

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



ALBUQUERQUE DIVISION.

EMPLOYEES' TIME TABLE No. 60

IN EFFECT

SUNDAY, AUGUST 10, 1930,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 59, Dated June 1, 1930, and any Supplements thereto.

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

W. K. ETTER,
General Manager,
Los Angeles, Cal.

E. E. McCARTY,
Superintendent,
Winslow, Ariz.

O. L. GRAY,
Trainmaster,
First District,
Gallup, N. M.

O. W. SCHLUETER,
Trainmaster,
Second District,

L. H. BALL,
A. R. WOODS,
C. J. TRIMBLE,
JOSEPH DONAHUE,
W. D. CHASE,
C. M. SCOTT,
SHANNON ALBRIGHT,
E. E. FOULKS,
J. B. RUDERT,
Dispatchers,
Winslow, Ariz.

G. H. CUMMING,
Chief Dispatcher,

F. J. MacKIE
Assistant General
Manager
Los Angeles, Cal.

RALPH JONES,
Assistant Superintendent,
Prescott, Ariz.

R. G. CRANSTON,
Trainmaster,
Third District,
Winslow, Ariz.

L. M. SHIPLEY,
Chief Dispatcher,
J. E. GWALTNEY,
Night Chief Dispatcher,
Winslow, Ariz.

J. R. POE,
R. M. STEELE,
Dispatchers,
Prescott, Ariz.

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," dated 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Rule S-72: Except as otherwise provided, 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 grades and other conditions are favorable, more cars can frequently be hauled, and conductors are required to fill out train to car limit or to full capacity of their engines.

4. Rule 1 (B): Standard clocks are located at Belen (telegraph and yard office), Gallup (telegraph and yard office), Winslow (telegraph office and roundhouse), Williams, Grand Canyon, Ash Fork, Seligman, Prescott, Wickenburg, Fair Grounds, and Phoenix Union Station.

5. Rule 5: At stations named below, schedule time and train orders apply at switch where opposing train enters siding.

First-class trains must not pass the point where traffic is received or discharged before time shown in schedule.

Isleta, siding west of depot.

Houck, sidings west of depot.

Adamana, siding west of depot.

Kirkland, siding west of depot.

Hillside, siding west of depot.

Matthie, siding west of junction.

Peoria, siding east of depot.

7. Rule 10 (A): Permanent slow boards are located 1,500 feet in advance of curves, bridges, or other points where speed of trains is permanently restricted. Where two or more restricted areas are close together but one board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by train on main track after switch has been lined for opposing train to enter siding, as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient when trains are approaching from opposite direction.

Headlight will be displayed through tunnels.

9. Rule 82 (A): Bulletin boards and books are located at Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Grand Canyon, Ash Fork, Seligman, Clarkdale, Prescott, Wickenburg, Fair Grounds, and Phoenix.

10. Rules 83 (A) and 343: At register stations, conductors must personally register their train, unless relieved therefrom by Form T train order, except as provided below.

At D. T. Junction, eastward trains may register by Form 903. Westward trains will not register, but will check register for opposing superior trains, unless their arrival was indicated on the register at Gallup.

At Joseph City, westward trains may register by Form 903. Eastward trains will not register but will check register for opposing superior trains unless their arrival is indicated on register at Winslow.

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

Supai, westward first-class trains only will register.

Entro, trains to and from Crown King District only will register.

Matthie, trains to and from the Parker District only will register.

Fair Grounds, first class trains may register by Form 903.

11. Rule 86 is amended as follows: Within automatic block signal territory, except when signals are inoperative, an inferior train must clear a first-class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rule 93: Yard limits are located at Belen, Dalies, Grants, Gallup, Holbrook, Winslow, Flagstaff, Riordan, Williams, Grand Canyon, Supai, Ash Fork, Crookton, Seligman, Drake, Middleton, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Alhambra, Phoenix-Fair Grounds, Humboldt, and Clarkdale.

13. Rule 97: Extra trains, the conductors and engines of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train orders; 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.

A Form G order will be required for all short movements between intermediate stations except extra trains Gallup to Dalies or Gallup to D. T. Junction and helper engines returning light from Supai to Williams and from Supai and Crookton to Ash Fork will accept clearance cards as provided above.

14. Rule 103: In addition to the provision thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

15. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any District, except where the office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

No train will leave Ash Fork, Prescott or Wickenburg without clearance card.

At Isleta, westward trains having received Albuquerque Division clearance card, Form 902, at Albuquerque or Abajo, will be governed by indication given by the train order signal.

At Dalies, trains to and from the Belen District will be governed by indication given by the train order signal.

16. Rule 221: The second paragraph is abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

At Williams, all trains, except Third District trains passing on main tracks, must secure clearance card, Form 902.

17. 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.

18. Rule 310: Following is list of structures: Johnson Canyon Tunnel between McLellan and Daze on Third District. Tunnel on Clarkdale District between Perkinsville and Sycamore, and the tunnel on Poland Spur.

At Humboldt, the trolley wires of the Southwest Metals

Company will not clear man on top of box or other high car, and the poles, ore bins, etc., along its track will not clear man on side of car.

19. Rule 314: No freight train will run more than fifty miles without stop for inspection except this distance may be exceeded Wingate to Grants, Winslow to Flagstaff, Williams to Angell and Wickenburg to Fair Grounds, provided stop and inspection is made at stations entering and leaving above limits.

20. Rule 356: New Mexico: Sub-Section 13, of Section 116-202, compilation of 1929, provides that any railroad corporation 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 employes 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."

21. Rule 382: Passengers may be carried on freight trains, but only to and from stations where these trains are required to stop.

22. Rule 391: Standard thermometers are located at Seligman, Ash Fork, Supai, Williams, Flagstaff, Angell, Winslow, Holbrook, Adamana, Chambers, Manulito, Houck, Gallup, Thoreau, Grants, Laguna, Suwanee, Dalies, Prescott, Wickenburg, and Phoenix. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-I, supplements thereto, and special bulletins with respect to handling ventilators.

23. 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.

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 of passenger trains, thirty miles per hour, freight trains, twenty miles per hour over switches

and frogs entering or leaving turnouts at double-track junctions not otherwise restricted. At all other turnouts and crossovers, all trains ten miles per hour.

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 obscured, and use whistle freely.

Trains handling wrecking derricks, steam shovels, pile-drivers, or Browning hoists, must not exceed twenty-four miles per hour (one mile in two minutes, thirty seconds) on any portion of the First, Second, Third, Fourth, Belen, and Grand Canyon Districts, and fifteen miles per hour (one mile in four minutes) on the Clarkdale and Crown King Districts.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour (six minutes for each mile).

With rods down or disconnected, but with drivers on rail, fifteen miles per hour (four minutes for each mile).

With side or main rods up and connected, twenty miles per hour (three minutes for each mile run).

Passenger trains will consume not less than:

- 1 hour, 10 minutes from Flagstaff to Winslow,
- 9 minutes from Supai to McLellan,
- 15 minutes McLellan to Daze,
- 12 minutes Daze to Ash Fork,
- 4 minutes Prieta to Iron Springs,
- 13 minutes Iron Springs to Ramsgate,
- 18 minutes Ramsgate to Skull Valley,
- 2 minutes Prieta to Alto,
- 21 minutes Alto to Prescott,

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

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2421-2426.....	1	43	2	25	2	00
2433.....	1	43	2	00	2	00
2439-2444.....	2	00	2	25	2	30
468-497.....	0	51	1	43	1	30
649-728.....	1	43	1	43	1	43
769-788.....	1	43	1	43	1	43
789-824.....	1	43	1	43	1	43
825-864.....	1	43	1	43	1	43
900-989.....	1	53	1	53	1	53
990-999.....	1	43	1	43	1	43
1226-1266.....	0	51	1	30	1	30
1270-1289.....	0	51	1	30	1	30
1297-1308.....	0	51	1	30	1	30
1309-1388.....	0	51	1	30	1	30
3500-3534.....	0	51	1	30	1	30
1600-1673.....	1	53	1	53	1	53
1674-1693.....	1	43	1	43	1	43
1798-1799.....	1	30	1	30	1	30
1950-1989.....	1	43	1	43	1	43
3010-3020.....	1	53	1	53	1	53
3129-3158.....	1	43	1	43	1	43
3228-3258.....	1	30	1	30	1	30
3700-3750.....	1	05	1	30	1	30
3751-3764.....	0	55	1	30	1	30
3800-3915.....	1	43	1	43	1	43
Switch, no truck.....	3	00	3	00	3	00
All other Classes.....	.....	.....	1	43	1	43
All classes, backing up.....	3	00	3	00	3	00

A tolerance of ten (10) per cent is allowed on the above excepting engines whose maximum is 65 miles per hour (one mile in 55 seconds) and 70 miles per hour (one mile in 51 seconds).

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
	Gallup, Second and Third Streets.....	4	00	4	00	4	00
Holbrook, Porter Street.....	3	00	3	00	3	00
Winslow, Williamson Avenue.....	4	00	4	00	4	00
Over Canyon Diablo Bridge.....	3	00	3	00	3	00
Flagstaff, Beaver and San Francisco Streets.....	4	00	4	00	4	00
Williams, Second Street.....	4	00	4	00	4	00
Supai to Daze.....	.....	.....	4	00	2	30
Daze to Ash Fork.....	.....	.....	3	00	2	00
Grand Canyon District.....	1	20	2	25	2	25
Eastward Track MP 414-A to MP-410.....	1	30	3	00	2	00
Between Ash Fork and Prescott..	1	00	2	00	2	00
Between Prescott and Skull Valley, descending.....	.....	.....	4	00	3	00
Between Skull Valley and Hot Springs Junction.....	1	00	2	00	2	00
Matthie, west wye switch.....	3	00	3	00	3	00
Clarkdale District.....	3	00	3	00	3	00
Between Entro and Mayer.....	3	00	3	00	3	00
Between Mayer and Middleton...	4	00	4	00	4	00
Poland Spur.....	7	30	7	30	7	30

24. Rules 875-876: In addition to those required by the rules trains must be stopped and this test made:

At Supai—westward trains.

At Prieta—trains in both directions.

25. Rule 701: Red or purple lights may be used in Dwarf signals to indicate "Stop."

26. No. 7 will stop at Laguna to discharge revenue passengers from Albuquerque or east thereof.

No. 21 will stop at any station to discharge passengers from Belen, east or south thereof, and at Adamana on flag for revenue passengers via Grand Canyon or those on stopovers.

No. 22 will stop on flag at any station to receive revenue passengers for Belen or for points east or south thereof.

Nos. 8, 23, and 24 will stop at Adamana to receive or discharge passengers granted stopovers.

No. 8 will stop on flag at Laguna and Thoreau to pick up U. S. Mail or revenue passengers destined Albuquerque or east thereof.

No. 170 will stop at any station between Peoria and Wickenburg to pick up passengers for west of Matthie.

No. 181 will stop at any station between Wickenburg and Glendale to discharge passengers from west of Matthie.

FIRST AND BELEN DISTRICTS

27. Double track between Dalies and Gallup. Trains will keep to the left.

Automatic signals between Belen and Gallup.

Automatic signals govern movements over railroad crossing between Rio Grande Division and Albuquerque Division main tracks west end of Belen yard.

28. At Dalies time will apply at end of double track which is cross-over west of tower.

Double track extends through Gallup passenger yard.

No. 1 is westward main track.

No. 3 is eastward main track.

29. At Gallup spring switch from eastward freight main track east of passenger station to eastward main track. Trains from freight track will trail through not exceeding ten miles per hour and not attempt reverse movement until switch properly lined.

30. Rio Grande Division time table and rules govern between Albuquerque and Isleta; also, between Belen station and junction with Albuquerque Division.

SECOND DISTRICT

31. Double track with automatic signals between Gallup and D. T. Junction, and between Joseph City and Winslow. Trains will keep to the left.

Rule 711. Automatic block signal rules govern train movements through gauntlet Bridge A-283, between Hobson and Winslow. Indications given by Signals 2823, 2825, 2834, and 2836 are superior to right, class, or direction, subject to provisions of Rule 830 (a).

Westward trains trail through spring switch at east end Bridge A-283, and eastward trains trail through spring switch at west end, not exceeding ten (10) miles per hour. Reverse movements must not be attempted until switches properly lined.

32. At D. T. Junction time will apply at end of double track, which is cross-over west of office. Interlocking plant controls double track junction switch and entrance to westward siding.

At Joseph City time will apply at end of double track, which is a spring switch protected by light signal. Eastward trains trail through not exceeding twenty (20) miles per hour and not attempt reverse movement until switch properly lined.

33. Not more than two engines of any class may be coupled together over Bridge A-283 near Winslow.

THIRD AND GRAND CANYON DISTRICTS

34. Double track with automatic signals between Winslow and Seligman.

Trains will keep to the left between Winslow and overhead bridge No. A-412-A near Mile Post 411, and to the right between this bridge and Seligman.

Double track extends through following passenger yards:

- Winslow, No. 1 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 Fourth District main track,
- 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.

35. Rule 830 (b): 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.

36. Rule 711: Automatic block signal rules govern train movements through gauntlet Bridge A-313, Canyon Diablo. The indications given by signals 3121, 3122, 3123 and 3124 are superior to right class or direction, subject to provisions of Rule 830 (a).

37. Not more than two engines of any class may be coupled together over bridge A-313, Canyon Diablo.

38. The maximum tonnage per operative brake in freight service Supai to Ash Fork and on the Grand Canyon District is seventy-five tons.

39. Westward freight trains must consume ten minutes at Daze and eastward freight trains ten minutes at Angell cooling wheels and inspecting train.

40. At Seligman spring switch from east yard lead to eastward main track. Trains leaving yard will trail through not exceeding ten miles per hour and not attempt reverse movement until switch properly lined.

41. Rule D-99: At Riordan cross-over movements are authorized by signal indication.

Helper engines and other trains turning at Riordan to proceed westward will be governed by Rule D-152.

(Continued on Page 11)

BELEN DISTRICT

WESTWARD				WESTWARD				WESTWARD				Capacity of Sidings		Fuel, Water Turn Tables and Wyes		Miles from Belen		Ballast Grade		WESTWARD								TIME TABLE			
First Class				First Class				First Class				No. Cars		Yard		Miles		Descending		Ascending		First Class								NO. 60	
43	33	21	9	43	33	19	21	23	3	7	9									The Chief, The Missionary, Grand Canyon Limited, California Limited, Fast Mail, The Navajo								August 10, 1930			
FREIGHT	FREIGHT	The Missionary	The Navajo	FREIGHT	FREIGHT	The Chief	The Missionary	Grand Canyon Limited	California Limited	Fast Mail	The Navajo									Leave Daily, Leave Daily, Leave Daily, Leave Daily, Leave Daily, Leave Daily, Leave Daily, Leave Daily								STATIONS			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									No. 60								ALBUQUERQUE			
PM 7.45	AM 7.55	PM 4.00	AM 3.30	PM 7.20 ⁴	AM 8.40	PM 7.00	PM 7.28	AM 10.20	AM 8.30	AM 8.20	AM 8.38									August 10, 1930								12.6			
8.45 PM	8.40 AM	f 4.23 PM	f 3.53 AM	7.36	8.45	7.36	7.36	10.38	8.48	8.38	8.47									STATIONS								5.5			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	7.43	8.45	7.43	7.43	10.38	8.48	8.38	8.47									BELEN								5.2			
(10.3)	(13.7)	(26.8)	(26.8)	4.23	8.45	4.23	4.23	11.04	9.14	9.04	9.15									6.1								4.0			
																						FELIPE								8.8	
																						4.2								9.0	
																						DALIES								SOUTH GARCIA	
																						(10.3)								5.1	
																						Average speed per hour								SUWANEE	
																														6.5	
																														4.6	
																														5.3	
																														4.9	
																														9.5	
																														4.2	
																														3.8	
																														9.9	
																														5.6	
																														6.1	
																														7.7	
																														6.8	
																														4.0	
																														4.6	
																														6.0	
																														5.7	
																														4.2	
																														5.5	
																														6.0	
																														CALLUP	
																														(161.1)	
																														Average speed per hour	

INTERLOCKING PLANTS

ISLETA

Superior Route to Coast Lines main track.
 Inferior Route to Rio Grande Division main track.
 The following whistle signals will be used:
 Coast Lines Main Track, ——— Rio Grande Main Track, ———
 Coast Lines Siding, ——— Rio Grande Siding, ———

DALIES

Superior Route toward Sandia, inferior toward Belen. Junction switches and west end of both sidings and east end of Belen siding are controlled by interlocker. Following whistle signals:
 Westward: Eastward:
 To Westward Main Track, ——— To Sandia Main Track, ———
 To Eastward Main Track, ——— To Belen Main Track, ———
 ——— To North Siding, ———
 ——— To South Siding, ———

Rule 711: The indication given by interlocking signals at Dalies will be superior to right, class or direction for movements within the interlocking limits.

Nos. 33 and 43 have no Time Table superiority.

FIRST DISTRICT

TIME TABLE NO. 60 August 10, 1930	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Office of Communication or Phone Booth	Capacity of Sidings	EASTWARD								
						First Class							FREIGHT	
						2	24	4	20	22	8	34		
						The Navajo	Grand Canyon Limited	California Limited	The Chief	The Missionary	The Hopi			
STATIONS	No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
ALBUQUERQUE	26.4		FW TY	C	Yard		PM 3.50	PM 7.45	PM 9.00		AM 3.10			
ISLETA	0.0			C	73		PM 3.32	PM 7.20 ¹⁹	PM 8.42		AM 2.52			
PAQUITA	20.3				B	49	3.23	7.09	8.33		2.43			
SANDIA	31.7			W	B	72	3.15	7.01	8.25		2.34			
DALIES	31.7			W	C	68	PM f 2.50	3.09	6.55	8.19	AM f 1.35	2.29	AM 9.15	
RIO PUERCO	0.0	52.8			B	101	2.37	2.57	6.43	8.07	1.19	2.17		
NORTH GARCIA	0.0	52.8			B	71	2.27	2.49	6.34	7.59	1.09	2.07		
SUWANEE	0.0				C	103	f 2.18	2.42	6.27	7.52	f 1.02	1.59		
ARMIJO	0.0				B		2.08	2.34	6.19	7.44	12.53	1.51		
MARMON	0.0				FW	B	103	2.01	2.28	6.13	7.38	12.46	1.44	
QUIRK	0.0				B		1.54	2.22	6.06	7.31	12.37	1.37		
LAGUNA	0.0				C	103	s 1.48	2.16	6.00	7.25	f 12.30	1.30		
ACOMITA	0.0				B	103	f 1.35	2.05	5.48	7.13	f 12.15	1.16		
McCARTYS	0.0				W	B		f 1.29	2.00	5.43	7.08	12.09	1.10	
ANZAC	0.0				B	103	1.23	1.55	5.38	7.02	12.03 AM	1.04		
GRANTS	0.0				FW	C	103	s 1.10	1.44	5.27	6.51	s 11.50	s 12.51	
TOLTEC	0.0				B		12.58	1.32	5.17	6.39	11.36	12.38		
BLUEWATER	0.0				C	103	f 12.50	1.24	5.08	6.31	f 11.29	12.30		
BACA	0.0	63.4			B	103	12.40	1.16	4.59	6.22	11.19	12.20		
NORTH CHAVES	0.0	52.8			W	B	106	12.30	1.07	4.50	6.13	11.10	12.10	
THOREAU	31.7	31.7			Y	C		f 12.25	1.03	4.45	6.08	f 11.05	12.05 AM	
GONZALES	31.7	31.7			B	103	12.18	12.58	4.40	6.03	10.57	11.59		
NORTH GUAM	31.7	0.0			B	104	12.08 PM	12.49	4.32	5.54	10.45	11.49		
CINIZA	31.7	0.0				104	11.59	12.41	4.25	5.46	10.36	11.39		
PEREA	31.7				C		f 11.57	12.39	4.23	5.44	f 10.33	11.37		
WINGATE	31.7	0.0			W	C	103	f 11.49	12.34	4.17	5.39	f 10.25	11.29	
ZUNI	31.7	0.0			B	103	11.39	12.27	4.10	5.32	10.15	11.20		
GALLUP	31.7	0.0			FW T	C	Yard	11.30 AM	12.18 PM	4.00 PM	5.23 PM	10.05 PM	11.10 PM	10.15 PM
(161.4)							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....							(40.2)	(46.1)	(43.1)	(44.6)	(38.2)	(40.3)	(12.2)	

BELEN DISTRICT

Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Belen	Ruling Grade Ascending	TIME TABLE NO. 60 August 10, 1930	Office of Communication or Phone Booth	EASTWARD		
						First Class		
						22	2	34
						The Missionary	The Navajo	Freight
No. Cars		Miles		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	FW TY	0.0	0.0	BELEN	C	AM 1.55	PM 3.10	AM 10.05
100		6.1	0.0	FELIPE	B	1.43	f 2.59	
133	W	10.3	0.0	DALIES	C	1.35 AM	2.50 PM	9.15 AM
				(10.3)		Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(30.9)	(30.9)	(12.3)

INTERLOCKING PLANTS

ISLETA

Superior Route to Coast Lines main track.
Inferior Route to Rio Grande Division main track.
The following whistle signals will be used:

Coast Lines Main Track, ——— Rio Grande Main Track, ———
Coast Lines Siding, ——— Rio Grande Siding, ———

DALIES

Superior Route toward Sandia, inferior toward Belen. Junction switches and west end of both sidings and east end of Belen siding are controlled by interlocker. Following whistle signals:

Westward: Eastward:
To Westward Main Track, ——— To Sandia Main Track, ———
To Eastward Main Track, ——— To Belen Main Track, ———
To North Siding, ———
To South Siding, ———

Rule 711: The indication given by interlocking signals at Dalies will be superior to right, class or direction for movements within the interlocking limits.

No. 34 has no Time Table superiority.

WESTWARD								Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade According	TIME TABLE NO. 60 August 10, 1930
First Class												
43	33	19	21	23	3	7	9					
FREIGHT	FREIGHT	The Chief	The Missionary	Grand Canyon Limited	California Limited	Fast Mail	The Navajo	No. Cars		Miles		STATIONS
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW T	157.6		GALLUP
AM 4.45	PM 4.55	PM 10.50	PM 8.15	PM 2.10	PM 12.30	PM 12.08	AM 8.00		Y	162.2	0.0	4.6
		10.57	8.25	2.17	12.37	12.15	8.09			166.9	0.0	WEST YARD 4.7
		11.02	8.31	2.22	12.43	12.20	8.17	80		174.1	3.2	DEFIANCE 7.3
		11.11	8.40	2.31	12.52	12.29	f 8.27	78		180.3	1.4	MANUELITO 6.2
		11.18	8.48	2.38	1.00	12.37	f 8.36	89		187.2	0.0	LUPTON 6.9
		11.27	8.56	2.46	1.08	12.45	f 8.45	87		191.2	0.0	ALLANTOWN 4.0
		11.32	9.02	2.52	1.13	12.50	f 8.53	80	FW	199.7	15.8	HOUCK 8.5
		11.42	9.13	3.02	1.23	1.00	f 9.04	92		205.7	15.8	CHEYO 6.0
		11.49	9.20	3.09	1.30	1.07	f 9.13	83	W	213.0	5.6	CHAMBERS 7.3
		11.57	9.29	3.18	1.39	1.15	f 9.23	80		219.2	0.0	NAVAJO 6.2
		AM 12.04	9.37	3.25	1.47	1.23	f 9.32	84	FW Y	225.8	0.0	PINTA 6.6
		12.11	9.45	3.33	1.55	1.31	f 9.41	92		232.6	0.0	BIBO 6.8
		12.20	9.53	3.42	2.03	1.39	f 9.52	89	FW	238.2	0.0	ADAMANA 5.6
		12.27	10.01	3.49	2.10	1.45	f 10.02	92		239.7	0.0	CARRIZO 1.5
		12.29	10.03	3.51	2.12	1.47	f 10.05	94		245.5	0.0	D. T. JUNCTION 5.8
		12.37	10.11	3.59	2.19	1.57 ⁴	f 10.19 ²⁴	92		253.1	0.0	ARNTZ 7.5
		12.45	10.25	4.10 4.15	2.29	2.06	s 10.35	185	W	258.5	15.8	HOLBROOK 5.6
		12.52	10.33	4.25	2.35	2.12	f 10.45	103		263.2	0.0	PENZANCE 4.6
		12.57	10.40	4.35 ³⁸	2.40	2.17	f 10.52	80		268.8	0.0	JOSEPH CITY 5.5
		1.03	10.47	4.44	2.47	2.23	f 11.00			274.7	15.8	MANILA 6.0
		1.10	10.56	4.54	2.54	2.30	f 11.10	80		280.1	15.8	HAVRE 5.3
		1.16	11.05	5.03	3.00	2.36	f 11.18			285.5	8.4	HOBSON 5.4
11.00 AM	11.05 PM	1.25 AM	11.15 PM	5.15 PM	3.10 PM	2.44 PM	m 11.30 AM	Yard	FW TY			WINSLOW
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(127.9)
(20.5)	(20.7)	(49.5)	(42.7)	(42.7)	(47.9)	(49.2)	(36.5)	Average speed per hour				

Nos. 33 and 43 have no Time Table superiority.

SECOND DISTRICT

TIME TABLE NO. 60 August 10, 1930	Ruling Grade Ascending	Capacity of Sidings	Office of Communication or Booth Place	EASTWARD								
				First Class						Second Class		
				2	24	4	20	22	8	32	38	34
				The Navajo	Grand Canyon Limited	California Limited	The Chief	The Missionary	The Hopi	FREIGHT	FREIGHT	FREIGHT
STATIONS	No. Cars		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
GALLUP 4.6	28.8	Yard	C	AM 11.00	PM 12.10	PM 3.50	PM 5.13	PM 9.55	PM 11.00	AM 8.00	PM 9.45	PM 8.30
WEST YARD 4.7	31.7	80	B	10.50	12.02 PM	3.42	5.05	9.45	10.52	7.45	9.25	
DEFIANCE 7.8	30.1	80	B	10.43	11.56	3.36	4.59	9.38	10.45	7.30	9.10	
MANUELITO 6.2	31.7	80	C	10.33	11.47	3.27	4.50	9.28	10.35	7.10	8.50	
LUPTON 6.9	31.7	80	B	10.25	11.40	3.20	4.43	9.18	10.26	6.50	8.30	
ALLANTOWN 4.0	31.7	80	B	10.15	11.32	3.12	4.35	9.07	10.16	6.30	8.10	
HOUCK 8.5	31.7	100	C	f 10.08	11.27	3.07	4.30	8.58	10.10	6.15	7.55	
CHEYO 6.0	31.7	80	B	9.53	11.14	2.54	4.17	8.43	9.51	5.45	7.25	
CHAMBERS 7.3	31.7	80	C	9.45	11.07	2.47	4.10	8.33	9.42	5.30	7.10	
NAVAJO 6.2	31.7	80	B	9.35	10.58	2.38	4.02	8.24	9.32	5.05	6.50	
PINTA 6.6	30.8	80	B	9.25	10.50	2.30	3.54	8.14	9.23	4.45	6.30	
BIBO 6.8	31.7	82	B	9.17	10.43	2.22	3.47	8.04	9.13	4.25	6.15	
ADAMANA 5.6	13.7	106	C	f 9.09	10.35	2.14	3.39	7.54	9.04	4.05	6.00	
CARRIZO 1.5	31.7	81		9.01	10.28	2.07	3.32	7.44	8.56	3.40	5.40	
D. T. JUNCTION 5.8	31.7		C	8.59	10.26	2.04	3.30	7.42	8.54	3.37	5.37	
ARNTZ 7.5	31.6	92	B	8.51	10.19 ⁹	1.57 ⁷	3.23	7.34	8.45	3.25	5.25	
HOLBROOK 5.6	31.7	185	C	s 8.40	s 10.10 10.00	1.48	3.14	s 7.23	s 8.35	3.05	5.05	
PENZANCE 4.6	31.7	103	B	8.28	9.46	1.42	3.08	7.11	8.25	2.50	4.47	
JOSEPH CITY 5.5	15.8	80	C	8.22	9.38	1.37	3.03	7.04	8.18	2.40	4.35 ²³	
MANILA 6.0	19.2	Spur S	B	8.15	9.30	1.31	2.57	6.56	8.10	2.30	4.10	
HAVRE 5.3	31.7	92	B	8.07	9.19	1.24	2.50	6.48	8.02	2.17	3.55	
HOBSON 5.4	11.2	92	B	8.00	9.11	1.18	2.44	6.40	7.55	2.05	3.40	
WINSLOW		Yard	C	7.50 AM	9.00 AM	1.10 PM	2.35 PM	6.30 PM	7.45 PM	1.45 AM	3.20 PM	9.30 AM
(127.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....				(40.4)	(42.6)	(47.9)	(48.6)	(37.4)	(39.3)	(20.5)	(19.9)	(11.6)

No. 34 has no Time Table superiority

CLAREVALE DISTRICT

GRAND CANYON DISTRICT

WEST YARD

DEFIANCE

MANUELITO

LUPTON

ALLANTOWN

HOUCK

CHEYO

CHAMBERS

NAVAJO

PINTA

BIBO

ADAMANA

CARRIZO

D. T. JUNCTION

ARNTZ

HOLBROOK

PENZANCE

JOSEPH CITY

MANILA

HAVRE

HOBSON

WINSLOW

At Grand Canyon switch leading from main track to east side of canyon, No. 34 will have no Time Table superiority.

At West Yard switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Defiance switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Manuelito switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Lupton switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Allantown switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Houck switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Cheyo switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Chambers switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Navajo switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Pinta switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Bibo switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Adamana switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Carrizo switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At D. T. Junction switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Arntz switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Holbrook switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Penzance switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Joseph City switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Manila switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Havre switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Hobson switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

At Winslow switch leading from main track to west side of yard, No. 34 will have no Time Table superiority.

GRAND CANYON DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water, Tables and Turn Wyes	Miles from Williams	Railing Grade Ascending	TIME TABLE NO. 60 August 10, 1930	Railing Grade Ascending	Office of Communication Booth Phone	EASTWARD		
First Class									First Class		
15	11								12	14	
PASSENGER	PASSENGER	No. Cars		Miles					PASSENGER	PASSENGER	
Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	
PM 7.45	AM 10.15	Yard	FWY	64.3				C	AM 8.00	PM 6.00	
f 8.02	f 10.28	34		57.8	39.6	GRAND CANYON	130.3	B	f 7.40	f 5.40	
f 8.17	f 10.41	31		52.6	117.5	COCONINO	158.4	B	f 7.25	f 5.25	
8.21	10.44	23		50.6	0.0	APEX	158.4	B	7.18	5.20	
f 8.35	f 10.55	40	WY	45.5	0.0	HOPI	170.4	B	f 7.02	f 5.08	
f 8.48	f 11.05	24		38.3	37.0	ANITA	79.2	B	f 6.44	f 4.53	
f 9.03	f 11.18	37		29.5	62.3	WILLAHA	100.3	B	f 6.29	f 4.38	
f 9.18	f 11.30	23		21.1	116.2	VALLE	48.0	B	f 6.14	f 4.23	
f 9.40	f 11.50	31		9.5	132.0	QUIVERO	105.6	B	f 5.53	f 4.05	
f 9.45	f 11.54	36		7.1	114.3	RED LAKE	73.9	B	f 5.48	f 4.00	
10.05 PM	12.15 PM	Yard	FW TY	0.0	158.4	PITT	110.9	B	5.30 AM	3.45 PM	
Arrive Daily	Arrive Daily					WILLIAMS		C			
(27.5)	(32.1)	Average speed per hour				(25.7)	(28.5)				

At Grand Canyon switch leading from main track to east leg of wye must be left lined and locked for the wye and switch at stem of the wye lined for the east leg.
 No. 11 will turn on wye and back into Williams.
 No. 14 will turn on wye and back into Grand Canyon.

WESTWARD

First Class						Capacity of Siding	Fuel, Water, Tables and Turn Wyes	Miles from Albuquerque	Railing Grade Ascending	TIME TABLE NO. 60 August 10, 1930
21	23	3	7	9	19					
The Missionary	Grand Canyon Limited	California Limited	Fast Mail	The Navajo	The Chief	No. Cars		Miles		STATIONS
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					WINSLOW
PM 11.25	PM 6.55	PM 3.20	PM 2.51	PM 12.01	AM 1.35	Yard	FW TY	285.5	75.0	7.5
11.40	7.10	3.35	3.05	f 12.15	1.50	70		293.0	70.4	MOQUI
11.49	7.20	3.43	3.12	f 12.24	1.58	70		298.3	75.0	DENNISON
AM 12.01	7.32	3.54	3.22	f 12.37	2.08	81	W	305.9	60.7	SUNSHINE
12.11	7.42	4.04	3.31	f 12.47	2.16	60		312.1	69.7	CANYON DIABLO
12.19	7.50	4.14	3.38	12.57	2.23	70		317.3	75.0	HIBBARD
12.31	8.04	4.27	3.50	f 1.10	2.33	82	WY	322.7	76.0	ANGELL
12.45	8.15	4.37	4.00	f 1.25	2.44	83		328.6	75.0	WINONA
12.55	8.30	4.45	4.08	f 1.35	2.52	81		333.2	75.0	COSNINO
1.10	8.46	4.55	4.19	f 1.47	3.04	81		339.1	58.8	CLIFFS
s 1.25	s 9.00	s 5.10	s 4.32	s 2.00	3.16	Yard	WY	344.1	75.0	FLAGSTAFF
1.42	9.20	5.26	4.46	f 2.18	3.29	81	Y	350.8	75.0	RIORDAN
1.50	9.31	5.34	4.53	f 2.28	3.36	81	WY	356.3	61.6	BELLEMONT
1.53	9.35	5.38	4.56	f 2.32	3.39			358.6	64.5	NEVIN
2.00	9.43	5.43	5.01	f 2.40	3.44			362.5	75.7	MAINE
2.09	9.54	5.51	5.08	f 2.50	3.50	68		368.0	75.7	CHALENDER
s 2.25	s 10.15	f 6.10	s 5.25	s 3.10	f 4.05	Yard	FW TY	373.2	75.0	WILLIAMS
2.35	10.35								0.0	SUPAI
2.45	10.45	6.20	5.34	f 3.20	4.14		Y	381.6	0.0	McLELLAN
2.55	10.55	6.30	5.43	f 3.30	4.23	81	WB	386.3	0.0	
3.10	11.10	6.45	5.58	3.45	4.38	86		393.2	14.8	DAZE
s 3.30	s 11.25	s 7.00	s 6.10	s 4.00	s 4.50	Yard	FW Y	401.2	75.0	ASH FORK
	11.30	7.05	6.25	4.10	4.55				75.0	PINEVETA
3.42	11.42	7.15	6.35	f 4.21	5.03	81		408.5	75.0	GLEED
3.54	11.55	7.27	6.47	f 4.34	5.14	91	B	414.7	75.0	CROOKTON
4.02	AM 12.03	7.35	6.55	f 4.44	5.24	69	Y	419.1	27.6	PAN
4.10	12.09	7.42	7.01	f 4.50	5.30			423.4	28.5	SELIGMAN
4.20 AM	12.20 AM	7.50 PM	7.10 PM	5.00 PM	5.40 AM	Yard	FW TY	428.8		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(142.7)
(30.0)	(28.5)	(32.3)	(34.4)	(29.6)	(35.7)	Average speed per hour				

Nos. 33 and 43 have no Time Table superiority.
 No. 33 is due to leave Winslow 12:20 a.m., leave Ash Fork 7:00 a.m., arrive Seligman 8:50 a.m., daily.
 No. 43 is due to leave Winslow 12:15 p.m., leave Ash Fork 7:00 p.m., arrive Seligman 8:45 p.m., daily.

TIME TABLE NO. 60 August 10, 1930	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Office of Communication or Booth Phone	Capacity of Sidings	EASTWARD							
					First Class							FREIGHT
					2	24	4	20	22	8	34	
					The Navajo	Grand Canyon Limited	California Limited	The Chief	The Missionary	The Hopi		
STATIONS				No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
WINSLOW 7.5	31.7	FW TY	C	Yard	m 7.20	AM 7.40	PM 1.00	PM 2.27	m 6.00	m 7.15	AM 7.45	
MOQUI 5.3	31.4		B		7.06	7.25	12.45	2.12	f 5.45	7.00		
DENNISON 7.6	23.8		B	70	7.00	7.18	12.39	2.06	f 5.39	6.54		
SUNSHINE 6.2	23.8	W	B		6.51	7.10	12.31	1.58	f 5.31	6.46		
CANYON DIABLO 5.2	22.7		C	71	6.43	7.03	12.24	1.51	f 5.23	6.39		
HIBBARD 5.3	0.0		B		6.36	6.56	12.17	1.44	f 5.16	6.32		
ANGELL 6.0	75.0	WY	B	80	6.30	6.50	12.11	1.38	f 5.09	6.26		
WINONA 4.4	75.0		B		6.22	6.43	12.04 PM	1.31	f 5.01	6.19		
COSNINO 5.8	70.4		B	81	6.15	6.36	11.58	1.25	f 4.55	6.13		
CLIFFS 5.1	30.7		B		6.07	6.29	11.51	1.18	f 4.47	6.06		
FLAGSTAFF 6.5	0.0	WY	C	Yard	s 6.00	f 6.22	f 11.44	1.12	s 4.40	s 6.00		
RIORDAN 5.6	75.0	Y	B		5.47	6.12	11.34	1.02	f 4.23	5.45		
BELLEMONT 2.2	73.9	WY	B	81	5.37	6.04	11.26	12.54	f 4.12	5.36		
NEVIN 3.9	75.0		B	66	5.33	6.01	11.23	12.51	f 4.06	5.33		
MAINE 5.6	75.0		B		5.26	5.53	11.16	12.45	f 3.59	5.26		
CHALENDER 10.1	75.0		B	71	5.18	5.45	11.07	12.37	f 3.50	5.18		
WILLIAMS 3.4	30.3	FW TY	C	Yard	s 5.00 s 4.40	s 5.30 s 5.10	s 10.50	f 12.20	s 3.30	s 5.00		
SUPAI 2.8	95.0	Y	B	29	4.33	5.01	10.38	12.11	f 3.15	4.48		
SERENO 6.3	95.0		B	80	4.27	4.55	10.30	12.06 PM	f 3.05	4.40		
CORVA 5.9	95.0	W	B	80	4.08	4.40	10.15	11.50	f 2.45	4.22		
DAZE 7.9	95.0		B	94	3.50	4.20	10.00	11.33	f 2.25	4.04		
ASH FORK 7.2	75.0	FW Y	C	Yard	s 3.30 s 3.15	s 4.00 s 3.55	s 9.40	s 11.15 s 11.10	m 2.05 s 1.35	s 3.45 s 3.35		
PINEVETA 8.1	41.2		B		3.04	3.41	9.23	11.01	f 1.20	3.24		
CROOKTON 4.4	75.0	Y	B	81	2.53	3.31	9.13	10.51	f 1.05	3.13		
PAN 5.3	75.0		B	81	2.45	3.24	9.05	10.44	f 12.55	3.05		
SELIGMAN		FW TY	C	Yard	2.35 AM	3.15 AM	8.55 AM	10.35 AM	12.45 PM	2.55 PM	8.15 PM	
(143.6)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (33.3) (35.9) (35.2) (37.9) (30.2) (34.5) (12.4)

No. 34 has no Time Table superiority.

WESTWARD Second Class 235 MIXED	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles From Drake	Ruling Grade Ascending	CLARKDALE DISTRICT			Ruling Grade Ascending	Office of Communication or Booth Phone	EASTWARD Second Class 236 MIXED		
					TIME TABLE NO. 60 August 10, 1930							
					Leave Daily	No. Cars	Miles				STATIONS	Arrive Daily
					PM 5.00	Yard	W Y				0.0	DRAKE 6.7	C PM 12.40
f 5.20	31		6.7	64.0	105.6			MACK 4.4	105.6	f 12.16		
f 5.33	33		11.1	79.2	105.6	B		BEAR 7.7	105.6	f 12.01 PM		
s 6.05	27	W	18.8	0.0	105.6	B		PERKINSVILLE 9.7	105.6	s 11.20		
f 6.35	20		28.5	0.0	75.5	B		SYCAMORE 3.3	39.6	f 10.45		
f 6.48	19		31.8	82.3	39.6			CREST 3.8	105.6	f 10.35		
f 7.00	6		35.6	0.0	105.6			TAPCO 2.4	105.6	f 10.22		
7.10 PM	Yard	FW Y	38.0	79.2	105.6	C		CLARKDALE		10.15 AM		
Arrive Daily								(38.0)		Leave Daily		
(17.5)	Average speed per hour.....							(15.7)				

CROWN KING DISTRICT

WEST- WARD Second Class 25 MIXED	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles From Entro	Ruling Grade Ascending	CROWN KING DISTRICT			Ruling Grade Ascending	Office of Communication or Booth Phone	EAST- WARD Second Class 26 MIXED		
					TIME TABLE NO. 60 August 10, 1930							
					Leave Tuesday only	No. Cars	Miles				STATIONS	Arrive Tuesday only
					PM 1.55	13	W				40.9 <th>MIDDELTON 2.9 <th>184.8 <th>PM 1.05</th> </th></th>	MIDDELTON 2.9 <th>184.8 <th>PM 1.05</th> </th>
f 2.10	7		38.0	0.0	184.8			CLEATOR 7.4	0.0	f 12.40		
f 2.50	14		30.6	76.8	62.0			CORDES 2.5	62.0	f 12.01 PM		
f 3.00	Spur 18		28.1	158.4	158.4			BLUE BELL 2.2	158.4	f 11.45		
s 3.10 3.20	35	W Y	25.9	158.9	0.0	C		MAYER 4.2	0.0	11.30 s 11.00		
3.40	16	Y	21.7	0.0	110.9			POLAND JCT. 1.1	110.9	10.40		
f 3.45	9 Spur		20.6	50.2	112.4			HURON 3.9	112.4	f 10.35		
s 4.35	83	W Y	16.7	53.3	98.0	C		HUMBOLDT 1.8	98.0	s 10.10		
f 4.45	15		14.9	73.9	0.0			CHERRY CREEK 7.1	0.0	f 9.30		
f 5.20	15		7.8	84.5	96.1			YAEGER 7.8	96.1	f 9.00		
6.00 PM	27		0.0			B		ENTRO		8.25 AM		
Arrive Tuesday only								(40.9)		Leave Tuesday only		
(10.5)	Average speed per hour.....							(10.0)				

WESTWARD					Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Ash Fork	Rating Grade Ascending	TIME TABLE NO. 60 August 10, 1930	Rating Grade Ascending	Office of Communication or Switch Phone	EASTWARD					
Second Class		First Class										First Class			Second Class		
25	209	49	181	47								40	42	170	26	210	216
MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED	FREIGHT
Leave Tuesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday Only	Arrive Daily	Arrive Daily							
		PM 4.15		PM 11.45	Yard	WF Y	0.0		ASH FORK	52.8	C	PM 1.55	AM 2.40				
		f 4.22		11.52	70		3.9	51.7	3.9	52.8	B	f 1.35	2.30				
		f 4.31		AM 12.02	43		9.2	53.3	5.3	83.4	B	f 1.25	2.15				
		f 4.41		12.16	80		16.0	33.8	6.8	81.8	B	f 1.11	f 2.00				
		s 4.55		12.28	82	WY	21.3	0.0	5.3	79.2	B	f 1.11	f 2.00				
		f 5.10		12.48	82		29.4	52.8	3.1	79.2	C	s 1.00	s 1.48				
		f 5.18		12.58	34	Y	33.6	64.9	4.2	79.2	B	f 12.39	1.30				
		f 5.20		1.01	96	W	35.1	79.2	1.5	56.0	B	f 12.32	f 1.21				
		f 5.26		1.10 ⁴²	39		38.9	79.2	3.8	56.0	B	f 12.29	f 1.18				
		f 5.34		1.25	45		44.6	79.2	5.7	13.2	B	f 12.21	1.10 ⁴⁷				
PM 6.00		f 5.44		1.38	21		51.0	79.5	6.4	39.6	B	f 12.13	12.57				
6.20 PM		s 5.56		1.50	Yard	WF TY	57.1	79.5	6.1	66.5	B	f 12.05 PM	f 12.45		AM 8.20		
		6.05		2.05	89	Y	65.6	158.4	8.5	79.2	C	11.53	12.32		8.00 AM		AM 5.55
		6.28		2.40	5		66.2	158.4	0.6	0.0	B	11.19	11.59				5.15
		6.30		2.44	14	Spur	67.6	0.0	1.4	158.4	B	11.17	11.57				4.55
		f 6.34		2.48	70	WY	80.6	0.0	5.5	158.4	B	f 11.12	f 11.52				4.50
		f 6.47		3.14	70		73.1	0.0	7.5	158.4	B	f 10.51	11.28				4.25
		s 7.07		3.36 ²¹⁶	70		86.8	0.0	6.2	79.2	C	s 10.30	s 11.06				3.36 ⁴⁷
		s 7.18		3.51	70		95.4	5.0	8.6	79.2	C	s 10.14	f 10.46				3.10
		7.34		4.08	81		101.5	79.7	6.1	79.7	B	10.00	10.30				2.50
		s 7.48		4.21	70		109.7	79.2	8.2	79.2	C	s 9.48	f 10.15				2.30
		f 8.05		4.37	69	W	116.4	0.0	6.7	79.2	B	f 9.33	f 9.59				1.57
		f 8.17		4.51	43		123.2	64.3	6.8	79.2	B	f 9.24	f 9.45				1.20
		s 8.31		5.05	25	Y	129.6	79.2	6.4	79.2	C	s 9.13	f 9.32				1.00
		f 8.38		5.16	70		139.6	0.0	5.3	79.2	B	f 9.02	9.20				12.35
		PM 11.05 ²¹⁰		AM 6.35	E25 W24	Y	134.9	0.0	4.7	79.2	B	8.54	9.10	PM 9.45		PM 11.05 ²⁰⁹	12.15 AM
		s 11.40 ²¹⁶		6.45	Yard	WF	139.6	8.2	3.9	81.0	C	s 8.45	s 8.55 ⁴⁹	s 9.32		s 10.50	11.59 ²⁰⁹
		f 11.55		6.53	81		143.5	0.0	6.8	79.2	B	8.33	8.40	9.17 ⁴⁹		f 10.20	11.30
		AM 12.15		7.03	70		150.3	79.7	7.3	78.9	C	s 8.21	s 8.25	9.05		f 10.00	11.15
		f 12.30		7.16	81		167.6	0.0	11.5	79.2	B	f 8.09	f 8.12	8.54		f 9.41 ⁴⁹	10.55
		f 12.55		7.25	95	Y	169.1	0.0	4.5	39.6	B	f 7.54	f 7.54	8.40		f 9.05	10.35
		f 1.05		7.38	82		173.6	0.0	3.1	42.3	B	7.45 ¹⁸¹	7.46	8.35		f 8.50	10.26
		f 1.10		7.45 ⁴⁰	47		176.7	52.8	3.2	0.0	B	f 7.37	f 7.40	8.31		f 8.40	10.20
		f 1.20		7.52	81		179.9	0.0	4.3	0.0	C	s 7.30	s 7.33	f 8.27		f 8.30	10.12 ⁴⁹
		s 1.45		7.58	81		184.2	0.0	4.1	0.0	C	s 7.22	s 7.25	s 8.20 ²¹⁰		s 8.20 ¹⁷⁰	9.50
		2.10		8.08	Yard		188.3	3.4	3.5	26.4	B	7.12 ⁴⁷	7.13	8.11		f 7.40	9.10
		2.30 AM		8.16	Yard	FWT	191.8	0.0	1.9	15.8	C	f 7.07	f 7.07	8.06		7.30 PM	9.00 PM
		f 10.38		7.22	Yard	Y	193.7	26.4			C	7.00 AM	7.00 PM	8.00 PM		Leave Tuesday Only	
Arrive Tuesday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Water Tanks between Stations at
M. P. 68.1
M. P. 89.1
M. P. 146.3
M. P. 175.0

(Continued from Page 3)

Trains leaving the wye at Riordan will be governed by the indication given by the colored light dwarf signal located on the west leg of the wye. Engines must not foul circuit in advance of this signal until ready to proceed westward.

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 the siren will promptly communicate with the operator at Flagstaff.

Rule 97 and Special Rule 13: Yellow indication of the dwarf signal will authorize trains turning at Riordan to move on westward track with the current of traffic Riordan to Williams without clearance card, Form 902, or Form "G" train order, except if provision has been made for the use of a section of double track as single track between these points, a Form G train order must be obtained before proceeding.

Operator at Flagstaff must be authorized by train order before giving a proceed indication at Riordan and will maintain on Form 862 Standard a record of all westward trains passing Riordan.

FOURTH, CLARKDALE, AND CROWN KING DISTRICTS

42. At Prescott and Alto the switches on stems of wyes must be left lined for west leg.

At Skull Valley and Congress switches on stems of wyes must be left lined for east leg.

43. The maximum tonnage per operative brake in freight service between Prescott and Skull Valley and on the Crown King District is seventy-five tons.

44. Westward freight trains must consume ten minutes at Ramsgate cooling wheels and inspecting train.

45. Not more than two engines of the 3129, 900 or 1600 class may be coupled together passing over Bridges B-14, west of Prairie; B-22, west of Drake; E-74, west of Ramsgate; and B-148, west of Allah, and when coupled must not exceed six (6) miles per hour over Bridge B-148 and twenty (20) miles per hour over Bridges B-14, B-22 and E-74.

Two engines of the 3700 class must not be coupled together over Bridges B-14, B-22, E-74 and B-148, and single engines of this class will not exceed six (6) miles per hour over Bridge B-148.

Engines of 3800 class shall not be used on Fourth District.

46. Trains in which are high rack cars loaded with coke must not exceed 24 miles an hour (one mile in 2' 30").

47. Train movements on Poland and Beardsley spurs must be authorized by train order.

48. At Clarkdale, a spring derail switch is located in upper yard below station, which is trailed through when entering yard and when leaving must be lined for movement and afterward restored to derail.

49. At Phoenix, trains will approach switch at entrance to Union Depot tracks prepared to stop and will proceed only when track is known to be clear. Automatic signals govern the junction switch between Santa Fe and Southern Pacific tracks at east end of Union Depot.

50. At Phoenix, electrically locked derail located on stem of wye to protect crossing with Southern Pacific main track. If derail cannot be opened, release by push button located on post near-by.

51. No. 40 will turn on wye and back into Ash Fork.

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				
Rito.....	59.8	8	East	9 and 22
Cubero.....	71.9	6	East	9 and 22
Section House.....	88.2	0	None	9 and 22
McCune.....	149.3	50	West	None
Second District				
Brentari.....	160.7	4	West	None
Dilco.....	163.4	114	East	None
Querino.....	195	35	West	None
Third District				
Welch.....	391.2	2	West	No. 9
Signal 3912.....	391.8	0	0	No. 22
Section House.....	396.4	0	0	9 and 22
Grand Canyon District				
Section House.....	6.0	0	None	11 and 14
Bly.....	14.7	9	West	Freight only
Section House.....	18.2	0	None	11 and 14
Woodin.....	43.8	2	West	Freight only
Fourth District				
Prairie.....	10.9	8	East-West	40-42-49
Spur.....	13.5	10	West	Freight
Spur.....	18.8	2	West	Freight
Siding.....	20.3	13	East-West	Freight
Puntenney.....	22.0	20	East-West	40-42-47-49
Spur.....	55.1	2	East	Freight
Whipple Spurs.....	56.0	39	West	40-42-47-49
Doce.....	69.9	20	East	Freight
Spur.....	144.8	8	West	Freight
Spur.....	146.2	1	West	Freight
Beardsley Spur.....	169.0	13 miles	Wye	Freight
Agua Fria Tank.....	175.0	5	East-West	Freight
Jack.....	186.8	8	East	Freight
Burnt Ranch.....	187.1	15	East	Freight
Dolan.....	189.5	23	West	Freight
Spur.....	189.7	2	East	Freight
Crown King District				
Iron King.....	17.2	6	West	All
Poland Spur.....	21.7	8 miles	West	All
Arizona City.....	23.6	1	West	All
Spur.....	37.0	8	West	All
Clarkdale District				
Uvex.....	15.8	12	East-West	Freight
Tapco.....	35.6	66	East	Freight

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

Isleta.....	Interlocking plant
Dalies.....	Interlocking plant
D. T. Junction.....	Interlocking plant
Joseph City.....	For westward trains
Williams.....	For Third District trains
Ash Fork.....	For Third District trains
Drake.....	For Fourth District trains
Entro.....	For Fourth District trains
Poland Junction.....	For Crown King District trains
Matthie.....	For Fourth District trains
Beardsley.....	For Fourth District trains

LENGTH OF STEMS OF WYES

Thoreau.....	1001.0 feet	Crookton.....	190.0 feet
West Yard.....	715.0 feet	Seligman.....	835.0 feet
Pinta.....	527.0 feet	Drake.....	Main track
Winslow.....	323.0 feet	Del Rio.....	405 feet
Angell.....	558.0 feet	Prescott.....	290 feet
Flagstaff.....	170.0 feet	Alto.....	201 feet
Riordan.....	506.0 feet	Skull Valley.....	756 feet
Bellemont.....	139.0 feet	Congress.....	819 feet
Williams.....	1401.0 feet	Matthie.....	Main track
Anita.....	416.0 feet	Beardsley.....	Main track
Apex.....	Main track	Phoenix.....	641 feet
Grand Canyon.....	1551.0 feet	Humboldt.....	Yard
Supai.....	298.0 feet	Poland Junction.....	Poland Spur
Ash Fork—North Wye.....	911.0 feet	Mayer.....	269 feet
Ash Fork—West Wye.....	1444.0 feet	Clarkdale.....	743 feet

TIME SERVICE

R. D. Montgomery, General Watch Inspector, Topeka, Kan.
 J. H. Mace, Assistant General Watch Inspector (Roadway and Station Service), Kansas City, Mo.

LOCAL WATCH INSPECTORS

ELMER H. BLACK.....Winslow, Ariz.
 E. PARKE SELLARD.....Gallup, N. M.
 S. T. VANN.....Albuquerque, N. M.
 O. A. HESLA.....Prescott, Ariz.
 CHAS. A. SHELDON.....Phoenix, Ariz.
 S. E. D. SEARS.....Clarkdale, Ariz.

Fletcher E. Schaffer, Traveling Watch Inspector, San Bernardino, Cal.

At Seligman.....	{ 4th, 5:15 p.m. to 5th, 5:15 p.m. 18th, 5:15 p.m. to 19th, 5:15 p.m.
At Ash Fork.....	{ 1st, 1:35 p.m. to 2nd, 4:15 p.m. 15th, 1:35 p.m. to 16th, 4:15 p.m.
At Williams.....	{ 2nd, 5:35 p.m. to 4th, 3:05 p.m. 16th, 5:35 p.m. to 18th, 3:05 p.m.

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

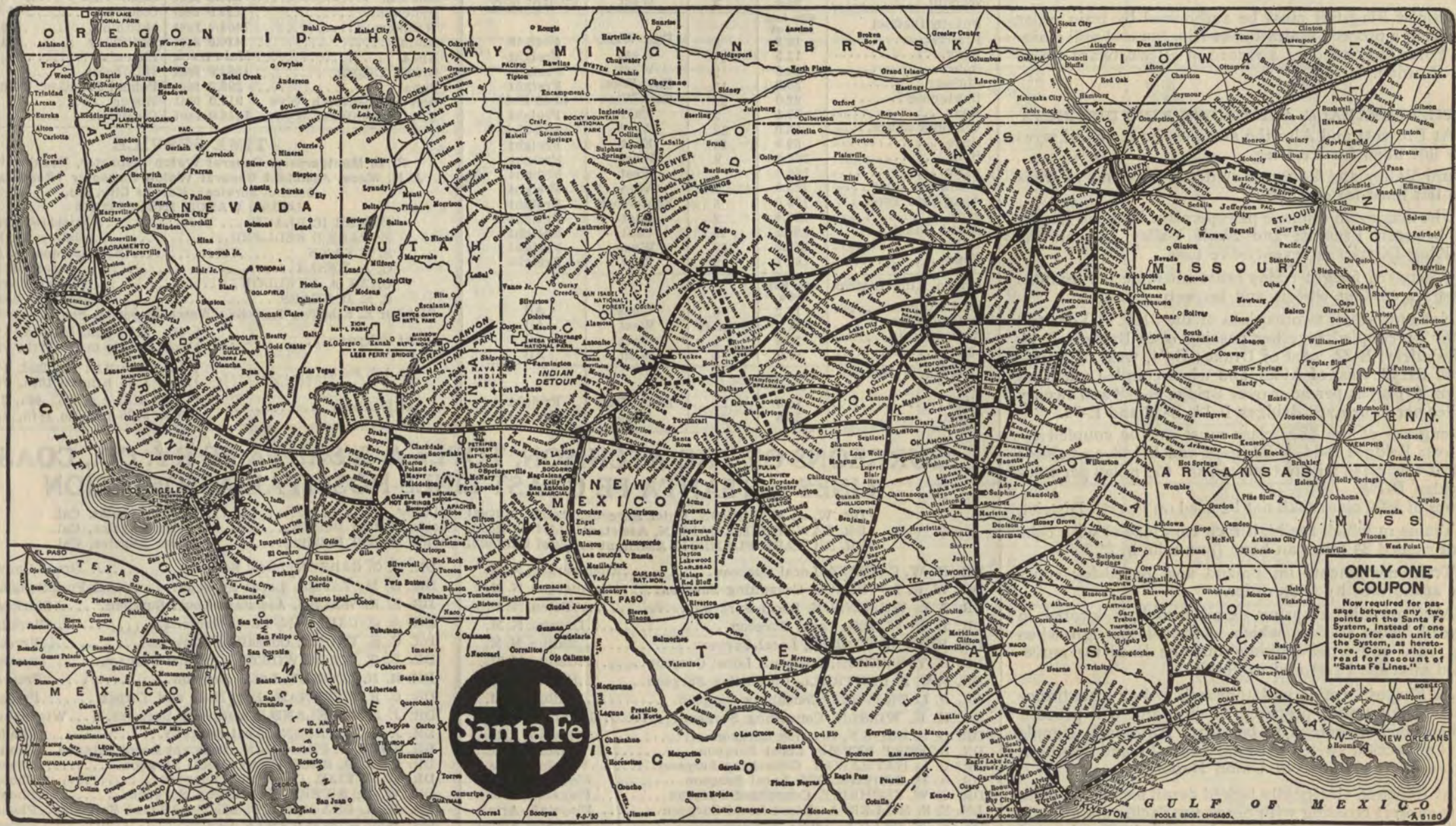
DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building.....	Los Angeles, Cal.
DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building.....	Los Angeles, Cal.
DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building.....	Los Angeles, Cal.
DR. H. W. GOELITZ, Local Surgeon.....	Albuquerque, N. M.
DR. W. R. LOVELACE, Consulting Surgeon.....	Albuquerque, N. M.
DR. S. L. WILKINSON, Local Surgeon.....	Belen, N. M.
DR. J. W. ELDER, Local Surgeon.....	Laguna, N. M.
DR. JOHN W. STOFER, Local Surgeon.....	Gallup, N. M.
DR. H. T. WATSON, Assistant Local Surgeon.....	Gallup, N. M.
DR. WM. B. CANTRELL, Consulting Surgeon.....	Gallup, N. M.
DR. P. L. TRAVERS, Consulting Surgeon.....	Gallup, N. M.
DR. H. K. WILSON, Consulting Surgeon.....	Holbrook, Ariz.
DR. O. S. BROWN, Division Surgeon.....	Winslow, Ariz.
DR. ROBERT STUMP, Local Surgeon.....	Winslow, Ariz.
DR. C. L. HATHAWAY, Consulting Surgeon.....	Winslow, Ariz.
DR. A. H. SCHERMANN, Local Surgeon.....	Flagstaff, Ariz.
DR. C. W. SECHRIST, Consulting Surgeon.....	Flagstaff, Ariz.
DR. E. S. MILLER, Assistant Local Surgeon.....	Flagstaff, Ariz.
DR. P. A. MELICK, Local Surgeon.....	Williams, Ariz.
DR. A. G. ROUNSEVILLE, Asst. Local Surgeon.....	Williams, Ariz.
DR. B. G. CARSON, Local Surgeon.....	Grand Canyon, Ariz.
DR. R. M. TAFEL, Local Surgeon.....	Ash Fork-Seligman, Ariz.
DR. L. E. WALSH, Assistant Local Surgeon.....	Clarkdale, Ariz.
DR. A. C. CARLSON, Local Surgeon.....	Clarkdale, Ariz.
DR. C. E. YOUNT, Consulting Surgeon.....	Prescott, Ariz.
DR. H. T. SOUTHWORTH, Division Surgeon.....	Prescott, Ariz.
DR. R. H. LOONEY, Local Surgeon.....	Prescott, Ariz.
DR. C. R. SWETNAM, Ear, Nose and Throat.....	Prescott, Ariz.
DR. J. A. COPELAND, Emergency Surgeon.....	Wickenburg, Ariz.
DR. J. M. PEARSON, Local Surgeon.....	Glendale, Ariz.
DR. ROBT. T. FRANKLIN, Assistant Local Surgeon.....	Glendale, Ariz.
DR. GEO. M. BROCKWAY, Local Surgeon.....	Phoenix, Ariz.
DR. W. WYLIE, Consulting Surgeon.....	Phoenix, Ariz.
DR. W. O. SWEEK, Consulting Surgeon.....	Phoenix, Ariz.
DR. H. K. BEAUCHAMP, Assistant Local Surgeon.....	Phoenix, Ariz.
DR. WM. A. SCHWARTZ, Oculist.....	Phoenix, Ariz.
DR. B. L. MELTON, Assistant Oculist.....	Phoenix, Ariz.

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

SANTA FE SAFETY FIRST

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

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



Santa Fe Through Lines Double Track plus two main lines between Newton and Albuquerque Lines Under Construction Connecting Lines