



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 Winslow, Ariz.

W. E. ADAMS Gallup, N. Mex.

ASSISTANT TRAINMASTERS

J. M. McMILLAN Needles, Calif.

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.

D. R. AYRES Winslow, Ariz.

DISPATCHERS - WINSLOW, ARIZ.

A. C. PETRANOVICH

H. A. MILLER

F. W. PLEASANTS

J. D. RICHARDS

B. R. LORING

T. L. FISHER

J. K. HOLT

L. G. ROWLAND

I. M. OWSLEY

M. E. JONES

J. C. OWSLEY

R. L. COTTON

T. T. LAYCOCK

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



COAST Santa Fe LINES

ALBUQUERQUE DIVISION

TIME TABLE No.

13

IN EFFECT

Sunday, May 30, 1971

At 12:01 A.M.

Mountain Standard Time

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

**R. H. ADAMS
General Manager
LOS ANGELES, CALIF.**

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

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

2 ALBUQUERQUE DIVISION

WESTWARD

FIRST-BELEN DISTRICTS

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 at Albuquerque between MP 902.4 and 903.9 and between Dalies and Gallup.

Rule 261 "TCS" in effect on main track between end of two tracks Albuquerque MP 903.9 and Dalies.

At Albuquerque, between end of two tracks MP 903.9 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, Belen and Gallup.

Stations or tracks not shown in schedule

| Location | Mile Post | Car Capacity | Switch Connection |
|--------------|-----------|--------------|-------------------|
| Quirk Spur | 63.3 | 5 miles | West |
| McCartys | 82.3 | 44 | West |
| Reid | 101.7 | 2 | West |
| Baca | 114.9 | 15 | West |
| South Chavez | 121.7 | 112 | East-West |
| South Guam | 136.2 | 118 | East-West |
| Ciniza | 138.9 | 60 | East-West |

LENGTH OF STEMS OF WYES

| Location | Feet |
|----------|------------|
| Thoreau | 369 |
| McCune | Govt. Spur |
| Gallup | 306 |

| Westward | TIME TABLE | | 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 | NO. 13 | | | | | | |
| 17 | May 30, 1971 | | | | | | |
| Leave Daily | STATIONS | | | | | | |
| PM 5.10 | ALBUQUERQUE YL | | 902.4 | 0.0 | 14.9 | Y-T C-R | Yard |
| 5.25 | TCS | ISLETA | 915.0 | 21.1 | 26.4 | B | 48 |
| 5.37 | | DALIES | 27.4 | 52.8 | 26.4 | B | 110 |
| 5.45 | ATS | RIO PUECO | 33.9 | 0.0 | 31.7 | B | |
| 5.53 | | GARCIA | 43.3 | 31.7 | 0.0 | B | 118 |
| 5.57 | ATS | SUWANE | 47.3 | 31.7 | 0.0 | B | 135 |
| 6.06 | | MARMON | 58.1 | 31.7 | 0.0 | B | 125 |
| 6.11 | AUTOMATIC BLOCK SYSTEM | QUIRK | 63.3 | 31.7 | 0.0 | B | 88 |
| 6.16 | | LAGUNA | 88.7 | 31.7 | 0.0 | B | 135 |
| 6.23 | TWO TRACKS | ACOMITA | 77.6 | 31.7 | 0.0 | B | 118 |
| 6.31 | | ANZAC | 85.9 | 31.7 | 0.0 | B | 118 |
| 6.41 | TWO TRACKS | GRANTS | 95.6 | 31.7 | 0.0 | C-R | 134 |
| 6.51 | | BLUEWATER | 107.2 | 31.7 | 0.0 | B | 118 |
| 7.06 | TWO TRACKS | THOREAU | 126.6 | 31.7 | 0.0 | B-Y | 144 |
| 7.18 | | PEREA | 141.6 | 0.0 | 31.7 | B | 118 |
| 7.24 | ATS | McCUNE | 149.3 | 0.0 | 31.7 | B-Y | 106 |
| 7.26 | | ZUNI | 151.6 | 0.0 | 31.7 | B | |
| 7.35 PM | TWO TRACKS | GALLUP YL | 157.6 | 0.0 | 31.7 | C-R-Y | Yard |
| Arrive Daily | | (160.3) | | | | | |

(66.3) Average speed per hour

BELEN DISTRICT

Trains must get clearance card before leaving Belen.

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

At Dalies, eastward trains from First District will proceed on signal indication in lieu of clearance card.

Rule 251 in effect at Belen between New Mexico-Albuquerque Division Junction, MP 932.4 and end of two tracks, MP 933.7.

Rule 261 "TCS" in effect:

On main tracks between home signal of interlocking west end of Belen and interlocking crossover west end Dalies;

At Belen, between end of two tracks MP 933.7 and junction with New Mexico Division, Second District, MP 934.4;

On freight lead between MP 893.9 and MP 895.4 east end of Belen yard;

On tracks 23 and 24 between interlocking west end of Belen yard and sign indicating "End of TCS" located at west end of ice dock.

At Belen, tracks 23 and 24 between sign indicating "End of TCS" at west end ice dock and sign reading "End of circuit" near east end ice dock signalled for eastward movement only unless otherwise authorized by control station.

| Westward | TIME TABLE | | Mile Post | Capacity of Sidings in 50 ft. Cars | Ruling Grade Descending—Feet Per Mile | Eastward |
|----------|--------------------------------------|--------------------------------------|-----------|------------------------------------|---------------------------------------|----------|
| ↓ | NO. 13 | | | | | ↑ |
| | May 30, 1971 | | | | | |
| | Ruling Grade Ascending—Feet Per Mile | Communications, Turn Tables and Wyes | STATIONS | | | |
| | 66.2 | C-R T-Y | 0.0 | Yard | 66.2 | |
| | | B | 10.1 | | | |
| | | TCS | BELEN YL | 2 TRACKS | | |
| | | | DALIES | | | |
| | | | (10.3) | | | |

FIRST—BELEN DISTRICTS

Between Belen and Gallup where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | M.P.H. | |
|--|----------------|------|
| | Psg. and Light | 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 |
| | | |
| Street crossings between M.P. 901.8 and M.P. 903.4 | 30 | 30 |
| 2 Curves M.P. 905.2 to 905.4 | 70 | 55 |
| Curve at Jct. switch M.P. 914.9 | 70 | 55 |
| 2 Curves M.P. 12.5 to 13.6 | 70 | 60 |
| 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 |

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

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 |

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.

"WE"—West End.

"S"—Spring Switch.

| Station | Type | Location | MPH |
|-------------|------|---|-----|
| Albuquerque | 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 |
| | I | EE storage yard M.P. 894.0 | 15 |
| | I | EE freight lead M.P. 893.9 | 40 |
| Dalies | 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 |
| Thoreau | 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 Affected |
|-------------|-----------|---------------------|
| 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.

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 |

4 ALBUQUERQUE DIVISION

EASTWARD

FIRST DISTRICT

Trains must get clearance card before leaving Gallup.

At Isleta, eastward trains from New Mexico Division will proceed on signal indication in lieu of clearance card.

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

Rule 251 in effect between Gallup and Dalies and at Albuquerque between M.P. 902.4 and M.P. 903.9.

Rule 261 "TCS" in effect on main track between Dalies and end of two tracks Albuquerque, M.P. 903.9.

At Albuquerque, between end of two tracks M.P. 903.9 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 Automatic Block Signal 302. Trains to Belen District should not whistle.

Rule 93: Yard limits located at Gallup, Belen and Albuquerque.

Stations or tracks not shown in schedule

| Location | Mile Post | Car Capacity | Switch Connection |
|------------------|-----------|--------------|-------------------|
| Quirk Spur | 63.3 | 5 Miles | West |
| Acomita | 77.6 | 118 | East-West |
| Reid | 101.7 | 106 | East-West |
| Baca | 114.9 | 80 | East |
| Gonzales | 129.3 | 6 | East |
| Wingate | 146.1 | 52 | East |

Between Gallup and Belen, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

| Capacity of Sidings in 50 ft. Cars | Communications, Turn Tables and Wyes | Ruling Grade Descending—Feet Per Mile | Ruling Grade Ascending—Feet Per Mile | Mile Post | TIME TABLE NO. 13 May 30, 1971 | | Eastward |
|------------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-----------|---|----------------|----------------------|
| | | | | | STATIONS | | First Class |
| | | | | | | | 18 |
| | | | | | | | Arrive Daily |
| Yard | C-R TY | 21.1 | 26.4 | 902.4 | TCS AGS ATS AUTOMATIC BLOCK SYSTEM ATS | ALBUQUERQUE YL | N.M. DIV. PM 1.10 |
| 48 | B | 52.8 | 0.0 | 916.0 | | ISLETA | 12.50 |
| 110 | B | 52.8 | 26.4 | 27.4 | | DALIES | 12.37 |
| 143 | B | 0.0 | 31.7 | 33.9 | | RIO PUERCO | 12.28 |
| 156 | B | 52.8 | 0.0 | 47.3 | | SUWANEE | 12.18 |
| 118 | B | 31.7 | 0.0 | 58.1 | | MARMON | 12.11 |
| | B | 31.7 | 0.0 | 63.3 | | QUIRK | 12.05 PM |
| 110 | B | 31.7 | 0.0 | 68.7 | | LAGUNA | 11.59 |
| 132 | B | 31.7 | 0.0 | 85.9 | | ANZAC | 11.44 |
| 118 | C-R | 31.7 | 0.0 | 95.5 | | GRANTS | 11.35 |
| 135 | B | 31.7 | 0.0 | 107.2 | | BLUEWATER | 11.25 |
| 118 | B | 52.8 | 0.0 | 121.8 | | NORTH CHAVES | 11.13 |
| | B-Y | 52.8 | 0.0 | 126.6 | | THOREAU | 11.10 |
| 131 | B | 31.7 | 31.7 | 136.7 | | NORTH GUAM | 11.01 |
| | B-Y | 0.0 | 31.7 | 149.3 | | MCCUNE | |
| 169 | B | 0.0 | 31.7 | 151.6 | ZUNI | 10.44 | |
| Yard | C-R Y | 0.0 | 31.7 | 157.6 | GALLUP YL | 10.37 AM | |
| | | | | | (160.7) | Leave Daily | |
| Average speed per hour..... | | | | | | | (63.0) |

FIRST DISTRICT

EASTWARD

ALBUQUERQUE DIVISION 5

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 | 65 | |
| 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 | |
| 2 Curves M.P. 905.2 to 905.4 | 70 | 55 | |

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.

| Station | Type | Location | MPH |
|--------------|------|--|-----|
| Gallup | S | Eastward freight lead to eastward main track east of station | 30 |
| North Guam | S | EE eastward siding | 30 |
| North Chaves | S | EE eastward siding | 30 |
| Bluewater | 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 |
| 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 |
| | I | EE freight lead M.P. 893.9 | 40 |
| | I | EE storage yard M.P. 894.0 | 15 |
| Isleta | I | Both ends of siding | 15 |
| Albuquerque | 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 Affected |
|-----------------------------|-----------|---|
| 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 |
| M.P. 131.3X (Eastward only) | Hot Box | Rotating light at scanner, at M.P. 130X and at locator at M.P. 129. |

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.

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.

Between Gallup and Winslow, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

| Westward | Capacity of Sidings in 50 ft. Cars | Rating Grade Ascending—Feet Per Mile | TIME TABLE | | Mile Post | Communications, Turn Tables and Wyes |
|--------------|------------------------------------|--------------------------------------|--------------|-------|-----------|--------------------------------------|
| First Class | | | NO. 13 | | | |
| 17 | | | May 30, 1971 | | | |
| Leave Daily | | | STATIONS | | | |
| PM 7.38 | Yard | | GALLUP YL | 157.6 | Y-R-C | |
| 7.50 | | 0.0 | DEFIANCE | 166.9 | B | |
| 8.01 | 79 | 15.8 | LUPTON | 180.4 | B | |
| 8.09 | 135 | 0.0 | HOUOK | 191.2 | B | |
| 8.15 | 104 | 15.8 | OHETO | 199.7 | B | |
| 8.19 | 80 | 15.8 | OHAMBERS | 205.7 | B | |
| 8.24 | 114 | 15.8 | NAVAJO | 218.0 | B | |
| 8.29 | 144 | 0.0 | PINTA | 219.2 | Y-B | |
| 8.38 | 114 | 0.0 | ADAMANA | 232.3 | B | |
| 8.47 | 81 | 0.0 | ARNTZ | 245.5 | B | |
| 8.52 | 114 | 17.9 | HOLBROOK | 253.0 | R-C | |
| 8.56 | 152 | 28.4 | PENZANOE | 258.8 | B | |
| 8.59 | 72 | 0.0 | JOSEPH CITY | 262.4 | B | |
| 9.08 | 114 | 17.4 | HIBBARD | 274.8 | B | |
| 9.25 PM | Yard | 19.5 | WINSLOW YL | 285.5 | T R-C | |
| Arrive Daily | | | (127.2) | | | |

(71.3)

..... Average speed per hour

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | Psg. 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 |

TRACK SIDE WARNING DEVICES

| Location | Type | Signals Affected |
|----------------------------|------------|--|
| 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 |
| M.P. 280.2 (Westward only) | Hot Box | Rotating white light M.P. 281.4. Contact Winslow yard for location of hot box. |

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.
"S"—Spring Switch.

"WE"—West End.

| 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 |
| | 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 |

| Communications, Turn Tables and Wyes | Ruling Grade Ascending Feet Per Mile | Capacity of Sidings in Sq Ft. Cars | TIME TABLE | | Mile Post | Eastward |
|---|--|---------------------------------------|--------------------|--------------|-----------|-------------|
| | | | NO. 13 | May 30, 1971 | | First Class |
| | | | STATIONS | | | 18 |
| Y-R-C | | Yard | GALLUP YL | | 157.6 | AM 10.35 |
| B | 31.7 | 104 | 9.4 DEFIANCE | | 166.9 | 10.23 |
| B | 31.7 | 136 | 13.4 LUPTON | | 180.4 | 10.12 |
| B | 31.7 | 145 | 10.9 HOUCK | | 191.2 | 10.04 |
| B | 31.7 | | 8.0 OHETO | | 199.7 | 9.58 |
| B | 31.7 | 101 | 5.9 CHAMBERS | | 205.7 | 9.54 |
| B | 31.7 | 118 | 7.3 NAVAJO | TWO TRACKS | 218.0 | 9.49 |
| Y-B | 31.7 | 130 | 6.2 PINTA | | 219.2 | 9.44 |
| B | 31.7 | 144 | 13.1 ADAMANA | | 232.3 | 9.35 |
| B | 31.7 | 88 | 13.3 ARNTZ | | 245.5 | 9.25 |
| R-C | 31.7 | 135 | 7.4 HOLBROOK | | 258.0 | 9.19 |
| B | 31.7 | | 5.6 PENZANCE | | 258.8 | 9.14 |
| B | 31.7 | | 3.7 JOSEPH CITY | | 262.4 | 9.10 |
| B | 16.9 | 144 | 12.2 HIBBARD | | 274.8 | 9.00 |
| T R-C | 31.7 | Yard | 10.8 WINSLOW YL | | 285.5 | 8.50 AM |
| | | | | | (127.2) | Leave Daily |

Average speed per hour..... (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.

| 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.

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 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.

Between Winslow and Gallup, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | Psg. and Light | M.P.H. | 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 | |

TRACK SIDE WARNING DEVICES

| Location | Type | Signals Affected |
|-------------------|------------|--|
| M.P. 174.8 | Rock Slide | Signals 1741 and 1752 |
| M.P. 187 | Hot Box | Rotating white lights at scanner and on locator M.P. 189.6 |
| M.P. 201.6 | Hot Box | Rotating white lights at scanner and on locator M.P. 199.7 |
| M.P. 214.7 | Hot Box | Rotating white lights at scanner and on locator M.P. 217.1 |
| M.P. 236.5 | 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.

Trains must get clearance card before leaving Winslow.

Trains to Fourth Dist. secure clearance card at Flagstaff.

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 Yard 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.

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.

Between Winslow and Seligman, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

| Communications: Turn Tables and Wyes | Westward | TIME TABLE NO. 13 May 30, 1971 | Mile Post | Rising Grade Ascending— Feet Per Mile | Capacity of Sidings in 50 ft. Cars |
|---|-------------|--------------------------------------|-----------|---|---------------------------------------|
| | First Class | | | | |
| | 17 | | | | |
| | Leave Daily | | | | |
| STATIONS | | | | | |
| C-R T | PM 9.35 | WINSLOW YL | 286.5 | | Yard |
| B | | 12.9 DENNISON | 298.8 | 75.0 | |
| B | | 13.4 CANYON DIABLO | 311.7 | 75.0 | n148 |
| B | | 17.0 DARLING | 328.6 | 75.0 | |
| C-R-Y | 10.45 | 15.2 FLAGSTAFF | 344.2 | 75.0 | a90 s145 |
| B | | 12.1 BELLEMONT | 356.3 | 75.0 | s75 |
| B | | 6.0 MAINE | 362.5 | 64.5 | |
| B | | 12.2 WILLIAMS JCT. | 374.6 | 75.0 | |
| B | | 10.8 PERRIN | 385.4 | 0.0 | |
| B | | 9.7 DOUBLEA | 395.1 | 0.0 | |
| B | | 12.2 EAGLE NEST | 407.8 | 30.6 | |
| B | | 12.2 CROOKTON | 419.5 | 52.8 | |
| C-R-Y | 12.30 AM | 9.0 SELIGMAN | 428.8 | 0.0 | Yard |
| Arrive Daily | | (142.7) | | | |

(48.9) Average speed per hour

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 | 90 | East-West |
| Riordan | 350.8 | | |
| Bellemont North Track | 356.3 | 7 | East-West |
| Spur South Track | 368.1 | 4 | East |
| Spur North Track | 368.6 | 5 | West |

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | M.P.H. | Pegr. and Light | Frt. |
|--------------------------------------|--------|-----------------|------|
| THIRD DISTRICT, WESTWARD: | | | |
| Winslow to Maine | 79 | | 60 |
| Maine to Crookton | 90 | | 60 |
| Crookton to Seligman | 79 | | 60 |
| 5 Curves M.P. 285.5 to 287.3 | 65 | | 55 |
| 2 Curves M.P. 301.9 to 303.3 | 80 | | 70 |
| 3 Curves M.P. 328.6 to 330.7 | 50 | | 50 |
| 2 Curves M.P. 330.7 to 331.8 | 45 | | 40 |
| 9 Curves M.P. 331.8 to 336.2 | 50 | | 45 |
| 3 Curves M.P. 336.2 to 338.0 | 60 | | 50 |
| 3 Curves M.P. 341.6 to 343.6 | 55 | | 50 |
| 19 Curves M.P. 343.6 to 350.2 | 40 | | 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 |

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:
Williams Jct.-Eagle Nest
Crookton-Seligman

Rule 93: Yard limits located at:
Winslow:

LENGTH OF STEMS OF WYES

| Location | Feet |
|-----------|------|
| Angell | 558 |
| Flagstaff | 170 |
| Seligman | 910 |

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 |
|---------------|------|---|-----|
| 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 |
| | 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 | Crossover M.P. 429.9 | 50 |
| | I | EE and WE No. 1 Track | 50 |

| Communications Time Tables and Wyes | TIME TABLE NO. 13 May 30, 1971 | | Eastward | | Rating Grade Ascending— Feet Per Mile | Capacity of Sidings in 50 Ft. Cars |
|--|--------------------------------------|-----------|-------------|--------------|---|---------------------------------------|
| | STATIONS | Mile Post | First Class | Arrive Daily | | |
| | | | 18 | | | |
| C-R T | WINSLOW YL | 285.5 | AM 8.40 | | | Yard |
| B | DENNISON | 298.3 | | 31.7 | | |
| B | CANYON DIABLO | 311.7 | | 23.8 | n 148 | |
| B | DARLING | 328.6 | | 22.7 | | |
| C-R-Y | FLAGSTAFF | 344.2 | s 7.33 | 75.0 | n 90 s 146 | |
| B | BELLEMONT | 366.8 | | 75.0 | s 75 | |
| B | MAINE | 362.5 | | 97.7 | | |
| B | WILLIAMS JCT. | 374.6 | | 62.8 | | |
| B | PERRIN | 386.4 | | 52.8 | | |
| B | DOUBLEA | 395.1 | | 52.8 | | |
| B | EAGLE NEST | 407.3 | | 40.9 | | |
| B | CROOKTON | 419.5 | | 75.0 | | |
| C-R-Y | SELIGMAN | 428.8 | 5.55 AM | | | Yard |
| | (142.7) | | Leave Daily | | | |
| Average speed per hour..... | | | (51.9) | | | |

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 yard 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.

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.

Between Seligman and Winslow, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

TRACK SIDE WARNING DEVICES

| Location | Type | Signals Affected |
|-------------------------------|--------------------|---|
| M.P. 290.5 | Highwater | Westward controlled signal M.P. 287.5 Automatic Signals 2912-2914 |
| M.P. 293.5 | Hot Box | Rotating white light at M.P. 292.3 |
| Eastward only—both tracks | | Contact Winslow Yard for location of hot box |
| M.P. 305.9 | Dragging Equipment | Rotating white lights on posts M.P. 312.8 and opposite Signals 3073-3071 |
| Westward only—both tracks | | |
| M.P. 315.4 | Hot Box | Rotating white light at scanner and at locator M.P. 312.8 |
| Eastward only—both tracks | | |
| M.P. 315.4 | Dragging Equipment | Rotating lights M.P. 315.4 and M.P. 312.8 |
| Eastward only—both tracks | | |
| M.P. 322.8 | Dragging Equipment | Rotating lights on posts at Signals 3202-3204 |
| Eastward only—both tracks | | |
| M.P. 395.5 | Rock Slide | Warning lights and Controlled Signals M.P. 395.1 Automatic Signals 3972-3974 |
| M.P. 401.2 | Hot Box | Rotating white lights at scanner on posts M.P. 402.6 and at locator M.P. 404.3 |
| Westward only—both tracks | | |
| M.P. 402 | Rock Slide | Warning lights and Automatic Signals 4001-4003 and 4032-4034 |
| M.P. 409 to M.P. 411 | Rock Slide | Warning lights and Automatic Signals 4091-4093 and 4112-4114 Red rotating lights at M.P. 409, M.P. 410 and M.P. 411 |
| M.P. 424.5 | Hot Box | Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7 |
| Eastward-westward—both tracks | | |

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. Pgr. and Light | Frt. |
|---------------------------|-----------------------|------|
| 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 | 40 | 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 |

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 |

10 ALBUQUERQUE DIVISION

WESTWARD

KINGMAN DISTRICT

MAX. AUTHORIZED SPEED FOR TRAINS

| LOCATION | M.P.H. Psgr. 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 |

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 yard track Seligman.

Between Seligman and Needles, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

EXCEPTION: M.P. 455.2 to M.P. 460.1 and M.P. 514.4 to M.P. 519.2 speed is 40 MPH for all westward freight trains qualifying above.

Rule 93: Yard Limits Located At:

Needles

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

| Westward | TIME TABLE | Mile Post | Rating Grade Ascending— Feet Per Mile | Rating Grade Descending— Feet Per Mile | Communications, Tuna Tables and Wyes | Capacity of Sidings In 50 ft. Cars |
|--------------|----------------------|-----------|--|---|---|---------------------------------------|
| First Class | NO. 13 | | | | | |
| 17 | May 30, 1971 | | | | | |
| Leave Daily | STATIONS | | | | | |
| AM 12.32 | SELIGMAN | 428.8 | | | C-R-Y | Yard |
| 12.42 | 11.0 AUDLEY | 439.8 | 72.9 | 75.0 | B | 107 |
| 12.48 | 7.1 PICA | 446.9 | 75.0 | 75.0 | B | 107 |
| 12.56 | 5.2 YAMPAL | 462.2 | 75.0 | 69.7 | B-Y | 142 |
| 1.05 | 7.9 NELSON | 480.2 | 0.0 | 105.6 | B | 92 |
| 1.11 | 5.6 PEACH SPRINGS | 485.8 | 0.0 | 75.0 | B | 107 |
| 1.21 | 11.4 TRUXTON | 477.3 | 0.0 | 75.0 | B | 107 |
| 1.29 | 7.0 VALENTINE | 484.0 | 0.0 | 75.0 | B | |
| 1.34 | 4.9 HACKBERRY | 489.0 | 0.0 | 75.0 | B | 95 |
| 1.43 | 12.3 WALAPAI | 501.8 | 43.8 | 71.8 | B | 107 |
| 1.50 | 8.2 BERRY | 509.4 | 46.0 | 31.7 | B-Y | 144 |
| 1.53 | 4.5 GETZ | 513.9 | 50.2 | 0.0 | B | |
| 1.58 | 2.5 KINGMAN | 516.4 | 0.0 | 95.0 | C-R | 118 |
| 2.09 | 10.4 GRIFFITH | 526.8 | 0.0 | 95.0 | B | 107 |
| 2.16 | 8.5 ATHOS | 535.6 | 0.0 | 75.0 | B | |
| 2.20 | 4.6 YUOQA | 540.2 | 0.0 | 75.0 | B | 144 |
| 2.32 | 12.5 FRANCONIA | 552.7 | 0.0 | 75.0 | B | 106 |
| 2.42 | 12.4 TOPOCK | 565.1 | 62.8 | 73.9 | B | 107 |
| 3.00 AM | 12.4 NEEDLES YL | 578.0 | 62.8 | 52.8 | C-R-Y | Yard |
| Arrive Daily | (148.7) | | | | | |

(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 Affected |
|----------------------------|--------------------|---|
| M.P. 434.7 (eastward only) | Hot Box | Rotating white light at scanner and at locator M.P. 432 |
| M.P. 439.0 | Highwater | Signals 4381 and 4412 |
| M.P. 505.8 (westward only) | Hot Box | Rotating white light at scanner and at locator M.P. 507.5 |
| 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 |
| M.P. 559.8 (westward only) | Hot Box | Rotating white light at scanner and at locator M.P. 562.8 |
| M.P. 559.8 (westward only) | Dragging Equipment | Rotating white light at scanner and at locator M.P. 562.8 |
| M.P. 562.8 | Highwater | Signals 5611 and 5632 |
| M.P. 569.2 (eastward only) | Dragging Equipment | Rotating lights M.P. 568 |
| M.P. 575.8 | Highwater | Westward home signal west of M.P. 574 and Signal 5772 |

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 | Ruling Grade Descending—Feet Per Mile | Ruling Grade Ascending—Feet Per Mile | Mile Post | STATIONS | Eastward |
|------------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-----------|-------------------|--------------|
| | | | | | | First Class |
| | | | | | | 18 |
| | | | | | | Arrive Daily |
| Yard | C-R-Y | | | 428.8 | SELIGMAN | AM 5.53 |
| 107 | B | 72.0 | 73.9 | 439.8 | 11.2 AUDLEY | 5.33 |
| 107 | B | 75.0 | 76.0 | 440.0 | 7.1 PICA | 5.27 |
| 107 | B-Y | 75.0 | 69.7 | 452.2 | 5.2 YAMPAI | 5.20 |
| 113 | B | 0.0 | 75.0 | 460.2 | 7.9 NELSON | 5.10 |
| 168 | B | 0.0 | 75.0 | 465.8 | 5.6 PEACH SPRINGS | 5.04 |
| 110 | B | 0.0 | 75.0 | 477.3 | 11.4 TRUXTON | 4.51 |
| 169 | B | 0.0 | 75.0 | 484.0 | 7.0 VALENTINE | 4.41 |
| 105 | B | 0.0 | 75.0 | 489.0 | 4.9 HACKBERRY | 4.36 |
| 115 | B | 43.8 | 71.8 | 601.3 | 12.3 WALAPAI | 4.27 |
| 144 | B-Y | 46.0 | 31.7 | 509.4 | 8.2 BERRY | 4.21 |
| | B | 50.2 | 0.0 | 513.0 | 4.5 GETZ | 4.18 |
| 107 | C-R | 0.0 | 75.0 | 516.4 | 2.8 KINGMAN | 4.14 |
| 144 | B | 0.0 | 75.0 | 521.5 | 5.1 HARRIS | 4.02 |
| 144 | B | 0.0 | 75.0 | 526.8 | 6.5 GRIFFITH | 3.54 |
| 143 | B | 0.0 | 75.0 | 535.6 | 8.8 ATHOS | 3.45 |
| 105 | B | 0.0 | 75.0 | 540.2 | 4.6 YUCCA | 3.39 |
| 144 | B | 0.0 | 75.0 | 552.7 | 12.5 FRANCONIA | 3.26 |
| 107 | B | 52.8 | 73.9 | 565.1 | 12.4 TOPOCK | 3.13 |
| Yard | C-R-Y | 52.8 | 52.8 | 578.0 | NEEDLES YL | 3.00 AM |

Average speed per hour..... (51.8)

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.

| 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 |
| Pica | S | EE eastward siding | 30 |
| | S | WE westward siding | 30 |
| Yampai | S | EE eastward siding; WE westward siding | 30 |
| Nelson | S | EE eastward siding | 30 |
| Peach Springs | S | EE eastward siding; WE westward siding | 30 |
| Truxton | S | EE eastward siding; WE westward siding | 30 |
| Valentine | S | EE eastward siding | 30 |
| Hackberry | S | EE eastward siding; WE westward siding | 30 |
| Walapai | S | EE eastward siding | 30 |
| | S | WE westward siding | 15 |
| 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 |
| | S | WE westward siding | 30 |
| 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 | EE eastward siding | 30 |
| | S | WE westward siding | 30 |
| Needles | I | Lead and crossover switches, west of M.P. 574 | 50 |

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | M.P.H. | |
|------------------------------------|----------------|------|
| | Psg. 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 |

LENGTH OF STEM OF WYE

| Location | Feet |
|----------|------|
| Seligman | 910 |
| Yampai | 500 |
| 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 yard 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.

Between Needles and Seligman, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

Rule 93: Yard Limits Located At: Needles.

12 ALBUQUERQUE DIVISION

FOURTH DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | M.P.H. Psgr. and Light | Fr. |
|--|------------------------------|-----|
| 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 |

| Communications Turn Tables and Wyes | Rolling Grade Ascending Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Rolling Grade Ascending Feet Per Mile | Capacity of Sidings in 40 Ft. Cars |
|--|---|----------|--------------------------|----------|-----------|---|---------------------------------------|
| | | ↓ | NO. 13 May 30, 1971 | ↑ | | | |
| | | | STATIONS | | | | |
| B | | | WILLIAMS JOT. 3.6 | | 375.2 | | Yard |
| R-C-Y | 75.0 | | WILLIAMS YL 3.4 | | 378.2 | 75.0 | Yard |
| B | | | SUPAI 2.5 | | 381.6 | 6.8 | |
| B | 0.0 | | SERENO 6.2 | | 384.2 | 95.0 | 108 |
| B | 0.0 | | OORVA 6.7 | | 390.2 | 95.0 | 131 |
| B | 0.0 | | DAZE 7.5 | | 393.7 | 95.0 | 108 |
| C-R | | | ASH FORK YL 3.0 | | 401.2 | | Yard |
| B | 51.7 | | ORUIOE 5.3 | | 3.9 | 52.8 | 72 |
| B | 53.3 | | MEATH 6.8 | | 9.2 | 83.4 | 39 |
| B | 33.8 | | ROK 5.3 | | 16.0 | 81.8 | 72 |
| B-Y | 0.0 | | DRAKE YL 7.1 | | 21.3 | 79.2 | 73 |
| B | 52.8 | | ABRA 6.0 | | 28.4 | 79.2 | 120 |
| | 12.1 | | KAYFOUR 11.8 | | 34.4 | 75.0 | 33 |
| | 72.9 | | TUCKER 20.0 | | 46.2 | 0.0 | 135 |
| B | 72.9 | | SKULL VALLEY 6.2 | | 80.6 | 75.0 | 116 |
| B | 5.0 | | KIRKLAND 8.6 | | 86.8 | 79.2 | 62 |
| B | 79.7 | | GRAND VIEW 6.1 | | 95.4 | 79.2 | 72 |
| C-R | 79.2 | | HILLSIDE YL 9.2 | | 101.5 | 79.2 | 102 |
| B | 0.0 | | DATE 6.7 | | 109.7 | 79.2 | 128 |
| B | 64.3 | | PIEDMONT 6.8 | | 116.4 | 79.2 | 38 |
| B-Y | 79.2 | | CONGRESS 6.0 | | 123.6 | 79.2 | 72 |
| B | 0.0 | | FLORES 5.3 | | 129.6 | 79.2 | 62 |
| B-Y | | | MATTHIE YL 4.7 | | 134.9 | | E 22 W 21 |
| C-R | 0.0 | | WICKENBURG YL 3.9 | | 139.6 | 79.2 | 87 |
| B | 0.0 | | ALLAH 6.8 | | 143.5 | 63.4 | 70 |
| B | 79.7 | | CASLE HOT SPRINGS 7.3 | | 150.3 | 56.5 | 72 |
| B | 0.0 | | WITTMANN 11.5 | | 157.6 | 34.8 | 72 |
| B | 0.0 | | BEARDSLEY YL 4.5 | | 169.1 | 34.8 | 84 |
| B | 0.0 | | ENNIS YL 3.1 | | 173.6 | 34.8 | 72 |
| B | 31.7 | | SUN CITY YL 3.2 | | 176.7 | 34.8 | 42 |
| B | 0.0 | | PEORIA YL 4.3 | | 179.9 | 12.7 | 72 |
| C-R | 0.0 | | GLENDALE YL 4.1 | | 184.2 | 0.0 | Yard |
| B-Y | 0.0 | | ALHAMBRA YL 2.7 | | 188.3 | 18.5 | Yard |
| C-R-T | 0.0 | | MOBEST YL 2.7 | | 191.0 | 23.2 | Yard |
| B-Y | 15.8 | | PHOENIX YL 2.7 | | 193.7 | 15.8 | Yard |
| | | | (208.8) | | | | |

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

Westward trains from Third District secure clearance card at Flagstaff.

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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

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. 13 May 30, 1971 | ↑ | | | |
| | | | STATIONS | | | | |
| | | | MATTHIE YL | | 0.0 | | B-Y |
| 45 | 39.6 | | 6.2 DIVIDE | | 6.2 | 0.0 | B |
| 24 | 0.0 | | 8.3 FOREPAUGH | | 14.5 | 31.7 | B |
| 103 | 0.0 | | 7.7 AGUILA YL | | 22.2 | 29.0 | B |
| 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 | B |
| 14 | 29.0 | | 10.3 VICKSBURG | | 60.3 | 84.6 | B |
| 8 | 0.0 | | 6.5 McVAY | | 66.8 | 31.7 | B |
| 14 | 0.0 | | 3.7 UTTING | | 70.6 | 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 | 31.7 | | 15.2 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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | Psg. 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 |

**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, Grand Canyon.

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. 13 May 30, 1971 | ↑ | | | |
| | | | STATIONS | | | | |
| Yard | | | WILLIAMS YL | | 0.0 | | B-Y |
| 29 | 168.4 | | 9.5 RED LAKE | | 9.0 | 110.9 | B |
| 20 | 132.0 | | 11.6 QUIVERO | | 20.5 | 105.6 | B |
| 32 | 116.2 | | 8.4 VALLE | | 29.0 | 48.0 | B |
| 21 | 62.3 | | 8.8 WILLAHA | | 37.7 | 100.3 | B |
| | 37.0 | | 7.0 ANITA | | 44.8 | 79.2 | B-Y |
| | 0.0 | | 7.3 APEX | | 52.0 | 170.4 | B |
| 30 | 117.5 | | 5.2 COCONINO | | 57.2 | 158.4 | B |
| Yard | 39.6 | | 8.5 GRAND CANYON YL | | 63.7 | 130.3 | B-Y |
| | | | (64.3) | | | | |

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.

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 | Rating Grade Ascending—Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Rating Grade Ascending—Feet Per Mile |
|------------------------|------------------------------------|--------------------------------------|----------|-------------------------|----------|-----------|--------------------------------------|
| | | | ↓ | NO. 13 May 30, 1971 | ↑ | | |
| | | | | STATIONS | | | |
| Y-B | 81 | 79.2 | | DRAKE YL 18.3 | | 0.0 | 105.8 |
| B | 23 | | | PERKINSVILLE YL 19.7 | | 18.8 | |
| C-Y | Yard | 82.3 | | CLARKDALE YL (38.0) | | 38.0 | 105.8 |

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 | Rating Grade Ascending—Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Rating Grade Ascending—Feet Per Mile |
|------------------------|------------------------------------|--------------------------------------|----------|------------------------|----------|-----------|--------------------------------------|
| | | | ↓ | NO. 13 May 30, 1971 | ↑ | | |
| | | | | STATIONS | | | |
| | 73 | 64.9 | | ABRA YL 4.2 | | 28.4 | 79.2 |
| B | 30 | | | DEL RIO YL 17.4 | | 33.8 | |
| B | 17 | 79.5 | | ENTRO YL 6.1 | | 51.0 | 66.5 |
| C-Y | Yard | 79.5 | | PRESCOTT YL (27.7) | | 57.1 | |

Trains must get clearance card before leaving Prescott.

Yard limits Abra to Prescott inclusive.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH. This to include trains being operated with "REMOTE CONTROL EQUIPMENT" in service.

IRON KING DISTRICT

| Communications and wye | Capacity of Sidings in 50 ft. Cars | Rating Grade Ascending—Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Rating Grade Ascending—Feet Per Mile |
|------------------------|------------------------------------|--------------------------------------|----------|------------------------|----------|-----------|--------------------------------------|
| | | | ↓ | NO. 13 May 30, 1971 | ↑ | | |
| | | | | STATIONS | | | |
| | Yard | 50.2 | | IRON KING YL 0.3 | | 16.9 | 112.4 |
| Y | Yard | | | HUMBOLDT YL 16.6 | | 16.6 | |
| B | 22 | 84.5 | | ENTRO YL (16.9) | | 0.0 | 96.1 |

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | Psgr. and Light | M.P.H. | Fr. |
|-----------------------------|-----------------|--------|-----|
| 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 handthrow 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. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. 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.

8. 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, tipple will not clear man on top or side of car.

SPEED REGULATIONS

9. 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 199454 AT 199455 AT 199457 AT 199458 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.

ALBUQUERQUE DIVISION 15

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

| Percent | Feet Per Mile | |
|--------------|----------------|--------|
| 1.0 to 1.5 | 52.8 to 79.2 | 30 MPH |
| 1.5 to 2.0 | 79.2 to 105.6 | 25 MPH |
| 2.0 and over | 105.6 and over | 15 MPH |

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

10. 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: 84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909 (350), 8000-8005 (400), 8500-8524, 9110-9160 (2100), 9800-9849 (800) | 3 | 5 | 5 |
| 650-653, 2310-2321 | 4 | 5 | 5 |
| 16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3284 (1200), 3300-3469 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 5940-5948 (100) | 5 | 5 | 5 |
| Passenger Cars: Roller Bearings | 8 | 5 | 0 |
| Friction Bearings | 12 | 5 | 0 |

MAXIMUM SPEED OF LOCOMOTIVES

| | Forward Miles Per Hour | Light Forward Miles Per Hour | Backing or When Not Controlled From Leading Unit Miles Per Hour | Dead In Train Miles Per Hour |
|--|---------------------------|---------------------------------|--|---------------------------------|
| Diesel Locomotives 16-48, 84, 300-344, 5900-5948, 8000-8005 | 90 | 90 | 45 | 90 |
| 5590-5614, 7900-7909, 8500-8524 | 90 | 90 | *45 | 90 |
| 200-289 | 70 | 70 | 45 | 70 |
| 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849 | 70 | 70 | *45 | 70 |
| 500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2404-2441 | 45 | 45 | 45 | 45 |
| 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.

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. NAT DOWNS REID, 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.

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.