

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

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

SANTA FE HOSPITAL.....	Albuquerque
DR. J. D. ABRUMS, Surgeon.....	Albuquerque
DR. LOUIS LEVIN, Local Surgeon.....	Belen
DR. F. W. PARKER, Local Surgeon.....	Gallup
DR. J. W. MARTIN, Assistant Local Surgeon.....	Gallup
....., Local Surgeon.....	Grants
DR. DONALD F. DeMARSE, Local Surgeon.....	Holbrook
DR. H. S. BECKWITH, Division Surgeon.....	Winslow
DR. LEO L. LEWIS, Local Surgeon.....	Winslow
DR. C. C. CREIGHTON, Local Surgeon.....	Flagstaff
DR. LEO SCHNUR, Local Surgeon.....	Grand Canyon
DR. ROGER D. LAWSHE, Local Surgeon.....	Williams
DR. DAVID S. BURGONYE, Assistant Local Surgeon.....	Williams
DR. E. J. GUNGLE, Local Surgeon.....	Seligman
DR. WALTER BRAZIE, Local Surgeon.....	Kingman
DR. FRANCIS FINDLAY, Assistant Local Surgeon.....	Kingman
DR. T. G. HARWARD, District Surgeon.....	Needles
DR. J. E. ANDES, Local Surgeon.....	Needles
DR. H. C. MATTHEWS, Emergency Surgeon.....	Needles
DR. E. A. BORN, Division Surgeon.....	Prescott
DR. C. E. YOUNT, JR., Local Surgeon.....	Prescott
DR. H. T. SOUTHWORTH, Assistant Local Surgeon.....	Prescott
DR. FLOYD B. BRALLIAR, Local Surgeon.....	Wickenburg
DR. WILLIAM HENRY, Assistant Local Surgeon.....	Wickenburg
DR. M. E. FULK, Local Surgeon.....	Glendale
DR. JOSEPH M. GREER, District Surgeon and Consultant.....	Phoenix
DR. C. E. HENDERSON, Assistant Local Surgeon.....	Phoenix
DR. DEAN TERRY MOATS, Assistant Local Surgeon.....	Phoenix
DR. B. L. MELTON, Eye, Ear, Nose and Throat Specialist.....	Phoenix
DR. H. J. FELCH, Consulting Surgeon.....	Phoenix
DR. W. V. EDWARDS, JR., Local Surgeon.....	Clarkdale
DR. T. C. HORTON, Local Surgeon.....	Parker

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

R. J. BRETON
Asst. Superintendent,
Phoenix, Ariz.

W. A. ROEBUCK
Trainmaster, Needles, Calif.

S. G. JACKSON H. G. CRAWFORD
Trainmasters, Winslow, Ariz.

A. M. MORGAN,
Chief Dispatcher,
Winslow, Ariz.

H. R. RUSSELL,
A. C. PETRANOVICH,
Asst. Chief Dispatchers,
Winslow, Ariz.

J. R. POE,
H. W. SCHWENCKERT,
T. R. JENKINS,
L. H. RICHARDS,
J. S. ARMSTRONG,
W. F. MOHR,
A. J. WILLIS,
G. E. YOUNG,
H. E. KELLY,

Dispatchers, Winslow, Ariz.

A. B. DAVIDSON,
E. D. STINSON,
R. C. VAN AUSSDALL,
J. D. RICHARDS,
F. W. PLEASANTS,
B. R. LORING,
D. LaMAR,
J. K. HOLT,

12.50
**The
Atchison, Topeka and Santa Fe
Railway Co.**



**ALBUQUERQUE DIVISION
TIME TABLE No.
95**

IN EFFECT
Sunday, September 27, 1953

At 12:01 A. M.
Mountain Standard Time

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

O. L. GRAY,
General Manager,
Los Angeles, Calif.

F. A. BAKER,
Asst. General Manager,
Los Angeles, Calif.

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

S. ROGERS,
Superintendent,
Winslow, Ariz.

Timetable 94 eff 27 April 1952
96 10 January 1954

WESTWARD							TIME TABLE		Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 30 ft. Cars
FIRST CLASS							NO. 95						
17	21	123	23	19	3	7	September 27, 1953						
Super Chief	El Capitan	The Grand Canyon	The Grand Canyon	The Chief	California Limited	Fast Mail Express	STATIONS						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 5.25 PM 5.40	PM 3.55 PM 4.10	PM 3.15 PM 3.30		PM 2.30 PM 2.45	AM 8.30 AM 8.45	AM 12.40 AM 12.55	ALBUQUERQUE 5.4						
5.44	4.14	3.35		2.50	8.51	1.00	ISLETA 5.4						
5.48	4.18	3.40		2.55	8.57	1.05	PAQUITA 4.7						
5.51	4.21	3.45	PM 3.40	2.59	9.03	1.10	SANDIA 3.9						
5.58	4.28	3.52		3.07	9.13	1.18	DALIES 8.8						
6.05	4.35	4.00		3.15	9.23	1.24	RIO PUERCO 9.4						
6.09	4.39	4.05		3.20	9.29	1.29	SOUTH GARCIA 5.1						
6.18	4.47	4.14		3.29	9.41	1.37	SUWANEE 10.7						
6.23	4.51	4.19		3.34	9.47	1.42	MARMON 5.3						
6.28	4.56	4.24		3.38	9.54	1.47	QUIRK 4.8						
6.36	5.04	4.32		3.46	10.04	1.54	LAGUNA 9.1						
6.39	5.07	4.37		3.50	10.10	1.57	ACOMITA 4.6						
6.43	5.11	4.41		3.54	10.15	2.01	McCARTYS 3.8						
6.53	5.21	4.51		4.02	10.30	2.11	ANZAC 9.9						
6.58	5.26	4.56		4.07	10.36	2.16	GRANTS 5.6						
7.03	5.30	5.01		4.12	10.42	2.21	REID 6.1						
7.10	5.37	5.07		4.18	10.50	2.27	BLUEWATER 7.7						
7.16	5.42	5.13		4.24	10.57	2.33	BACA 6.8						
7.19	5.45	5.17		4.28	11.03	2.37	SOUTH CHAVES 4.0						
7.22	5.49	5.21		4.32	11.08	2.41	THOREAU 3.7						
7.27	5.54	5.27		4.38	11.14	2.46	GONZALES 6.9						
7.31	5.58	5.31		4.42	11.18	2.50	SOUTH GUAM 5.3						
7.34	6.01	5.35		4.46	11.22	2.54	PEREA 4.6						
7.36	6.03	5.38		4.49	11.26	2.56	WINGATE 3.2						
7.38	6.05	5.40		4.51	11.30	2.58	McCUNE 2.3						
s 7.48 PM	s 6.13 PM	s 5.48 PM	s 5.40 PM	s 5.00 PM	s 11.45 m AM	s 3.10 AM	ZUNI 6.0						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	GALLUP YL						
(67.3)	(69.7)	(62.9)	(66.9)	(64.1)	(49.3)	(64.1)	(160.3)						
.....Average speed per hour													

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

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

Between Belen station and home signal of interlocking at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

(Continued on Page 3)

BELEN DISTRICT									
WESTWARD		TIME TABLE							
FIRST CLASS									
	23	NO. 95							
	The Grand Canyon								
	Leave Daily	September 27, 1953							
		STATIONS							
	PM 3.25	ABS {	BELEN	YL	2 TRACKS	0.0	66.2	FW TY	Yard
	PM 3.40		10.3						
	PM		DALIES	YL		10.1		W	110
	Arrive Daily	(10.3)							
(41.2) Average speed per hour									

(41.2) Average speed per hour

FIRST DISTRICT

ALBUQUERQUE DIVISION

3

					EASTWARD						
					FIRST CLASS						
					22	20	124	24	18	4	8
					El Capitan	The Chief	The Grand Canyon	The Grand Canyon	Super Chief	California Limited	Fast Mail Express
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Rolling Grade Descending	Rolling Grade Ascending							
Yard	FW TY	C									
64		O	21.1	26.4							
43		B	52.8	0.0							
42		B	52.8	0.0							
59		C	52.8	31.7							
118		B	0.0	31.7							
			52.8	0.0							
156		B									
118		B	31.7	0.0							
		B	31.7	0.0							
		B	31.7	0.0							
110		C	31.7	0.0							
118		B	31.7	0.0							
		B	31.7	0.0							
132		B	31.7	0.0							
118		O	31.7	0.0							
		B	31.7	0.0							
135		B	31.7	0.0							
91		B	31.7	0.0							
118		B	52.8	0.0							
	Y	O	52.8	0.0							
118		B	31.7	0.0							
131		B	21.1	31.7							
92		B	0.0	31.7							
117		B	0.0	31.7							
	Y	B	0.0	31.7							
118		B	0.0	31.7							
			0.0	31.7							
Yard	FW TY	C									

BELEN DISTRICT

			EASTWARD	
			FIRST CLASS	
			24	
			The Grand Canyon	
Capacity of Sidings in 50 ft. Cars	Communications		Arrive Daily	
Yard	O		AM 10.10	
103	O		AM 9.55	
			AM	
			Leave Daily	
			(10.3)	
			Average speed per hour.....	(41.2)

(Continued from Page 2)

Between Belen and Gallup trains must keep to the left.

Two tracks extend through Gallup passenger yard:

No. 1 is westward main track,

No. 3 is eastward main track.

Rule 251 is in effect between Belen and Gallup.

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

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

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

WESTWARD							TIME TABLE				
FIRST CLASS							NO. 95				
							September 27, 1953				
17	21	123	23	19	3	7	STATIONS				
Super Chief	El Capitan	The Grand Canyon	The Grand Canyon	The Chief	California Limited	Fast Mail Express	Mile Post				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ruling Grade Ascending				
PM 7.50	PM 6.15	PM 5.53	PM 5.43	PM 5.05	PM 12.30	AM 3.15	Fuel, Water, Turn Tables and Wyes				
7.59	6.25	6.03	5.53	5.15	12.42	3.24	Capacity of Sidings in 50 ft. Cars				
8.09	6.36	6.14	6.04	5.26	12.56	3.33	AUTOMATIC BLOCK SYSTEM AUTOMATIC TRAIN STOP TWO TRACKS	GALLUP YL			Yard
8.18	6.45	6.23	6.13	5.36	1.07	3.41		9.4	157.6	FW TY	
8.23	6.51	6.33	6.19	5.44	1.15	3.46		DEFIANCE 13.4	166.9	0.0	
8.27	6.55	6.41	6.25	5.49	1.21	3.50		LUPTON 10.9	180.4	15.8	79
8.32	7.00	6.51	6.30	5.55	1.29	3.55		HOUCK 8.0	191.2	0.0	135
8.36	7.05	6.56	6.35	6.00	1.35	4.00		CHETO 5.9	199.7	15.8	104
8.46	7.15	7.06	6.46	6.11	1.48	4.09		CHAMBERS 7.3	205.7	15.8	85
8.57	7.26	7.17	6.56	6.22	2.03	4.18		NAVAJO 6.2	213.0	5.8	114
9.03	7.32	7.23	7.03	6.29	s 2.15	s 4.32		PINTA 13.1	219.2	0.0	Y 75
9.08	7.37	7.28	7.08	6.34	2.20	4.40		ADAMANA 13.3	232.3	0.0	114
9.12	7.41	7.32	7.12	6.38	2.25	4.43		ARNTZ 7.4	245.5	0.0	81
9.21	7.50	7.41	7.21	6.47	2.36	4.52		HOLBROOK 5.6	253.0	7.9	114
s 9.32 PM	s 8.02 PM	s 7.53 PM	s 7.35 PM	s 7.00 PM	s 2.50 PM	s 5.05 AM		PENZANCE 4.8	258.6	26.4	152
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		JOSEPH CITY 11.1	263.5	0.0	72
								HIBBARD 10.8	274.8	17.4	114
								WINSLOW YL	285.5	19.5	FW TY Yard
							(127.2)				
(74.8)	(71.3)	(63.6)	(68.1)	(66.6)	(54.5)	(69.4)	Average speed per hour				

Signal System Two in effect between Gallup and Winslow.

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

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

Two tracks extend through following passenger yards:

Gallup, No. 1 is westward main track,
No. 3 is eastward main track.

Winslow, No. 1 is eastward freight lead,
No. 2 is eastward main track,
No. 3 is westward main track.

Rule 251 in effect between Gallup and Winslow.

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

SECOND DISTRICT

ALBUQUERQUE DIVISION

5

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	TIME TABLE NO. 95 September 27, 1953		EASTWARD							
					FIRST CLASS							
					22	20	124	24	18	4	8	
					El Capitan	The Chief	The Grand Canyon	The Grand Canyon	Super Chief	California Limited	Fast Mail Express	
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	O		GALLUP YL		AM s 4.15	AM s 5.39	AM s 7.25	AM s 7.45	AM s 10.50	PM s 3.30	PM s 5.45	
104	B	31.7	DEFIANCE		4.04	5.27	7.14	7.35	10.40	3.18	5.34	
135	B	31.7	LUPTON		3.53	5.14	7.04	7.23	10.30	3.05	5.23	
100	B	31.7	HOUCK		3.45	5.04	6.54	7.15	10.22	2.54	5.13	
	B	31.7	CHETO		3.39	4.56	6.46	7.07	10.16	2.45	5.05	
104	C	31.7	CHAMBERS		3.35	4.51	6.40	7.02	10.12	2.39	4.58	
116	B	31.7	NAVAJO		3.29	4.45	6.33	6.55	10.06	2.32	4.52	
130	B	31.7	PINTA		3.24	4.39	6.27	6.50	10.01	2.26	4.46	
115	B	31.7	ADAMANA		3.15	4.29	6.17	6.38	9.52	2.13	4.34	
83	B	31.7	ARNTZ		3.04	4.18	6.07	6.27	9.41	2.00	4.22	
135	C	31.7	HOLBROOK YL		2.58	4.11	6.00	6.20	9.34 s	1.51 s	4.14	
	B	31.7	PENZANCE		2.53	4.05	5.55	6.15	9.29	1.41	4.04	
74	B	16.9	JOSEPH CITY		2.49	4.01	5.50	6.10	9.25	1.37	4.00	
104	B	31.7	HIBBARD		2.40	3.51	5.40	6.00	9.15	1.27	3.50	
Yard	O		WINSLOW YL		2.30 AM	3.42 AM	5.30 AM	5.50 AM	9.05 AM	1.15 PM	3.40 PM	
(127.2)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....					(72.7)	(65.2)	(66.4)	(66.6)	(72.7)	(56.5)	(61.1)	

Signal System Two in effect between Gallup and Winslow.

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

Between Gallup and Winslow trains must keep to the left.

Two tracks extend through following passenger yards:

Gallup, No. 1 is westward main track,
No. 3 is eastward main track.

Winslow, No. 1 is eastward freight lead,
No. 2 is eastward main track,
No. 3 is westward main track.

Rule 251 in effect between Gallup and Winslow.

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

WESTWARD							TIME TABLE		Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS														
17	123	23	21	19	3	7	NO. 95							
Super Chief	The Grand Canyon	The Grand Canyon	El Capitan	The Chief	California Limited	Fast Mail Express	September 27, 1953							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS							
PM 9.37	PM 8.10	PM 7.45	PM 8.07	PM 7.10	PM 3.00	AM 5.10	WINSLOW YL	285.5			C	FW TY	Yard	
9.43	8.18	7.53	8.14	7.16	3.08	5.16	WEST WINSLOW YL	288.5	75.0	66.0	B			
9.52	8.29	8.03	8.21	7.26	3.16	5.26	DENNISON	298.3	75.0	73.1	B		104	
10.00	8.39	8.11	8.28	7.35	3.26	5.35	SUNSHINE	305.9	75.0	0.0	B		72	
10.07	8.47	8.18	8.34	7.42	3.33	5.41	CANYON DIABLO	311.7	60.7	23.8	C		115	
10.19	8.59	8.26	8.42	7.53	3.50	5.53	ANGELL	322.7	75.0	22.7	B	Y	96	
10.26	9.08	8.35	8.48	8.01	4.01	6.01	WINONA	328.6	75.0	0.0	B			
10.32	9.17	8.45	8.56	8.08	4.08	6.08	COSNINO	333.2	75.0	75.0	B		96	
10.44	9.33	9.02	9.11	8.22	4.35	6.28	FLAGSTAFF YL	344.2	75.0	70.4	C	Y	105	
10.54	9.43	9.12	9.21	8.32	4.48	6.39	RIORDAN	350.8	75.0	0.0	B	Y	96	
10.59	9.50	9.18	9.26	8.37	4.55	6.45	BELLEMONT	356.3	75.0	75.0	C	Y	99	
11.06	9.58	9.26	9.32	8.43	5.03	6.51	MAINE	362.5	64.5	75.0	B			
11.12	10.04	9.38 ²¹	9.38 ²³	8.49	5.10	6.58	CHALENDER	368.0	75.8	97.0	B		108	
11.23	10.25	10.00	9.52	9.00	5.30 ^m	7.10	WILLIAMS YL	378.2	75.0	75.0	C	F TY	99	
11.28	10.31	10.07	9.57	9.08	6.21	7.16	SUPAI YL	381.6	0.0	6.8	B	Y		
11.38	10.44	10.20	10.07	9.19	6.33	7.23	McLELLAN	386.3	0.0	137.3	B		112	
									0.0	161.0				
11.51	11.00	10.35	10.20	9.33	6.48	7.40	WELCH	391.7			B			
11.54 AM	11.06	10.41	10.24	9.37	6.52	7.43	DAZE	393.7	0.0	95.0	B		112	
12.07	11.25	11.00	10.37	10.15	7.15	8.10	ASH FORK YL	401.2	14.8	95.0	C	F Y	308	
12.15	11.35	11.12	10.45	10.24	7.23	8.18	PINEVETA	408.8	75.0	75.0	B		108	
12.25	11.46	11.24	10.56	10.40	7.32	8.29	GLEED	414.7	75.0	39.6	B		82	
12.32	11.53	11.32	11.03	10.48	7.40	8.38	CROOKTON YL	419.1	75.0	61.8	B	Y	110	
12.46 AM	12.10 AM	11.50 PM	11.15 PM	11.05 PM	7.55 PM	8.50 AM	SELIGMAN YL	428.8	0.0	95.0	C	FW TY	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.7)							
(45.3)	(35.7)	(34.9)	(45.5)	(36.4)	(34.2)	(38.9)	Average speed per hour							

Signal System Two in effect between Winslow and Seligman.

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

Trains must keep to the left between Winslow and overhead bridge No. A-412-X near M.P. 411, and to the right between this bridge and Seligman.

Two tracks extend through following passenger yards:

Winslow, No. 1 is eastward freight lead,
No. 2 is eastward main track,
No. 3 is westward main track.

Williams, No. 1 is Grand Canyon District main track,
No. 2 is eastward main track,
No. 3 is westward main track.

Ash Fork, No. 1 is westward siding,
No. 2 is westward main track,
No. 3 is eastward main track.

Seligman, No. 1 is westward main track,
No. 2 is eastward main track.

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

Westward freight trains must stop ten minutes at Daze and eastward freight trains ten minutes at any station, Cliffs to Angell inclusive, to cool wheels and inspect train, except these

(Continued on Page 7)

THIRD DISTRICT

ALBUQUERQUE DIVISION

7

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 95 September 27, 1953		EASTWARD							
							FIRST CLASS							
							124	24	18	4	8	20	22	
							The Grand Canyon	The Grand Canyon	Super Chief	California Limited	Fast Mail Express	The Chief	El Capitan	
Yard	FW TY	C			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		B	75.0	31.7	ATS	WINSLOW YL	AM 5.20	AM 5.40	AM 9.00	PM 12.30	PM 3.35	AM 3.32	AM 2.25	
		B	75.0	31.7		WEST WINSLOW YL	5.10	5.30	8.54	12.15	3.25	3.22	2.19	
96		B	75.0	23.8		DENNISON	5.00	5.20	8.57	12.08	3.17	3.13	2.11	
		B	60.7	0.0		SUNSHINE	4.53	5.13	8.41	12.01	3.10	3.05	2.05	
109		C	75.0	22.7		CANYON DIABLO	4.47	5.07	8.36	11.54	3.04	2.59	2.00	
96	Y	B	75.0	0.0		ANGELL	4.36	4.56	8.29	11.44	2.50	2.48	1.53	
		B	75.0	75.0		WINONA	4.30	4.50	8.25	11.38	2.46	2.42	1.48	
98		B	75.0	47.3		COSNINO	4.24	4.44	8.20	11.32	2.40	2.35	1.43	
96	Y	C	75.0	0.0		FLAGSTAFF YL	4.10	4.30	8.06	11.18	2.26	2.19	1.30	
	Y	B	75.0	75.0		RIORDAN	3.58	4.18	7.56	11.04	2.12	2.06	1.20	
135	Y	C	64.5	75.0	TWO TRACKS	BELLEMONT	3.50	4.10	7.51	10.57	2.05	2.00	1.15	
108		B	52.8	75.0		MAINE	3.43	4.03	7.46	10.48	1.57	1.52	1.10	
119		B	75.0	75.0		CHALENDER	3.35	3.55	7.39	10.39	1.49	1.44	1.03	
118	F TY	C	75.0	6.8		WILLIAMS YL	3.20	3.40	7.26	10.25	1.35	1.29	12.50	
27	Y	B	0.0	95.0		SUPAI YL	2.55	3.15	7.21	10.11	1.22	1.18	12.45	
108		B	0.0	95.0		SERENO	2.50	3.10	7.17	10.06	1.17	1.12	12.41	
131		B	0.0	95.0		CORVA	2.38	2.58	7.06	9.53	1.04	1.00	12.30	
		B	0.0	95.0		WELCH	2.28	2.48	6.57	9.42	12.53	12.49	12.21	
108		B	14.8	95.0		DAZE	2.23	2.43	6.54	9.38	12.48	12.45	12.18	
120	F Y	C	75.0	75.0		ASH FORK YL	2.05	2.25	6.42	9.20	12.30	12.30	12.05	
		B	147.8	39.6		PINEVETA	1.45	2.10	6.33	9.00	12.13	12.01	11.56	
109	Y	B	0.0	75.0		CROOKTON YL	1.35	2.00	6.24	8.48	12.01	11.47 ²²	11.47 ²⁰	
Yard	FW TY	C				SELIGMAN YL	1.23 AM	1.43 AM	6.11 AM	8.30 AM	11.45 AM	11.27 PM	11.34 PM	
(143.6)							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....							(36.4)	(36.4)	(51.0)	(35.9)	(37.5)	(35.2)	(50.4)	

(Continued from Page 6)

stops may be omitted when train is handled by diesel locomotive with dynamic brakes in operation on all units.

Trains and engines turning at Riordan to proceed westward, when leaving westward leg of wye will be governed by the indication given by dwarf signal located at west end, and must receive a "proceed" indication before proceeding or fouling the circuit in advance of the signal.

A telephone and siren are located on opposite side of the wye track from dwarf signal. Enginemen failing to receive proceed indication or upon sound of siren will promptly communicate with operator at Flagstaff.

Rule 97. At Riordan, light engines receiving yellow indica-

tion of dwarf signal are authorized to move, with current of traffic, to Williams.

Operator at Flagstaff must be authorized by train dispatcher before giving yellow indication at Riordan and must record on Form 862 Std. all westward trains passing Riordan.

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

Rule 251 in effect between Winslow and Seligman.

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

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

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS													
23	21	19	3	7	17	123							
The Grand Canyon	El Capitan	The Chief	California Limited	Fast Mail Express	Super Chief	The Grand Canyon	NO. 95						
September 27, 1953							STATIONS						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	SELIGMAN	YL	428.8			FW TY	Yard
PM 11:53	PM 11:17	PM 11:12	PM 8:00	AM 8:53	AM 12:48	AM 12:13	11.0		72.9	75.0			
AM 12:06	11:27 ¹⁹	11:27 ²¹	8:13	9:05	12:59	12:26	AUDLEY		439.8	75.0	75.0		107
12:14	11:32	11:37	8:21	9:12	1:06	12:34	7.5		447.3	75.0	69.7		107
12:23	11:40	11:45	8:30	9:19	1:13	12:43	PICA		451.9	0.0	105.6	Y	107
12:33	11:49	11:55	8:40	9:29	1:23	12:53	4.6		460.2	0.0	75.0		92
12:39	11:56	12:01	8:46	9:35	1:29	12:59	8.1		465.8	0.0	75.0		107
12:50	AM 12:06	12:12	8:57	9:46	1:39	1:10	NELSON		477.3	0.0	75.0		107
12:59	12:14	12:20	9:05	9:54	1:47	1:19	5.6		484.0	0.0	75.0		
1:05	12:18	12:25	9:10	9:58	1:51	1:25	PEACH SPRINGS		489.0	43.8	71.8		95
1:17	12:26	12:36	9:21	10:08	1:59	1:35	11.4		501.3	46.0	31.7		107
1:26	12:32	12:44	9:29	10:14	2:05	1:43	7.0		509.4	50.2	0.0		107
1:31	12:36	12:49	9:34	10:18	2:09	1:48	VALENTINE		513.9	0.0	95.0		
1:35	12:40	12:53	s 9:40	s 10:27	2:12	1:52	5.0		516.4	0.0	95.0	Y	118
1:42	12:46	12:59	9:45	10:33	2:17	1:59	HACKBERRY		520.7	0.0	75.0		51
1:48	12:52	1:06	9:51	10:39	2:23	2:05	12.3		526.8	0.0	75.0		107
1:57	12:58	1:13	9:58	10:47	2:29	2:14	8.2		535.2	0.0	75.0		
2:03	1:02	1:18	10:03	10:52	2:33 ¹²³	2:33 ¹⁷	4.4		540.2	0.0	75.0		107
2:09	1:06	1:23	10:08	10:58	2:37	2:42	2.5		546.2	0.0	75.0		
2:16	1:11	1:29	10:14	11:05	2:42	2:47	KINGMAN	YL	552.7	52.8	73.9		95
2:33	1:22	1:43	10:28	11:19	2:54	3:01	4.4		565.1	52.8	52.8		107
s 2:50 AM	s 1:36 AM	s 2:00 AM	s 10:45 PM	s 11:35 AM	s 3:06 AM	s 3:16 AM	6.0		578.0			FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	McCONNICO						
							8.4						
							ATHOS						
							5.0						
							YUCCA						
							5.9						
							HAVILAND						
							6.5						
							FRANCONIA						
							12.4						
							TOPOCK						
							12.4						
							NEEDLES	YL					
							(148.6)						
(50.4)	(64.1)	(54.0)	(54.0)	(55.0)	(64.6)	(48.7)	Average speed per hour						

Signal System Two in effect between Seligman and M.P. 574.
Signal System One in effect between M.P. 574 and Needles.

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

Rule 251 in effect between Seligman and Needles.

Two tracks extend through Seligman passenger yard. Begin-

ning at station, No. 1 is westward main track, No. 2 is eastward main track.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Westward freight trains, except those handled by diesel locomotive with dynamic brakes in operation, will stop at Yucca ten minutes to cool wheels.

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

KINGMAN DISTRICT

ALBUQUERQUE DIVISION

9

TIME TABLE					EASTWARD						
NO. 95					FIRST CLASS						
September 27, 1953					18	4	8	20	22	124	24
STATIONS					Super Chief	California Limited	Fast Mail Express	The Chief	El Capitan	The Grand Canyon	The Grand Canyon
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	C			AM	AM	AM	PM	PM	AM	AM
107		B	72.9	73.9	6:09	7:45	11:40	11:24	11:32	1:20	1:40
107		B	75.0	75.0	5:56	7:22	11:27	11:07	11:19	1:05	1:25
107	Y	B	75.0	69.7	5:51	7:13	11:18	11:01	11:14	12:57	1:17
113		C	0.0	75.0	5:44	7:03	11:10	10:54	11:07	12:50	1:10
107		C	0.0	75.0	5:33	6:48	10:58	10:43	10:56	12:38	12:58
110		B	0.0	75.0	5:25	6:39	10:50	10:35	10:48	12:31	12:51
109		B	0.0	75.0	5:10	6:22	10:35	10:21	10:33	12:16	12:36
105		C	0.0	75.0	5:00	6:09	10:25	10:11	10:23	12:06	12:26
107		B	43.8	71.8	4:55	6:00	10:17	10:05	10:18	12:01	12:21
107		B	46.0	31.7	4:44	5:47	10:03	9:52	10:07	11:49	12:09
38		B	50.2	0.0	4:37	5:38	9:55	9:44	10:00	11:42	12:02
107	Y	C	0.0	75.0	4:33	5:33	9:50	9:40	9:56	11:38	11:58
68		B	0.0	75.0	4:28	5:28	9:44	9:36	9:51	11:33	11:53
107		B	0.0	75.0	4:20	5:13	9:29	9:29	9:43	11:23	11:43
71		B	0.0	75.0	4:11	5:03	9:20	9:21	9:34	11:14	11:34
105		C	0.0	75.0	4:04	4:49	9:08	9:11	9:27	11:01	11:21
72		B	0.0	75.0	3:57	4:40	9:00	9:04	9:20	10:54	11:14
105		B	0.0	75.0	3:50	4:31	8:52	8:57	9:13	10:45	11:05
107		B	52.8	73.9	3:43	4:21	8:43	8:49	9:06	10:36	10:56
Yard	FW TY	C	52.8	52.8	3:30	4:02	8:26	8:36	8:53	10:18	10:38
					3:17 AM	3:45 AM	8:10 AM	8:23 PM	8:40 PM	10:05 PM	10:25 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(149.3)											
Average speed per hour.....					(52.1)	(37.3)	(42.7)	(49.5)	(52.1)	(45.9)	(45.9)

Signal System Two in effect between Seligman and M.P. 574. Signal System One in effect between M.P. 574 and Needles.

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

Rule 251 in effect between Seligman and Needles.

Two tracks extend through Seligman passenger yard. Beginning at station, No. 1 is westward main track, No. 2 is eastward main track.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

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

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
			181	47		42	170			
			Passenger	Passenger		Passenger	Passenger			
			Leave Daily	Leave Daily	NO. 95 September 27, 1953 STATIONS	Arrive Daily	Arrive Daily			
Yard	F Y	51.7		AM 2.00	ASH FORK YL	PM 11.15		0.0	52.8	C
72		53.8		2.07	3.9 ORUICE	11.04		3.9	83.4	B
39		33.8		2.14	5.3 MEATH	10.56		9.2	81.8	B
72		0.0		2.23	6.8 ROK	10.46		16.0	79.2	B
73	Y	52.8	f	2.31	5.3 DRAKE YL	f 10.37		21.3	79.2	C
73		64.9		2.42	8.1 ABRA	10.24		29.4	79.2	B
30		79.2	f	2.48	4.2 DEL RIO	f 10.17		33.6	79.2	B
41		79.2	f	2.51	1.5 PURO	f 10.15		35.1	56.0	B
96		79.2	f	2.57	3.8 COPPER	f 10.10		38.9	56.0	B
38		79.5		3.04	5.7 GRANITE	10.03		44.6	13.2	B
17		79.5	f	3.14	6.4 ENTRO	f 9.53		51.0	39.6	B
Yard	F TY			s 3.32	6.1 PRESCOTT YL	s 9.43		57.1	66.5	C
		158.4		3.38	2.9 POWDER	9.29		60.0	0.0	
		158.4		3.55	5.6 ALTO	9.12		65.6	79.2	B
34	Y	158.4		3.57	0.6 PRIETA	9.10		66.2	0.0	
		0.0	f	4.01	1.4 IRON SPRINGS	f 9.06		67.6	158.4	B
97		0.0	f	4.18	5.5 RAMSGATE	f 8.49		73.1	158.4	B
62	Y	0.0	s	4.39	7.5 SKULL VALLEY YL	s 8.27		80.6	158.4	C
62		5.0	s	4.51	6.2 KIRKLAND	s 8.15		86.8	79.2	C
72		79.7		5.07	8.6 GRAND VIEW	7.59		95.4	79.7	B
62		79.2	s	5.20	6.1 HILLSIDE	s 7.47		101.5	79.2	C
76		0.0	f	5.37	8.2 DATE	f 7.31		109.7	79.2	B
38		64.3	f	5.50	6.7 PIEDMONT	f 7.21		116.4	79.2	B
72	Y	79.2	s	6.03	6.8 CONGRESS	s 7.10		123.2	79.2	C
62		0.0		6.12	6.4 FLORES	6.58		129.6	79.2	B
E. 22 W. 23	Y	0.0	AM 6.30	6.20	5.3 MATTHIE YL	6.50	PM 7.10	134.9	79.2	B
87	F	0.0	s 6.40 AM	s 6.30 6.50	4.7 WICKENBURG YL	s 6.40	7.00 PM	139.6	79.2	C
73		79.7		6.58	3.9 ALLAH	6.21		143.5	63.4	B
72		0.0	s	7.14	6.8 CASTLE HOT SPRINGS	s 6.10		150.3	56.5	C
72		0.0	f	7.22	7.3 WITTMANN	f 5.59		157.6	34.8	B
84		0.0	f	7.36	11.5 BEARDSLEY	f 5.44		169.1	34.8	B
72		0.0		7.41	4.5 ENNIS	5.39		173.6	34.8	B
42		31.7	f	7.46	3.1 MARINETTE	f 5.35		176.7	34.8	B
72		0.0	s	7.51	3.2 PEORIA	s 5.30		179.9	12.7	C
Yard		0.0	s	8.01	4.3 GLENDALE YL	s 5.22		184.2	0.0	C
Yard		0.0		8.09	4.1 ALHAMBRA YL	5.12		188.3	18.5	B
Yard	FT	0.0	f	8.16	2.7 MOBEST	f 5.06		191.0	23.2	C
Yard	Y	15.8	s	8.30 AM	2.7 PHOENIX YL	5.00 PM		193.7	15.8	C
			Arrive Daily	Arrive Daily	(193.7)	Leave Daily	Leave Daily			

(28.2)

(31.4)

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

(31.0)

(28.2)

Westward freight trains must consume ten minutes at Ramsgate for inspection of trains and cooling wheels, except these stops may be omitted when train is handled by diesel locomotive with dynamic brakes in operation on all units.

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

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

Yard and light engines must avoid delaying first-class trains within Union Depot zone. Trains will approach switch at

entrance to Union Depot tracks prepared to stop and will proceed only when track is known to be clear.

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

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

Trains must get clearance card before leaving Prescott and Wickenburg.

Freight trains must get numbered clearance card before leaving Mobest.

PARKER DISTRICT							
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 95 September 27, 1953	EASTWARD	Mile Post	Ruling Grade Ascending
			First Class		First Class		
			117		118		
			Passenger		Passenger		
			Leave Daily	STATIONS	Arrive Daily		Communications
	Y		PM 7.10	MATTHIE YL	AM 6.30	0.0	B
45		39.6	f 7.20	DIVIDE 6.2	f 6.15	6.2	0.0
24		0.0	f 7.31	FOREPAUGH 8.3	f 6.04	14.5	31.7
43		0.0	s 7.42	AGUILA 7.7	s 5.55	22.2	29.0
42		19.8	f 7.53	GOLDEN 8.9	f 5.42	31.1	21.1
45		0.0	8.04	LOVE 8.9	5.32	40.0	31.7
12		0.0	f 8.10	WENDEN 4.8	f 5.26	44.8	31.7
24		26.4	s 8.19	SALOME 5.2	s 5.19	50.0	21.1
23		29.0	8.22	HARCUVAR 2.6	5.13	52.6	0.0
14		0.0	f 8.33	VICKSBURG 7.7	f 4.58	60.3	84.5
46		0.0	8.35	BUSH PIT 0.8	4.56	61.1	31.7
8		0.0	8.43	MOVAY 5.7	4.50	66.8	31.7
14		0.0	8.49	UTTING 3.7	4.46	70.5	31.7
17		0.0	s 9.02	BOUSE 9.4	s 4.35	79.9	31.7
48		0.0	9.16	WALL 10.7	4.22	90.6	31.7
32	Y	31.7	s 9.40 PM	PARKER YL	4.05 AM	105.8	31.7
			Arrive Daily	(105.8)	Leave Daily		
(42.3) Average speed per hour..... (43.8)							

Trains must get numbered clearance card before leaving Parker.

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 95 September 27, 1953	EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		15		14		
		Passenger		Passenger		
		Leave Daily	STATIONS	Arrive Daily		
Yard		PM 7.30	GRAND CANYON YL	AM 7.00	63.7	
30	39.6	7.45	^{6.5} COCONINO	f 6.35	57.2	130.3
27	117.5	f 7.57	^{5.2} APEX	f 6.20	52.0	158.4
	0.0	f 8.13	^{7.9} ANITA	f 6.01	44.8	170.4
21	37.0	f 8.24	^{7.0} WILLAHA	5.48	37.7	79.2
32	62.3	f 8.39	^{8.8} VALLE	f 5.30	29.0	100.3
20	116.2	f 8.55	^{8.4} QUIVERO	f 5.10	20.5	48.0
29	132.0	f 9.18	^{11.6} RED LAKE	f 4.45	9.0	105.6
	158.4		^{9.5} WILLIAMS YL	4.15 AM	0.0	110.9
Yard		9.50 PM				
		Arrive Daily	(64.3)	Leave Daily		

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

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

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

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

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

Wye at Anita.

Fuel and wye at Grand Canyon.

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

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 95 September 27, 1953	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
31			DRAKE YL	0.0		
27	64.0		^{6.8} MACK	6.7	105.6	
28	79.2		^{3.9} BEAR	10.6	105.6	
23	0.0		^{7.6} PERKINSVILLE	18.3	105.6	
17	0.0		^{9.6} SYCAMORE	27.8	75.5	
16	82.3		^{3.9} CREST	31.8	39.6	
6	0.0		^{3.8} TAPCO	35.5	105.6	
Yard	79.2		^{2.4} CLARKDALE YL	38.0	105.6	
			(38.0)			

No switch lights on Clarkdale District.

Wye at Clarkdale.

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

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

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

MAYER DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 95 September 27, 1953	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Mixed		Mixed		
		Leave Tuesday Only	STATIONS	Arrive Tuesday Only		
Yard	158.4	AM 11.55	BLUE BELL	AM 11.40	28.0	158.4
	158.9	^{2.2} PM 12.05	^{4.2} MAYER	^{11.30} 11.30	25.8	0.0
Yard	50.2	12.25	^{5.0} POLAND	11.15	21.6	112.4
13	53.3	^{1.8} 1.00	^{1.8} HUMBOLDT	^{10.50} 10.50	16.6	98.0
12	73.9	f 1.10	^{7.1} CHERRY CREEK	f 10.30	14.8	0.0
22	84.5	f 1.40	^{7.7} YAEGER	f 10.00	7.7	96.1
		2.20 PM	ENTRO YL	9.25 AM	0.0	
		Arrive Tuesday Only	(28.0)	Leave Tuesday Only		

(11.5) ...Average speed per hour... (12.4)

No switch lights on Mayer District.

Wye at Mayer; wye at Humboldt.

Office of communication at Mayer.

Trains must get numbered clearance card before leaving Mayer.

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, yard offices, and roundhouse), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Needles, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

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

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

5. Rules 83 and 83 (A): Check of train register at Belen will be accepted as applying at Dalies.

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

Matthie, only first class trains will register.

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

Gallup and Seligman, trains 7, 8, 17, 18, 19, 20, 21, 22, 23, 24, 123, and 124 may register by Form 903.

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

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

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

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

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Supai to Daze, Westward track	1 retainer per 70 tons	1 retainer per 100 tons
Supai to Daze, Eastward track	1 retainer per 100 tons	No retainers
Daze to Ash Fork, Both tracks	1 retainer per 100 tons	No retainers
Mayer Dist. and Prescott to MP 78 on descending grades	1 retainer per 70 tons	1 retainer per 100 tons
Clarkdale Dist. on descending grades	1 retainer per 80 tons	

On diesel operated freight trains with dynamic brakes, retainers will be manipulated from engine toward rear end of train; on other freight trains, retainers will be manipulated from caboose toward head end of train on required number of cars.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

The maximum tonnage per operative brake in freight trains is 70 tons on the Grand Canyon District, from Supai to Ash Fork, and between Prescott and M.P. 78.

10. Rule 761: Following is list of structures:

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

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

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

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

Arizona: The 1928 Revised Code provides:

"Sec. 4790: Confidence game; bogus check. Every person who, with intent to cheat and defraud, shall obtain or attempt to obtain from any other person, any money, property, or valuable thing whatever, by means

or by use of any trick or deception, or false or fraudulent representation, or statement or pretense, or by any other means or instruments, or device, commonly called the "confidence game," or by means or by use of any false or bogus check, or by any other printed, written or engraved instrument, or spurious coin or metal, shall be guilty of a felony, and shall be punished by imprisonment in the state prison for a term of not less than one nor more than five years.

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

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

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

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

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

SPEED REGULATIONS

15. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except as shown for spring switches in Special Rule 16 and at following locations:

30 MPH

Dalies, east and west end westward siding.
Gallup, west end eastward freight lead.
West end westward freight lead.
Crossover between main tracks west end westward freight lead.
Winslow, westward main track to westward freight lead.
West Winslow, westward freight lead to westward main track.
Ash Fork, east end westward siding.
Seligman, east crossover between main tracks, M.P. 428.
Needles, lead and crossover switches, west of M.P. 574.

Passenger—40 MPH; Freight—30 MPH

Dalies, eastward main track to First District main track.
Eastward main track to Belen District eastward main track.
First District main track to westward main track.

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

Trains handling dead engines with all rods up and connected must not exceed twenty miles per hour.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	
			Mountain Type Includes	All Locomotives Except Mountain Type Include
0-6-0	2-8-0	2-10-0	4-8-2	4-4-2
0-8-0	2-8-2	2-10-2	4-8-4	4-6-2
2-6-2	2-8-4	2-10-4		4-6-4

14 ALBUQUERQUE DIVISION

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451	2	5	5
1, 11, 50, 80, 2099, 2100	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000 ..	4	5	5
460, 2400	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines:			
Roller Bearing	9	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Belen District, East & West	79 60	FIRST DISTRICT—WESTWARD (Continued)	
First District, Westward:		Curves M.P. 60.1 to 61.1	60 50
Isleta to Dalles	79 60	Curves M.P. 61.1 to 62.9	50 50
Dalles to Marmon	100 60	Curves M.P. 62.9 to 66.0	75 60
Marmon to Gonzales	79 60	Curves M.P. 66.0 to 67.4	65 60
Gonzales to Gallup	100 60	Curves M.P. 84.0 to 88.0	55 50
First District, Eastward:		Curves M.P. 88.0 to 91.0	70 60
Gallup to Gonzales	79 60	Grants Station M.P. 95.5	40 40
Gonzales to Anzac	100 60	Curves M.P. 144.5 to 145.2	85 60
Anzac to Marmon	79 60	Curves M.P. 149.4 to 157.2	85 60
Marmon to Dalles	100 60	Curve M.P. 157.2 to Gallup	30 20
Dalles to Isleta	79 60	FIRST DISTRICT EASTWARD:	
Second District, West & East	100 60	Curve Gallup to M.P. 157.2	30 20
Third District, Westward	79 60	Curve M.P. 136.3x to 135.3x	70 60
Third District, Eastward:		Curves M.P. 135.3x to 133.4x	65 60
Seligman to Winona	79 60	Curves M.P. 130.7x to 130.0x	65 60
Winona to Winslow	100 50	Curves M.P. 130.0x to 127.5	85 60
Kingman District, Westward:		Curves M.P. 109.7 to 105.0	85 60
Seligman to Peach Springs	79 60	Curves M.P. 98.6 to 95.5	90 60
Peach Springs to Needles	100 60	Grants Station M.P. 95.5	40 40
Kingman District, Eastward:		Curves M.P. 95.5 to 94.4	90 60
Needles to Louise	79 60	Curves M.P. 91.0 to 88.0	70 60
Louise to Valentine	100 60	Curves M.P. 88.0 to 84.0	55 50
Valentine to Seligman	79 60	Curves M.P. 67.4 to 66.0	65 60
Grand Canyon District	35 25	Curves M.P. 66.0 to 62.9	75 60
Fourth District	59 45	Curves M.P. 62.9 to 61.1	50 50
Parker District	59 40	Curves M.P. 61.1 to 60.1	60 50
Clarkdale District	20 20	Curves M.P. 60.1 to 58.2	75 60
Mayer District	15 15	Curve M.P. 39.1 to 38.6	95 60
Beardsley and Burnstead Spurs	20 20	Curves M.P. 32.5 to 27.5	80 60
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		Switch and curve M.P. 27.5 to 27.3	40 30
Maximum speed, freight trains handled by steam locomotives, 55 miles per hour.		Curves M.P. 13.6 to 12.5	75 55
In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour except diesel operated freight trains with dynamic brakes in operation, as follows:		SECOND DISTRICT WESTWARD:	
Dalles to Belen	45	Curves and street crossings	
Track Chino to M.P. 436.7 West	50	Gallup to M.P. 158.2	30 30
Track McCannico to Topock West	45	Curve M.P. 160.7 to 160.9	85 60
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		Curves M.P. 173.1 to 175.1	95 60
BELÉN DISTRICT WESTWARD:		Curve M.P. 188.4 to 188.9	85 60
Curve and switch Belen to M.P. 0.3	15 10	Curves M.P. 215.6 to 219.2	85 60
Curves M.P. 6.7 to 8.4	70 50	Curves M.P. 250.6 to 253.1	85 60
Curves M.P. 8.4 to 10.2	60 50	Street crossing Holbrook M.P. 253.1	50 50
BELÉN DISTRICT EASTWARD:		Curve M.P. 264.2 to 264.4	85 60
Dalles Jct. switch M.P. 10.2 to 10.0	40 30	SECOND DISTRICT EASTWARD:	
Grade and Curves M.P. 10.0 to 6.7	75 40	Curve M.P. 264.4 to 264.2	85 60
Curve and switch M.P. 0.3 to Belen	15 10	Street crossing Holbrook M.P. 253.1	50 50
FIRST DISTRICT WESTWARD:		Curves M.P. 253.1 to 250.6	85 60
Curves M.P. 12.5 to 13.6	75 55	Curves M.P. 219.2 to 215.6	85 60
Curves and switches M.P. 26.8 to 27.5	40 30	Curve M.P. 188.9 to 188.4	85 60
Curve M.P. 27.7A to 27.4B	80 60	Curves M.P. 175.1 to 173.1	95 60
Curves M.P. 29.1 to 32.5	80 60	Curves M.P. 166.8 to 166.3	95 60
Curve M.P. 36.8x to 38.7x	80 60	Curves M.P. 160.9 to 158.2	85 60
Curves M.P. 38.7x to 45.1x	75 60	Curves and street crossings	
Curves M.P. 58.2 to 60.1	75 60	M.P. 158.2 to 157.7	30 30
		Turnout M.P. 157.7 to Gallup	15 15
		THIRD DISTRICT WESTWARD:	
		Curves Winslow to M.P. 287.3	25 20
		Curves M.P. 326.4 to 328.6	75 60
		Curves M.P. 328.6 to 330.9	50 40
		Curves M.P. 330.9 to 331.8	40 40
		Curves M.P. 331.8 to 339.9	50 40
		Curves M.P. 339.9 to 343.6	55 40
		Curves M.P. 343.6 to 350.1	40 30
		Curves M.P. 350.1 to 352.6	50 40
		Curves M.P. 352.6 to 353.9	75 50
		Grade and Curves M.P. 364.1 to 366.8	55 40
		Curves M.P. 366.8 to 371.7	50 45
		Grade and Curves M.P. 376.0 to 378.2	50 40

SPECIAL RULES

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
THIRD DISTRICT WESTWARD (Continued)		KINGMAN DISTRICT—EASTWARD	
Curve and street crossing M.P. 378.2 to 378.9	30 30	Curves M.P. 577.2 to 575.7	45 45
Curves M.P. 378.9 to 381.1	40 30	Curves M.P. 565.9 to 562.3	50 50
Curves M.P. 381.1 to 382.7	35 30	Curve M.P. 554.8 to 554.7	65 50
Grade and curves M.P. 382.7 to 385.5	25 15	Curves M.P. 554.7 to 550.5	75 60
Grade and curves M.P. 385.5 to 386.8	50 15	Curve M.P. 526.7x to 525.9x	70 50
Grade and curves M.P. 386.8 to 388.8	25 15	Curves M.P. 525.9x to 520.2x	60 50
Curve and tunnel M.P. 388.8 to 388.9	20 15	Curves M.P. 520.2x to 516.7x	40 40
Grade and curves M.P. 388.9 to 391.3	25 15	Kingman St. Crossing M.P. 516.7x	25 25
Grade and curves M.P. 391.3 to 401.0	40 20	Curves M.P. 516.7x to 515.3x	55 50
Curves M.P. 401.0 to 401.9	30 15	Curve M.P. 515.3x to 514.1	70 50
Supai to Welch—		Curves M.P. 499.1 to 492.7	90 60
Westward on eastward track		Curve M.P. 490.2 to 488.8	85 60
Curves M.P. 382.8x to 391.2x	30 20	Curves M.P. 488.8 to 482.5	70 50
Curves M.P. 391.2x to 395.0x	25 20	Curves M.P. 482.5 to 481.0	55 50
Curve M.P. 404.3 to 400.6	75 60	Curves M.P. 481.0 to 479.4	30 30
Curve M.P. 406.9 to 407.2	60 50	Curve M.P. 479.4 to 479.0	55 50
Curves M.P. 409.5 to 411.9	60 50	Curves M.P. 479.0 to 477.0	65 50
Curves M.P. 411.9 to 413.1	35 30	Curves M.P. 477.0 to 470.4	75 60
Curves M.P. 413.1 to 416.4	25 25	Curves M.P. 470.4 to 469.0	50 45
Curves M.P. 416.4 to 418.0	35 30	Curves M.P. 469.0 to 464.9	65 50
Grade and Curves M.P. 421.6 to 425.4	50 40	Curves M.P. 464.9 to 463.8	50 50
THIRD DISTRICT EASTWARD:		Curves M.P. 463.8 to 460.1x	60 50
Curves M.P. 425.4 to 422.8	50 40	Curves M.P. 460.1x to 457.0	45 45
Curves M.P. 422.8 to 421.6	40 40	Curves M.P. 457.0 to 455.5	50 50
Curves M.P. 415.8x to 413.6x	50 40	Curves M.P. 455.5 to 453.2	65 50
Grade & curves M.P. 413.6x to 410.9x	40 20	Curve M.P. 453.2 to 452.1	55 50
Grade & Curves M.P. 410.9x to 409.5	60 40	Curves M.P. 452.1 to 451.4	40 40
Curve M.P. 407.2 to 406.9	60 50	Curves M.P. 451.4 to 450.1	30 25
Curves M.P. 404.6 to 401.9	75 60	Curves M.P. 450.1 to 448.3	60 40
Curves M.P. 401.9 to 391.6	35 30	FOURTH DISTRICT:	
Curve M.P. 395.0x to 394.6x	35 25	Curves M.P. 0.4 to 2.6	45 40
Curves M.P. 394.6x to 391.6x	40 30	Curves M.P. 4.0 to 5.9	45 40
Curve M.P. 391.6x to 391.2x	35 25	Curves M.P. 7.0 to 9.9	45 40
Curves M.P. 391.2x to 388.2x	40 30	Curves M.P. 12.0 to 14.1	45 40
Curves M.P. 388.2x to 386.2x	50 30	Curves M.P. 14.1 to 16.2	35 35
Curves M.P. 386.2x to 383.7x	55 40	Curves M.P. 16.2 to 17.2	45 40
Curves M.P. 383.7x to 381.5	40 30	Curves M.P. 18.4 to 18.7	45 40
Curve M.P. 381.5 to 381.1	35 30	Curve M.P. 21.1 to 21.6	30 20
Curves M.P. 381.1 to 378.9	50 40	Br. B-22 M.P. 21.6 to 21.8	20 20
Curve and street crossing M.P. 378.9 to 378.2	30 30	Curves M.P. 21.8 to 23.2	40 30
Curves M.P. 378.2 to 376.0	50 40	Curves M.P. 23.2 to 26.6	50 40
Curves M.P. 371.7 to 366.8	50 45	Curves M.P. 26.6 to 29.0	45 35
Curves M.P. 366.8 to 364.1	55 45	Curves M.P. 30.4 to 31.9	45 35
Curves M.P. 353.9 to 352.6	75 50	Curves M.P. 34.0 to 35.4	40 30
Curves M.P. 352.6 to 350.1	50 40	Curves M.P. 39.7 to 41.2	50 40
Curves M.P. 350.1 to 343.6	40 30	Curve M.P. 42.5 to 42.7	45 35
Curves M.P. 343.6 to 341.6	55 40	Curve M.P. 46.0 to 46.1	50 40
Curves M.P. 339.9 to 339.2	50 40	Curves M.P. 48.0 to 48.7	30 25
Grade & Curves M.P. 339.2 to 336.2	60 40	Curve M.P. 48.7 to 50.3	50 40
Grade and Curves M.P. 336.2 to 331.8	50 40	Curves M.P. 50.3 to 52.7	25 20
Grade and Curves M.P. 331.8 to 330.9	40 40	Curves M.P. 52.7 to 55.9	40 30
Curves M.P. 330.9 to 328.6	50 40	Curves M.P. 55.9 to 58.3	30 20
Curves M.P. 328.6 to 327.0	85 50	Grade and curves M.P. 58.3 to 76.7	20 15
Curves M.P. 303.3 to 301.7	80 50	Curves M.P. 77.7 to 82.3	45 30
Curves M.P. 287.3 to Winslow	25 20	Curves M.P. 83.5 to 85.5	30 25
KINGMAN DISTRICT—WESTWARD		Curves M.P. 85.5 to 86.4	25 20
Curves M.P. 447.4 to 448.3	70 50	Curves M.P. 86.4 to 90.8	40 30
Curves M.P. 448.3 to 450.1	60 50	Cut M.P. 90.8 to 91.0	20 20
Curves M.P. 450.1 to 451.4	30 25	Curves M.P. 91.0 to 94.3	30 25
Curve M.P. 451.4 to 451.8	55 40	Curves M.P. 94.3 to 96.2	25 20
Curves and Grade M.P. 451.8 to 455.5	60 30	Curves M.P. 96.2 to 97.4	40 30
Curves and Grade M.P. 455.5 to 457.7	50 30	Curves M.P. 97.4 to 98.3	30 25
Curves and Grade M.P. 457.7 to 460.8	60 30	Curves M.P. 98.3 to 99.7	40 30
Curves M.P. 460.8 to 463.8	60 50	Curves M.P. 99.7 to 101.8	30 25
Curves M.P. 463.8 to 464.9	50 40	Curves M.P. 101.8 to 103.2	40 30
Curves M.P. 464.9 to 468.4	75 60	Curves M.P. 103.2 to 107.7	25 20
Curve M.P. 468.4 to 469.0	65 50	Curves M.P. 107.7 to 109.0	40 30
Curves M.P. 469.0 to 470.4	50 40	Curves M.P. 109.0 to 112.2	35 30
Curves M.P. 470.4 to 472.6	80 60	Curves M.P. 112.2 to 112.5	30 25
Curves M.P. 477.0 to 478.2	85 60	Curves M.P. 112.5 to 114.2	40 30
Curve and Grade M.P. 478.2 to 479.0	60 40	Curves M.P. 114.2 to 115.1	35 30
Curves and Grade M.P. 479.0 to 479.5	40 30	Curves M.P. 115.1 to 118.0	40 30
Curves and Grade M.P. 479.5 to 481.0	30 30	Curves M.P. 118.0 to 118.3	30 25
Curves and Grade M.P. 481.0 to 481.6	55 30	Curves M.P. 118.3 to 119.7	40 30
Curves and Grade M.P. 481.6 to 482.5	75 40	Curves M.P. 119.7 to 119.8	35 30
Curves M.P. 482.5 to 490.2	85 60	Curves M.P. 119.8 to 120.9	40 30
Curves M.P. 490.2 to 499.1	95 60	Curves M.P. 120.9 to 122.6	25 20
Curves and Grade M.P. 514.4 to 515.1	75 25	Curves M.P. 122.6 to 123.2	50 40
Curves and Grade M.P. 515.1 to 516.5	50 25	Curves M.P. 131.2 to 134.9	45 40
Kingman St. Crossing M.P. 516.5	25 25	Curve M.P. 134.9 to 135.1	20 20
Curves and Grade M.P. 516.5 to 518.9	45 25	Curves M.P. 135.1 to 138.2	45 40
Curves and Grade M.P. 518.9 to 520.4	90 25	Curve M.P. 138.2 to 138.3	35 30
Curves and Grade M.P. 522.5 to 525.7	90 30	Curves M.P. 138.3 to 141.6	40 30
Grade M.P. 525.8 to 547.7	30 30	Curves M.P. 141.6 to 150.3	30 25
Curves and Grade M.P. 547.8 to 550.5	95 30	Curve M.P. 174.9 to 175.1	55 40
Curves and Grade M.P. 550.5 to 552.6	95 40	Curve M.P. 178.8 to 178.9	50 40
Curve M.P. 554.7 to 554.9	95 40	Curves & crossings M.P. 182.5 to 190.8	30 30
Curve M.P. 562.3 to 562.8	70 45	Crossings M.P. 190.8 to 192.9	20 20
Curves M.P. 562.8 to 565.9	50 45	Switches & crossings	
Curve M.P. 565.9 to 566.6	80 60	M.P. 192.9 to 193.7	15 15
Curves M.P. 572.5 to 575.6	90 60		
Curves M.P. 575.6 to 577.2	45 30		

SPECIAL RULES

ALBUQUERQUE DIVISION

15

LOCATION	Miles Per Hour	Psg. Frt.	LOCATION	Miles Per Hour	Psg. Frt.
PARKER DISTRICT			CLARKDALE DISTRICT		
Curves M.P. 0.0 to 2.4.....	45	30	Curves M.P. 13.2 to 15.1.....	15	15
Curves M.P. 53.3 to 55.0.....	40	25	Curves M.P. 22.2 to 23.7.....	15	15
Curves M.P. 55.0 to 58.1.....	30	20	Curves M.P. 29.9 to 34.7.....	15	15
Curves M.P. 95.2 to 97.2.....	45	30	Bridge I-35, M.P. 34.7 to 34.8.....	10	10
Curve M.P. 101.6 to 101.9.....	45	30			
GRAND CANYON DISTRICT			BEARDSLEY SPUR		
Curves M.P. 0.8 to 12.7.....	30	20	Dip M.P. 1.3 to 1.4.....	10	10
Curves M.P. 35.7 to 36.6.....	25	20	Dip M.P. 5.3 to 5.4.....	10	10
Curves M.P. 46.2 to 53.6.....	30	25	Dip M.P. 8.9 to 9.0.....	10	10
Curves M.P. 53.6 to 63.1.....	25	25			
Curves M.P. 63.1 to 63.7.....	15	15			

MAXIMUM SPEED OF LOCOMOTIVES

	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 400-430, 2611	65	45	45	60
2099, 2100-2162, 2650-2863, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
Steam				
6-wheel and 8-wheel switch	20	20	20	
762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569	35	35	25	
885-898, 3102-3158	45	35	25	
1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035	60	40	25	
3516-3520, 3751-3775	90	40	25	
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3746	70	40	25	
3801-3940	50	40	25	
*Note—65 MPH applies when backing handling train.				
Steam engines and diesels without dynamic brakes in use				
Supai-Welch		15		
Welch-Ash Fork		20		
Prieta-Prescott		15		
Prieta-Skull Valley		15		
Diesels with dynamic brakes in use				
Supai-Welch		25		
Welch-Ash Fork		35		
Prieta-Prescott		25		
Prieta-Skull Valley		25		

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
.. 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

16. SPRING SWITCHES.

Speed Limit 10 Miles Per Hour:

Grand Canyon	Switch from main track to west leg of wye
	Switch from stem of wye to east leg of wye
Seligman	Switches, west yard lead to main track and crossover
Kingman	West end eastward siding, (normal position lined for quarry track)

Speed Limit 15 Miles Per Hour:

Suwanee	West end westward siding
Marmon	West end westward siding
Laguna	West end westward siding
Grants	East end eastward siding; west end westward siding
Bluewater	East end eastward siding; west end westward siding
South Chaves	West end westward siding
Thoreau	West end westward siding
Ciniza	East end eastward siding
Gallup	West end westward passenger siding
Holbrook	East end eastward siding; west end westward siding
Winslow	East end passenger track No. 1; west end passenger track No. 4
Dennison	East end eastward siding
Angell	West end westward siding
Cosnino	West end westward siding
Flagstaff	West end westward siding
Riordan	West end westward siding
Chalender	East end eastward siding; west end westward siding
Williams	East end eastward siding; west end westward siding
McLellan	West end westward siding
Sereno	East end eastward siding
Corva	East end eastward siding
Daze	East end eastward siding; west end westward siding
Ash Fork	East end eastward siding
Crookton	East end eastward siding; west end westward siding
Seligman	East yard lead to eastward main track
Audley	East end eastward siding
Pica	East end eastward siding; west end westward siding
Yampai	East end eastward siding; west end westward siding
Peach Springs	East end eastward siding; west end westward siding
Truxton	West end westward siding
Hackberry	East end eastward siding; west end westward siding
Walapai	East end eastward siding; west end westward siding
Berry	East end eastward siding
Kingman	East end eastward siding
Griffith	East end eastward siding
Yucca	East end eastward siding
Franconia	West end westward siding
Topock	East end eastward siding; west end westward siding

Speed Limit 25 Miles Per Hour:

Dalies	East end eastward siding
Rio Puerco	East end eastward siding
South Garcia	West end westward siding
Suwanee	East end eastward siding
Marmon	East end eastward siding
Laguna	East end eastward siding
Acomita	East end eastward siding; west end westward siding
Anzac	East end eastward siding; west end westward siding
Baca	West end westward siding
North Chaves	East end eastward siding
Gonzales	East end eastward siding
North Guam	East end eastward siding
South Guam	West end westward siding
Perea	West end westward siding
Wingate	East end eastward siding
Gallup	Eastward freight lead to eastward main track east of station
Defiance	East end eastward siding
Lupton	East end eastward siding
Houck	East end eastward siding; west end westward siding
Cheto	West end westward siding
Chambers	East end eastward siding; west end westward siding
Navajo	East end eastward siding; west end westward siding
Pinta	East end eastward siding
Adamana	East end eastward siding; west end westward siding
Penzance	West end westward siding
Hibbard	East end eastward siding; west end westward siding

16 ALBUQUERQUE DIVISION

SPECIAL RULES

Winslow East end of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between main tracks, both normally lined for main tracks. West switch of crossover normally lined for movements thru crossover. Westward trains on westward main track must trail thru this spring switch at M.P. 284.8.

Dennison West end westward siding
 Canyon Diablo East end eastward siding; west end westward siding
 Angell East end eastward siding
 Cosnino East end eastward siding
 Flagstaff East end eastward siding
 Bellemont East end eastward siding; west end westward siding
 Maine East end eastward siding
 Ash Fork West end westward siding
 Pineveta West end westward siding
 Seligman East switch of crossover, west end of yard (eastward main line trains only)
 West end westward siding
 Audley West end westward siding
 Nelson East end eastward siding
 Truxton East end eastward siding
 Valentine East end eastward siding
 Berry West end westward siding
 Griffith West end westward siding
 Yucca West end westward siding
 Franconia East end eastward siding

17. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

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

Sidings, Spurs and Flag Stops Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
SECOND DISTRICT				
Black Star	160.7	1.1 mile	West	None
Manuelito	174.2	9	East	None

GRAND CANYON DISTRICT

Woodin	43.8	7	West	Freight
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KINGMAN DISTRICT

Chino	432.7	12	West	None
Powell	558.8	12	East	None

FOURTH DISTRICT

Siding	20.3	10	East-West	Freight
Whipple Spurs	56.0	36	East	42-47
Doce	69.9	17	East	Freight
Hawkins	113.3	4	East	Freight
Lizard	172.5	17	East-West	Freight
Ennis Spur	174.1	19 miles		
Goldbadge	175.1	18	East	Freight
Bumstead	178.4	23	East-West	Freight
Webb	181.4	50	East	Freight
Wayne	181.8	11	East	Freight
Fennemore	183.0	35	East-West	Freight
Citrus Park	185.2	35	East-West	Freight
Waddell	186.0	35	East-West	Freight
McMicken	187.8	64	East-West	Freight

MAYER DISTRICT

Iron King	17.2	10	West	25-26
Mayer Stock Yard	27.4	Main		Freight

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Thoreau	369	Bellemont	376	Seligman	910	Congress (normally lined for east leg).....	812
McCune	Gov. Spur	Williams	1620	Yampai	685	Matthie	Main Track
Gallup	306	Anita	400	Kingman	446	Phoenix	11th Ave. Spur
Pinta	491	Grand Canyon	1617	Drake	Main Track	Humboldt	1859
Winslow	343	Supai	282	Prescott (normally lined for west leg).....	316	Mayer	208
Angell	558	Ash Fork—North Wye.....	910	Alto (normally lined for west leg).....	201	Clarkdale	769
Flagstaff	170	Ash Fork—West Wye.....	2640	Skull Valley (normally lined for east leg)....	726	Parker	564
Riordan	506	Crookton	190				

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
Belen	West switch of freight main track and junction switches.	Interlocking.	
Isleta	Junction and east switches of sidings and west switch Coast Lines siding.	Interlocking.	Coast Lines Main Track, — Coast Lines Siding, —0— New Mexico Main Track, —0— New Mexico Siding, —00—
Dalles	Junction switch and switches both sidings.	Interlocking. Superior route to Sandia; inferior route to Belen.	Westward: To Westward Main Track, — To Eastward Main Track, —0— Eastward: To Sandia Main Track, — To Belen Main Track, —0— To North Siding, —0— To South Siding, —00—
Gallup	Switch west end westward freight lead, extreme west crossover between main tracks and west switch of eastward freight lead.	Interlocking.	Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.
Winslow	Switch from westward main track to freight lead.	Interlocking.	Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
West Winslow	Switch from westward yard lead to westward main track, both switches of crossover between main tracks, switch from westward main track to eastward yard lead, west switch of ice dock lead.	Interlocking.	Eastward trains will sound following whistle signals at microphone sign at M.P. 293: Eastward main track, — South yard —00— Ice dock lead —0—
Ash Fork	East switch of westward siding M.P. 400 plus 275 feet, both switches of crossover west end of eastward siding M.P. 400 plus 3855 feet, between M.P. 401 plus 5000 feet and M.P. 402 plus 550 feet, extreme west crossover between main tracks, crossover between westward main track and siding, extreme west switch eastward main track to switching lead, switch to Fourth District from westward siding.	Interlocking. At Ash Fork, electric switch locks on east and west switches of crossover between eastward and westward main tracks, 4200 ft. west of M.P. 400 and west switch of crossover between eastward main track and yard lead 4600 ft. west of M.P. 400. Train or engine crews will call operator for instructions before using these switches. Instructions inside locking case.	Westward trains will sound following whistle signals at microphone sign 2600 feet west of M.P. 394: Westward Main Track, — Westward Siding, East End, —0— Crossover Westward Track M.P. 400 plus 4130 feet to Yard, —0— Eastward trains will sound following whistle signals at microphone sign 3500 feet east of M.P. 407: Eastward Main Track, — Extreme West Yard Switch M.P. 401 plus 5000 ft., —0— Eastward Siding, M.P. 400 plus 3855 ft., —0— Fourth District eastward trains will sound following whistle signals at microphone sign 800 feet west of M.P. 1: Eastward Main Track, Third District, — Entering yard at Extreme West Switch M.P. 401 plus 5000 ft., —0— Westward Third District Siding, —0—
Needles M.P. 574+4380	Main line and connecting crossover.	Interlocking.	Westward trains will sound following whistle signals at microphone sign 900 feet west of M.P. 570: Westward main track — Track 20 —00—

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

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
3	Albuquerque to Barstow		Albuquerque and beyond
	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	
	San Bernardino to Los Angeles		Barstow and beyond
4	Los Angeles to San Bernardino	Barstow and beyond	
	Oakley, Knightsen	Beyond Bakersfield	Richmond and beyond
	Madera	Beyond Bakersfield	Stockton and beyond
	Bakersfield to Seligman	Albuquerque and beyond	Bakersfield and beyond San Bernardino and beyond
	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
19	Flagstaff	Los Angeles, Oakland or San Francisco	Newton and beyond
	Kingman		Newton and beyond
	Victorville		Albuquerque and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
20	Monrovia, Pomona, Claremont, Upland, Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Flagstaff	Kansas City and beyond	
	Williams	Barstow and beyond	Albuquerque and beyond
21	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
	Pomona		Albuquerque and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook		Clovis and beyond
	Flagstaff	Bakersfield and beyond	Belen and beyond
	Kingman		Clovis and beyond
	Laton, Madera, Winton, Knightsen, Oakley		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
	Victorville	Belen and beyond	Los Angeles
	Edwards	Beyond Albuquerque and Belen	Beyond Bakersfield
24	Kingman	Clovis and beyond	
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Barstow and beyond
	Holbrook	Prescott and beyond Barstow and beyond	La Junta and beyond
123	Flagstaff	Prescott and beyond Barstow and beyond	Winslow and beyond
	Kingman		Albuquerque and beyond
	Victorville		La Junta and beyond
	Victorville	Williams and beyond	
124	Kingman	Albuquerque and beyond	
	Flagstaff	La Junta and beyond	South of Ash Fork
	Holbrook	La Junta and beyond	Prescott and beyond
	Holbrook	Prescott and beyond	Winslow and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Shafter, Wasco		Stockton and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Fresno and beyond

A. J. STROBEL, General Watch Inspector Topeka, Kansas

LOCAL TIME INSPECTORS

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H. H. HOWARD 314 Goodrich Bldg., Phoenix
HENRI SANCHEZ 142 E. Glendale Ave., Glendale
ALFRED WILLIAMS 849 Front St., Needles



SANTA FE SAFETY FIRST



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

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

