



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.)

TRAINMASTERS

- W. E. ADAMS Gallup, N. Mex.
- G. R. DERKSEN Winslow, Ariz.
- F. B. HATFIELD Phoenix, Ariz.
- J. L. SCHROEDER Needles, Calif.
- W. H. LAWSON (Amtrak) Los Angeles, Calif.

ASSISTANT TRAINMASTERS

- K. R. HATFIELD Phoenix, Ariz.
- J. M. McMILLAN Needles, Calif.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

- E. F. POLLARD Barstow, Calif.

ROAD FOREMEN OF ENGINES

- P. I. JENSEN Gallup, N. Mex.
- W. A. HAWKINS Winslow, Ariz.
- F. V. DOBBS (Amtrak) Needles, Calif.
- J. L. BOOTMAN, JR. Needles, Calif.
- J. H. LANE Phoenix, Ariz.

CHIEF DISPATCHER

- J. S. ARMSTRONG Winslow, Ariz.

ASSISTANT CHIEF DISPATCHERS

- D. LA MAR Winslow, Ariz.
- I. M. OWSLEY Winslow, Ariz.
- D. R. AYRES Winslow, Ariz.
- M. E. JONES Winslow, Ariz.

DISPATCHERS - WINSLOW, ARIZ.

- | | |
|-------------------|----------------|
| A. C. PETRANOVICH | J. C. OWSLEY |
| E. D. STINSON | J. D. RICHARDS |
| F. W. PLEASANTS | T. L. FISHER |
| B. R. LORING | L. G. ROWLAND |
| J. K. HOLT | R. L. COTTON |
| H. A. MILLER | T. T. LAYCOCK |
| | J. L. McELROY |

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



COAST Santa Fe LINES

**ALBUQUERQUE DIVISION
TIME TABLE No.**

17

IN EFFECT

Monday, September 11, 1972

**At 12:01 A.M.
Mountain Standard Time**

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

**D. G. RUEGG
Acting General Manager
LOS ANGELES, CALIF.**

C. E. ROLLINS	F. L. ELTERMAN
J. G. FRY	L. B. ENGLISH
Asst. General Managers LOS ANGELES, CALIF.	

**E. L. KIDD
Superintendent
WINSLOW, ARIZ.**

2 ALBUQUERQUE DIVISION

FIRST — BELEN DISTRICT

Westward		Ruling Grade Descending— Feet Per Mile	Capacity of Sidings in Feet	Mile Post	TIME TABLE NO. 17 September 11, 1972				Mile Post	Capacity of Sidings in Feet	Communications, Turn Tables and Wyes	Ruling Grade Descending— Feet Per Mile	Eastward	
First Class					STATIONS		First Class							
3	4				Leave Daily	Arrive Daily								
PM 5.15	14.0	Yard	902.4	ALBUQUERQUE YL	902.4	Yard	C-R TY	21.1	PM 1.10					
5.30	28.4	2486	915.0	ISLETA	915.0	2486	B	52.8	12.50					
5.42	26.4		27.4	DALIES	27.4		B	52.8	12.35					
5.50	31.7		33.9	RIO PUERCO	33.9	7007	B	0.0	12.25					
5.58	0.0	5846	43.3	GARCIA			B							
6.02	0.0	6768	47.3	SUWANE	47.3	7808	B	52.8	12.15					
6.11	0.0	6317	58.1	MARMON	58.1	5831	B	31.7	12.07					
6.16	0.0	4106	63.3	QUIRK	63.3		B	31.7	12.01					
6.21	0.0	6748	68.7	LAGUNA	68.7	5515	B	31.7	11.56					
6.28	0.0	5879	77.6	AOOMITA	77.6	5866	B							
6.36	0.0	5862	85.0	ANZAO	85.0	6495	B							
6.46	0.0	6820	96.5	GRANTS	96.5	5842	C-R	31.7	11.33					
6.56	0.0	5844	107.2	BLUEWATER	107.2	6758	B	31.7	11.23					
				NORTH CHAVES	121.8	5845	B	52.8	11.12					
7.11	0.0	7128	125.6	THOREAU	125.6		B-Y	52.8	11.09					
				NORTH GUAM	136.7	6716	B	31.7	10.58					
7.23	56.3	5815	141.5	PEREA			B							
7.29	31.7	5270	149.3	McCUNE	149.3		B-Y	0.0						
7.31	31.7		151.6	ZUNI	151.6	8534	B	0.0	10.44					
7.40 PM	31.7	Yard	157.6	GALLUP YL	157.6	Yard	C-R Y	0.0	10.37 AM					
Arrive Daily				WEST (160.3) EAST (160.7)					Leave Daily					

(66.3)

..... Average speed per hour

(63.0)

Trains must get clearance card before leaving Gallup and Albuquerque.

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.

Rule 251 and Rule 93(A) in effect at Albuquerque between M.P. 902.0 and end of two tracks M.P. 903.9.

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

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.

BELEN DISTRICT

Westward		Ruling Grade Ascending— Feet Per Mile	Communications, Turn Tables and Wyes	Mile Post	TIME TABLE NO. 17 September 11, 1972		Capacity of Sidings in Feet	Ruling Grade Descending— Feet Per Mile	Eastward	
STATIONS					STATIONS					
66.2	C-R T-Y				0.0	TCS			BELEN YL	2 TRACKS
	B	10.1		DALIES		s 5314				
				(10.3)						

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 and Rule 93(A) 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.

Stations or tracks not shown in schedule

Location	Mile Post	Capacity in Feet	Switch Connection
Eastward Track			
Quirk Spur	63.3	5 Miles	West
Reid	101.7	4944	East-West
Baca	114.9	347	East
Gonzales	129.3	320	East
Wingate	146.1	2277	East
Westward Track			
McCartys	82.3	2019	West
Reid	101.7	384	West
Baca	114.9	1053	West
South Chavez	121.7	5621	East-West
South Guam	136.2	5800	East-West
Ciniza	138.9	3093	East-West

FIRST—BELEN DISTRICTS

ALBUQUERQUE DIVISION 3

MAXIMUM AUTHORIZED DISTRICT 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 Street crossings M.P. 157.9 to 157.6	20	20	
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	
Street crossings between M.P. 903.4 and M.P. 901.8	30	30	

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	

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	

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	

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.

"WE"—West End.

"S"—Spring Switch.

"EE"—East End.

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
Rio Puerco	S	EE eastward siding	30
Garcia	S	WE westward siding	30
Suwanee	S	WE westward siding—EE eastward siding	30
Marmon	S	WE westward siding	15
	S	EE eastward siding	30
Laguna	S	WE westward siding—EE eastward siding	30
Acomita	S	WE westward siding	30
Anzac	S	WE westward siding—EE eastward siding	30
Grants	S	WE westward siding—EE eastward siding	30
Bluewater	S	WE westward siding—EE eastward siding	30
North Chaves	S	EE eastward siding	30
Thoreau	S	WE westward siding	30
North Guam	S	EE eastward siding	30
Perea	S	WE westward siding	30
Gallup	S	EE eastward freight lead East of station	30

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. 908.7	Highwater	Eastward Signal 9092 Westward-Controlled Signal M.P. 906.4
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.

4 ALBUQUERQUE DIVISION

SECOND DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS				Westward		TIME TABLE		Eastward			
LOCATION		M.P.H.	Fr.	First Class		NO. 17		First Class			
LOCATION		Psg. and Light	Fr.	3		September 11, 1972		4			
Second District Westward				Leave Daily	Communications, Tera Tapes and Wyes	Capacity of Sidings in Feet	Railing Grade Descending—Feet Per Mile	Mile Post	Capacity of Sidings in Feet	Arrive Daily	
Second District Westward				PM 7.43	Y-R-C	Yard		187.6	Yard	AM 10.35	
2 Street Crossings M.P. 157.6 to 157.9..	20	20	7.55	B		31.7	0.0	166.9	5169	10.23	
2 Curves M.P. 157.9 to 158.2.....	30	30	8.06	B	3939	31.7	15.8	180.4	6737	10.12	
1 Curve M.P. 160.7 to 160.9.....	80	70	8.14	B	5561	31.7	0.0	191.2	6753	10.04	
1 Curve M.P. 188.4 to 188.9.....	80	70	8.20	B	5259	31.7	15.8	199.7		9.58	
5 Curves M.P. 215.6 to 219.2.....	80	70	8.24	B	3958	31.7	15.8	205.7	3322	9.54	
2 Curves M.P. 250.5 to 252.1.....	80	70	8.29	B	5639	31.7	15.8	213.0	5748	9.49	
1 Street Crossing M.P. 253.1.....	60	60	8.34	Y-B	7107	31.7	0.0	219.2	6437	9.44	
1 Curve M.P. 264.2 to 264.4.....	80	70	8.43	B	5687	31.7	0.0	232.3	7107	9.35	
4 Curves M.P. 284.6 to 285.5.....	65	55	8.52	B	4066	31.7	0.0	245.5	4151	9.25	
Second District Eastward				8.57	R-C	5718	31.7	17.9	263.0	6769	9.19
4 Curves M.P. 285.5 to 284.6.....	65	55	9.01	B	7505	31.7	26.4	268.6		9.14	
1 Curve M.P. 264.4 to 264.2.....	80	70	9.04	B	3599	31.7	0.0	262.4		9.10	
1 Street Crossing M.P. 253.1.....	60	60	9.13	B	5621	16.9	17.4	274.8	7155	9.00	
2 Curves M.P. 252.1 to 250.5.....	80	70	9.30 PM	T R-C	Yard	31.7	19.6	285.5	Yard	8.50 AM	
5 Curves M.P. 219.2 to 215.6.....	80	70	Arrive Daily							Leave Daily	
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									

(71.3)

.....Average speed per hour

(72.7)

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

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
(Westward only)		
M.P. 201.6	Hot Box	Rotating white lights at scanner and on locator M.P. 199.7
(Eastward only)		
M.P. 214.7	Hot Box	Rotating white lights at scanner and on locator M.P. 217.1
(Westward only)		
M.P. 236.5	Hot Box	Rotating white lights at scanner and on locator M.P. 234.3
(Eastward only)		
Bridge M.P. 239.4	Highwater	Signals 2391-2392
M.P. 280.2	Hot Box	Rotating white light M.P. 281.4. Contact Winslow yard for location of hot box.
(Westward only)		

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.
- "EE"—East End.

Station	Type	Location	MPH
Gallup	I	Freight lead M.P. 159.6	30
	I	Crossover M.P. 159.7	30
	I	WE freight lead M.P. 161.3	30
Defiance	S	EE eastward siding	30
	S	EE eastward siding	30
Lupton	S	WE westward siding—EE eastward siding	30
Houck	S	WE westward siding	30
Cheto	S	WE westward siding	30
Chambers	S	WE westward siding—EE eastward siding	30
Navajo	S	WE westward siding—EE eastward siding	30
Pinta	S	WE westward siding—EE eastward siding	30
Adamana	S	WE westward siding—EE eastward siding	30
Holbrook	S	WE westward siding—EE eastward siding	30
Penzance	S	WE westward siding	30
Hibbard	S	WE westward siding—EE eastward 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
	S	EE passenger track No. 1	15

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Defiance Spur	166.9	13.5 Miles	West East
Manuelito	174.2	727	East

THIRD DISTRICT

ALBUQUERQUE DIVISION 5

Westward		Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	Communications, Turn Tables and Wyes	TIME TABLE		Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	Eastward	
First Class					NO. 17					First Class	
3					September 11, 1972					4	
Leave Daily					STATIONS				Arrive Daily		
PM 9.40	31.7	n 7106	Yard	C-R T	WINSLOW YL	285.5	Yard	Yard	AM 8.40		
	22.7			B	26.3 CANYON DIABLO	311.7	n 7106	75.0			
	75.0			B	17.0 DARLING	328.6		75.0			
10.50	75.0	n 4419 s 7266		C-R-Y	15.2 FLAGSTAFF	344.2	n 4419 s 7266	75.0	s 7.33		
	75.0	s 7241		B	12.1 BELLEMONT	356.3	s 7241	64.6			
	97.7			B	6.0 MAINE	362.5		75.0			
	52.8			B	12.2 WILLIAMS JCT.	374.6		0.0			
	52.8			B	10.8 PERRIN	385.4		0.0			
	52.8			B	9.7 DOUBLEA	395.1		30.6			
	40.9			B	12.2 EAGLE NEST	407.3		52.8			
AM 12.20	75.0			B	12.2 CROOKTON	419.5		0.0			
AM		Yard		C-R-Y	9.0 SELIGMAN	428.8	Yard		5.55 AM		
Arrive Daily					(142.7)				Leave Daily		

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.	Psgr. 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	
THIRD DISTRICT, WESTWARD:			
Winslow to Maine	79	60	
Maine to Crookton	90	60	
Crookton to Seligman	79	60	
EASTWARD AND WESTWARD:			
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	40	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	
4 Curves & Grade M.P. 364.1 to 366.7	55	50	
13 Curves M.P. 366.7 to 371.8	50	50	
9 Curves & Grade M.P. 421.6 to 425.4	55	50	

(51.5)

Average speed per hour.....

(51.9)

Trains must get clearance card before leaving Winslow and Seligman.

Trains to Fourth District 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.

Rule 93: Yard limits located at:

Winslow.

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

- Williams Jct. to Eagle Nest
- Crookton to Seligman
- Riordan to Flagstaff
- M. P. 337 to West Crossover Darling
- East Crossover Darling to Dennison

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
Maine	I	2 Crossovers M.P. 362.1	50
Williams Jct.	I	Crossover M.P. 374.3	50
	I	EE passenger track 1	30
	I	WE passenger track 1	30
	I	Crossover M.P. 375	50
	I	Switch from Third District to Fourth District	50
Perrin	I	Crossover M.P. 383.1	50
	I	Crossover M.P. 385.6	50
Doublea	I	Crossover M.P. 392.0	50
	I	Crossover M.P. 395.1	50
Eagle Nest	I	Crossover M.P. 405.5	50
	I	Crossover M.P. 407.5	50
Crookton	I	Crossover M.P. 418.3	50
	I	Crossover M.P. 420.5	50
Seligman	I	Crossover M.P. 427.7	50
	I	Crossover M.P. 429.6	50
	I	Crossover M.P. 429.9	50
	I	EE and WE No. 1 Track	50

Third District continued on page 6

6 ALBUQUERQUE DIVISION

THIRD—KINGMAN DISTRICTS

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Dennison North Track	298.3	520	East-West
South Track	298.2	505	East-West
Sunshine South Track	305.9	3617	East-West
Angell North Track	322.7	Wye	East-West
South Track	322.7	330	East-West
Cosnino North Track	333.1	430	East-West
South Track	333.3	1044	East-West
Railhead North Track	339.9	4735	East-West
Riordan	350.8		
Bellefont North Track	356.3	412	East-West
Spur South Track	368.1	293	East
Spur North Track	368.6	360	West

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 Equipmt.	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 Equipmt.	Rotating lights M.P. 315.4 and M.P. 312.8
	Eastward only—both tracks	
M.P. 322.8	Dragging Equipmt.	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
	Westward only—both tracks	M.P. 402.6 and at locator M.P. 404.3
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.

ALBUQUERQUE DIVISION

KINGMAN DISTRICT

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Chino	432.9	616	West
McConnico	520.7	1921	West
Haviland	545.8	475	West
Powell	558.8	663	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. 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
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

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

Trains must get clearance card before leaving Seligman and Needles.

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.

Rule 93: Yard limits located at Needles.

Rule 93(A) in effect at Needles between train signs located at east and west ends of passenger yard.

Exception to Special Rule 12 on page 11: M.P. 455.2 to M.P. 460.1 and M.P. 514.4 to M.P. 519.2 speed limit is 40 MPH for all westward freight trains qualifying.

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

ALBUQUERQUE DIVISION 7

Westward		Communications Turn Tables and Wyes	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings In Feet	TIME TABLE		Mile Post	Capacity of Sidings In Feet	Ruling Grade Descending— Feet Per Mile	Eastward	
First Class					NO. 17					First Class	
3					September 11, 1972					4	
Leave Daily					STATIONS				Arrive Daily		
AM 12.22	C-R-Y	75.0	Yard	SELIGMAN	428.8	Yard	72.9	AM 5.53			
12.32	B	75.0	5327	11.2 AUDLEY	439.8	5336	75.0	5.33			
12.38	B	69.7	5355	7.1 PICA	446.9	5328	75.0	5.27			
12.46	B-Y	105.8	7098	5.2 YAMPAI	452.2	5329	0.0	5.20			
12.55	B	75.0	4647	7.9 NELSON	460.2	5783	0.0	5.10			
1.01	B	75.0	5714	5.6 PEACH SPRINGS	465.8	8311	0.0	5.04			
1.11	B	75.0	5423	11.4 TRUXTON	477.3	5557	0.0	4.51			
1.19	B	75.0		7.0 VALENTINE	484.0	8376	0.0	4.41			
1.24	B	71.8	4854	4.9 HACKBERRY	489.0	5236	43.8	4.36			
1.34	B	31.7	5550	12.3 WALAPAI	501.3	5939	46.0	4.27			
1.42	B-Y	0.0	7130	8.2 BERRY	509.4	7132	60.2	4.21			
1.46	B	95.0		4.5 GETZ	513.9		0.0	4.18			
1.58	C-R		5974	2.8 KINGMAN	516.4	5656	0.0	4.14			
	B			5.1 HARRIS	521.5	7117	0.0	4.02			
2.09	B	75.0	5422	5.5 GRIFFITH	526.8	7106	0.0	3.54			
2.16	B	75.0		8.8 ATHOS	535.6	7100	0.0	3.45			
2.20	B	75.0	7115	4.6 YUCCA	540.2	5160	0.0	3.39			
2.32	B	73.9	5198	12.5 FRANCONIA	552.7	7132	52.8	3.26			
2.42	B	62.8	5357	12.4 TOPOCK	565.1	5491	52.8	3.13			
3.00 AM	C-R-Y		Yard	12.4 NEEDLES YL	578.0	Yard		3.00 AM			
Arrive Daily				WEST (148.7)		EAST (149.4)		Leave Daily			

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		
LOCATION	M.P.H.	Fr.
	Psgr. and Light	
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
3 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
4 Curves M.P. 482.5 to 480.6	55	50
3 Curves M.P. 480.6 to 479.5	30	30
2 Curves M.P. 479.5 to 479.0	40	40
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

(56.4)

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. "EE"—East End.
 "S"—Spring Switch. "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
	S	EE eastward siding	30
Pica	S	WE westward siding	30
	S	EE eastward siding; WE westward siding	30
Yampai	S	EE eastward siding; WE westward 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; WE westward siding	30
Truxton	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Valentine	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Hackberry	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Walapai	S	EE eastward siding; WE westward 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; WE westward siding	30
	S	EE eastward siding	30
Athos	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Yucca	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding; WE westward siding	30
Franconia	S	EE eastward siding; WE westward 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

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

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

8 ALBUQUERQUE DIVISION

FOURTH DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS			TIME TABLE					
LOCATION	M.P.H. Pgr. and Light	Frt.	WESTWARD		EASTWARD			
			Communications, Turn Tables and Wyes	Rating Grade Descending— Feet Per Mile	STATIONS	Mile Post	Rating Grade Descending— Feet Per Mile	Capacity of Sidings In Feet
FOURTH DISTRICT	59	49						
8 Curves M.P. 375.1 to 378.1	50	40						
1 Curve & 2 Street Crossings M.P. 378.1 to 378.9	40	40	B		WILLIAMS JCT. 3.0	375.2	75.0	Yard
5 Curves M.P. 378.9 to 381.1	50	40	R-C-Y	75.0	WILLIAMS YL	378.2	75.0	Yard
2 Curves M.P. 381.1 to 381.5	35	35	B	6.8	SUPAI 3.4	381.0	0.0	
4 Curves & Grade M.P. 381.5 to 382.6	40	30	B	95.0	SERENO 2.5	384.2	0.0	5433
2 Curves & Grade M.P. 382.8 to 383.8	30	30	B	95.0	CORVA 4.2	390.2	0.0	6554
9 Curves & Grade M.P. 383.8 to 391.2	40	30	B	95.0	DAZE 6.7	393.7	0.0	5603
1 Curve & Grade M.P. 391.2 to 391.6	30	30	B	95.0	ASH FORK YL	401.2	0.0	Yard
6 Curves & Grade M.P. 391.6 to 394.6	40	30	B	95.0	ORUICE 3.9	399.7	0.0	
1 Curve & Grade M.P. 394.6 to 391.9	30	30	C-R	52.8	MEATH 5.3	401.2	51.7	3575
17 Curves & Grade M.P. 391.9 to 400.8	40	30	B	52.8	BOK 6.8	401.2	63.3	1944
6 Curves M.P. 400.8 to 0.4	30	25	B	83.4	DRAKE YL	401.2	33.8	3550
4 Curves M.P. 0.4 to 2.6	45	40	B	81.8	ABRA 7.1	401.2	0.0	3632
3 Curves M.P. 4.0 to 5.9	45	40	B-Y	79.2	KAYFOUR 6.0	401.2	52.8	5711
3 Curves M.P. 7.9 to 9.9	45	40	B	79.2	TUCKER 11.8	401.2	12.1	1480
3 Curves M.P. 12.0 to 14.2	45	40	B	79.2	SKULL VALLEY 20.0	401.2	72.9	6262
4 Curves M.P. 14.2 to 16.2	35	35	B	75.0	KIRKLAND 0.2	401.2	5.0	3087
2 Curves M.P. 16.2 to 17.2	45	40	B	0.0	GRAND VIEW 8.6	401.2	79.7	3596
1 Curve M.P. 18.4 to 18.7	45	40	B	79.2	HILLSIDE YL	401.2	79.2	5268
1 Curve M.P. 21.1 to 21.4	30	20	B	79.2	DATE 3.2	401.2	0.0	6452
5 Curves M.P. 21.4 to 23.2	40	30	B	79.2	PIEDMONT 6.7	401.2	64.3	1878
2 Curves M.P. 23.2 to 24.4	50	40	B	79.2	CONGRESS 0.3	401.2	79.2	3598
5 Curves M.P. 80.5 to 82.3	45	30	B	79.2	FLORES 6.0	401.2	0.0	3098
6 Curves M.P. 83.5 to 85.5	30	25	C-R	79.2	MATTHIE YL	401.2	0.0	E 1130 w 1100
3 Curves M.P. 85.5 to 86.5	25	20	B	79.2	WICKENBURG YL	401.2	0.0	1130
5 Curves M.P. 86.5 to 90.7	40	30	B	79.2	ALLAH 3.9	401.2	0.0	4361
Cut M.P. 90.7 to 91.0	20	20	B	79.2	CASTLE HOT SPRINGS 6.8	401.2	79.7	3490
9 Curves M.P. 91.0 to 94.3	30	25	B-Y	79.2	WITTMANN 7.3	401.2	0.0	3601
5 Curves M.P. 94.3 to 96.2	25	20	B	79.2	BEARDSLEY YL	401.2	0.0	3602
3 Curves M.P. 96.2 to 97.4	40	30	B	79.2	ENNIS YL	401.2	0.0	4222
3 Curves M.P. 97.4 to 98.3	30	25	B	79.2	SUN CITY YL	401.2	0.0	3622
3 Curves M.P. 98.3 to 99.7	40	30	B	79.2	PEORIA YL	401.2	0.0	2094
4 Curves M.P. 99.7 to 101.8	30	25	C-R	12.7	GLENDALE YL	401.2	0.0	3609
2 Curves M.P. 101.8 to 103.2	40	30	B	0.0	ALHAMBRA YL	401.2	0.0	Yard
17 Curves M.P. 103.2 to 107.7	25	20	B-Y	18.5	MOBEST YL	401.2	0.0	Yard
2 Curves M.P. 107.7 to 108.9	40	30	C-R-T	23.2	PHOENIX YL	401.2	15.8	Yard
8 Curves M.P. 108.9 to 112.4	35	30	B	15.8				
1 Curve M.P. 112.4 to 112.5	30	25	B					
2 Curves M.P. 112.5 to 114.2	40	30	B					
2 Curves M.P. 114.2 to 115.1	35	30	B					
5 Curves M.P. 115.1 to 117.9	40	30	B					
2 Curves M.P. 117.9 to 118.3	30	25	B					
4 Curves M.P. 118.3 to 119.7	40	30	B					
1 Curve M.P. 119.7 to 119.8	35	30	B					
4 Curves M.P. 119.8 to 120.9	40	30	B					
7 Curves M.P. 120.9 to 122.6	25	20	B					
1 Curve M.P. 122.6 to 123.2	50	40	B					
6 Curves M.P. 131.1 to 134.8	45	40	B					
1 Curve M.P. 134.8 to 135.1	20	20	B					
5 Curves M.P. 135.1 to 138.2	45	40	B					
1 Curve M.P. 138.2 to 138.3	35	35	B					
10 Curves M.P. 138.3 to 141.5	40	30	B					
42 Curves M.P. 141.5 to 150.3	30	25	B					
1 Curve M.P. 174.9 to 175.1	55	40	B					
1 Curve M.P. 178.8 to 178.9	50	40	B					
4 Curves and 22 Crossings M.P. 182.5 to 190.8	30	30	B					
4 Curves and 8 Crossings M.P. 190.8 to 192.9	20	20	B					
2 Switches and 2 Crossings M.P. 192.9 to 193.7	15	15	B					
Ennis Spur	20	20	B					
					(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—PARKER—GRAND CANYON DISTRICTS

PARKER DISTRICT

Capacity of Sidings In Feet	Ruling Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes
		↓	NO. 17 September 11, 1972	↑			
			STATIONS				
			MATTHIE YL		0.0		B-Y
2228	0.0		DIVIDE		6.2	39.6	B
1204	31.7		FOREPAUGH		14.6	0.0	B
5158	29.0		AGUILA		22.2	0.0	B
2250	31.7		LOVE		40.0	19.8	B
603	31.7		WENDEN		44.8	0.0	B
1216	21.1		SALOME		50.0	26.4	B
702	84.5		VICKSBURG		60.3	29.0	B
	31.7		McVAY		66.8	0.0	B
679	31.7		UTTING		70.5	0.0	B
812	31.7		BOUSE		79.9	0.0	B
2404	31.7		WALL		90.8	0.0	B
4920	31.7		PARKER YL		106.8	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 Feet	Ruling Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes
		↓	NO. 17 September 11, 1972	↑			
			STATIONS				
Yard			WILLIAMS YL		0.0		R-C-Y
1346	110.9		RED LAKE		9.0	168.4	B
1008	105.6		QUIVERO		20.5	132.0	B
1599	48.0		VALLE		29.0	116.2	B
1036	100.8		WILLAHA		37.7	62.3	B
	79.2		ANITA		44.8	37.0	B-Y
1345	170.4		APEX		52.0	0.0	B
1492	168.4		COCONINO		67.2	117.5	B
Yard	180.3		GRAND CANYON YL		63.7	39.6	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.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

GRAND CANYON DISTRICT

Station	Type	Location	MPH
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, Parker, Grand Canyon.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

LOCATION	Mile Post	Capacity in Feet	Switch Connection
FOURTH DISTRICT			
Hawkins	113.3	281	East
Lizard Acres	171.6	1034	East-West
Suprise	172.5	831	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	175.1	806	East
Bumstead	178.4	1043	East-West
Webb Spur	179.4	2 miles	East
Olive Avenue	180.0	1328	East-West
Wayne	181.8	706	East-West
Fennemore	183.0	1827	East-West
Citrus Park	185.2	1820	East-West
Waddell	186.0	1 mile	
McMicken	187.8	1035	East-West
Spur (Parker Dist.)	43.2	1223	East
Woodin (Grand Canyon Dist.)	43.8	324	West

10 ALBUQUERQUE DIVISION CLARKDALE—PRESCOTT—IRON KING DISTRICT SPECIAL RULES

CLARKDALE DISTRICT

Communications and wye	Capacity of Sidings In Feet	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 17	↑		
			September 11, 1972				
			STATIONS				
Y-B	1571	105.0		DRAKE YL		0.0	79.2
B	1158			PERKINSVILLE YL		18.3	
C-Y	Yard	105.0		CLARKDALE YL		38.0	82.3
				(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 Feet	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 17	↑		
			September 11, 1972				
			STATIONS				
	5711	79.2		ABRA YL		28.4	64.9
B	1476			DEL RIO YL		33.6	
B	869	66.0		ENTRO YL		51.0	79.5
C-Y	Yard	66.5		PRESCOTT YL		57.1	79.5
				(27.7)			

Trains must get clearance card before leaving Prescott.

Yard limits Abra to Prescott inclusive.

IRON KING DISTRICT

Communications and wye	Capacity of Sidings In Feet	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 17	↑		
			September 11, 1972				
			STATIONS				
	Yard	112.4		IRON KING YL		16.9	50.2
Y	Yard			HUMBOLDT YL		16.6	
B	1116	96.1		ENTRO YL		0.0	84.5
				(16.9)			

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.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg. 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
1 Bridge M.P. 46.4	10		10
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	Capacity in Feet	Switch Connection
Bear (Clarkdale Dist.)	10.6	1098	East-West
Sycamore	27.8	832	East-West
Tapco	35.5	2562	East
Puro (Prescott Dist.)	35.1	2047	East-West
Copper	38.9	4841	East-West
Granite	44.6	1923	East-West
Tutt	46.6	1.5 miles	East
Yaeger (Iron King Dist.)	7.7	668	East-West
Cherry Creek	14.8	253	East-West

JUNCTION SWITCHES

Normal position of junction switches is as follows:

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

ALBUQUERQUE DIVISION

SPECIAL RULES

LENGTHS OF STEMS OF WYES

Location	Feet	Location	Feet
Thoreau	369	Matthie	Main Track
McCune	Govt. Spur	Alhambra	1379
Gallup	306	Phoenix	11th Ave. Spur
Pinta	491	Parker	564
Angell	558	Williams	1620
Flagstaff	170	Anita	400
Seligman	910	Grand Canyon	1617
Yampai	500	Clarkdale	769
Berry	2500	Humboldt	1195
Needles	401	Prescott	564
Drake	Main Track		
Congress (Normally lined for east leg)	812		

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 Albuquerque, 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), 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 and Parker.

5. Rule 104 (E) is amended: All sidings having hand-throw derrails will have deraill 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, tippie will not clear man on top or side of car.

9. Rule 93(A). Between designated points specified in Time Table, trains and engines must move at restricted speed and main tracks may be used in either direction not protecting against other trains or engines and are not required to clear first class trains or superior trains but must give way to them as soon as possible upon their approach.

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: 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9122-9148, 9800-9849	3	5	5
652-653	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948	5	5	5
Passenger Cars Roller Bearings	8	5	0
Friction Bearings	12	5	0

ALBUQUERQUE DIVISION 11

SPEED REGULATIONS

11. Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

12. On Belen District and First District between Dalies and Gallup, Second, Third and Kingman Districts where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 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.

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

13. 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.

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

Percent	Feet Per Mile	MPH
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.

15. MAXIMUM SPEED OF LOCOMOTIVES

	Forward (MPH)	Light Forward (MPH)	Backing or When Not Controlled From Leading Unit (MPH)	Dead in Train (MPH)
DIESEL LOCOMOTIVES:				
300LAB thru 314LAB, 315AB thru 321AB	90	90	45	90
5920-5948	79	79	45	79
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5661, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9122-9148, 9800-9849	70	70	45	70
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45	45	45
Diesels without dynamic brakes in use				
Supai-Ashfork		20		
Yampai-Nelson		30		
Nelson-Hackberry		40		
Getz-McConnico		20		
McConnico-Topock		30		
Diesels with dynamic brakes in use				
Supai-Ashfork		35		

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 ..	28.8
47	76.6	1 18	46.1	2 05	27.7
48	75.0	1 20	45.0	2 10	26.7
49	73.5	1 22	43.9	2 15	24.0
50	72.0	1 24	42.9	2 30	21.8
51	70.6	1 26	41.9	2 45	20.0
52	69.2	1 28	40.9	3 ..	17.1
53	67.9	1 30	40.0	3 30	15.0
54	66.6	1 32	39.1	4 ..	12.0
55	65.5	1 34	38.3	5 ..	10.0
56	64.2	1 36	37.5	6 ..	5.0
57	63.2	1 38	36.8	12 ..	

SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. C. J. MONAHAN, CHIEF SURGEON, Los Angeles, California

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

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

R. W. WELLS, GENERAL WATCH INSPECTOR, Topeka, Kansas

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

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.

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.

FREIGHT TRAIN SCHEDULE (For Information Only)

WESTWARD

TRAINS	BELEN		GALLUP		WINSLOW		SELIGMAN		NEEDLES		
	Lv.		Lv.		Arr.	Lv.	Lv.	Lv.	Arr.		
109	9:15A	2	1:05P	2	3:35P	4:05P	2	8:10P	2	12:15A	3
118	7:00P	2	10:20P	2	12:40A	1:00A	3	4:45A	3	8:20A	3
119	4:40P	2	7:40P	2	9:50P	10:10P	2	1:15A	3	4:30A	3
129	4:40P	2	7:40P	2	9:50P	10:10P	2	1:15A	3	4:30A	3
198	7:00A	2	9:20A	2	11:10A	11:15A	2	1:55P	2	5:00P	2
307	*9:00P	1	3:00A	2	6:00A	10:00A	2				
308	2:00A	2	5:05A	2	7:15A	7:45A	2	10:50A	2	1:45P	2
309	9:15A	2	1:05P	2	3:35P	4:05P	2	8:10P	2	12:15A	3
318	11:30A	2	3:30P	2	6:00P	6:30P	2	11:05P	2	3:15A	3
328	7:00P	1	10:20P	1	12:40A	1:00A	2	4:45A	2	8:20A	2
329	4:40P	1	7:40P	1	9:50P	10:10P	1	1:15A	2	4:30A	2
368	7:00P	1	10:20P	1	12:40A	1:00A	2	4:45A	2	8:20A	2
378	7:00P	1	10:20P	1	12:40A	1:00A	2	4:45A	2	8:20A	2
379	4:40P	1	7:40P	1	9:50P	10:10P	1	1:15A	2	4:30A	2
408	*11:00A	2	4:00P	2	7:00P	9:00P	2	1:00A	3	5:55A	3
508	3:00P	2	6:40P	2	9:10P	9:40P	2	1:35A	3	5:30A	3
668	4:50A	1	7:35A	1	9:40A	10:00A	1	1:00P	1	3:35P	1
678	6:30A	1	9:50A	1	11:55A	12:15P	1	3:25P	1	6:20P	1
679	9:00A	1	12:34P	1	2:50P	3:10P	1	6:50P	1	10:10P	1
709	9:00A	1	12:34P	1	2:50P	3:10P	1	6:50P	1	10:10P	1
718			1:20A	1		6:00A	1	10:00A	1	5:00P	1
728	11:00A	1	2:50P	1	5:20P	5:50P	1	9:50P	1	1:15A	2
779	9:00A	1	12:34P	1	2:50P	3:10P	1	6:50P	1	10:10P	1

EASTWARD

	NEEDLES		SELIGMAN		WINSLOW		GALLUP		BELEN		
	Lv.		Lv.		Arr.	Lv.	Lv.	Lv.	Arr.		
723						10:00A	1	5:10P	1	*10:00P	1
741					11:30A	12:01P	1	2:40P	1	6:30P	1
801	9:00P	1	1:35A	2	4:50A	5:10A	2	7:35A	2	10:30A	2
803	4:35P	1	9:10P	1	12:30A	12:50A	2	3:25A	2	6:30A	2
804	7:05A	1	11:55A	1	4:00P	6:30P	1	9:20P	1	*3:00A	2
805	4:05P	1	8:45P	1	12:20A	12:40A	2	3:35A	2	7:30A	2
813	7:35A	1	12:10P	1	3:30P	3:50P	1	6:25P	1	9:30P	1
816	6:05P	1	10:45P	1	2:45A	3:15A	2	6:10A	2	11:00A	2
841	9:00A	1	2:00P	1	5:45P	6:15P	1	9:00P	1	1:00A	2
843	7:05P	1	11:40P	1	3:00A	3:30A	2	5:55A	2	9:15A	2
863	7:35A	1	12:10P	1	3:30P	3:50P	1	6:25P	1	9:30P	1
891	5:05P	1	8:00P	1	10:40P	10:45P	1	12:35A	2	2:50A	2
901	10:00P	1	2:35A	2	5:50A	6:10A	2	8:35A	2	11:30A	2
905	2:50A	2	8:30A	2	1:15P	1:45P	2	4:50P	2	11:00P	2
917	12:20P	1	6:00P	1	11:00P	11:30P	1	3:00A	2	7:00A	2
943	10:05P	1	2:40A	2	6:00A	6:20A	2	8:55A	2	12:15P	2

*Indicates time applies at Albuquerque.

WESTWARD

708		307	
MOBEST	LV 1:00A 1	ASH FORK	LV 1:30P 2
PARKER	AR 6:00A 1	PHOENIX	AR 11:59P 2

EASTWARD

807		741	
PARKER	LV 5:00P 1	GLENDALE	LV 12:01A 1
MOBEST	AR 1:00A 2	ASH FORK	LV 7:25A 1