 to 452.1	55	55
2 Curves M.P. 452.1 to 451.4	40	40
5 Curves M.P. 451.4 to 450.1	30	30
3 Curves M.P. 450.1 to 448.2	60	55

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

LENGTH OF STEM OF WYE

Location	Feet
Seligman	910
Yampai	685
Berry	2500
Needles	401

Trains must get clearance card before leaving Needles.

Rule 251 in effect between Needles and M.P. 429.9.

Rule 261 "TCS" in effect on two main tracks between M.P. 429.9 and Seligman and on No. 1 track Seligman.

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.

Rule 93: Yard Limits Located At:
Needles.

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.
 "ESL"—Electric Switch Lock.

Station	Type	Location	MPH
Seligman	I	Crossover M.P. 429.9	50
	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; WE westward siding	30
	S	EE eastward siding	30
Pica	S	WE westward siding	15
	S	EE eastward siding; WE westward siding	30
Yampai	S	EE eastward siding	30
	S	EE eastward siding	30
Nelson	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Peach Springs	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Truxton	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Valentine	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Hackberry	S	EE eastward siding	30
	S	EE eastward siding	30
Walapai	S	EE eastward siding	30
	S	WE westward siding	15
Berry	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Kingman	S	WE eastward siding (normal position lined for quarry track)	10
	S	WE westward siding	30
Harris	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Griffith	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Athos	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Yucca	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Franconia	S	EE eastward siding	30
	S	EE eastward siding	30
Topock	S	EE eastward siding	30
	S	WE westward siding	30
Needles	I	Lead and crossover switches, west of M.P. 574	50

12 ALBUQUERQUE DIVISION

FOURTH DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H.	
	Psg. and Light	Frt.
FOURTH DISTRICT	59	49
8 Curves M.P. 375.2 to 378.2	50	40
1 Curve & 1 Street Crossing M.P. 378.2 to 378.9	40	40
5 Curves M.P. 378.9 to 381.1	50	40
2 Curves M.P. 381.1 to 381.5	35	35
4 Curves & Grade M.P. 381.5 to 382.6x	40	30
2 Curves & Grade M.P. 382.6x to 384.0x	30	30
9 Curves & Grade M.P. 384.0x to 391.2x	40	30
1 Curve & Grade M.P. 391.2x to 391.8x	30	30
6 Curves & Grade M.P. 391.8x to 394.5x	40	30
1 Curve & Grade M.P. 394.5x to 395.0x	30	30
17 Curves & Grade M.P. 395.0x to 400.6x	40	30
5 Curves M.P. 400.6x to 401.9	30	25
4 Curves M.P. 0.4 to 2.6	45	40
3 Curves M.P. 4.0 to 5.9	45	40
3 Curves M.P. 7.9 to 9.9	45	40
3 Curves M.P. 12.0 to 14.1	45	40
4 Curves M.P. 14.1 to 16.2	35	35
2 Curves M.P. 16.2 to 17.2	45	40
1 Curve M.P. 18.4 to 18.7	45	40
1 Curve M.P. 21.1 to 21.4	30	20
5 Curves M.P. 21.8 to 23.2	40	30
2 Curves M.P. 23.2 to 26.6	50	40
4 Curves M.P. 80.6 to 82.3	45	30
6 Curves M.P. 83.5 to 85.5	30	25
6 Curves M.P. 85.5 to 86.4	25	20
5 Curves M.P. 86.4 to 90.8	40	30
Cut M.P. 90.8 to 91.0	20	20
9 Curves M.P. 91.0 to 94.3	30	25
5 Curves M.P. 94.3 to 96.2	25	20
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	40	30
17 Curves M.P. 103.2 to 107.7	25	20
2 Curves M.P. 107.7 to 109.0	40	30
8 Curves M.P. 109.0 to 112.2	35	30
1 Curve M.P. 112.2 to 112.5	30	25
2 Curves M.P. 112.5 to 114.2	40	30
2 Curves M.P. 114.2 to 115.1	35	30
5 Curves M.P. 115.1 to 118.0	40	30
2 Curves M.P. 118.0 to 118.3	30	25
4 Curves M.P. 118.3 to 119.7	40	30
1 Curve M.P. 119.7 to 119.8	35	30
4 Curves M.P. 119.8 to 120.9	40	30
7 Curves M.P. 120.9 to 122.6	25	20
1 Curve M.P. 122.6 to 123.2	50	40
6 Curves M.P. 131.2 to 134.9	45	40
1 Curve M.P. 134.9 to 135.1	20	20
5 Curves M.P. 135.1 to 138.2	45	40
1 Curve M.P. 138.2 to 138.3	35	35
10 Curves M.P. 138.3 to 141.6	40	30
42 Curves M.P. 141.6 to 150.3	30	25
1 Curve M.P. 174.9 to 175.1	55	40
1 Curve M.P. 178.8 to 178.9	50	40
4 Curves and 22 Crossings M.P. 182.5 to 190.8	30	30
4 Curves and 8 Crossings M.P. 190.8 to 192.9	20	20
2 Switches and 2 Crossings M.P. 192.9 to 193.7	15	15
Ennis Spur	20	20

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

Communications, Turn Tables and Wyes	Ruling Grade Ascending Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending Feet Per Mile	Capacity of Sidings in 50 Ft. Cars
		↓	NO. 12	↑			
			June 8, 1969				
			STATIONS				
C-R	75.0	TCS	WILLIAMS JOT.		375.2	75.0	Yard
B-Y	75.0		WILLIAMS YL		378.2	6.8	Yard
B	0.0		SUPAI		381.6		95.0
B	0.0		SERENO		384.2		108
B	0.0		CORVA		390.2		131
B	0.0		DAZE		393.7		108
C-R	51.7			ASH FORK YL	401.2		Yard
B	53.3			CRUICE	3.9	52.8	72
B	33.8			MEATH	9.2	83.4	39
B	0.0			ROK	16.0	81.8	72
B-Y	52.8			DRAKE YL	21.3	79.2	78
B	12.1			ABRA	28.4	79.2	120
	72.9			KAYFOUR	34.4	75.0	33
	72.9			TUCKER	46.2	0.0	135
B	5.0			SKULL VALLEY	80.6	75.0	116
B	79.7			KIRKLAND	86.8	79.2	62
B	79.2			GRAND VIEW	95.4	79.2	72
C-R	0.0			HILLSIDE YL	101.5	79.2	102
B	64.3			DATE	109.7	79.2	128
B	79.2			PIEDMONT	116.4	79.2	38
B-Y	0.0			CONGRESS	123.6	79.2	72
B	0.0			FLORES	129.6	79.2	62
B-Y	0.0			MATTHIE YL	134.9	79.2	E 22 W 23
C-R	0.0			WICKENBURG YL	139.6	68.4	87
B	79.7			ALLAH	143.5	56.5	70
B	0.0			CASCADE HOT SPRINGS	150.3	34.8	72
B	0.0		WITTMANN	157.6	34.8	72	
B	0.0		BEARDSLEY YL	169.1	34.8	84	
B	31.7		ENNIS YL	173.6	34.8	72	
B	0.0		SUN CITY YL	176.7	12.7	42	
C	0.0		PEORIA YL	179.9	0.0	72	
C-R	0.0		GLENDALE YL	184.2		Yard	
B-Y	0.0		ALHAMBRA YL	188.3		18.5	
C-R-T	15.8		MOBEST YL	191.0		23.2	
B-Y			PHOENIX YL	193.7		15.8	
			(208.8)				

..... Average speed per hour.

Trains must get clearance card before leaving Ash Fork and Mobest.

Trains must get clearance card at Wickenburg during hours office of communication is open.

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

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

Trains arriving and departing Ash Fork during time office is closed will register by Form 903 and deposit in box provided for that purpose.

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

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.

Fourth District continued on page 13.

FOURTH—PARKER—GRAND CANYON DISTRICTS

ALBUQUERQUE DIVISION 13

PARKER 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	Communications Turn Tables and Wyes
		↓	NO. 12 June 8, 1969	↑			
			STATIONS				
			MATTHIE YL		0.0		B-Y
46	39.8		DIVIDE		6.2	0.0	B
24	0.0		FOREPAUGH		14.6	31.7	B
103	0.0		AGUILA YL		22.2	29.0	C
46	19.8		LOVE		40.0	31.7	B
12	0.0		WENDEN		44.8	31.7	B
24	26.4		SALOME		50.0	21.1	C
14	29.0		VICKSBURG		60.3	84.6	B
8	0.0		McVAY		66.8	31.7	B
14	0.0		UTTING		70.5	31.7	B
17	0.0		BOUSE		79.9	31.7	B
48	0.0		WALL		90.6	31.7	B
94	31.7		PARKER YL		105.8	31.7	C-R-Y
			(105.8)				

Booth phone located at M.P. 31.1.

Rule 83(A): Train register located in phone booth at Matthie where trains will register as directed.

Trains must get clearance card before leaving Parker.

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	Communications Turn Tables and Wyes
		↓	NO. 12 June 8, 1969	↑			
			STATIONS				
Yard			WILLIAMS YL		0.0		B-Y
29	158.4		RED LAKE		9.0	110.9	B
20	132.0		QUIVERO		20.5	105.6	B
32	116.2		VALE		29.0	48.0	B
21	62.3		WILLAHA		37.7	100.3	B
	37.0		ANITA		44.8	79.2	B-Y
27	0.0		APEX		52.0	170.4	B
30	117.5		COCONINO		57.2	158.4	B
Yard	39.6		GRAND CANYON YL		63.7	130.3	B-Y
			(64.3)				

.....Average speed per hour.....

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.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psgr. and Light	M.P.H.	Frt.
PARKER DISTRICT	59		49
3 Curves M.P. 0.0 to 2.4	45		30
3 Curves M.P. 53.3 to 55.0	40		25
12 Curves M.P. 55.0 to 58.1	30		20
3 Curves M.P. 95.2 to 97.2	45		30
1 Curve M.P. 101.6 to 101.9	45		30
GRAND CANYON DISTRICT	40		40
21 Curves M.P. 0.8 to 12.7	30		20
2 Curves M.P. 35.7 to 36.6	25		20
18 Curves M.P. 46.2 to 53.6	30		25
35 Curves M.P. 53.6 to 63.1	25		25
3 Curves M.P. 63.1 to 63.7	15		15

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

**SWITCHES—MAXIMUM AUTHORIZED SPEED
FOURTH-PARKER GRAND CANYON DISTRICTS**

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

"S" Spring Switch.

Station	Type	Location	MPH
---------	------	----------	-----

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

Normal position of junction switches is as follows:

- Williams for Fourth District
- Drake for Fourth District
- Abra for Fourth District
- Matthie for Fourth District

Rule 93: Yard Limits Located At: Williams, Ash Fork, Drake, Hillside, Matthie, Wickenburg, Beardsley to Phoenix, Aguila, Parker, Williams, Grand Canyon.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

LOCATION	Mile Post	Car Capacity	Switch Connection
FOURTH DISTRICT			
Hawkins	113.3	8	East
Lizard Acres	171.6	23	East-West
Suprise	172.5	17	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	175.1	18	East
Bumstead	178.4	23	East-West
Webb Spur	179.4	2 miles	East
Olive Avenue	180.0	24	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
Spur (Parker Dist.)	43.2	25	East
Woodin (Grand Canyon Dist.)	43.8	7	West





LENGTH OF STEM OF WYE

Location	Feet
Drake	Main Track
Congress (normally lined for east leg)	812
Matthie	Main Track
Alhambra	1379
Phoenix	11th Ave. Spur
Parker	564
Williams	1620
Anita	400
Grand Canyon	1617

14 ALBUQUERQUE DIVISION

CLARKDALE—PRESCOTT—IRON KING DISTRICT

CLARKDALE DISTRICT

Communications and wye	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 12 June 8, 1969	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
							
Y-B	31	79.2		STATIONS		0.0	105.6
B	23					18.3	
C-Y	Yard					82.8	
						38.0	
(38.0)							

No switch lights on Clarkdale District.





Booth phone at Bear and Sycamore.

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

Trains must get clearance card before leaving Clarkdale.

Yard limits Drake to Clarkdale inclusive.





PRESCOTT DISTRICT

Communications and wye	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 12 June 8, 1969	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
							
B	73	64.0		STATIONS		28.4	79.2
B	30					33.6	
B	17					51.0	
C-Y	Yard					57.1	
(28.5)							

Trains must get clearance card before leaving Prescott.

Yard limits Abra to Prescott inclusive.

IRON KING DISTRICT

Communications and wye	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 12 June 8, 1969	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
							
	Yard	50.2		STATIONS		18.9	112.4
Y	Yard					18.6	
B	22					0.0	
(18.9)							

No switch lights on Iron King District.

Yard limits Entro to Iron King inclusive.

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.

In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psgr. and Light	M.P.H.	Frt.
CLARKDALE DISTRICT	20		20
17 Curves M.P. 11.9 to 15.1	15		15
5 Curves M.P. 22.2 to 23.7	15		15
17 Curves M.P. 29.9 to 34.8	15		15
PRESCOTT DISTRICT	59		49
1 Curve M.P. 30.3 to 30.6	59		45
3 Curves M.P. 30.8 to 31.9	45		35
5 Curves M.P. 34.0 to 35.4	40		30
3 Curves M.P. 39.7 to 41.2	50		40
1 Curve M.P. 42.5 to 42.7	45		35
1 Curve M.P. 46.0 to 46.1	50		40
2 Curves M.P. 48.0 to 48.7	30		25
2 Curves M.P. 48.7 to 50.3	50		40
10 Curves M.P. 50.3 to 52.7	25		20
6 Curves M.P. 52.7 to 55.9	40		30
3 Curves M.P. 55.9 to 57.6	30		20
IRON KING DISTRICT	25		25

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Bear (Clarkdale Dist.)	10.6	28	East-West
Sycamore	27.8	17	East-West
Tapco	35.5	50	East
Puro (Prescott Dist.)	35.1	41	East-West
Copper	38.9	96	East-West
Granite	44.6	38	East-West
Tutt	46.6	1.5 miles	East
Yaeger (Iron King Dist.)	7.7	12	East-West
Cherry Creek	14.8	13	East-West

LENGTH OF STEM OF WYE

Location	Feet
Clarkdale	769
Humboldt	1195
Drake	Main Track
Prescott	564

JUNCTION SWITCHES

Normal position of junction switches is as follows:

- Drake for Fourth District
- Abra for Fourth District
- Entro for Prescott District

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

3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 80: Bulletin books are located at Albuquerque, Belen, Gallup, Winslow, Flagstaff, Seligman, Needles, Ash Fork, Prescott, Glendale, Mobest, Phoenix and Parker.

5. 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.

6. 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.

7. Rule 761: Following is list of structures:
Tunnel between Perkinsville and Sycamore on Clarkdale District.
At Gallup, the tipples, bins, pipe lines, wires and other obstructions located at Gamarco will not clear an engine or a man on top or sides of car.

At Pittsburgh-Midway Coal Co., Defiance Spur, tippie will not clear man on top or side of car.

SPEED REGULATIONS

8. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts	40	45	30
Other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH. Pile drivers must be handled in train next to engine. Maximum speed handling Scale Test Cars AT-199913, AT-199914 and AT-199915, 50 MPH.

9. 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:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Locomotives:			
80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-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 Not Controlled From Leading Unit	Dead In Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel Locomotives and Motor Cars				
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344	90	90	45	90
350-359	90	90	*45	90
400-405, 1900-1939	90	90	45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2100-2161, 2650-2893, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	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		

*NOTE: Forward speed applies when backing handling train controlled from leading unit.

Between Belen and Needles, where freight train district speed is shown as 60 MPH, trains qualifying as outlined below may observe passenger train speed restrictions but not to exceed 65 or 70 MPH.

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	Maximum M.P.H.
2 or more	1750 or less	46 to 50 tons 45 tons or less	65 70
3 or more	3249 or less	46 to 50 tons 45 tons or less	65 70
4 or more	3250 or less	Number of Cars 50 to 54 55 or more	65 70
	3251 to 3500	55 to 59 60 or more	65 70
	3501 to 3750	60 to 64 65 or more	65 70
	3751 to 4000	70 to 74 75 or more	65 70
	4001 to 4250	75 to 79 80 or more	65 70
	4251 to 4500	80 to 89 90 or more	65 70
	4501 to 4750	90 to 99 100 or more	65 70

EXCEPT: Between M.P. 455.5 to 460.1 speed is 40 MPH for all westward freight trains, and between 514.4 to 519.2 speed is 40 MPH for westward freight trains qualified above.

When engine handling a train consist of 3 or more 1700 or 1800 class units, all with operative dynamic brake, train qualifying speed will be authorized under "4 or more" section.

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

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

DR. LAWRENCE CHAFFIN, CHIEF SURGEON
Los Angeles, Calif.

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

A. J. STROBEL, GENERAL WATCH INSPECTOR
Topeka, Kansas

R. W. WELLS, ASST. GENERAL WATCH INSPECTOR
San Bernardino, Calif.

For name and address of local surgeons and local watch inspectors, refer to bulletin book.

**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
	Edwards		Belen and beyond
2	Edwards	Belen and beyond	
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
17	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
23	Laguna		Belen and beyond
73, 75, 77	Pico Rivera		Oceanside and beyond
73	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	Encinitas		Los Angeles

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

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!

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.