

The Atchison, Topeka & Santa Fe Railway Co.



COAST LINES



ALBUQUERQUE DIVISION.

EMPLOYEES' TIME TABLE No. 36

IN EFFECT

SUNDAY, JULY 15, 1917.

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 35, Dated January 9, 1916, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,
GENERAL MANAGER,
Los Angeles, Cal.

R. H. TUTTLE,
SUPERINTENDENT,
Winslow, Ariz.

R. S. GOODRICH,
TRAINMASTER 1st DIST.,
Gallup, N. M.

L. M. SHIPLEY,
TRAINMASTER 2nd DIST.,
Winslow, Ariz.

A. R. WOODS,
TRAINMASTER 3rd DIST.,
Winslow, Ariz.

I. L. HIBBARD,
ASST. GENERAL MANAGER,
Los Angeles, Cal.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary rating for engines, is based on maximum grade; but between points where the grade and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit, or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

Westward freight trains must consume ten minutes at Fairview and eastward freight trains ten minutes at Angell for the cooling off and examining of wheels.

On freight trains of twenty cars or more on level track or descending grade, and of thirty cars or more on ascending grade the engines must be detached before spotting to take water or fuel.

6. In addition to instructions contained in Rule 91, the following must be observed:

A passenger train must not follow a freight train or light engine within less than ten (10) minutes; a light engine must not follow a freight train within less than ten (10) minutes, and light engines moving in the same direction must keep five (5) minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated and following will govern:

When telegraph station is closed for the night, train order signal will be placed at "Proceed" and lamp left burning; when the light is not displayed speed of train will be reduced, and if necessary to ascertain position of signal train will come to a stop. If no operator is on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Isleta, Belen, Dalies, Gallup, Winslow, Angell, Flagstaff, Williams, Ash Fork and Seligman.

First-class trains when ten (10) minutes or more late, are required to move within yard limits at each Belen, Gallup, Winslow and Seligman, under control, and responsibility for accident will rest with the first-class train. In case of fog, or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send flagman ahead to insure full protection.

At Isleta, Dalies, Angell, Flagstaff, Williams and Ash Fork, yard limits are applicable to second-class and extra trains only.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains without special instructions."

10. The following addition is made to Rule 86-A, and applies to both double and single track: An inferior train

must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

Trains holding any of the orders described under examples 1, 2, and 4 of Form "E," must be governed by the requirements of Rule 92-A except as to the first station named in such orders.

11. In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

13. Rule 5-B and last paragraph of D-5: All trains will register at register stations.

At Isleta, first-class trains may register by Form 903.

At Dalies, first-class trains Eastward may register by Form 903 and need not check register. Second-class and extra trains Eastward and first-class trains Westward may register by Form 903 but will check register for opposing superior trains unless such trains have been met on single track or their arrival was indicated on register previously checked.

At Rio Puerco, McCartys and Baca, Eastward trains will not register but will check register for opposing superior trains, unless such trains have been met on single track, or the arrival of such trains was indicated on a register previously checked. Westward trains may register by Form 903.

At Suwanee, Horace and Perea, Westward trains will not register, but will check register for opposing superior trains, unless such trains have been met on single track, or the arrival of such trains was indicated on a register previously checked. Eastward trains may register by Form 903 when operator on duty; when no operator on duty must personally register.

At Supai, Westward first-class trains only will register.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe every wheel and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total dis-

ability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located as follows: Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork and Seligman.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains in which are being towed dead engines the side rods of which are down or disconnected must consume at least four minutes for each mile run and where a dead engine has rods connected in place the speed may be increased but not in excess of two and one-half minutes for each mile run.

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
649-728.....	1	46	2	00	2	00
769-788.....	1	46	2	00	2	00
789-824.....	1	46	2	00	2	00
825-864.....	2	30	2	30	2	30
900-989.....	2	30	2	30	2	30
900-989 (Recounterbalanced).....	2	00	2	00	2	00
990-999.....	2	00	2	00	2	00
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	2	00	2	00	2	00
1674-1693.....	2	00	2	00	2	00
1798-1799.....	2	30	2	30	2	30
1950-1989.....	1	46	2	00	2	00
3000-3009.....	2	30	2	30	2	30
3200-3203.....	2	30	2	30	2	30
All Other Classes.....	2	00	2	00	1	30

LOCATION	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Turnouts Double Track Junctions.....	4	00	4	00	4	00
Curves of 5 degrees or more between Sandia and Isleta.....	1	20	2	30	2	00
Eastward Track M. P. 414A to M. P. 410.....	1	20	3	00	2	00
Over Canyon Diablo Bridge.....	3	00	3	00	3	00
Supai to Fairview.....	2	00	4	00	2	00
Fairview to Ash Fork.....	1	30	4	00	1	30

Passenger trains will consume not less than

9 minutes from Supai to McLellan,

16 minutes McLellan to Fairview,

11 minutes Fairview to Ash Fork,

and if stopped between stations will add the duration of such stops plus one minute to the minimum time prescribed.

20. Passengers may be carried on second class and extra trains, but only to and from stations designated as regular stops with reference to the schedules of such trains.

Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

21. Trainmen, enginemen or other employes having occasion to place fuses on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

22. No train will leave its initial station on any district (except Dalies) without receiving clearance card (Form 902). No train will leave Flagstaff, Williams, or Ash Fork without receiving clearance card (Form 902).

23. Rules 83 and 83-A. In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given. Trains must be stopped and the test made on all westward trains immediately before departure from Supai.

Rule 882: In making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. On passenger trains when test is made leaving terminal or following any change in make-up of train, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the enginemen "proceed" signal. If brakes fail to release properly train must be stopped.

25. Rule 311: Notwithstanding that overhead warning signals have been provided at the approaches to Johnson's Canyon tunnel between McLellan and Fairview, special attention is called to the fact that the tunnel does not provide sufficient clearance to permit of a man standing on top of an enclosed car. Employes are warned that to do so will be at their own peril and risk.

26. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen. When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

27. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.

PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in Automatic Signal at night and arm can be plainly seen trains will be governed by position of arm.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains in the same direction for which they have no orders but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, operators should deliver such orders at the heading in switch.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C), of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

31. Rule 418 of the Book of Rules and Regulations, Operating Department, is hereby modified to the extent that the rear brakeman of freight trains will be on top of caboose or other high car, and head brakeman on the rear of engine tender or high car, passing all stations. In other respects the requirements of Rule 418 will be observed.

32. For movement of trains between Albuquerque and Isleta, see Rio Grande division time table.

At Belen, the terminus of Coast Lines is the junction switch at East Belen Junction and is protected by derailer set against Coast Lines trains. Be governed by time table and rules of the Rio Grande Division beyond.

33. No. 7 will stop at any station to discharge revenue passengers from Albuquerque and east thereof.

No. 7 will stop on flag at Quirk to pick up passengers for Gallup.

No. 21 will stop at any station west of Belen to discharge revenue passengers from Belen and points east or south thereof.

No. 22 may be flagged at any station to pick up revenue passengers for Belen or points east or south thereof.

No. 9 will stop at any point to discharge passengers from east of Albuquerque.

No. 2 will stop at Holbrook to discharge passengers from points south and west of Ash Fork.

Nos. 3 and 4 will stop at Adamana to receive and discharge passengers holding tickets on which stop over has been granted.

Nos. 8 and 10 will stop on flag opposite Gonzales section house to receive or discharge passengers.

34. Double track between Rio Puerco and Suwanee, McCarty's and Horace, Baca and Perea. Trains will keep to the left.

Normal position of double track junction switch at Suwanee and Horace will give unbroken rail for eastward trains.

Normal position of double track junction switch at McCarty's will give unbroken rail for westward trains.

The double track junction switch at Rio Puerco, Baca and Perea is controlled by interlocking plant and signals—(upper quadrant type).

Double track between Winslow and Seligman. Trains will keep to the left between Winslow and the Overhead Bridge near Mile Post 411; between this point and Seligman trains will run in accordance with Rule D-151.

Rule 19: In addition to instructions contained therein the following must be observed: On double track when a train is turned out against the current of traffic by night, green lights must be displayed to the front and side, and to the rear a green light toward the inside and a red light to the opposite side.

Rule 5. At Rio Puerco, Suwanee, McCarty's and Baca, time will apply at the double track junction switch. At Su-

wanee the double track junction switch is the cross-over opposite telegraph office.

35. Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, and orders designated thereon, are authorized to move with the current of traffic on westward main track between Winslow and Seligman, and on eastward main track between Seligman and Winslow, without form "G" order; but if provision has been made for the use of a section of double track as single track, no extra train may move over such section, in either direction, without having an order, form "G," as provided by "Rules and Regulations, Operating Department."

36. Train movements through gauntlet, Canyon Diablo bridge, are governed by automatic block signals. The indication given by signals 3121 and 3122 are superior to right class or direction subject to provisions of Rule 854.

INTERLOCKING PLANT, DALIES:

37. SUPERIOR ROUTE toward Sandia.

INFERIOR ROUTE toward Belen.

Switch at east end of each siding is not controlled by interlocking plant. The following whistle signals will be used:

Westward:

From Sandia Main Track, _____

From Belen Main Track, _____

From North Siding, o _____

From South Siding, o _____ oo

Eastward:

To Sandia Main Track, _____

To Belen Main Track, _____ o

To North Siding, o _____

To South Siding, o _____ o o

INTERLOCKING PLANT, ISLETA.

38. SUPERIOR ROUTE to Coast Lines main track.

INFERIOR ROUTE to Rio Grande Division main track.

The following whistle signals will be used:

Westward:

Coast Lines Main Track, _____

Coast Lines Passing Track, _____ o _____

Rio Grande Main Line, _____ o

Rio Grande Passing Track, _____ o o _____

Eastward:

Coast Lines Main Track, _____

Rio Grande Main Track, o _____

Sidings, Spurs and Flag Stops not Shown on face of Time Table

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Bluewater Quarry	112.4	200	West	None
SECOND DISTRICT				
Dileo	166.9	114	West	None
Holbrook Stock Yards	257.4	20	East & West	None

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Thoreau	Stem of Wye is Zuni Mtn. Main Line	Bellemont	95.0
West Yard	327.0	Williams	800.0
Pinta	90.0	Supai	303.0
Winslow	200.0	Ash Fork	730.0
Angell	479.3	Crookton	90.0
Flagstaff	95.0	Seligman	400.0

ALBUQUERQUE DIVISION—FIRST DISTRICT

WESTWARD								Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Albuquerque	Grade Descending	Railing Grade Ascending	TIME TABLE NO. 36 July 15, 1917
Second Class			First Class										
37	35	31	1	21	3	7	9						
FREIGHT	FREIGHT	FREIGHT	The Scout	The Missionary	California Limited	Fargo Fast	The Navajo	No. Cars		Miles			STATIONS
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						ALBUQUERQUE
			PM 8.30		AM 11.30	AM 10.15	AM 12.20	Yard	FW TY	0			1.5
		AM 5.00						Yard		1.5			ABAJO
		AM 5.45	PM 8.55		AM 11.50	AM 10.35	AM 12.45	73		12.6	21.1		11.1
		6.15	f 9.10		PM 12.01	10.46	12.56	49		18.0	52.8		5.4
		6.48 ¹⁰	f 9.25		12.12	10.57	1.07	83	W	23.3	52.8		5.3
PM 9.15	PM 12.24	s 7.10	s 9.35	PM 5.52 ⁴	12.19	11.04	1.13	136	W	27.2	31.7		3.9
9.50 ¹	12.55	7.40	f 9.50 ³⁷	6.03 ⁸	12.30	11.15	1.25	89		35.9	0		8.7
10.25	1.25	8.10	f 10.05	6.16	12.43	11.27	1.38	94	B	45.0	31.7		9.1
11.00	s 1.55	s 8.50	s 10.36 ²²	6.27	12.53 ²	11.37	1.49	70	FW	50.6	31.7		5.6
11.25	2.20	9.15	f 10.46	6.36	1.03	11.47	1.59	71		56.6	31.7		6.0
11.50	2.43	9.40	f 10.56	6.45	1.12	11.56	2.08	71		63.0	31.7		6.4
AM 12.20	3.00	9.55	f 11.04	6.51	1.18	PM 12.02	2.15	52		67.1	31.7		4.1
12.45	s 3.20	s 10.15	s 11.15	6.59	1.26	s 12.10	2.23	107	W	71.5	31.7		4.4
1.00	3.35	10.25	f 11.20	7.06	1.32	12.18 ²	2.29	71		74.9	31.7		3.4
1.25	4.00	10.50	f 11.32	7.18	1.43	12.28	2.39	85		81.2	31.7		6.3
1.50	4.18 ⁴	s 11.10	f 11.40	7.27	1.52	12.34	2.47	71	W	84.4	31.7		3.2
2.10	4.40	11.30	f 11.49	7.35	2.00	12.43	2.55	71		89.2	31.7		4.8
2.35	5.00	11.51 ²	AM 12.01	7.43	2.08	12.51	3.04			94.1	31.7		4.9
s 3.17 ⁹	s 5.30	s 12.30	s 12.20	7.53	2.16	f 1.01	3.17 ³⁷	71	FW	98.8	31.7		4.7
3.40	6.00	12.50	f 12.33	8.03	2.26	1.11	3.27	71		104.6	31.7		5.8
4.15 ¹⁰	6.25	1.22 ⁷	f 12.48	8.14	2.37	f 1.22 ³¹	3.38	71	W	110.5	31.7		5.9
4.40 ³⁸	7.00	2.00	f 1.05	8.26	2.49	1.34	3.50	71		118.1	31.7		7.6
5.15	7.30	2.35	f 1.20	8.39	3.02	1.46	4.03	71	W	124.9	0		6.8
5.35	7.50	3.10 ³⁸	s 1.35	8.47	3.10 ³¹	f 1.54	4.11	226	Y	129.0	0		4.1
5.55	8.10	3.30	f 1.45	8.56	3.19	2.02	4.20	85		133.5	0		4.5
6.20	8.30	3.50	f 1.58	9.05	3.28	2.11	4.29	60	B	139.5	52.8		6.0
6.40	s 8.55	s 4.10	f 2.12	9.14	3.37	f 2.20 ⁴	4.39	61		145.3	31.7		5.8
7.00	9.21 ²¹	4.30	f 2.25 ³⁸	9.21 ³⁵	3.44	2.28	4.48	64	W	149.5	0		4.2
7.15	9.40	4.45	f 2.40 ¹⁰	9.29	3.52	2.37	4.57	54		155.0	0		5.5
7.35 AM	10.00 PM	5.00 PM	2.55 AM	9.40 PM	4.05 PM	2.50 PM	5.10 AM	Yard	FW T	161.1	0		6.1
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						CALLUP
(12.9)	(15.7)	(13.2)	(25.1)	(35.3)	(35.1)	(35.1)	(33.8)	-----Average speed per hour-----					

BELEN DISTRICT

WESTWARD			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Belen	Railing Grade Ascending	TIME TABLE NO. 36 July 15, 1917	Telegraph and Telephone Offices and Booth Phones	Railing Grade Ascending
Second Class		First Class							
37	35	21							
FREIGHT	FREIGHT	The Missionary	No. Cars		Miles		STATIONS		
Leave Daily	Leave Daily	Leave Daily					BELEN	P	0
PM 8.00	AM 11.00	PM 5.30	Yard	FW TY		66.0	5.9		
8.35	11.35	5.42	66		5.9	66.0	FELIPE	B	0
9.00 PM	12.01 PM	5.52 PM	136	W	10.2		DALIES	P	
Arrive Daily	Arrive Daily	Arrive Daily					(10.2)		
(10.2)	(10.2)	(27.8)	-----Average speed per hour-----						

ALBUQUERQUE DIVISION—FIRST DISTRICT

TIME TABLE NO. 36 July 15, 1917	Railing Grade Ascending	Grade Descending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	Capacity of Sidings	EASTWARD						
						First Class					Second Class	
						10	2	8	4	22	38	
						The Scout	The Navajo	Santa Fe Eight	California Limited	The Missionary	G F X	
STATIONS				No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
ALBUQUERQUE 1.5			FW TY	P	Yard	AM 7.35	PM 2.15	PM 7.15	PM 6.40			
ABAJO 11.1	26.4			P	Yard							
ISLETA 5.4	0			P	73	AM 7.10	PM 1.50	PM 6.50	PM 6.15			
PAQUITA 5.3	20.3			B	49	f 6.59	1.42	f 6.39	6.06			
SANDIA 3.9	31.7			W	B	f 6.48 ³¹	1.34	f 6.29	5.57			
DALIES 8.7	31.7			W	P	136	s 6.40	1.28	s 6.23	5.52 ²¹	PM 11.20 AM 9.15	
RIO PUERCO 7.0	0	52.8			P	89	f 6.20	1.10	f 6.03 ²¹	5.32	11.00	8.40
NORTH GARCIA 6.6	0	52.8			B	71	f 6.10	1.01	f 5.46	5.20	10.48	8.20
SUWANEE 6.0	0		FW	P	70	f 6.01	12.53 ³	s 5.36	5.10	10.36 ¹	8.05	
ARMIJO 6.4	0			B	71	f 5.51	12.43	f 5.24	5.00	10.26	7.45	
RITO 4.1	0			B	71	f 5.42	12.34	f 5.14	4.50	10.16	7.28	
QUIRK 4.4	0			B	52	f 5.36	12.29	f 5.07	4.44	10.09	7.17	
LAGUNA 3.4	15.8			W	P	107	s 5.30	12.23	s 5.00	4.38	10.02	7.05
CUBERO 6.3	0			B	71	f 5.22	12.18 ⁷	f 4.50	4.33	9.56	6.50	
ALASKA 3.2	0			B	85	f 5.13	12.10	f 4.40	4.24	9.46	6.30	
McCARTYS 4.8	0			W	P	71	f 5.07	12.05 PM	s 4.33	4.18 ³⁵	9.40	6.20
ANZAC 4.9	0						f 4.58	11.57	f 4.25	4.10	9.32	6.05
HORACE 4.7	15.8			B			f 4.50	11.51 ³¹	f 4.18	4.04	9.24	5.52
GRANTS 5.8	13.2		FW	P	71	s 4.40	f 11.43	s 4.10	3.55	9.16	s 5.40	
TOLTEC 5.9	0			B	71	f 4.25	11.33	f 3.57	3.45	9.04	5.15	
BLUEWATER 7.6	0			W	DP	71	s 4.15 ³⁷	11.25	s 3.47	3.36	8.55	5.00
BACA 7.1	3.7	63.4		P	71	f 4.02	11.14	f 3.35 3.15 ⁴	3.25 ⁸	8.43	4.40 ³⁷	
NORTH CHAVES 3.8	0	52.8		W	B	51	f 3.50	10.57	f 2.57	3.10	8.31	4.15
THOREAU 11.0	31.7	31.7		Y	DP	226	s 3.40	10.50	s 2.47	2.59	8.24	4.00
NORTH GUAM 5.3	31.7	0			B	71	f 3.15	10.25	f 2.22	2.33	7.59	3.25
CINIZA 1.5	31.7	0				72	f 3.04 ³⁸	10.16	f 2.10	2.23	7.49	3.04 ¹⁰
PEREA 4.2	31.7			P	61	f 3.02	f 10.14	s 2.08	2.20 ⁷	7.47	2.45	
WINGATE 5.5	31.7			W	NP	64	f 2.50	10.05	f 1.58	2.09	7.37	2.25 ¹
ZUNI 6.1	28.9			B	54	f 2.40 ¹	9.56	f 1.46	1.58	7.27	1.55	
CALLUP (161.5)			FW T	P	Yard	2.25 AM	9.45 AM	1.30 PM	1.45 PM	7.15 PM	1.30 AM	
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....						(31.2)	(35.9)	(28.0)	(32.8)	(32.8)	(17.8)	

BELEN DISTRICT

Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Belen	Railing Grade Ascending	TIME TABLE NO. 36 July 15, 1917	Telegraph and Telephone Offices and Booth Phones	Railing Grade Ascending	Eastward	
							First Class	Second Class
							22	38
							The Missionary	G F X
No. Cars		Miles		STATIONS		Arrive Daily	Arrive Daily	
Yard	FW TY		66.0	BELEN 5.9	P	0	PM 11.45	AM 10.00
66		5.9	66.0	FELIPE 4.3	B	0	11.30	9.35
136	W	10.2		DALIES (10.2)	P	0	11.20 PM	9.20 AM
							Leave Daily	Leave Daily
Average speed per hour.....							(24.4)	(15.3)

ALBUQUERQUE DIVISION—SECOND DISTRICT

WESTWARD					Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 36 July 15, 1917
First Class									
21	3	7	9	1	No. Cars	Miles		STATIONS	
The Missionary	California Limited	Fargo Fast	The Navajo	The Scout					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard				
PM 9.50	PM 4.15 ³⁶	PM 3.00	AM 5.20	AM 3.10		161.1		CALLUP	
9.57	4.22	3.07	5.27	f 3.19	73	165.5	9.4	4.4	
10.02	4.27	3.12	5.32	f 3.27	105	169.1	0	WEST YARD 3.6	
10.12	4.37	f 3.23 ³⁶	5.43	s 3.42	136	177.5	0	DEFIANCE 8.4	
10.20	4.45	3.31	5.51	f 3.52	105	183.7	0	MANUELITO 6.2	
10.28	4.53	3.40	6.00	f 4.05	98	190.6	0	LUPTON 6.9	
10.35	5.00	3.48	6.07	f 4.15	103	195.7	0	ALLANTOWN 5.1	
10.41	5.05	3.55	6.12 ³⁴	f 4.22	101	199.3	0	HOUCK 3.5	
10.47 ³⁸	5.10	4.02	6.18	f 4.30	102	203.4	15.8	QUERINO 4.2	
10.54	5.17	4.11	6.26	f 4.42	104	209.2	15.8	SANDERS 5.8	
11.03	5.28 ²²	f 4.22	6.36	f 4.54 ³⁴	107	216.2	5.6	CHAMBERS 7.0	
11.12	5.38	4.32	6.45	f 5.05	106	222.7	0	NAVAJO 6.5	
11.20	5.46	4.40	6.52	f 5.16	104	229.3	0	PINTA 6.6	
11.30 ¹⁰	5.54	f 4.52 ²²	f 7.01	s 5.29	104	236.1	0	BIBO 6.8	
11.38	6.01	5.02	7.12 ²	f 5.40	104	241.6	0	ADAMANA 5.5	
11.48	6.10	5.12	7.22	f 5.53	104	248.8	0	CARRIZO 7.2	
AM 12.01	6.21	s 5.25	s 7.35	s 6.10	105	256.5	0	ARNTZ 7.7	
12.09	6.28	5.32	7.42	f 6.20	79	262.0	15.8	HOLBROOK 5.5	
12.16	6.34	f 5.39	7.49	s 6.35 ²	105	266.8	0	PENZANCE 4.8	
12.23	6.41	5.46	7.56	f 6.45	104	272.1	0	JOSEPH CITY 5.3	
12.32	6.48	5.54	8.04	f 6.55	105	278.0	15.8	MANILA 5.9	
12.40 ³⁴	6.55	6.01	8.11	f 7.05	104	283.5	0	HARDY 5.5	
12.50 AM	7.05 ³⁸ PM	6.10 PM	f 8.20 ³⁶ AM	f 7.15 AM	Yard	289.0	8.4	HOBSON 5.5	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				WINSLOW	
(42.6)	(45.2)	(40.4)	(42.6)	(31.3)	Average speed per hour				

(127.9)

Average speed per hour

ALBUQUERQUE DIVISION—SECOND DISTRICT

TIME TABLE NO. 36 July 15, 1917	Rating Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD								
			First Class					Second Class			
			2	8	4	22	10	34	36	38	
			The Navajo	Santa Fe Eight	California Limited	The Missionary	The Scout	FREIGHT	FREIGHT	G F X	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
GALLUP 4.4	24.0	P	AM 9.20	PM 1.05	PM 1.35	PM 6.50	AM 2.10	AM 8.30	PM 4.15 ³	AM 1.00	
WEST YARD 3.6	31.7	B	9.09	f12.55	1.22	6.42	f 2.00	8.15	4.00	12.45	
DEFIANCE 8.4	31.7	B	9.02	f12.48	1.14	6.36	f 1.52	8.00	3.50	12.35	
MANUELITO 6.2	31.7	P	8.48	s12.34	1.00	6.24	f 1.34	s 7.35	s 3.23 ⁷	12.10 AM	
LUPTON 6.9	31.7	B	8.39	f12.22	12.49	6.16	f 1.20	7.15	2.45	11.55	
ALLANTOWN 5.1	31.7	B	8.29	f12.10	12.38	6.06	f 1.05	6.50	2.20	11.35	
HOUCK 3.5	31.7	P	8.21	f12.01 PM	12.30	5.58	f12.55	s 6.30	s 2.00	11.20	
QUEBRINO 4.2	31.7	B	8.16	f11.53	12.25	5.53	f12.46	6.12 ⁹	1.40	11.05	
SANDERS 5.8	31.7	B	8.10	f11.44	12.18	5.47	f12.37	5.50	1.20	10.47 ²¹	
CHAMBERS 7.0	31.7	P	8.02	s11.34	12.10 PM	5.38	f12.26	5.25	1.00	10.26	
NAVAJO 6.5	31.7	B	7.52	f11.20	11.59	5.28 ³	f12.12 AM	4.54 ¹	12.35	10.10	
PINTA 6.6	30.8	P	7.42	f11.08	11.49	5.15	f11.57	4.10	12.10 PM	9.50	
BIBO 6.8	31.7	B	7.31	f10.56	11.39 ³⁶	5.03	f11.42	3.40	11.39 ⁴	9.30	
ADAMANA 5.5	14.5	P	f 7.20	s10.45	11.28	4.52 ⁷	s11.30 ²¹	s 3.15	s11.10	s 9.15	
CARRIZO 7.2	29.0	B	7.12 ⁹	f10.35	11.19	4.41	f11.14	2.55	10.50	9.00	
ARNTZ 7.7	31.2	B	7.01	f10.24 ³⁶	11.09	4.31	f11.02	2.30	10.24 ⁸	8.45	
HOLBROOK 5.5	31.7	P	6.50	s10.13	10.59	s 4.20	s10.50	s 2.05	s 9.55	8.30	
PENZANCE 4.8	21.1	B	6.42	f 9.59	10.50	4.10	f10.38	1.45	9.38	8.10	
JOSEPH CITY 5.3	17.6	DP	6.35 ¹	s 9.51	10.43	4.02	f10.29	1.30	9.24	8.00	
MANILA 5.9	12.0	NP	6.26	f 9.42	10.36	3.54	f10.20	1.15	9.10	7.50	
HARDY 5.5	31.7	B	6.18	f 9.33	10.28	3.46	f10.11	1.00	8.55	7.35	
HOBSON 5.5	11.2	B	6.10	f 9.25	10.20	3.39	f10.01	12.40 ²¹	8.40	7.20	
WINSLOW		P	6.00 AM	9.15 AM	10.10 AM	3.30 PM	9.50 PM	12.15 AM	8.20 AM ⁹	7.05 PM ³	
(127.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (38.3) (33.4) (37.4) (38.3) (25.9) (15.5) (16.0) (21.6)

ALBUQUERQUE DIVISION—THIRD DISTRICT

WESTWARD					Capacity of Seating	Fuel, Water, Turn Tables and Wyes	Distance from Albuquerque	Grade Descending	Railing Grade Ascending	TIME TABLE NO. 36 July 15, 1917
First Class										
3	7	9	1	21						
California Limited	Fargo Fast	The Navajo	The Scout	The Missionary	No. Cars	Miles			STATIONS	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY	289.0		WINSLOW	
PM 7.15	PM 6.20	AM 8.45	AM 7.40	AM 1.00	80		296.2	66.0 75.0	7.2	
7.28	6.32	9.00	f 7.52	1.12	80		301.7	54.8 70.4	MOQUI 5.5	
7.36	6.40	9.11	f 8.04	1.20	67	W	309.2	0 75.0	DENNISON 7.5	
7.50	6.52	9.25	f 8.18	1.32	67		316.3	23.8 60.7	SUNSHINE 7.1	
8.00	f 7.02	9.37	f 8.29	1.45	67		321.4	59.7 69.7	CANYON DIABLO 5.1	
8.09	7.11	9.47	f 8.40	1.54	80		326.9	0 75.0	HIBBARD 5.5	
8.23	7.22	10.04	f 8.54	2.06	67	WY	332.5	0 78.1	ANGELL 5.6	
8.35	7.33	10.17	f 9.07	2.18	67		337.3	27.1 77.6	WINONA 4.8	
8.45	7.43	10.29	f 9.17	2.28	67		343.1	67.6 77.1	COSNINO 5.8	
8.59	7.54	10.44	f 9.31	2.38	67		348.0	73.9 73.9	CLIFFS 4.9	
s 9.12	s 8.08	s 11.00	s 9.45	s 2.50	Yard	F WY	354.7	0 75.0	FLAGSTAFF 6.7	
9.32	8.27	11.20	f 10.05	3.05			360.2	75.0 75.0	RIORDAN 5.5	
9.39	8.35	11.30	f 10.15	3.13	80	WY	362.3	0 59.7	BELLEMONT 2.1	
9.42	8.38	11.34	f 10.20	3.16			366.3	75.0 64.5	NEVIN 4.0	
9.49	8.45	11.43	f 10.30	3.22			371.9	97.7 52.8	MAINE 5.6	
9.58	8.54	11.53	f 10.40	3.30	77		382.0	75.0 75.0	CHALENDER 10.1	
s 10.15	s 9.15	s 12.10	s 11.00	s 3.45	Yard	FW TY	385.3	0 75.0	WILLIAMS 3.3	
10.25		12.20	11.10	3.55			390.0	137.3 0	SUPAI 4.7	
10.35	9.25	12.30	f 11.20	4.05		Y	397.3	137.3 0	McLELLAN 7.3	
10.46	9.36	12.41	f 11.33	4.15	80	WB	405.0	95.0 0	FAIRVIEW 7.7	
11.02	9.52	12.57	f 11.49	4.31			412.5	75.0 69.7	ASH FORK 7.5	
s 11.18	s 10.05	s 1.10	PM 12.05	s 4.47	Yard	FW Y	418.4	0 75.0	PINEVETA 5.9	
	10.15	f 1.35	12.30		67		422.6	0 75.0	GLEED 4.2	
	10.27	1.49	f 12.45	5.00	80	B	427.3	75.0 0	CROOKTON 4.7	
	10.42	2.05	f 1.02	5.17	80	Y	432.4	95.0 22.7	PAN 5.1	
AM 12.03	10.55	2.20	f 1.18	5.33					SELICMAN	
12.10	11.02	2.27	f 1.25	5.40					(143.4)	
12.20 AM	11.10 PM	2.35 PM	1.35 PM	5.50 AM	Yard	FW TY				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

(29.2) (30.7) (26.4) (26.9) (30.7) ----- Average speed per hour

ALBUQUERQUE DIVISION—THIRD DISTRICT

TIME TABLE NO. 36 July 15, 1917	Ruling Grade Ascending	Grade Descending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	Capacity of Siding	EASTWARD					
						First Class					Second Class
						2	8	4	22	10	38
						The Navajo	Santa Fe Eight	California Limited	The Missionary	The Scout	GPX
STATIONS						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
WINSLOW 7.2	31.7	70.5	FW TY	P	Yard	AM 5.55	f 8.50	AM 10.00	PM 3.20	PM 9.40	PM 6.00
MOQUI 5.5	31.4	70.4		B		5.45	f 8.38	9.50	3.08	f 9.30	5.37
DENNISON 7.6	0	75.0		B	80	5.38	f 8.30	9.43	3.00	f 9.23	5.25
SUNSHINE 7.0	23.8	60.7	W	B		5.29	f 8.19	9.33	2.49	f 9.13	5.10
CANYON DIABLO 5.1	59.7	69.7		DP	80	5.20	f 8.08	9.23	2.39	f 9.04	4.55
HIBBARD 5.5	0	75.0		B		5.12	f 7.58	9.16	2.31	f 8.56	4.43
ANGELL 5.6	0	78.1	WY	B	80	5.05	f 7.49	9.09	2.24	f 8.49	4.30 4.20
WINONA 4.8	77.1	77.6		B		4.57	f 7.39	9.01	2.15	f 8.41	4.08
COSNINO 5.8	67.6	77.1		B	80	4.51	f 7.30	8.55	2.08	f 8.35	3.58
CLIFFS 4.9	73.9	73.9		B		4.43	f 7.20	8.48	1.59	f 8.28	3.45
FLAGSTAFF 6.7	0	75.0	F WY	P	Yard	s 4.35	s 7.10	8.40	s 1.50	s 8.20	3.30
RIORDAN 5.5	75.0	75.0		B	45	4.19	f 6.55	8.25	1.35	f 8.05	3.05
BELLEMONT 2.1	0	59.7	WY	B	78	4.10	f 6.45	8.17	1.27	f 7.55	2.45
NEVIN 4.0	75.0	64.5		B	75	4.07	f 6.39	8.14	1.24	f 7.50	2.35
MAINE 5.6	75.0	52.8		B		3.57	f 6.30	8.05	1.16	f 7.41	2.25
CHALENDER 10.1	75.0	75.0		B	81	3.47	f 6.20	7.56	1.07	f 7.32	2.10
WILLIAMS 3.3	0	75.0	FW TY	P	Yard	s 3.25	s 6.00 s 5.55	7.35 7.25	s 12.50 s 12.25	7.10 7.00	1.30 1.20
SUPAI 2.8	95.0	0	Y	B		3.11	f 5.47	7.17	12.17	f 6.52	1.10
SERENO 6.4	95.0	0		B	79	3.03	f 5.37	7.07	12.07 PM	f 6.42	12.55
CORVA 6.2	95.0	0	W	B	80	2.48	f 5.17	6.45	11.47	f 6.22	12.30
FAIRVIEW 7.7	95.0	0		B	68	2.30	f 4.57	6.25	11.29	f 6.04	12.01 PM
ASH FORK 7.5	75.0	69.7	FW Y	P	Yard	s 2.10 s 2.05	s 4.38 s 4.33	s 6.07	s 11.10 ³⁸	f 5.45 s 5.20	11.20 ²² 11.00
PINEVETA 7.7	0	147.8		B		1.56	f 4.24	5.52	10.56	f 5.05	10.40
CROOKTON 4.7	75.0	0	Y	B	80	1.46	f 4.14	5.42	10.46	f 4.53	10.20
PAN 5.1	75.0	22.7		B	71	1.36	f 4.02	5.31	10.36	f 4.41	10.05
SELICMAN 144.4			FW TY	P	Yard	1.25 AM	3.50 AM	5.20 AM	10.25 AM	4.28 PM	9.45 AM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (33.3) (29.9) (32.0) (32.1) (31.2) (19.0)

The Grand Canyon Employees' Time Table is for the Government and Superceding Supplement "A" to Time Table No. 36.

L. I. HIBBARD, A. K. WOODS, R. H. TUTTLE, A. D. WILLS

The Grand Canyon Railway Company.

EMPLOYEES' TIME TABLE NO. 36

IN EFFECT SUNDAY, JULY 15, 1917.

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Supplement "A" to Time Table No. 35, Dated December 3, 1916.

This Time Table is for the Government and Information of Employees of this Company only.

NORTHWARD				Capacity of Sidings	Fuel, Water, Tera Tables and Wyes	Ballast Grade Ascending	TIME TABLE NO. 36				Ballast Grade Ascending	Distance from Williams	Telegraph and Telephone Offices and Booth Phones	SOUTHWARD	
First Class		First Class													
14	12	11	15												
PASSENGER	PASSENGER	PASSENGER	PASSENGER												
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	STATIONS											
PM 1.10	AM 5.00	AM 11.00	PM 10.10	Yard	FW	WILLIAMS	P	AM 11.00	PM 10.10						
f 1.28	f 5.15	80	Y	131.0		6.5	158.4	6.5	B	f 10.34	f 9.39				
f 1.33	f 5.21	28		131.0		2.8	158.4	9.3	B	f 10.29	f 9.34				
f 1.54	f 5.42	28		105.6		11.6	158.4	20.9	B	f 10.04	f 9.10				
f 2.08	f 5.56	28		62.0		8.5	116.2	29.4	B	f 9.48	f 8.56				
f 2.23	f 6.11	28		131.0		8.8	78.2	38.2	B	f 9.32	f 8.42				
s 2.42	s 6.32	100	WY	78.2		7.2	37.0	45.4	B	s 9.18	s 8.30				
f 3.01	f 6.51	28		158.4		5.0	0	50.4	B	f 9.00	f 8.10				
f 3.06	f 6.56	23		158.4		2.0	0	52.4	B	f 8.54	f 8.06				
f 3.19	f 7.09	16		0		5.2	118.8	57.6	B	f 8.42	f 7.52				
3.40 PM	7.30 AM	Yard	WY	130.3		6.2	0	63.8	DP	8.30 AM	7.40 PM				
Arrive Daily	Arrive Daily									Leave Daily	Leave Daily				
(25.8)	(25.5)	Average speed per hour										(25.5)	(25.5)		

SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.
2. Northward trains are superior to southward trains of the same class.
3. No train will leave Williams or Grand Canyon without receiving a clearance card (form 902).
4. All trains will register at Williams and Grand Canyon.
5. The speed of trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

6. Standard time must be taken from the clock in the telegraph office at Grand Canyon and in The A. T. & S. F. telegraph office at Williams.

7. Rule 93: Yard limit boards are located at Williams and Grand Canyon.

First-class trains when ten minutes or more late, are required to move within yard limits, under control and responsibility for accident will rest with the first-class train. In case of fog or its equivalent such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

8. Revenue passengers will not be carried on other than passenger trains except on permission of the superintendent. Employees traveling on business of the company and surgeons of the Hospital Association traveling on business of the company or the Association may be carried on all freight trains.

SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE.

	Miles from Williams	Car Capacity	Switch Connection	Flag Stops for Trains
Bly.....	14.6	2	South	Freight only

LENGTH OF STEMS OF WYES.

Location	Feet
Anita	250.0
Grand Canyon	800.0

A. G. WELLS,
GENERAL MANAGER,
Los Angeles, Cal.

R. H. TUTTLE,
SUPERINTENDENT,
Winslow, Ariz.

A. R. WOODS,
TRAINMASTER,
Winslow, Ariz.

I. L. HIBBARD,
ASST. GENERAL MANAGER,
Los Angeles, Cal.

**SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES
AND
SANTA FE COAST LINES HOSPITAL ASSOCIATION.**

Dr. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles, Cal.

ALBUQUERQUE DIVISION.

DR. J. W. ELDER, - - Albuquerque, N. M.
DR. W. W. SPARGO, Consulting
Surgeon, - - - - Albuquerque, N. M.
DR. G. O. McLANDRESS, Consulting
Surgeon, - - - - Albuquerque, N. M.
DR. FRANK E. TULL, Oculist,
Albuquerque, N. M.
DR. F. C. BAKES, Ass't.
Oculist, - - - - Albuquerque, N. M.
DR. M. K. WYLDER, Assistant
Surgeon, - - - - Albuquerque, N. M.
DR. S. L. WILKINSON, - - Belen, N. M.
DR. H. T. WATSON, - - Cubero, N. M.
DR. A. C. PRATT, - - - - Gallup, N. M.

DR. W. B. CANTRELL, Assistant
Surgeon, - - - - Gallup, N. M.
DR. DWIGHT ALLISON, Consulting
Surgeon, - - - - Gallup, N. M.
DR. O. S. BROWN, - - Winslow, Ariz.
DR. J. L. PRITCHARD, Assistant
Surgeon, - - - - Winslow, Ariz.
DR. GEORGE SAMPSON, Consulting
Surgeon, - - - - Winslow, Ariz.
DR. A. H. SCHERMANN, - Flagstaff, Ariz.
DR. G. M. FRONSKI, Consulting
Surgeon, - - - - Flagstaff, Ariz.
DR. P. A. MELICK, - - Williams, Ariz.
DR. F. H. CARTMELL, { Ash Fork, Ariz.
Seligman, Ariz.

First Aid Kits are located at Rio Puerco, Grants, Houck, Adamana,
Holbrook and Angell.

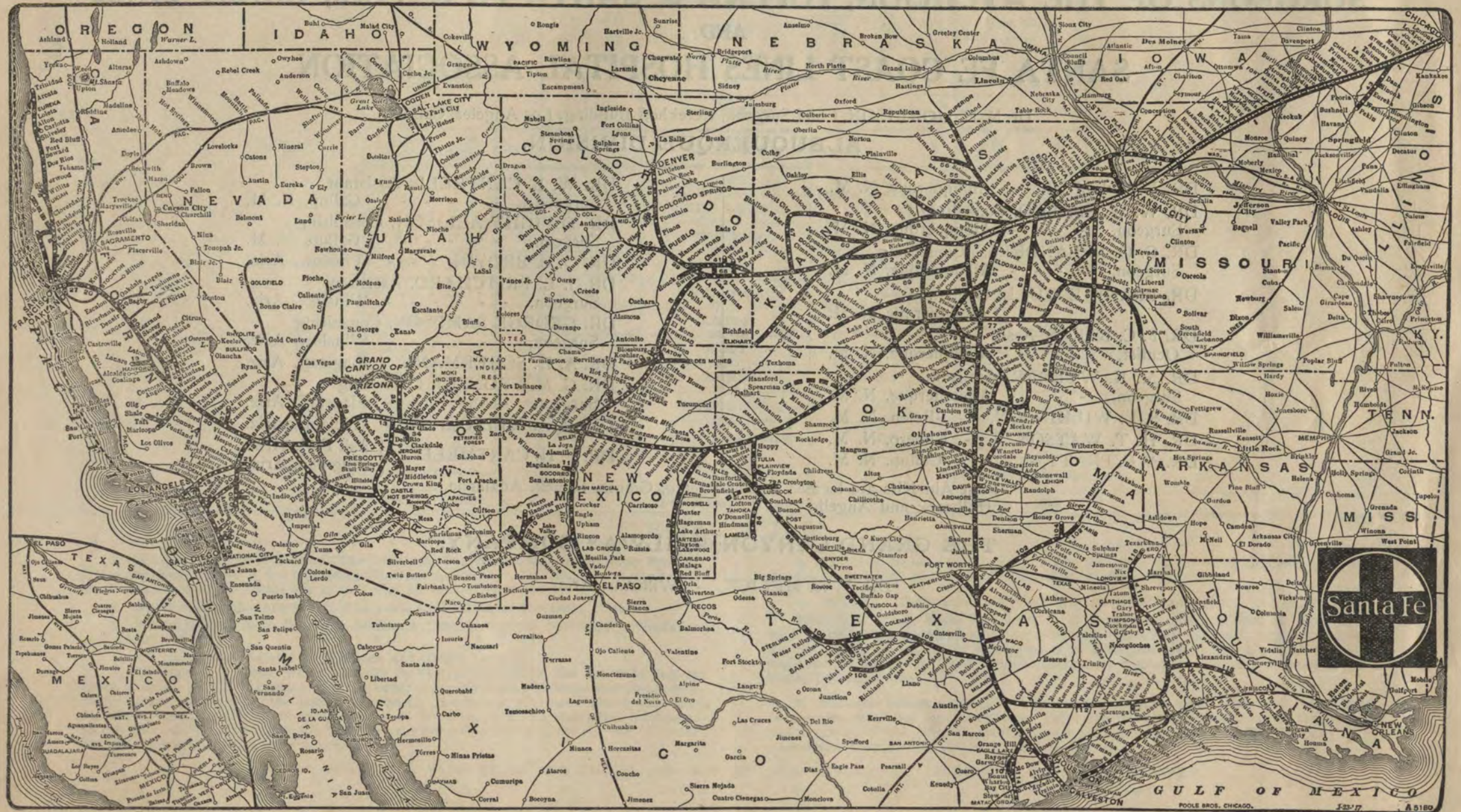
THE GRAND CANYON RAILWAY COMPANY.

DR. P. A. MELICK, - Williams, Ariz.

SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition.”

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



Santa Fe Through Lines
 Double Track
 Lines Under Construction
 Roads
 Connecting Lines



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