

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

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

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

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

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

W. A. ROEBUCK  
Trainmaster, Needles, Calif.

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

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

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

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

Dispatchers, Winslow, Ariz.

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

# The Atchison, Topeka and Santa Fe Railway Co.



**COAST Santa Fe LINES**

## ALBUQUERQUE DIVISION

# TIME TABLE No.

# 96

IN EFFECT

## Sunday, January 10, 1954

At 12:01 A. M.  
Mountain Standard Time

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

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

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

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

S. ROGERS,  
Superintendent,  
Winslow, Ariz.

Timetable 95 eff 27 Sept 53  
97 25 Apr 54

| WESTWARD             |                      |                      |                      |                      |                      |                      | TIME TABLE       | Mile Post | Ruling Grade Ascending | Ruling Grade Descending | Fuel, Water, Turn Tables and Wyes | Capacity of Sidings in 50 ft. Cars |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------|-----------|------------------------|-------------------------|-----------------------------------|------------------------------------|
| FIRST CLASS          |                      |                      |                      |                      |                      |                      |                  |           |                        |                         |                                   |                                    |
| 123                  | 17                   | 21                   | 23                   | 19                   | 3                    | 7                    |                  |           |                        |                         |                                   |                                    |
| The Grand Canyon     | Super Chief          | El Capitan           | The Grand Canyon     | The Chief            | California Limited   | Fast Mail Express    | NO. 96           |           |                        |                         |                                   |                                    |
| Leave Daily          | Leave Daily          | Leave Daily          | Leave Daily          | Leave Daily          | Leave Daily          | Leave Daily          | January 10, 1954 |           |                        |                         |                                   |                                    |
| PM 5.30<br>PM 5.45   | PM 5.25<br>PM 5.40   | PM 3.55<br>PM 4.10   |                      | AM 7.10<br>AM 7.25   |                      | AM 12.40<br>AM 12.55 | STATIONS         |           |                        |                         |                                   |                                    |
| 5.49                 | 5.44                 | 4.14                 |                      | 7.29                 |                      | 1.00                 | ALBUQUERQUE      | 0.0       |                        |                         | FW TY                             | Yard                               |
| 5.53                 | 5.48                 | 4.18                 |                      | 7.33                 |                      | 1.05                 | 12.6 ISLETA      | 12.6      | 21.1                   | 26.4                    |                                   | 64                                 |
| 5.57                 | 5.51                 | 4.21                 | PM 3.40              | 7.36                 | AM 7.15              | 1.10                 | 5.4 PAQUITA      | 18.2      | 52.8                   | 0.0                     |                                   | 43                                 |
| 6.05                 | 5.58                 | 4.28                 |                      | 7.43                 | 7.25                 | 1.17                 | 4.7 SANDIA       | 22.8      | 52.8                   | 0.0                     |                                   | 42                                 |
| 6.12                 | 6.05                 | 4.35                 |                      | 7.50                 | 7.35                 | 1.24                 | 3.9 DALIES YL    | 27.4      | 52.8                   | 31.7                    |                                   | 59                                 |
| 6.16                 | 6.09                 | 4.39                 |                      | 7.54                 | 7.40                 | 1.29                 | 8.8 RIO PUERCO   | 33.9      | 0.0                    | 31.7                    |                                   |                                    |
| 6.25                 | 6.18                 | 4.47                 |                      | 8.02                 | 7.51                 | 1.37                 | 9.4 SOUTH GARCIA | 43.3      | 31.7                   | 0.0                     |                                   | 118                                |
| 6.29                 | 6.22                 | 4.51                 |                      | 8.06                 | 7.57                 | 1.42                 | 5.1 SUWANEE      | 47.3      | 31.7                   | 0.0                     |                                   | 135                                |
| 6.34                 | 6.26                 | 4.55                 |                      | 8.10                 | 8.04                 | 1.47                 | 10.7 MARMON      | 58.0      | 31.7                   | 0.0                     |                                   | 125                                |
| 6.42                 | 6.34                 | 5.03                 |                      | 8.18                 | 8.13                 | 1.54                 | 5.3 QUIRK        | 63.3      | 31.7                   | 0.0                     |                                   | 83                                 |
| 6.46                 | 6.38                 | 5.07                 |                      | 8.22                 | 8.17                 | 1.58                 | 4.8 LAGUNA       | 68.7      | 31.7                   | 0.0                     |                                   | 135                                |
| 6.50                 | 6.42                 | 5.11                 |                      | 8.33                 | 8.26 <sup>s</sup>    | 2.02                 | 9.1 ACOMITA      | 77.6      | 31.7                   | 0.0                     |                                   | 118                                |
| 7.00                 | 6.51                 | 5.20                 |                      | 8.43                 | 8.40                 | 2.12                 | 4.6 McCARTYS     | 82.3      | 31.7                   | 0.0                     |                                   |                                    |
| 7.05                 | 6.56                 | 5.25                 |                      | 8.48                 | 8.45                 | 2.17                 | 3.8 ANZAC        | 86.0      | 31.7                   | 0.0                     |                                   | 118                                |
| 7.10                 | 7.01                 | 5.30                 |                      | 8.53                 | 8.51                 | 2.22                 | 9.9 GRANTS YL    | 95.5      | 31.7                   | 0.0                     |                                   | 134                                |
| 7.17                 | 7.07                 | 5.37                 |                      | 8.59                 | 8.58                 | 2.28                 | 5.6 REID         | 101.1     | 31.7                   | 0.0                     |                                   | 91                                 |
| 7.23                 | 7.13                 | 5.43                 |                      | 9.05                 | 9.05                 | 2.34                 | 6.1 BLUEWATER    | 107.2     | 31.7                   | 0.0                     |                                   | 118                                |
| 7.27                 | 7.17                 | 5.47                 |                      | 9.09                 | 9.11                 | 2.38                 | 7.7 BACA         | 114.9     | 31.7                   | 0.0                     |                                   | 91                                 |
| 7.31                 | 7.20                 | 5.50                 |                      | 9.16                 | 9.16                 | 2.42                 | 4.0 SOUTH CHAVES | 121.7     | 31.7                   | 0.0                     |                                   | 118                                |
| 7.36                 | 7.25                 | 5.55                 |                      | 9.22                 | 9.22                 | 2.47                 | 3.7 THOREAU      | 125.6     | 31.7                   | 0.0                     | Y                                 | 118                                |
| 7.40                 | 7.29                 | 5.59                 |                      | 9.26                 | 9.26                 | 2.51                 | 6.9 GONZALES     | 129.3     | 0.0                    | 56.3                    |                                   |                                    |
| 7.43                 | 7.32                 | 6.02                 |                      | 9.27                 | 9.27                 | 2.55                 | 5.3 SOUTH GUAM   | 136.2     | 0.0                    | 31.7                    |                                   | 118                                |
| 7.45                 | 7.34                 | 6.04                 |                      | 9.29                 | 9.29                 | 2.57                 | 5.3 PEREA        | 141.5     | 0.0                    | 31.7                    |                                   | 118                                |
| 7.47                 | 7.36                 | 6.06                 |                      | 9.32                 | 9.32                 | 2.59                 | 4.6 WINGATE      | 146.1     | 0.0                    | 31.7                    |                                   |                                    |
| <sup>s</sup> 7.55 PM | <sup>s</sup> 7.43 PM | <sup>s</sup> 6.13 PM | <sup>s</sup> 5.40 PM | <sup>s</sup> 9.28 AM | <sup>s</sup> 9.45 AM | <sup>s</sup> 3.10 AM | 3.2 McCUNE       | 149.3     | 0.0                    | 31.7                    | Y                                 | 105                                |
| Arrive Daily         | Arrive Daily         | Arrive Daily         | Arrive Daily         | Arrive Daily         | Arrive Daily         | Arrive Daily         | ZUNI             | 151.6     | 0.0                    | 31.7                    |                                   | 118                                |
|                      |                      |                      |                      |                      |                      |                      | GALLUP YL        | 157.6     | 0.0                    | 31.7                    | FW TY                             | Yard                               |
|                      |                      |                      |                      |                      |                      |                      | (160.3)          |           |                        |                         |                                   |                                    |

(66.3) (69.7) (69.7) (66.9) (69.7) (53.5) (64.1) .....Average speed per hour

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

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

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

(Continued on Page 3)

BELEN DISTRICT

| WESTWARD                      |                               | TIME TABLE       | Mile Post | Ruling Grade Ascending | Fuel, Water, Turn Tables and Wyes | Capacity of Sidings in 50 ft. Cars |
|-------------------------------|-------------------------------|------------------|-----------|------------------------|-----------------------------------|------------------------------------|
| FIRST CLASS                   |                               |                  |           |                        |                                   |                                    |
| 23                            | 3                             |                  |           |                        |                                   |                                    |
| The Grand Canyon              | California Limited            | NO. 96           |           |                        |                                   |                                    |
| Leave Daily                   | Leave Daily                   | January 10, 1954 |           |                        |                                   |                                    |
| PM 3.25<br>PM 3.40<br>PM 3.40 | AM 7.00<br>AM 7.15<br>AM 7.15 | STATIONS         |           |                        |                                   |                                    |
|                               |                               | BELEN YL         | 0.0       |                        | FW TY                             | Yard                               |
|                               |                               | 10.3             |           |                        |                                   |                                    |
|                               |                               | DALIES YL        | 10.1      | 66.2                   | W                                 | 110                                |
| Arrive Daily                  | Arrive Daily                  | (10.3)           |           |                        |                                   |                                    |

(41.2) (41.2) .....Average speed per hour

**FIRST DISTRICT**

**ALBUQUERQUE DIVISION**

| Capacity of Sidings in 50 ft. Cars | Fuel, Water, Turn Tables and Wyes | Communications | Ruling Grade Descending | Ruling Grade Ascending | TIME TABLE       |  | EASTWARD     |              |                  |                  |              |                    |                   |
|------------------------------------|-----------------------------------|----------------|-------------------------|------------------------|------------------|--|--------------|--------------|------------------|------------------|--------------|--------------------|-------------------|
|                                    |                                   |                |                         |                        | NO. 96           |  | FIRST CLASS  |              |                  |                  |              |                    |                   |
|                                    |                                   |                |                         |                        | January 10, 1954 |  | 22           | 20           | 124              | 24               | 18           | 4                  | 8                 |
| Yard                               | FW TY                             | C              |                         |                        | STATIONS         |  | El Capitan   | The Chief    | The Grand Canyon | The Grand Canyon | Super Chief  | California Limited | Fast Mail Express |
|                                    |                                   |                |                         |                        |                  |  | Arrive Daily | Arrive Daily | Arrive Daily     | Arrive Daily     | Arrive Daily | Arrive Daily       | Arrive Daily      |
| 64                                 |                                   | C              | 21.1                    | 26.4                   | ALBUQUERQUE      |  | AM 6.45      | AM 9.15      | AM 9.45          |                  | PM 1.15      |                    | PM 8.35           |
| 43                                 |                                   | B              | 52.8                    | 0.0                    | ISLETA           |  | AM 6.30      | AM 9.00      | AM 9.30          |                  | PM 1.00      |                    | PM 8.20           |
| 42                                 |                                   | B              | 52.8                    | 0.0                    | PAQUITA          |  | 6.24         | 8.54         | 9.23             |                  | 12.54        |                    | 8.15              |
| 59                                 |                                   | C              | 52.8                    | 31.7                   | SANDIA           |  | 6.20         | 8.50         | 9.17             | AM 9.55          | 12.50        | PM 6.15            | 8.10              |
| 118                                |                                   | B              | 0.0                     | 31.7                   | DALIES           |  | 6.17         | 8.47         | 9.11             | 9.55             | 12.47        | 6.15               | 8.05              |
|                                    |                                   |                | 52.8                    | 0.0                    | RIO PUERCO       |  | 6.09         | 8.39         | 9.03             | 9.48             | 12.39        | 6.06               | 7.55              |
| 156                                |                                   | B              | 31.7                    | 0.0                    | SUWANEE          |  | 5.58         | 8.28         | 8.51             | 9.37             | 12.29        | 5.53               | 7.44              |
| 118                                |                                   | B              | 31.7                    | 0.0                    | MARMON           |  | 5.49         | 8.19         | 8.42             | 9.28             | 12.20        | 5.42               | 7.34              |
|                                    |                                   | B              | 31.7                    | 0.0                    | QUIRK            |  | 5.44         | 8.14         | 8.36             | 9.23             | 12.15        | 5.36               | 7.29              |
| 110                                |                                   | C              | 31.7                    | 0.0                    | LAGUNA           |  | 5.39         | 8.09         | 8.31             | 9.18             | 12.10        | 5.30               | 7.24              |
| 118                                |                                   | B              | 31.7                    | 0.0                    | ACOMITA          |  | 5.30         | 8.01         | 8.22             | 9.10             | 12.01        | 5.20               | 7.16              |
|                                    |                                   | B              | 31.7                    | 0.0                    | McCARTYS         |  | 5.26         | 7.57         | 8.18             | 9.05             | 11.57        | 5.15               | 7.12              |
| 132                                |                                   | B              | 31.7                    | 0.0                    | ANZAC            |  | 5.22         | 7.53         | 8.14             | 9.02             | 11.53        | 5.10               | 7.08              |
| 118                                |                                   | C              | 31.7                    | 0.0                    | GRANTS           |  | 5.12         | 7.43         | 8.05             | 8.52             | 11.44        | 5.00               | 6.58              |
|                                    |                                   | B              | 31.7                    | 0.0                    | REID             |  | 5.07         | 7.38         | 7.59             | 8.46             | 11.39        | 4.52               | 6.48              |
| 135                                |                                   | B              | 31.7                    | 0.0                    | BLUEWATER        |  | 5.02         | 7.33         | 7.53             | 8.40             | 11.35        | 4.45               | 6.43              |
| 91                                 |                                   | B              | 52.8                    | 0.0                    | BACA             |  | 4.56         | 7.27         | 7.46             | 8.34             | 11.30        | 4.37               | 6.36              |
| 118                                |                                   | B              | 52.8                    | 0.0                    | NORTH CHAVES     |  | 4.51         | 7.22         | 7.39             | 8.27             | 11.25        | 4.30               | 6.29              |
|                                    | Y                                 | C              | 31.7                    | 0.0                    | THREAU           |  | 4.48         | 7.19         | 7.36             | 8.23             | 11.22        | 4.26               | 6.25              |
| 118                                |                                   | B              | 21.1                    | 31.7                   | GONZALES         |  | 4.45         | 7.16         | 7.32             | 8.19             | 11.19        | 4.21               | 6.22              |
| 131                                |                                   | B              | 0.0                     | 31.7                   | NORTH GUAM       |  | 4.39         | 7.09         | 7.25             | 8.12             | 11.13        | 4.12               | 6.14              |
| 92                                 |                                   | B              | 0.0                     | 31.7                   | CINIZA           |  | 4.34         | 7.04         | 7.20             | 8.07             | 11.09        | 4.06               | 6.09              |
| 117                                |                                   | B              | 0.0                     | 31.7                   | WINGATE          |  | 4.29         | 6.59         | 7.15             | 8.02             | 11.04        | 3.59               | 6.03              |
|                                    | Y                                 | B              | 0.0                     | 31.7                   | McCUNE           |  | 4.26         | 6.56         | 7.12             | 7.58             | 11.01        | 3.56               | 6.00              |
| 118                                |                                   | B              | 0.0                     | 31.7                   | ZUNI             |  | 4.23         | 6.53         | 7.10             | 7.55             | 10.58        | 3.53               | 5.57              |
| Yard                               | FW TY                             | C              |                         |                        | GALLUP           |  | AM 4.17      | AM 6.47      | AM 7.03          | AM 7.48          | AM 10.52     | PM 3.45            | PM 5.50           |
|                                    |                                   |                |                         |                        | (160.7)          |  | Leave Daily  | Leave Daily  | Leave Daily      | Leave Daily      | Leave Daily  | Leave Daily        | Leave Daily       |

Average speed per hour..... (65.1) (65.1) (59.5) (63.2) (67.4) (53.6) (58.4)

**BELEN DISTRICT**

(Continued from Page 2)

| Capacity of Sidings in 50 ft. Cars | Communications | TIME TABLE                  |  | EASTWARD         |                    |
|------------------------------------|----------------|-----------------------------|--|------------------|--------------------|
|                                    |                | NO. 96                      |  | FIRST CLASS      |                    |
|                                    |                | January 10, 1954            |  | 24               | 4                  |
| Yard                               | C              | STATIONS                    |  | The Grand Canyon | California Limited |
| 103                                | C              | BELEN                       |  | Arrive Daily     | Arrive Daily       |
|                                    |                | DALIES                      |  | AM 10.10         | PM 6.30            |
|                                    |                |                             |  | AM 9.55          | PM 6.15            |
|                                    |                | (10.3)                      |  | Leave Daily      | Leave Daily        |
|                                    |                | Average speed per hour..... |  | (41.2)           | (41.2)             |

Between Belen and Gallup trains must keep to the left.

Two tracks extend through Gallup passenger yard:  
No. 1 is westward main track,  
No. 3 is eastward main track.

Rule 251 is in effect between Belen and Gallup.

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

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

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

| WESTWARD         |              |              |                  |                    |              |                   | TIME TABLE                   | Mile Post | Ruling Grade Ascending | Fuel, Water, Turn Tables and Wyes | Capacity of Sidings in 50 ft. Cars |
|------------------|--------------|--------------|------------------|--------------------|--------------|-------------------|------------------------------|-----------|------------------------|-----------------------------------|------------------------------------|
| FIRST CLASS      |              |              |                  |                    |              |                   |                              |           |                        |                                   |                                    |
| 123              | 17           | 21           | 23               | 3                  | 19           | 7                 |                              |           |                        |                                   |                                    |
| The Grand Canyon | Super Chief  | El Capitan   | The Grand Canyon | California Limited | The Chief    | Fast Mail Express | NO. 96                       |           |                        |                                   |                                    |
| Leave Daily      | Leave Daily  | Leave Daily  | Leave Daily      | Leave Daily        | Leave Daily  | Leave Daily       | January 10, 1954             |           |                        |                                   |                                    |
| PM 7.58          | PM 7.45      | PM 6.15      | PM 5.43          | AM 10.05           | AM 9.30      | AM 3.15           | STATIONS                     |           |                        |                                   |                                    |
| 8.08             | 7.54         | 6.25         | 5.53             | 10.17              | 9.40         | 3.23              | GALLUP YL                    | 157.6     |                        | FW TY                             | Yard                               |
| 8.19             | 8.04         | 6.36         | 6.04             | 10.30              | 9.50         | 3.32              | 9.4<br>DEFIANCE              | 166.9     | 0.0                    |                                   |                                    |
| 8.28             | 8.13         | 6.45         | 6.13             | 10.41              | 9.59         | 3.40              | 13.4<br>LUPTON               | 180.4     | 15.8                   |                                   | 79                                 |
| 8.34             | 8.18         | 6.51         | 6.19             | 10.49              | 10.05        | 3.46              | 10.9<br>HOUOK                | 191.2     | 0.0                    |                                   | 135                                |
| 8.38             | 8.22         | 6.55         | 6.25             | 10.55              | 10.10        | 3.50              | 8.0<br>CHETO                 | 199.7     | 15.8                   |                                   | 104                                |
| 8.43             | 8.27         | 7.00         | 6.30             | 11.03              | 10.15        | 3.55              | 5.9<br>CHAMBERS              | 205.7     | 15.8                   |                                   | 85                                 |
| 8.48             | 8.31         | 7.05         | 6.35             | 11.09              | 10.20        | 4.00              | 7.3<br>NAVAJO                | 213.0     | 5.8                    |                                   | 114                                |
| 8.58             | 8.41         | 7.15         | 6.46             | 11.22              | 10.30        | 4.09              | 6.2<br>PINTA                 | 219.2     | 0.0                    | Y                                 | 75                                 |
| 9.08             | 8.52         | 7.26         | 6.56             | 11.35              | 10.41        | 4.18              | 13.1<br>ADAMANA              | 232.3     | 0.0                    |                                   | 114                                |
| 9.15             | 8.58         | 7.32         | 7.03             | 11.47              | 10.47        | 4.32              | 7.4<br>ARNTZ                 | 245.5     | 7.9                    |                                   | 81                                 |
| 9.20             | 9.03         | 7.37         | 7.08             | 11.53              | 10.52        | 4.40              | 5.6<br>HOLBROOK YL           | 253.0     | 26.4                   |                                   | 114                                |
| 9.24             | 9.07         | 7.41         | 7.12             | 11.58              | 10.56        | 4.44              | 4.8<br>PENZANCE              | 258.6     | 0.0                    |                                   | 152                                |
| 9.33             | 9.16         | 7.50         | 7.21             | 12.08              | 11.05        | 4.52              | 11.1<br>JOSEPH CITY          | 263.5     | 17.4                   |                                   | 72                                 |
| s 9.45 PM        | s 9.27 PM    | s 8.02 PM    | s 7.35 PM        | s 12.25 m PM       | s 11.17 AM   | s 5.05 AM         | 10.8<br>HIBBARD              | 274.8     | 19.5                   |                                   | 114                                |
| Arrive Daily     | Arrive Daily | Arrive Daily | Arrive Daily     | Arrive Daily       | Arrive Daily | Arrive Daily      | WINSLOW YL                   | 285.5     |                        | FW TY                             | Yard                               |
|                  |              |              |                  |                    |              |                   | (127.2)                      |           |                        |                                   |                                    |
| (71.3)           | (74.8)       | (71.3)       | (68.1)           | (54.5)             | (71.3)       | (69.4)            | ..... Average speed per hour |           |                        |                                   |                                    |

Signal System Two in effect between Gallup and Winslow.

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

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

Two tracks extend through following passenger yards:

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

Rule 251 in effect between Gallup and Winslow.

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

**SECOND DISTRICT**

**ALBUQUERQUE DIVISION**

| Capacity of Sidings<br>in 50 Ft. Cars | Communications | Ruling Grade<br>Ascending | <b>TIME TABLE</b><br>NO. 96<br>January 10, 1954 |            | EASTWARD     |              |                  |                  |              |                    |                   |
|---------------------------------------|----------------|---------------------------|---|------------|--------------|--------------|------------------|------------------|--------------|--------------------|-------------------|
|                                       |                |                           |   |            | FIRST CLASS  |              |                  |                  |              |                    |                   |
|                                       |                |                           |   |            | 22           | 20           | 124              | 24               | 18           | 4                  | 8                 |
|                                       |                |                           |   |            | El Capitan   | The Chief    | The Grand Canyon | The Grand Canyon | Super Chief  | California Limited | Fast Mail Express |
| STATIONS                              |                |                           |   |            | Arrive Daily | Arrive Daily | Arrive Daily     | Arrive Daily     | Arrive Daily | Arrive Daily       | Arrive Daily      |
| Yard                                  | O              |                           | <b>GALLUP</b> YL                                | AM<br>4:15 | AM<br>6:45   | AM<br>7:00   | AM<br>7:45       | AM<br>10:50      | PM<br>3:30   | PM<br>5:45         |                   |
| 104                                   | B              | 31.7                      | 9.4<br>DEFIANCE                                 | 4:04       | 6:34         | 6:49         | 7:35             | 10:40            | 3:17         | 5:34               |                   |
| 185                                   | B              | 31.7                      | 13.4<br>LUPTON                                  | 3:53       | 6:23         | 6:39         | 7:23             | 10:30            | 3:05         | 5:23               |                   |
| 100                                   | B              | 31.7                      | 10.9<br>HOUCK                                   | 3:45       | 6:15         | 6:30         | 7:15             | 10:22            | 2:54         | 5:13               |                   |
|                                       | B              | 31.7                      | 8.0<br>CHETO                                    | 3:39       | 6:09         | 6:23         | 7:07             | 10:16            | 2:45         | 5:05               |                   |
| 104                                   | O              | 31.7                      | 5.9<br>CHAMBERS                                 | 3:35       | 6:05         | 6:18         | 7:02             | 10:12            | 2:39         | 4:58               |                   |
| 116                                   | B              | 31.7                      | 7.3<br>NAVAJO                                   | 3:29       | 5:59         | 6:12         | 6:55             | 10:06            | 2:32         | 4:52               |                   |
| 180                                   | B              | 31.7                      | 6.2<br>PINTA                                    | 3:24       | 5:54         | 6:06         | 6:50             | 10:01            | 2:26         | 4:46               |                   |
| 115                                   | B              | 31.7                      | 13.1<br>ADAMANA                                 | 3:15       | 5:45         | 5:55         | 6:38             | 9:52             | 2:13         | 4:34               |                   |
| 88                                    | B              | 31.7                      | 13.3<br>ARNTZ                                   | 3:04       | 5:34         | 5:44         | 6:27             | 9:41             | 2:00         | 4:22               |                   |
| 185                                   | O              | 31.7                      | 7.4<br>HOLBROOK                                 | 2:58       | 5:28         | 5:36         | 6:20             | 9:34             | 1:51         | 4:14               |                   |
|                                       | B              | 31.7                      | 5.6<br>PENZANCE                                 | 2:53       | 5:23         | 5:30         | 6:15             | 9:29             | 1:41         | 4:04               |                   |
| 74                                    | B              | 31.7                      | 4.8<br>JOSEPH CITY                              | 2:49       | 5:19         | 5:25         | 6:10             | 9:25             | 1:37         | 4:00               |                   |
| 104                                   | B              | 16.9                      | 11.1<br>HIBBARD                                 | 2:40       | 5:10         | 5:15         | 6:00             | 9:15             | 1:27         | 3:50               |                   |
| Yard                                  | O              | 31.7                      | 10.8<br><b>WINSLOW</b> YL                       | 2:30<br>AM | 5:00<br>AM   | 5:05<br>AM   | 5:50<br>AM       | 9:05<br>AM       | 1:15<br>PM   | 3:40<br>PM         |                   |
| (127.2)                               |                |                           |   |            | Leave Daily  | Leave Daily  | Leave Daily      | Leave Daily      | Leave Daily  | Leave Daily        | Leave Daily       |
| Average speed per hour.....           |                |                           |   |            | (72.7)       | (72.7)       | (66.4)           | (66.6)           | (72.7)       | (56.5)             | (61.1)            |

Signal System Two in effect between Gallup and Winslow.

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

Between Gallup and Winslow trains must keep to the left.

Two tracks extend through following passenger yards:

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

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

Rule 251 in effect between Gallup and Winslow.

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

| WESTWARD         |              |                    |                    |                    |              |                   |
|------------------|--------------|--------------------|--------------------|--------------------|--------------|-------------------|
| FIRST CLASS      |              |                    |                    |                    |              |                   |
| 123              | 17           | 21                 | 23                 | 3                  | 19           | 7                 |
| The Grand Canyon | Super Chief  | El Capitan         | The Grand Canyon   | California Limited | The Chief    | Fast Mail Express |
| Leave Daily      | Leave Daily  | Leave Daily        | Leave Daily        | Leave Daily        | Leave Daily  | Leave Daily       |
| PM 9:55          | PM 9:32      | PM 8:07            | PM 7:45            | PM 1:20            | AM 11:22     | AM 5:10           |
| 10.02            | 9.38         | 8.13               | 7.53               | 1.30               | 11.28        | 5.16              |
| 10.11            | 9.47         | 8.20               | 8.03               | 1.40               | 11.35        | 5.26              |
| 10.21            | 9.54         | 8.27               | 8.11               | 1.49               | 11.42        | 5.35              |
| 10.27            | 10.00        | 8.31               | 8.18               | 1.57               | 11.46        | 5.41              |
| 10.39            | 10.11        | 8.42               | 8.26               | 2.13               | 11.57        | 5.53              |
| 10.48            | 10.18        | 8.48               | 8.35               | 2.25               | 12.03        | 6.01              |
| 10.55            | 10.24        | 8.56               | 8.43               | 2.34               | 12.11        | 6.08              |
| 11.10            | 10.38        | 9.11               | 9.02               | s 3.00             | f 12.26      | f 6.28            |
| 11.20            | 10.48        | 9.21               | 9.12               | 3.13               | 12.36        | 6.39              |
| 11.26            | 10.53        | 9.26               | 9.18               | 3.21               | 12.41        | 6.45              |
| 11.32            | 11.00        | 9.32               | 9.26               | 3.31               | 12.47        | 6.51              |
| 11.38            | 11.06        | 9.38 <sup>23</sup> | 9.38 <sup>21</sup> | 3.39               | 12.53        | 6.58              |
| s 11.55          | 11.18        | 9.52               | s 10.00            | s 4.00             | 1.07         | 7.10              |
| AM 12.01         | 11.23        | 9.57               | 10.05              | 4.07               | 1.12         | 7.16              |
| 12.11            | 11.33        | 10.07              | 10.18              | 4.20               | 1.22         | 7.23              |
| 12.26            | 11.46        | 10.20              | 10.31              | 4.37               | 1.35         | 7.40              |
| 12.30            | 11.49        | 10.24              | 10.34              | 4.42               | 1.38         | 7.43              |
| s 12.50          | 12.02        | 10.37              | s 11.00            | s 5.05             | 1.52         | s 8.10            |
| 12.58            | 12.10        | 10.45              | 11.12              | 5.14               | 2.00         | 8.18              |
| 1.08             | 12.20        | 10.56              | 11.24              | 5.26               | 2.10         | 8.29              |
| 1.16             | 12.27        | 11.03              | 11.32              | 5.35               | 2.18         | 8.38              |
| s 1.32           | s 12.41      | s 11.15            | s 11.50            | s m 6.00           | s 2.30       | s 8.50            |
| AM               | AM           | PM                 | PM                 | PM                 | PM           | AM                |
| Arrive Daily     | Arrive Daily | Arrive Daily       | Arrive Daily       | Arrive Daily       | Arrive Daily | Arrive Daily      |

(39.5) (45.3) (45.5) (34.9) (30.6) (45.5) (38.9) .....Average speed per hour

| TIME TABLE       |           |                        |                         |                |                                   |                                    |
|------------------|-----------|------------------------|-------------------------|----------------|-----------------------------------|------------------------------------|
| NO. 96           |           |                        |                         |                |                                   |                                    |
| January 10, 1954 |           |                        |                         |                |                                   |                                    |
| STATIONS         |           |                        |                         |                |                                   |                                    |
|                  | Mile Post | Ruling Grade Ascending | Ruling Grade Descending | Communications | Fuel, Water, Turn Tables and Ways | Capacity of Sidings in 50 ft. Cars |
| WINSLOW YL       | 285.5     |                        |                         | C              | FW TY                             | Yard                               |
| WEST WINSLOW YL  | 288.5     | 75.0                   | 66.0                    | B              |                                   |                                    |
| DENNISON         | 298.3     | 75.0                   | 73.1                    | B              |                                   | 104                                |
| SUNSHINE         | 305.9     | 75.0                   | 0.0                     | B              |                                   | 72                                 |
| CANYON DIABLO    | 311.7     | 60.7                   | 23.8                    | C              |                                   | 115                                |
| ANGELL           | 322.7     | 75.0                   | 22.7                    | B              | Y                                 | 96                                 |
| WINONA           | 328.6     | 75.0                   | 0.0                     | B              |                                   |                                    |
| COSNINO          | 333.2     | 75.0                   | 75.0                    | B              |                                   | 96                                 |
| FLAGSTAFF YL     | 344.2     | 75.0                   | 70.4                    | C              | Y                                 | 105                                |
| RIORDAN          | 350.8     | 75.0                   | 0.0                     | B              | Y                                 | 96                                 |
| BELLEFONT        | 356.3     | 75.0                   | 75.0                    | C              | Y                                 | 99                                 |
| MAINE            | 362.5     | 64.5                   | 75.0                    | B              |                                   |                                    |
| CHALENDER        | 368.0     | 75.8                   | 97.0                    | B              |                                   | 108                                |
| WILLIAMS YL      | 378.2     | 75.0                   | 75.0                    | C              | F TY                              | 99                                 |
| SUPAI YL         | 381.6     | 75.0                   | 6.8                     | B              | Y                                 |                                    |
| McLELLAN         | 386.3     | 0.0                    | 137.3                   | B              |                                   | 112                                |
| WELCH            | 391.7     | 0.0                    | 95.0                    | B              |                                   |                                    |
| DAZE             | 393.7     | 14.8                   | 95.0                    | B              |                                   | 112                                |
| ASH FORK YL      | 401.2     | 75.0                   | 75.0                    | C              | F Y                               | 308                                |
| PINEVETA         | 408.8     | 75.0                   | 39.6                    | B              |                                   | 108                                |
| GLEED            | 414.7     | 75.0                   | 61.8                    | B              |                                   | 82                                 |
| CROOKTON YL      | 419.1     | 0.0                    | 95.0                    | B              | Y                                 | 110                                |
| SELIGMAN YL      | 428.8     |                        |                         | C              | FW TY                             | Yard                               |
| (142.7)          |           |                        |                         |                |                                   |                                    |

Signal System Two in effect between Winslow and Seligman.

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

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

Two tracks extend through following passenger yards:  
 Winslow, No. 1 is eastward freight lead,  
 No. 2 is eastward main track,  
 No. 3 is westward main track.

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

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

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

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

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

(Continued on Page 7)

| Capacity of Sidings in 50 Ft. Cars | Fuel, Water, Turn Tables and Wyes | Communications | Ruling Grade Descending | Ruling Grade Ascending | TIME TABLE       |             | EASTWARD           |                    |             |             |                    |                   |            |
|------------------------------------|-----------------------------------|----------------|-------------------------|------------------------|------------------|-------------|--------------------|--------------------|-------------|-------------|--------------------|-------------------|------------|
|                                    |                                   |                |                         |                        | NO. 96           |             | FIRST CLASS        |                    |             |             |                    |                   |            |
|                                    |                                   |                |                         |                        | January 10, 1954 |             | 124                | 24                 | 20          | 18          | 4                  | 8                 | 22         |
|                                    |                                   |                |                         |                        | STATIONS         |             | The Grand Canyon   | The Grand Canyon   | The Chief   | Super Chief | California Limited | Fast Mail Express | El Capitan |
| Yard                               | FW TY                             | C              |                         |                        | WINSLOW YL       | AM 4:50     | AM 5:40            | AM 4:55            | AM 9:00     | PM 12:30    | PM 3:35            | AM 2:25           |            |
|                                    |                                   | B              | 75.0                    | 31.7                   | WEST WINSLOW YL  | 4:42        | 5:30               | 4:48               | 8:54        | 12:23       | 3:25               | 2:19              |            |
| 96                                 |                                   | B              | 75.0                    | 31.7                   | DENNISON         | 4:33        | 5:20               | 4:41               | 8:47        | 12:13       | 3:17               | 2:11              |            |
|                                    |                                   | B              | 75.0                    | 23.8                   | SUNSHINE         | 4:27        | 5:13               | 4:35               | 8:41        | 12:03       | 3:10               | 2:05              |            |
| 109                                |                                   | C              | 60.7                    | 0.0                    | CANYON DIABLO    | 4:21        | 5:07               | 4:30               | 8:36        | 11:56       | 3:04               | 2:00              |            |
| 96                                 | Y                                 | B              | 75.0                    | 22.7                   | ANGELL           | 4:12        | 4:56               | 4:23               | 8:29        | 11:45       | 2:50               | 1:53              |            |
|                                    |                                   | B              | 75.0                    | 0.0                    | WINONA           | 4:06        | 4:50               | 4:18               | 8:25        | 11:39       | 2:46               | 1:48              |            |
| 98                                 |                                   | B              | 75.0                    | 75.0                   | COSNINO          | 3:59        | 4:44               | 4:13               | 8:20        | 11:33       | 2:40               | 1:43              |            |
| 96                                 | Y                                 | C              | 75.0                    | 47.3                   | FLAGSTAFF YL     | 3:46        | 4:30               | 4:00               | 8:06        | 11:18       | 2:26               | 1:30              |            |
|                                    | Y                                 | B              | 75.0                    | 0.0                    | RIORDAN          | 3:36        | 4:18               | 3:50               | 7:56        | 11:04       | 2:12               | 1:20              |            |
| 135                                | Y                                 | C              | 75.0                    | 75.0                   | BELLEMONT        | 3:29        | 4:10               | 3:45               | 7:51        | 10:57       | 2:05               | 1:15              |            |
| 108                                |                                   | B              | 64.5                    | 75.0                   | MAINE            | 3:22        | 4:03               | 3:40               | 7:46        | 10:48       | 1:57               | 1:10              |            |
| 119                                |                                   | B              | 52.8                    | 75.0                   | CHALENDER        | 3:15        | 3:55               | 3:33               | 7:39        | 10:39       | 1:49               | 1:03              |            |
| 118                                | F TY                              | C              | 75.0                    | 75.0                   | WILLIAMS YL      | 3:00        | 3:40               | 3:20               | 7:26        | 10:25       | 1:35               | 12:50             |            |
| 27                                 | Y                                 | B              | 75.0                    | 6.8                    | SUPAI YL         | 2:37        | 3:20               | 3:15               | 7:21        | 10:11       | 1:22               | 12:45             |            |
| 108                                |                                   | B              | 0.0                     | 95.0                   | SERENO           | 2:32        | 3:11 <sup>20</sup> | 3:11 <sup>24</sup> | 7:17        | 10:06       | 1:17               | 12:41             |            |
| 131                                |                                   | B              | 0.0                     | 95.0                   | CORVA            | 2:21        | 2:55               | 3:00               | 7:06        | 9:53        | 1:04               | 12:30             |            |
|                                    |                                   | B              | 0.0                     | 95.0                   | WELCH            | 2:11        | 2:46               | 2:51               | 6:57        | 9:42        | 12:53              | 12:21             |            |
| 108                                |                                   | B              | 0.0                     | 95.0                   | DAZE             | 2:06        | 2:43               | 2:48               | 6:54        | 9:38        | 12:48              | 12:18             |            |
| 120                                | F Y                               | C              | 14.8                    | 95.0                   | ASH FORK YL      | 1:50        | 2:25               | 2:35               | 6:42        | 9:20        | 12:30              | 12:05 AM          |            |
|                                    |                                   | B              | 75.0                    | 75.0                   | PINEVETA         | 1:30        | 2:10               | 2:21               | 6:33        | 9:00        | 12:13              | 11:56             |            |
|                                    |                                   |                | 147.8                   | 39.6                   |                  |             |                    |                    |             |             |                    |                   |            |
| 109                                | Y                                 | B              | 0.0                     | 75.0                   | CROOKTON YL      | 1:20        | 2:00               | 2:12               | 6:24        | 8:48        | 12:01 PM           | 11:47             |            |
| Yard                               | FW TY                             | C              |                         |                        | SELIGMAN YL      | 1:08 AM     | 1:43 AM            | 1:59 AM            | 6:11 AM     | 8:30 AM     | 11:45 AM           | 11:34 PM          |            |
|                                    |                                   |                |                         |                        | (143.6)          | Leave Daily | Leave Daily        | Leave Daily        | Leave Daily | Leave Daily | Leave Daily        | Leave Daily       |            |
| Average speed per hour.....        |                                   |                |                         |                        |                  | (38.8)      | (36.4)             | (49.0)             | (51.0)      | (35.9)      | (37.5)             | (50.4)            |            |

(Continued from Page 6)

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

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

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

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

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

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

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

Rule 251 in effect between Winslow and Seligman.

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

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

| WESTWARD         |              |                    |              |                   |                  |              | TIME TABLE        | Mile Post | Ruling Grade Ascending | Ruling Grade Descending | Fuel, Water, Turn Tables and Wyes | Capacity of Sidings in 50 ft. Cars |
|------------------|--------------|--------------------|--------------|-------------------|------------------|--------------|-------------------|-----------|------------------------|-------------------------|-----------------------------------|------------------------------------|
| FIRST CLASS      |              |                    |              |                   |                  |              |                   |           |                        |                         |                                   |                                    |
| 23               | 21           | 3                  | 19           | 7                 | 123              | 17           |                   |           |                        |                         |                                   |                                    |
| The Grand Canyon | El Capitan   | California Limited | The Chief    | Fast Mail Express | The Grand Canyon | Super Chief  | NO. 96            |           |                        |                         |                                   |                                    |
| Leave Daily      | Leave Daily  | Leave Daily        | Leave Daily  | Leave Daily       | Leave Daily      | Leave Daily  | January 10, 1954  |           |                        |                         |                                   |                                    |
| PM 11.53         | PM 11.17     | PM 6.45            | PM 2.32      | AM 8.53           | AM 1.35          | AM 12.43     | STATIONS          |           |                        |                         |                                   |                                    |
| AM 12.06         | 11.27        | 7.00               | 2.42         | 9.05              | 1.45             | 12.53        | SELIGMAN YL       | 428.8     |                        |                         | FW TY                             | Yard                               |
| 12.14            | 11.33        | 7.09               | 2.48         | 9.12              | 1.51             | 12.59        | 11.0 AUDLEY       | 439.8     | 72.9                   | 75.0                    |                                   | 107                                |
| 12.23            | 11.41        | 7.20               | 2.56         | 9.19              | 1.59             | 1.07         | 7.5 PICA          | 447.3     | 75.0                   | 75.0                    |                                   | 107                                |
| 12.33            | 11.51        | 7.32               | 3.06         | 9.29              | 2.09             | 1.17         | 4.6 YAMPAI YL     | 451.9     | 75.0                   | 69.7                    | Y                                 | 107                                |
| 12.39            | 11.58        | 7.40               | 3.13         | 9.35              | 2.16             | 1.24         | 8.1 NELSON        | 460.2     | 0.0                    | 105.6                   |                                   | 92                                 |
| 12.50            | 12.08        | 7.52               | 3.23         | 9.46              | 2.26             | 1.34         | 5.6 PEACH SPRINGS | 465.8     | 0.0                    | 75.0                    |                                   | 107                                |
| 12.59            | 12.16        | 8.01               | 3.31         | 9.54              | 2.34             | 1.42         | 11.4 TRUXTON      | 477.3     | 0.0                    | 75.0                    |                                   | 107                                |
| 1.05             | 12.20        | 8.07               | 3.35         | 9.58              | 2.38             | 1.46         | 7.0 VALENTINE     | 484.0     | 0.0                    | 75.0                    |                                   |                                    |
| 1.17             | 12.28        | 8.20               | 3.43         | 10.08             | 2.46             | 1.54         | 5.0 HACKBERRY     | 489.0     | 48.8                   | 71.8                    |                                   | 95                                 |
| 1.26             | 12.34        | 8.29               | 3.49         | 10.14             | 2.52             | 2.00         | 8.2 WALAPAI       | 501.3     | 46.0                   | 31.7                    |                                   | 107                                |
| 1.31             | 12.37        | 8.35               | 3.52         | 10.18             | 2.55             | 2.03         | 8.2 BERRY         | 509.4     | 50.2                   | 0.0                     |                                   | 107                                |
| 1.35             | 12.41        | 8.43               | 3.56         | 10.27             | 2.59             | 2.06         | 2.5 LOUISE        | 513.9     | 0.0                    | 95.0                    |                                   |                                    |
| 1.42             | 12.46        | 8.49               | 4.01         | 10.33             | 3.05             | 2.11         | 4.4 KINGMAN YL    | 516.4     | 0.0                    | 95.0                    | Y                                 | 118                                |
| 1.48             | 12.52        | 8.57               | 4.07         | 10.39             | 3.11             | 2.16         | 6.0 McCONNICO     | 520.7     | 0.0                    | 75.0                    |                                   | 51                                 |
| 1.57             | 12.58        | 9.06               | 4.13         | 10.47             | 3.17             | 2.22         | 8.4 GRIFFITH      | 526.8     | 0.0                    | 75.0                    |                                   | 107                                |
| 2.03             | 1.02         | 9.12               | 4.17         | 10.52             | 3.21             | 2.26         | 5.0 ATHOS         | 535.2     | 0.0                    | 75.0                    |                                   |                                    |
| 2.09             | 1.06         | 9.19               | 4.21         | 10.58             | 3.25             | 2.30         | 5.0 YUCCA         | 540.2     | 0.0                    | 75.0                    |                                   | 107                                |
| 2.16             | 1.11         | 9.26               | 4.26         | 11.05             | 3.30             | 2.35         | 6.5 HAVILAND      | 546.2     | 0.0                    | 75.0                    |                                   |                                    |
| 2.33             | 1.23         | 9.41               | 4.38         | 11.19             | 3.42             | 2.45         | 12.4 FRANCONIA    | 552.7     | 52.8                   | 73.9                    |                                   | 95                                 |
| s 2.50 AM        | s 1.36 AM    | s 10.00 PM         | s 4.50 PM    | s 11.35 AM        | s 3.55 AM        | s 2.56 AM    | 12.4 TOPOCK       | 565.1     | 52.8                   | 52.8                    |                                   | 107                                |
| Arrive Daily     | Arrive Daily | Arrive Daily       | Arrive Daily | Arrive Daily      | Arrive Daily     | Arrive Daily | NEEDLES YL        | 578.0     |                        |                         | FW TY                             | Yard                               |
| (50.4)           | (64.1)       | (45.7)             | (64.6)       | (55.0)            | (63.7)           | (67.0)       | (148.6)           |           |                        |                         |                                   |                                    |

.....Average speed per hour

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

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

Rule 251 in effect between Seligman and Needles.

Two tracks extend through Seligman passenger yard. Begin-

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

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

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

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



# KINGMAN DISTRICT

# ALBUQUERQUE DIVISION

9

| Capacity of Sidings<br>in 50 ft. Cars | Fuel, Water, Turn<br>Tables and Wyes | Communications | Ruling Grade<br>Descending | Ruling Grade<br>Ascending | TIME TABLE       |    |      |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
|---------------------------------------|--------------------------------------|----------------|----------------------------|---------------------------|------------------|----|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                                       |                                      |                |                            |                           | NO. 96           |    |      |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
|                                       |                                      |                |                            |                           | January 10, 1954 |    |      |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
|                                       |                                      |                |                            |                           | STATIONS         |    |      |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| Yard                                  | FW<br>TY                             | C              |                            |                           | SELIGMAN         | YL | 11.2 | AM          | 6:09        | AM          | 7:45        | AM          | 11:40       | PM          | 11:32       | AM          | 1:05        | AM          | 1:40        | AM          | 1:57        |
| 107                                   |                                      | B              | 72.9                       | 73.9                      | AUDLEY           |    | 7.5  | 5:56        | 7:22        | 11:27       | 11:19       | 12:51       | 1:25        | 1:44        |             |             |             |             |             |             |             |
| 107                                   |                                      | B              | 75.0                       | 75.0                      | PICA             |    | 4.6  | 5:51        | 7:13        | 11:18       | 11:14       | 12:45       | 1:17        | 1:39        |             |             |             |             |             |             |             |
| 107                                   | Y                                    | B              | 75.0                       | 69.7                      | YAMPAI           | YL | 8.1  | 5:44        | 7:03        | 11:10       | 11:07       | 12:38       | 1:10        | 1:32        |             |             |             |             |             |             |             |
| 118                                   |                                      | C              | 0.0                        | 75.0                      | NELSON           |    | 5.6  | 5:33        | 6:48        | 10:58       | 10:56       | 12:26       | 12:58       | 1:21        |             |             |             |             |             |             |             |
| 107                                   |                                      | C              | 0.0                        | 75.0                      | PEACH SPRINGS    |    | 7.0  | 5:25        | 6:39        | 10:50       | 10:48       | 12:18       | 12:51       | 1:13        |             |             |             |             |             |             |             |
| 110                                   |                                      | B              | 0.0                        | 75.0                      | TRUXTON          |    | 5.0  | 5:10        | 6:22        | 10:35       | 10:33       | 12:03       | 12:36       | 12:58       |             |             |             |             |             |             |             |
| 109                                   |                                      | B              | 0.0                        | 75.0                      | VALENTINE        |    | 12.3 | 5:00        | 6:09        | 10:25       | 10:23       | 11:53       | 12:26       | 12:48       |             |             |             |             |             |             |             |
| 105                                   |                                      | C              | 43.8                       | 71.8                      | HACKBERRY        |    | 7.2  | 4:55        | 6:00        | 10:17       | 10:18       | 11:47       | 12:21       | 12:43       |             |             |             |             |             |             |             |
| 107                                   |                                      | B              | 46.0                       | 31.7                      | WALAPAI          |    | 4.4  | 4:44        | 5:47        | 10:03       | 10:07       | 11:34       | 12:09       | 12:32       |             |             |             |             |             |             |             |
| 107                                   |                                      | B              | 50.2                       | 0.0                       | BERRY            |    | 4.4  | 4:37        | 5:38        | 9:55        | 10:00       | 11:26       | 12:02       | 12:25       |             |             |             |             |             |             |             |
| 38                                    |                                      | B              | 0.0                        | 75.0                      | LOUISE           |    | 2.8  | 4:33        | 5:33        | 9:50        | 9:56        | 11:22       | 11:58       | 12:22       |             |             |             |             |             |             |             |
| 107                                   | Y                                    | C              | 0.0                        | 75.0                      | KINGMAN          | YL | 5.1  | 4:28        | 5:28        | 9:44        | 9:51        | 11:18       | 11:53       | 12:19       |             |             |             |             |             |             |             |
| 68                                    |                                      | B              | 0.0                        | 75.0                      | HARRIS           |    | 5.5  | 4:20        | 5:13        | 9:29        | 9:43        | 11:09       | 11:43       | 12:12       |             |             |             |             |             |             |             |
| 107                                   |                                      | B              | 0.0                        | 75.0                      | GRIFFITH         |    | 8.4  | 4:11        | 5:03        | 9:20        | 9:34        | 11:01       | 11:34       | 12:04       |             |             |             |             |             |             |             |
| 71                                    |                                      | B              | 0.0                        | 75.0                      | ATHOS            |    | 5.0  | 4:04        | 4:49        | 9:08        | 9:27        | 10:50       | 11:21       | 11:57       |             |             |             |             |             |             |             |
| 105                                   |                                      | C              | 0.0                        | 75.0                      | YUCCA            |    | 5.9  | 3:57        | 4:40        | 9:00        | 9:20        | 10:42       | 11:14       | 11:50       |             |             |             |             |             |             |             |
| 72                                    |                                      | B              | 0.0                        | 75.0                      | HAVILAND         |    | 6.5  | 3:50        | 4:31        | 8:52        | 9:13        | 10:35       | 11:05       | 11:43       |             |             |             |             |             |             |             |
| 105                                   |                                      | B              | 52.8                       | 73.9                      | FRANCONIA        |    | 12.4 | 3:43        | 4:21        | 8:43        | 9:06        | 10:27       | 10:56       | 11:36       |             |             |             |             |             |             |             |
| 107                                   |                                      | B              | 52.8                       | 52.8                      | TOPOCK           |    | 12.4 | 3:30        | 4:02        | 8:26        | 8:53        | 10:13       | 10:38       | 11:23       |             |             |             |             |             |             |             |
| Yard                                  | FW<br>TY                             | C              |                            |                           | NEEDLES          | YL | 11.4 | 3:17        | 3:45        | 8:10        | 8:40        | 10:00       | 10:25       | 11:10       |             |             |             |             |             |             |             |
|                                       |                                      |                |                            |                           | (149.3)          |    |      | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |

Average speed per hour..... (52.1) (37.3) (42.7) (52.1) (48.4) (45.9) (53.6)

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

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

Rule 251 in effect between Seligman and Needles.

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

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

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

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

| Capacity of Sidings in 50 ft. Cars | Fuel, Water, Turn Tables and Wyes | Ruling Grade Ascending | WESTWARD     |                        | TIME TABLE   | EASTWARD     |             | Mile Post | Ruling Grade Ascending | Communications |
|------------------------------------|-----------------------------------|------------------------|--------------|------------------------|--------------|--------------|-------------|-----------|------------------------|----------------|
|                                    |                                   |                        | FIRST CLASS  |                        |              | FIRST CLASS  |             |           |                        |                |
|                                    |                                   |                        | 181          | 47                     |              | 42           | 170         |           |                        |                |
|                                    |                                   |                        | Passenger    | Passenger              |              | Passenger    | Passenger   |           |                        |                |
| Yard                               | FY                                |                        | AM           | NO. 96                 | PM           |              |             |           |                        |                |
|                                    |                                   |                        | 2:00         | January 10, 1954       | 11:15        |              |             |           |                        |                |
|                                    |                                   |                        | Leave Daily  | STATIONS               | Arrive Daily | Arrive Daily |             |           |                        |                |
|                                    |                                   | 51.7                   |              | ASH FORK               | YL           |              | 0.0         |           | C                      |                |
| 72                                 |                                   | 53.3                   |              | 3.9 CRUCE              |              | 11.04        | 3.9         | 52.8      | B                      |                |
| 39                                 |                                   | 33.8                   |              | 5.3 MEATH              |              | 10.56        | 9.2         | 83.4      | B                      |                |
| 72                                 |                                   | 0.0                    |              | 6.8 ROK                |              | 10.46        | 16.0        | 81.8      | B                      |                |
| 73                                 | Y                                 | 52.8                   | f            | 5.3 DRAKE              | YL           | f 10.37      | 21.3        | 79.2      | C                      |                |
| 73                                 |                                   | 64.9                   |              | 8.1 ABRA               |              | 10.24        | 29.4        | 79.2      | B                      |                |
| 30                                 |                                   | 79.2                   | f            | 4.2 DEL RIO            |              | f 10.17      | 33.6        | 79.2      | B                      |                |
| 41                                 |                                   | 79.2                   | f            | 1.5 PURO               |              | f 10.15      | 35.1        | 56.0      | B                      |                |
| 96                                 |                                   | 79.2                   | f            | 3.8 COPPER             |              | f 10.10      | 38.9        | 56.0      | B                      |                |
| 38                                 |                                   | 79.2                   |              | 5.7 GRANITE            |              | 10.03        | 44.6        | 13.2      | B                      |                |
| 17                                 |                                   | 79.5                   | f            | 6.4 ENTRO              |              | f 9.53       | 51.0        | 39.6      | B                      |                |
|                                    | Yard                              | 79.5                   |              | 6.1 PRESCOTT           | YL           | s 9.43       | 57.1        | 66.5      | C                      |                |
|                                    |                                   | 158.4                  | s            | 2.9 POWDER             |              | 9.29         | 60.0        | 0.0       |                        |                |
|                                    |                                   | 158.4                  |              | 5.6 ALTO               |              | 9.12         | 65.8        | 79.2      | B                      |                |
| 34                                 | Y                                 | 158.4                  |              | 0.6 PRIETA             |              | 9.10         | 66.2        | 0.0       |                        |                |
|                                    |                                   | 0.0                    | f            | 1.4 IRON SPRINGS       |              | f 9.06       | 67.8        | 158.4     | B                      |                |
| 97                                 |                                   | 0.0                    | f            | 5.5 RAMSGATE           |              | f 8.49       | 73.1        | 158.4     | B                      |                |
| 62                                 | Y                                 | 0.0                    | s            | 7.5 SKULL VALLEY       | YL           | s 8.27       | 80.6        | 158.4     | C                      |                |
| 62                                 |                                   | 5.0                    |              | 6.2 KIRKLAND           |              | s 8.15       | 86.8        | 79.2      | C                      |                |
| 72                                 |                                   | 79.7                   |              | 8.6 GRAND VIEW         |              | 7.59         | 95.4        | 79.7      | B                      |                |
| 62                                 |                                   | 79.2                   | s            | 6.1 HILLSIDE           |              | s 7.47       | 101.5       | 79.2      | C                      |                |
| 76                                 |                                   | 0.0                    | f            | 3.2 DATE               |              | f 7.31       | 109.7       | 79.2      | B                      |                |
| 38                                 |                                   | 64.3                   | f            | 6.7 PIEDMONT           |              | f 7.21       | 116.4       | 79.2      | B                      |                |
| 72                                 | Y                                 | 79.2                   | s            | 6.8 CONGRESS           |              | s 7.10       | 123.2       | 79.2      | C                      |                |
| 62                                 |                                   | 0.0                    |              | 6.4 FLORES             |              | 6.58         | 129.6       | 79.2      | B                      |                |
|                                    | E. 22<br>W. 23                    | 0.0                    | AM           | 5.3 MATTHIE            | YL           | 6.50         | 134.9       | 79.2      | B                      |                |
| 87                                 | F                                 | 0.0                    | 6:30         | 4.7 WICKENBURG         | YL           | s 6.40       | 139.6       | 79.2      | C                      |                |
| 73                                 |                                   | 0.0                    | s            | 3.9 ALLAH              |              | 6.21         | 143.5       | 68.4      | B                      |                |
| 72                                 |                                   | 79.7                   |              | 6.8 CASTLE HOT SPRINGS |              | s 6.10       | 150.3       | 56.5      | C                      |                |
| 72                                 |                                   | 0.0                    | f            | 7.3 WITTMANN           |              | f 5.59       | 157.6       | 34.8      | B                      |                |
| 84                                 |                                   | 0.0                    | f            | 11.5 BEARDSLEY         |              | f 5.44       | 169.1       | 34.8      | B                      |                |
| 72                                 |                                   | 0.0                    |              | 4.5 ENNIS              |              | 5.39         | 173.6       | 34.8      | B                      |                |
| 42                                 |                                   | 31.7                   | f            | 3.1 MARINETTE          |              | f 5.35       | 176.7       | 34.8      | B                      |                |
| 72                                 |                                   | 0.0                    | s            | 3.2 PEORIA             |              | s 5.30       | 179.9       | 12.7      | C                      |                |
|                                    | Yard                              | 0.0                    | s            | 4.3 GLENDALE           | YL           | s 5.22       | 184.2       | 0.0       | C                      |                |
|                                    | Yard                              | 0.0                    |              | 4.1 ALHAMBRA           | YL           | 5.12         | 188.3       | 18.5      | B                      |                |
|                                    | Yard                              | 0.0                    | f            | 2.7 MOBEST             | YL           | f 5.06       | 191.0       | 23.2      | C                      |                |
|                                    | Yard                              | 15.8                   | s            | 2.7 PHOENIX            | YL           | 5.00         | 193.7       | 15.8      | C                      |                |
|                                    |                                   |                        | AM           |                        |              | PM           |             |           |                        |                |
|                                    |                                   |                        | Arrive Daily | Arrive Daily           | (193.7)      | Leave Daily  | Leave Daily |           |                        |                |

(28.2) (31.4) . . . . Average speed per hour. . . . (31.0) (28.2)

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

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

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

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

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

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

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

Trains must get clearance card before leaving Prescott and Wickenburg.

Freight trains must get numbered clearance card before leaving Mobest.

| PARKER DISTRICT                                |                                      |                           |              |                   |                  |           |                           |                |  |           |
|--|--------------------------------------|---------------------------|--------------|-------------------|------------------|-----------|---------------------------|----------------|--|-----------|
| Capacity of Sidings<br>in 50 ft. Cars          | Fuel, Water, Turn<br>Tables and Wyes | Ruling Grade<br>Ascending | WESTWARD     | TIME TABLE        | EASTWARD         | Mile Post | Ruling Grade<br>Ascending | Communications |  |           |
|  |                                      |                           | First Class  |                   | First Class      |           |                           |                |  |           |
|  |                                      |                           | 117          |                   | NO. 96           |           |                           |                |  | 118       |
|  |                                      |                           | Passenger    |                   | January 10, 1954 |           |                           |                |  | Passenger |
|  |                                      |                           | Leave Daily  | STATIONS          | Arrive Daily     |           |                           |                |  |           |
|  | Y                                    |                           | PM 7-10      | MATTHIE YL        | AM 6-30          | 0.0       |                           | B              |  |           |
| 45   |                                      | 39.6                      | f 7-20       | 6.2<br>DIVIDE     | f 6-15           | 6.2       | 0.0                       | B              |  |           |
| 24   |                                      | 0.0                       | f 7-31       | 8.3<br>FOREPAUGH  | f 6-04           | 14.5      | 31.7                      | B              |  |           |
| 43   |                                      | 0.0                       | s 7-42       | 7.7<br>AGUILA     | s 5-55           | 22.2      | 29.0                      | O              |  |           |
| 42   |                                      | 19.8                      | f 7-53       | 8.9<br>GOLDEN     | f 5-42           | 31.1      | 21.1                      | B              |  |           |
| 45   |                                      | 0.0                       | 8-04         | 8.9<br>LOVE       | 5-32             | 40.0      | 31.7                      | B              |  |           |
| 12   |                                      | 0.0                       | f 8-10       | 4.8<br>WENDEN     | f 5-26           | 44.8      | 31.7                      | B              |  |           |
| 24   |                                      | 26.4                      | s 8-19       | 5.2<br>SALOME     | s 5-19           | 50.0      | 21.1                      | C              |  |           |
| 23   |                                      | 29.0                      | 8-22         | 2.6<br>HAROUVAR   | 5-13             | 52.6      | 0.0                       | B              |  |           |
| 14   |                                      | 0.0                       | f 8-33       | 7.7<br>VICKSBURG  | f 4-58           | 60.3      | 84.5                      | B              |  |           |
| 46   |                                      | 0.0                       | 8-35         | 0.8<br>BUSH PIT   | 4-56             | 61.1      | 31.7                      |                |  |           |
| 8  |                                      | 0.0                       | 8-43         | 5.7<br>MCVAY      | 4-50             | 66.8      | 31.7                      |                |  |           |
| 14   |                                      | 0.0                       | 8-49         | 3.7<br>UTTING     | 4-46             | 70.5      | 31.7                      | B              |  |           |
| 17   |                                      | 0.0                       | s 9-02       | 9.4<br>BOUSE      | s 4-35           | 79.9      | 31.7                      | B              |  |           |
| 48   |                                      | 0.0                       | 9-16         | 10.7<br>WALL      | 4-22             | 90.6      | 31.7                      | B              |  |           |
| 32   | Y                                    | 31.7                      | s 9-40<br>PM | 15.2<br>PARKER YL | 4-05<br>AM       | 105.8     | 31.7                      | C              |  |           |
|  |                                      |                           | Arrive Daily | (105.8)           | Leave Daily      |           |                           |                |  |           |
| (42.3) .....Average speed per hour..... (43.8) |                                      |                           |              |                   |                  |           |                           |                |  |           |

Trains must get numbered clearance card before leaving Parker.

# 12 ALBUQUERQUE DIVISION

## GRAND CANYON DISTRICT

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | WESTWARD    | TIME TABLE<br>NO. 96<br>January 10, 1954 | EASTWARD    | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|-------------|--|-------------|-----------|---------------------------|
|                                       |                           | FIRST CLASS |  | FIRST CLASS |           |                           |
|                                       |                           | 15          |  | 14          |           |                           |
|                                       |                           | Passenger   |  | Passenger   |           |                           |
| Leave Daily                           |                           | STATIONS    | Arrive Daily                             |             |           |                           |
| Yard                                  |                           | PM 7.30     | GRAND CANYON YL                          | AM 7.00     | 63.7      |                           |
| 30                                    | 39.6                      | 7.45        | <sup>6.5</sup> COCONINO                  | f 6.35      | 57.2      | 130.3                     |
| 27                                    | 117.5                     | f 7.57      | <sup>5.2</sup> APEX                      | f 6.20      | 52.0      | 168.4                     |
|                                       | 0.0                       | f 8.13      | <sup>7.3</sup> ANITA                     | f 6.01      | 44.8      | 170.4                     |
| 21                                    | 37.0                      | f 8.24      | <sup>7.0</sup> WILLAHA                   | 5.48        | 37.7      | 79.2                      |
| 32                                    | 62.3                      | f 8.39      | <sup>8.8</sup> VALLE                     | f 5.30      | 29.0      | 100.3                     |
| 20                                    | 116.2                     | f 8.55      | <sup>8.4</sup> QUIVERO                   | f 5.10      | 20.5      | 48.0                      |
| 29                                    | 132.0                     | f 9.18      | <sup>11.6</sup> RED LAKE                 | f 4.45      | 9.0       | 105.6                     |
| Yard                                  | 158.4                     | 9.50 PM     | WILLIAMS YL                              | 4.15 AM     | 0.0       | 110.9                     |
| Arrive Daily                          |                           | (64.3)      |  | Leave Daily |           |                           |

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

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

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

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

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

Wye at Anita.

Fuel and wye at Grand Canyon.

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

## CLARKDALE DISTRICT

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | WESTWARD                    | TIME TABLE<br>NO. 96<br>January 10, 1954 | EASTWARD | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|-----------------------------|--|----------|-----------|---------------------------|
|                                       |                           |                             |  |          |           |                           |
|                                       |                           | STATIONS                    |  |          |           |                           |
|                                       |                           | 31                          |  |          |           |                           |
| 27                                    | 64.0                      | <sup>6.8</sup> MACK         | 6.7                                      | 105.6    |           |                           |
| 28                                    | 79.2                      | <sup>3.9</sup> BEAR         | 10.6                                     | 105.6    |           |                           |
| 23                                    | 0.0                       | <sup>7.6</sup> PERKINSVILLE | 18.3                                     | 105.6    |           |                           |
| 17                                    | 0.0                       | <sup>9.6</sup> SYCAMORE     | 27.8                                     | 75.5     |           |                           |
|                                       | 82.3                      | <sup>7.7</sup> TAPCO        | 35.5                                     | 105.6    |           |                           |
| Yard                                  | 79.2                      | <sup>2.4</sup> CLARKDALE YL | 38.0                                     |          |           |                           |
|                                       |                           | (38.0)                      |  |          |           |                           |

No switch lights on Clarkdale District.

Wye at Clarkdale.

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

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

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

## MAYER DISTRICT

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | WESTWARD                | TIME TABLE<br>NO. 96<br>January 10, 1954 | EASTWARD     | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|-------------------------|--|--------------|-----------|---------------------------|
|                                       |                           | SECOND CLASS            |  | SECOND CLASS |           |                           |
|                                       |                           | 25                      |  | 26           |           |                           |
|                                       |                           | Mixed                   |  | Mixed        |           |                           |
| Leave Tuesday Only                    |                           | STATIONS                | Arrive Tuesday Only                      |              |           |                           |
| Yard                                  | 158.4                     | AM 11.55                | BLUE BELL                                | AM 11.40     | 28.0      | 158.4                     |
|                                       | 158.9                     | <sup>2.2</sup> PM 12.05 | MAYER                                    | s 11.30      | 25.8      | 0.0                       |
|                                       | 50.2                      | <sup>4.2</sup> 12.25    | POLAND                                   | 11.15        | 21.6      | 112.4                     |
| Yard                                  | 53.3                      | <sup>5.0</sup> s 1.00   | HUMBOLDT                                 | s 10.50      | 16.6      | 98.0                      |
| 13                                    | 73.9                      | <sup>1.8</sup> f 1.10   | CHERRY CREEK                             | f 10.30      | 14.8      | 0.0                       |
| 12                                    | 84.5                      | <sup>7.1</sup> f 1.40   | YAEGER                                   | f 10.00      | 7.7       | 96.1                      |
| 22                                    |                           | <sup>7.7</sup> 2.20 PM  | ENTRO YL                                 | 9.25 AM      | 0.0       |                           |
| Arrive Tuesday Only                   |                           | (28.0)                  | Leave Tuesday Only                       |              |           |                           |

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

No switch lights on Mayer District.

Wye at Mayer; wye at Humboldt.

Office of communication at Mayer.

Trains must get numbered clearance card before leaving Mayer.

1. Rule S-72: Except as otherwise provided all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Belen (station and yard offices), Gallup (station, yard offices, and roundhouse), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Needles, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

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

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

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

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

Matthe, only first class trains will register.

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

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

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

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

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

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

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

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

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

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

10. Rule 761: Following is list of structures:

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

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

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

"To expel from its cars at any stopping place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous, or disorderly manner towards other passengers, or the 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."

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

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

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

**SPEED REGULATIONS**

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

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

**30 MPH**

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

**Passenger—40 MPH; Freight—30 MPH**

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

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

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

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

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

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



# SPECIAL RULES

# ALBUQUERQUE DIVISION

15

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

## MAXIMUM SPEED OF LOCOMOTIVES

|   | Forward             | Light Forward  | Backing Or When Controlled From Rear Unit | Dead-In-Train  |
|---|---------------------|----------------|---|----------------|
|   | Miles Per hour      | Miles Per hour | Miles Per hour                            | Miles Per hour |
| <b>Diesel and Gas-Electric</b>  |                     |                |   |                |
| 11-90, 300-314  | 100                 | 45             | 45  | 90             |
| 325-344   | 80                  | 45             | 45  | 80             |
| 100-286, 400-430, 2611  | 65                  | 45             | 45  | 60             |
| 2099, 2100-2162, 2650-2893, 3000-3019   | 65                  | 45             | 45*                                       | 60             |
| 450-451   | 30                  | 30             | 30  | 20             |
| 460-468   | 35                  | 35             | 35  | 20             |
| 500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606 | 45                  | 45             | 45  | 45             |
| 650-653, 2300-2302, 2400-2402   | 40                  | 40             | 40  | 30             |
| M115-M157, M175-M187  | 65                  | 65             | 25  | 60             |
| M160-M162   | 70                  | 65             | 25  | 70             |
| M190  | 80                  | 65             | 25  | 75             |
| RDC 191-192 (Coupled)   | 80                  | 80             | 70  | 70             |
| RDC 191-192 (Single Unit)   | 80                  | 80             | 50  | 70             |
| <b>Steam</b>  |                     |                |   |                |
| 6-wheel and 8-wheel switch  | 20                  | 20             | 20  |                |
| 762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569                          | 35                  | 35             | 25  |                |
| 885-898, 3102-3158  | 45                  | 35             | 25  |                |
| 1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035                                   | 60                  | 40             | 25  |                |
| 3516-3520, 3751-3775  | 90                  | 40             | 25  |                |
| 2900-2929, 3403-3439, 3450-3465, 3776-3785  | 100                 | 40             | 25  |                |
| 2507-2525   | 55                  | 40             | 25  |                |
| 3700-3746   | 70                  | 40             | 25  |                |
| 3801-3940   | 50                  | 40             | 25  |                |
| *Note—65 MPH applies when backing handling train.   |                     |                |   |                |
| Steam engines and diesels without dynamic brakes in use                                       |                     |                |   |                |
|   | Supai-Welch         | 15             |   |                |
|   | Welch-Ash Fork      | 20             |   |                |
|   | Prieta-Prescott     | 15             |   |                |
|   | Prieta-Skull Valley | 15             |   |                |
| Diesels with dynamic brakes in use  |                     |                |   |                |
|   | Supai-Welch         | 25             |   |                |
|   | Welch-Ash Fork      | 35             |   |                |
|   | Prieta-Prescott     | 25             |   |                |
|   | Prieta-Skull Valley | 25             |   |                |

## SPEED TABLE—FOR INFORMATION ONLY

| Time Per Mile |      | Miles Per Hour | Time Per Mile |      | Miles Per Hour | Time Per Mile |      | Miles Per Hour |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Min.          | Sec. |                | Min.          | Sec. |                | Min.          | Sec. |                |
| ..            | 36   | 100            | ..            | 58   | 62.1           | 1             | 40   | 36.0           |
| ..            | 37   | 97.3           | ..            | 59   | 61.0           | 1             | 42   | 35.3           |
| ..            | 38   | 94.7           | 1             | ..   | 60.0           | 1             | 44   | 34.6           |
| ..            | 39   | 92.3           | 1             | 02   | 58.0           | 1             | 46   | 34.0           |
| ..            | 40   | 90.0           | 1             | 04   | 56.2           | 1             | 48   | 33.3           |
| ..            | 41   | 87.8           | 1             | 06   | 54.5           | 1             | 50   | 32.7           |
| ..            | 42   | 85.7           | 1             | 08   | 52.9           | 1             | 52   | 32.1           |
| ..            | 43   | 83.7           | 1             | 10   | 51.4           | 1             | 54   | 31.6           |
| ..            | 44   | 81.8           | 1             | 12   | 50.0           | 1             | 56   | 31.0           |
| ..            | 45   | 80.0           | 1             | 14   | 48.6           | 1             | 58   | 30.5           |
| ..            | 46   | 78.3           | 1             | 16   | 47.4           | 2             | ..   | 30.0           |
| ..            | 47   | 76.6           | 1             | 18   | 46.1           | 2             | 05   | 28.8           |
| ..            | 48   | 75.0           | 1             | 20   | 45.0           | 2             | 10   | 27.7           |
| ..            | 49   | 73.5           | 1             | 22   | 43.9           | 2             | 15   | 26.7           |
| ..            | 50   | 72.0           | 1             | 24   | 42.9           | 2             | 30   | 24.0           |
| ..            | 51   | 70.6           | 1             | 26   | 41.9           | 2             | 45   | 21.8           |
| ..            | 52   | 69.2           | 1             | 28   | 40.9           | 3             | ..   | 20.0           |
| ..            | 53   | 67.9           | 1             | 30   | 40.0           | 3             | 30   | 17.1           |
| ..            | 54   | 66.6           | 1             | 32   | 39.1           | 4             | ..   | 15.0           |
| ..            | 55   | 65.5           | 1             | 34   | 38.3           | 5             | ..   | 12.0           |
| ..            | 56   | 64.2           | 1             | 36   | 37.5           | 6             | ..   | 10.0           |
| ..            | 57   | 63.2           | 1             | 38   | 36.8           | 12            | ..   | 5.0            |

## 16. SPRING SWITCHES.

### Speed Limit 10 Miles Per Hour:

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

### Speed Limit 15 Miles Per Hour:

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

### Speed Limit 25 Miles Per Hour:

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

# 16 ALBUQUERQUE DIVISION

# SPECIAL RULES

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

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

## 17. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

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

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

| Location               | Mile Posts | Car Capacity | Switch Connection | Flag Stops for Trains |
|------------------------|------------|--------------|-------------------|-----------------------|
| <b>SECOND DISTRICT</b> |            |              |                   |                       |
| Black Star .....       | 160.7      | 1.1 mile     | West              | None                  |
| Manuelito .....        | 174.2      | 9            | East              | None                  |

|                              |      |   |      |         |
|------------------------------|------|---|------|---------|
| <b>GRAND CANYON DISTRICT</b> |      |   |      |         |
| Woodin .....                 | 43.8 | 7 | West | Freight |

|                         |       |    |      |      |
|-------------------------|-------|----|------|------|
| <b>KINGMAN DISTRICT</b> |       |    |      |      |
| Chino .....             | 432.7 | 12 | West | None |
| Powell .....            | 558.8 | 12 | East | None |

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

|                        |      |      |      |         |
|------------------------|------|------|------|---------|
| <b>MAYER DISTRICT</b>  |      |      |      |         |
| Iron King .....        | 17.2 | 10   | West | 25-26   |
| Mayer Stock Yard ..... | 27.4 | Main | .... | Freight |

## LENGTH OF STEMS OF WYES

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



## INTERLOCKINGS

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

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

**CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS**

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

| Train | Stops at Stations             | To Receive Passengers For                           | To Discharge Passengers From                         |
|-------|-------------------------------|---|--|
| 3     | Belen to Barstow              |   | Belen and beyond                                     |
|       | Seligman to Barstow           | Bakersfield and beyond<br>San Bernardino and beyond |  |
|       | San Bernardino to Los Angeles |   | Barstow and beyond                                   |
| 4     | Los Angeles to San Bernardino | Barstow and beyond                                  |  |
|       | Madera                        | Beyond Bakersfield                                  | Stockton and beyond                                  |
|       | Bakersfield to Seligman       | Belen and beyond                                    | Bakersfield and beyond<br>San Bernardino and beyond  |
|       | Williams to Belen             | Belen and beyond                                    | Seligman and beyond                                  |
| 19    | Flagstaff                     | Los Angeles   | Newton and beyond                                    |
|       | Williams                      | Barstow and beyond                                  | Albuquerque and beyond                               |
|       | Ash Fork                      |   | Albuquerque and beyond, and<br>for south of Ash Fork |
|       | Kingman                       |   | Newton and beyond                                    |
| 20    | Victorville, Pomona, Monrovia |   | Albuquerque and beyond                               |
|       | Pomona, Victorville           | Albuquerque and beyond                              |  |
|       | Kingman                       | Newton and beyond                                   |  |
|       | Williams                      | Albuquerque and beyond                              | Barstow and beyond                                   |
|       | Flagstaff                     | Kansas City and beyond                              |  |
| 21    | Williams                      | Barstow and beyond                                  | Albuquerque and beyond                               |
|       | Ash Fork                      |   | Albuquerque and beyond, and<br>for south of Ash Fork |
|       | Pomona                        |   | Albuquerque and beyond                               |
| 22    | Pomona                        | Albuquerque and beyond                              |  |
|       | Williams                      | Albuquerque and beyond                              | Barstow and beyond                                   |
| 23    | Holbrook                      |   | Clovis and beyond                                    |
|       | Flagstaff                     | Bakersfield and beyond                              | Belen and beyond                                     |
|       | Kingman                       |   | Clovis and beyond                                    |
|       | Madera                        |   | Bakersfield and beyond                               |
|       | Victorville                   | Los Angeles   | Williams, also Belen and<br>beyond                   |
| 24    | Victorville                   | Belen and beyond                                    | Los Angeles  |
|       | Edwards                       | Beyond Albuquerque and<br>Belen                     | Beyond Bakersfield                                   |
|       | Kingman                       | Clovis and beyond                                   |  |
|       | Flagstaff                     | Belen and beyond                                    | Barstow and beyond                                   |
|       | Holbrook                      | Clovis and beyond                                   | Barstow and beyond                                   |
| 123   | Holbrook                      | Prescott and beyond<br>Barstow and beyond           | La Junta and beyond                                  |
|       | Flagstaff                     | Prescott and beyond<br>Barstow and beyond           | Winslow and beyond                                   |
|       | Kingman                       |   | Albuquerque and beyond                               |
|       | Victorville                   |   | La Junta and beyond                                  |
| 124   | Victorville                   | Williams and beyond                                 |  |
|       | Kingman                       | Albuquerque and beyond                              |  |
|       | Flagstaff                     | La Junta and beyond                                 | South of Ash Fork                                    |
|       | Holbrook                      | La Junta and beyond                                 | Prescott and beyond                                  |
| 62    | Empire                        | Fresno and beyond                                   | Stockton and beyond                                  |
|       | Corcoran                      |   | Fresno and beyond                                    |
|       | Wasco, Shafter                |   | Stockton and beyond                                  |
| 63    | Empire                        | Stockton and beyond                                 | Fresno and beyond                                    |
|       | Pittsburg                     |   | Fresno and beyond                                    |

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

**LOCAL TIME INSPECTORS**

- FRANK MINDLIN . . . . . 314 W. Central Ave., Albuquerque
- M. E. TREMBLY . . . . . 604 Dalies St., Belen
- RICHARD EALY . . . . . Belen
- E. PARKE SELLARD . . . . . Gallup
- R. L. STARR . . . . . Holbrook
- E. E. STARR . . . . . Winslow
- GAIL MORRIS . . . . . 206 W. Bill Williams St., Williams
- MICHAEL MIGNELLA . . . . . 135 N. Cortez St., Prescott
- H. H. HOWARD . . . . . 314 Goodrich Bldg., Phoenix
- HENRI SANCHEZ . . . . . 142 E. Glendale Ave., Glendale
- ALFRED WILLIAMS . . . . . 849 Front St., Needles



# SANTA FE SAFETY FIRST



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

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

