

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



ARIZONA DIVISION.

EMPLOYEES' TIME TABLE No. 78

IN EFFECT

SUNDAY, AUGUST 10, 1930,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Except Between Parker and Matthie where Mountain Standard will be Used.

Superseding Time Table No. 77, Dated June 1, 1930, and any Supplements thereto.

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

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

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

G. W. SIMPSON,
Superintendent,
Needles, Cal.

F. B. GRIM,
Trainmaster,
1st District, Needles, Cal.

E. B. HEBERT,
Trainmaster, 2nd Dist.,
Needles, Cal.

N. E. SCOTT,
Trainmaster, 3rd District,
Bakersfield, Cal.

G. P. SMITH,
Chief Dispatcher,
Needles, Cal.

J. E. ELKINS,
Night Chief Dispatcher,
Needles, Cal.

F. W. QUIRMBACH,
W. B. KENNICOTT,
E. A. HALLININ,
J. W. HARTMAN,
J. W. ROBBINS,
L. DUNCAN,
E. M. REESE,
Dispatchers, Needles, Cal.

ALL DISTRICTS

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

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

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

4. Rule 1 (B): Standard clocks are located at Seligman, Needles, Barstow, Bakersfield, and Parker.

Rule 3: Conductors and enginemen of Union Pacific trains westward having complied with that Company's time regulations at Yermo, are permitted movement to Barstow without further comparison. On arrival Barstow, Conductors of these trains must compare time with their engineman and following this with the Santa Fe Standard clock, registering for themselves and engineman on the prescribed form.

5.

6. Rule 88: At Aguila, the crossover east of depot is the "heading in" point for Eastward trains required to take siding. Westward train holding main track shall remain clear until opposing train has entered siding.

7. Rule 10 (A): Permanent slow boards are located 1500 feet in advance of curves, bridges, or other points where speed of trains is permanently restricted. Where two or more restricted areas are close together but one board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

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

Electric headlights must be dimmed:

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

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

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

9. Rule 82 (A): Bulletin boards and books are located at Seligman, Needles, Barstow, Mojave, Bakersfield, Parker, Ripley, and Blythe.

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

11. Rule 86 is amended as follows: Within automatic block signal territory, except where rule D-152 applies or when signals are inoperative, an inferior train must clear a first-class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rule 93: Yard limits are located at Seligman, Hackberry, Kingman, Needles, Goffs, Cadiz, Bagdad, Ash Hill, Ludlow, Newberry, Barstow, Mojave, Magunden-Algo, Matthie, Bouse, Parker, Ripley, Blythe, and Rice.

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal or from an intermediate station to a district terminal without Form G train orders, but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G, as required by the rules. A Form G order will be required for all short movements between intermediate stations.

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

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

Parker will be the initial station for trains Nos. 17 and 18 departing therefrom.

No train will leave Parker without receiving clearance card.

No train will leave Rice or Blythe, except when office closed, without receiving clearance card.

16. Rule 221: The second paragraph abrogated.

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

17. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen, except retainers must be used on all eastward freight trains Ash Hill to Bagdad.

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

18. Rule 310: Following is list of structures:

The Colorado River Bridge at Topock, and the tunnel between Vicksburg and Harcuvar on the Parker District.

19. Rule 314: No freight train will run more than fifty miles without stop for inspection, except between Yucca and Hackberry, and Westward Bagdad to Newberry.

20. Rule 356. 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 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 brakeman 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."

California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

"Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

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

22. Standard thermometers are located at Tehachapi, Mojave, Muroc, Kramer, Barstow, Daggett, Newberry, Ludlow, Bagdad, Cadiz, Goffs, Needles, Yucca, Kingman, Peach Springs, Hackberry, Pica, Seligman, Parker, and Salome. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-I, supplements thereto, and special bulletins with respect to handling ventilators.

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

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

Maximum speed of passenger trains, thirty miles per hour, freight trains, twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers, ten miles per hour.

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

Trains handling wrecking derricks, Browning hoists, steam shovels, or pile-drivers, must not exceed twenty-four miles per hour (one mile in two minutes, 30 seconds) on any portion of the First, Second, Third, and Parker Districts and fifteen miles per hour (one mile in four minutes) on all other districts.

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

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

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

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

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2421-2426.....	1	43	2	00	2	00
2433.....	1	43	2	00	2	00
2439-2444.....	2	00	2	00	2	30
468-497.....	0	51	1	43	1	30
649-728.....	1	43	1	43	1	43
769-788.....	1	43	1	43	1	43
789-824.....	1	43	1	43	1	43
825-864.....	1	43	1	43	1	43
900-989.....	1	48	1	43	1	43
990-999.....	1	43	1	43	1	43
1226-1266.....	0	51	1	30	1	30
1270-1289.....	0	51	1	30	1	30
1297-1308.....	0	51	1	30	1	30
1309-1338.....	0	51	1	30	1	30
1400-1478.....	0	51	1	30	1	30
1798-1799.....	1	30	1	30	1	30
3500-3534.....	0	51	1	30	1	30
1600-1673.....	1	48	1	43	1	43
1674-1693.....	1	48	1	43	1	43
1950-1989.....	1	43	1	43	1	43
3000-3010-3020.....	1	43	1	43	1	43
3129-3158.....	1	43	1	43	1	43
3228-3258.....	1	30	1	30	1	43
3700-3750.....	1	05	1	43	1	43
3800-3915.....	1	43	1	43	1	43
2700 Union Pacific.....	1	20	1	43	1	43
5500-6000 Union Pacific.....	1	43	1	43	1	43
7800-8800 Union Pacific.....	1	12	1	43	1	43
Switch, no truck.....	3	00	3	00	3	00
All other Classes.....	1	43	1	43
All classes, backing up.....	3	00	3	00	3	00

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

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Yampai to Nelson.....	1	20	2	30	2	00
Nelson to Hackberry.....	0	51	2	00	2	00
Louise to Topock.....	0	51	2	00	2	00
Goffs to Bannock.....	0	51	2	30	2	00
Bannock to Needles.....	1	12	2	30	2	00
South Klondike to Siberia.....	1	20	3	00	3	00
Parker District.....	1	05	1	30	1	43
Chloride and Randsburg Districts.....	3	00	3	00	3	00
Ripley District.....	2	00	2	00	2	00
Barstow passenger yard between interlocker at west end and stock yard switch east of depot.....	6	00	6	00	6	00

24. Rules 875-876: In addition to those required by the rule, eastward freight trains must stop and make the prescribed test at Ash Hill and Goffs.

Rule 875: No's 17 and 18 will make this test at Parker.

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

26. No. 9 and No. 21 will stop at any point to let off passengers from east of Albuquerque and Belen or south of Ash Fork.

No. 21 will stop on flag at Hackberry, Yucca, Newberry and Daggett for revenue passengers only.

No. 17 will stop at any point between Cadiz and Barstow to discharge passengers from points east of Cadiz via Parker District.

No. 18 will stop on flag at any station to take on passengers for points on or via Parker district and at Daggett to discharge revenue passengers from San Bernardino or west thereof.

SPRING SWITCHES

27. At Seligman: A spring switch connects the east yard lead to eastward main track, normally lined for main track.

At Needles: Three spring switches lead from the ice house through crossovers to eastward main track. The east switch ice house lead is normally lined for westward main track. West crossover switch is normally lined from westward main track to crossover. The east crossover switch is normally lined for eastward main track.

At west end of yard a spring switch connects the west freight lead to westward main track, normally lined for main track.

At Daggett: A spring switch connects west end of westward siding with westward main track, normally lined for main track.

At Barstow: East end of yard, a spring switch connects west end of crossover between main tracks, with eastward main track, normally lined for main track. Another connects eastward main track with crossover to lead, normally lined for crossover. Another connects the crossover with yard lead, normally lined for the lead. Another connects east yard lead with eastward main track, normally lined for main track.

Passenger trains on main track trailing through switches must not exceed twenty miles per hour. Freight trains trailing through switches must not exceed ten miles per hour.

Reverse movement through any spring switches must not be attempted until switches are properly lined.

FIRST AND CHLORIDE DISTRICTS

28. Double track with automatic signals between Seligman and Needles, trains must keep to the right.

Double track extends through Needles passenger yard. First track north of passenger station is eastward main track. The second track is siding. The third track is westward main track. Inside switch leading from siding to main track at each end normally lined towards westward main track and locked.

29. Train movements through gauntlet, Colorado River bridge A-567, are governed by automatic block signals. The indication given by signals No. 5651 and No. 5662 are superior to right, class or direction subject to provisions of Rule 830 (a). Dwarf signals located between tracks opposite these signals control movement against the current of traffic.

30. Not more than two engines of any class may be coupled together over Colorado River bridge A-567.

31. At Kingman, all trains in either direction will not exceed ten miles an hour between the pumphouse just east of the station building and Second street, which is the second crossing west of station.

32. Trains from Chloride District en route to Kingman will use westward track against the current of traffic McConnico to Kingman, proceeding on signal indication without train order.

To permit this movement conductor will advise dispatcher when ready to leave McConnico; dispatcher must issue order to operator at Kingman to hold all westward trains and authorize him to clear the signal. "Clear" indication will be authority for train to proceed and must be received before fouling westward track.

To protect such movements an eastward automatic signal is located at junction switch at east end of McConnico, normal position "Stop" and which will only indicate "Clear" when block is unoccupied and when released by the operator at Kingman, as directed above.

33. Water column between main tracks at M. P. 480.
34. All westward freight trains will stop five (5) minutes at Yucca for inspection of train and cooling wheels.

SECOND AND PARKER DISTRICTS

35. Double Track with Automatic Signals between Needles and Barstow. Trains must keep to the right.

Double track extends through Barstow passenger yard, tracks are numbered one to seven, beginning at the station. Number one is westward main track.

Number four is eastward main track.
At Barstow, eastward freight trains having secured clearance card, Form 902, and ready to go, will notify towerman, by phone and then proceed governed by indication of interlocked signal located at east end of freight lead.

36. Rule 830 (b): At South Klondike, eastward trains finding Signal 6802 in "Stop" position must wait five minutes before proceeding.

37. Emergency water column between tracks M. P. 588½.

38. At Cadiz, Nos. 17 and 18 will use eastward siding between west switch and junction with the Parker District main track; other trains using this track on the time of Nos. 17 and 18 will be governed by Rule 99.

39. Water tank at McVay Spur.
40. Not more than two engines of any class may be coupled together over Colorado River bridge A-106 at Parker.

THIRD AND RANDBURG DISTRICTS

41. Automatic signals between junction of Los Angeles and Arizona division main tracks at west end of Barstow yard and the wye west of Bridge A-748.

Trains finding Automatic Signals No. 7461 westward and No. 7482 eastward, in stop position, will stop and if signal does not clear proceed at restricted speed through the block. This modifies Rule 830.

42. Southern Pacific time table and rules govern movement of trains between Mojave and Kern Junction.

Valley Division time table governs movement of trains between Kern Junction and Bakersfield.

(Continued on Page 11)

FIRST DISTRICT

WESTWARD

First Class									Capacity of Slidings	Fuel, Water Tons Tables and Wyes	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 78 August 10, 1930
43	33	95	23	3	7	9	19	21						
FREIGHT	FREIGHT	MIXED	Grand Canyon Limited	California Limited	Fast Mail	The Navajo	The Chief	The Missionary	No. Cars		Miles.			STATIONS
Leave Daily	Leave Daily	Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY				SELIGMAN
PM 8.15	AM 8.20		PM 11.30	PM 7.00	PM 6.18	PM 4.10	AM 4.50	AM 3.30			428.3	49.6	72.9	3.9
			11.37	7.07	6.25	4.17	4.57	3.37	78		432.7	75.0	70.8	CHINO 6.9
			11.45	7.15	6.33	f 4.25	5.05	3.45	83		439.5	75.0	75.0	AUDLEY 7.4
			11.54	7.23	6.42	f 4.35	5.13	3.54	82	W	446.9	69.7	75.0	PICA 5.2
			AM 12.04	7.33	6.52	f 4.46	5.23	4.04	82	Y	452.1	75.0	0.0	YAMPAI 2.6
			12.08	7.37	6.56	4.50	5.27	4.08			454.7	105.6	0.0	FIELDS 5.3
			12.15	7.44	7.03	f 4.57	5.34	4.15	120		460.2	75.0	0.0	NELSON 3.0
			12.19	7.48	7.07	5.01	5.38	4.19			463.2	75.0	0.0	SHIPLEY 2.6
			12.22	7.51	7.10	s 5.05	5.41	4.22	75	W	465.3	75.0	0.0	PEACH SPRINGS 5.6
			12.29	7.58	7.17	f 5.13	5.48	4.29			471.4	75.0	0.0	CHEROKEE 6.2
			12.36	8.05	7.24	5.21	5.55	4.36	83		477.7	75.0	0.0	TRUXTON 6.6
			12.45	8.14	7.33	f 5.33	6.04	4.46			484.0	74.5	0.0	VALENTINE 5.0
			12.57	8.27	7.45	s 5.47	6.15	4.58	90	FW	489.0	22.7	43.8	HACKBERRY 6.1
			1.05	8.35	7.53	5.57	6.23	5.08	82		495.1	71.8	0.0	ANTARES 6.2
			1.13	8.43	8.01	f 6.05	6.30	5.16	82		501.3	33.3	46.0	WALAPAI 8.9
			1.23	8.53	8.11	f 6.17	6.40	5.27	82		510.2	0.0	50.2	BERRY 3.7
			1.28	8.58	8.16	6.22	6.45	5.32			513.9	95.0	0.0	LOUISE 2.5
		AM 9.00	1.33	9.03	s 8.21	m 6.30	6.50	s 5.37	Yard	WY	516.4	95.0	0.0	KINGMAN 4.4
		9.10 AM	1.41	9.10	8.29	f 7.08	6.56	5.50	59		520.3	75.0	0.0	McCONNICO 6.2
			1.49	9.18	8.37	f 7.17	7.03	5.58	83		527.0	75.0	0.0	GRIFFITH 4.1
			1.54	9.23	8.42	7.26	7.08	6.03			531.1	73.5	0.0	KASTER 4.1
			1.59	9.28	8.47	7.32	7.13	6.08	83		535.2	75.0	0.0	ATHOS 5.0
			2.06	9.35	8.53	s 7.41	7.19	6.15	82	W	540.2	75.0	0.0	YUCCA 5.8
			2.14	9.43	9.01	f 7.51	7.27	6.23	82	W	546.1	75.0	0.0	HAVILAND 6.6
			2.22	9.52	9.10	f 8.02	7.34	6.32	82		552.7	63.4	0.0	FRANCONIA 6.2
			2.30	10.00	9.18	f 8.12	7.42	6.40	82		558.9	73.9	32.5	POWELL 6.9
			2.39	10.09	9.27	f 8.22	7.51	6.49	81	W	565.3	68.4	46.5	TOPOCK 5.4
			2.49	10.19	9.37	f 8.33	7.59	6.59	80		571.2	62.3	53.9	BEAL 6.6
3.45 AM	3.50 PM		3.00 AM	10.30 PM	9.48 PM	8.45 PM	8.10 AM	m 7.10 AM	Yard	FW TY	578.0			NEEDLES
Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(149.0)

(19.9) (19.9) (26.4) (42.6) (42.6) (42.6) (32.5) (44.7) (40.6)Average speed per hour

Nos. 33, 43 and 95 (on First District) have no Time Table superiority.

FIRST AND CHLORIDE DISTRICTS

EASTWARD

TIME TABLE NO. 78 August 10, 1930	Ruling Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Office of Communication or Both Phone	First Class						
						4	20	22	8	2	24	34
						California Limited	The Chief	The Missionary	The Hop!	The Navajo	Grand Canyon Limited	FREIGHT
STATIONS			No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
SELICMAN			Yard	FW TY	C	AM 7.45	AM 9.25	AM 11.35	PM 1.25	AM 1.25	AM 2.05	PM 5.55
3.9	73.9	49.6										
CHINO					B	7.37	9.17	11.27	1.17	1.16	1.57	
6.9	75.0	70.8										
AUDLEY			82		B	7.25	9.05	f11.12	1.06	1.03	1.43	
7.4	75.0	75.0										
PICA				W	B	7.15	8.53	f11.00	12.55	12.52	1.32	
5.2	69.7	75.0										
YAMPAI			83	Y	B	7.05	8.43	f10.50	12.45	12.42	1.22	
2.6	75.0	0.0										
FIELDS			82		B	6.59	8.37	10.44	12.37	12.36	1.17	
5.3	75.0	0.0										
NELSON			71		C	6.46	8.25	f10.30	f12.24	12.21	1.03	
3.0	75.0	0.0										
SHIPLEY			83		B	6.41	8.20	10.24	12.18	12.15	12.57	
2.6	75.0	0.0										
PEACH SPRINGS			82	W	C	6.36	8.15	s10.19	f12.13 PM	s12.08 AM	12.51	
5.6	75.0	0.0										
CHEROKEE			71		B	6.21	8.04	f10.03	11.58	11.52	12.37	
6.2	75.0	0.0										
TRUXTON			82		B	6.10	7.54	9.52	11.48	11.41	12.27	
6.6	75.0	0.0										
VALENTINE			71		B	5.56	7.40	f 9.36	11.33	11.26	12.13	
5.0	74.5	0.0										
HACKBERRY			90	FW	C	5.45	7.30	s 9.24	f11.22	s11.15	12.01 AM	
6.1	22.7	43.8										
ANTARES			70		B	5.30	7.15	9.08	11.08	11.01	11.46	
6.2	71.8	0.0										
WALAPAI			82		B	5.19	7.06	f 8.56	10.56	10.50	11.35	
8.9	33.3	46.0										
BERRY			82		B	5.08	6.56	f 8.46	10.46	10.38	11.24	
3.7	0.0	50.2										
LOUISE			45		B	5.03	6.51	8.40	10.40	10.33	11.19	
2.8	75.0	0.0										
KINGMAN			Yard	WY	C	4.56	6.45	m 8.30 s 8.00	s10.30	s10.25	11.12	
5.1	75.0	0.0										
HARRIS			71	W	B	4.42	6.33	f 7.45	10.14	10.08	10.58	
5.7	75.0	0.0										
GRIFFITH			82		B	4.29	6.21	f 7.30	10.00	9.55	10.45	
4.1	75.0	0.0										
KASTER			74		B	4.21	6.13	7.20	9.52	9.46	10.37	
4.1	73.5	0.0										
ATHOS			82		B	4.12	6.05	7.10	9.43	9.37	10.27	
5.0	75.0	0.0										
YUCCA			85	W	C	4.01	5.55	s 6.57	f 9.31	s 9.25	10.15	
5.8	75.0	0.0										
HAVILAND			71	W	B	3.44	5.41	f 6.40	9.15	9.10	9.58	
6.6	75.0	0.0										
FRANCONIA			83		B	3.32	5.31	6.27	f 9.02	8.58	9.45	
6.2	63.4	0.0										
POWELL			82		B	3.21	5.21	6.15	f 8.50	8.47	9.35	
6.9	73.9	32.5										
TOPOCK			82	W	C	3.10	5.11	6.04	f 8.37	f 8.35	9.24	
5.4	68.4	46.5										
BEAL			68		B	3.01	5.02	5.55	f 8.26	8.25	9.15	
6.6	62.3	53.9										
NEEDLES			Yard	FW TY	C	2.50 AM	4.53 AM	5.45 AM	8.15 AM	8.15 PM	9.05 PM	5.00 AM
(149.5)												
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour.....

(30.4) (32.9) (28.0) (28.9) (28.9) (29.9) (11.5)

CHLORIDE DISTRICT

Westward	Capacity of Sidings	Fuel, Water and Wyes	Miles from McConnico	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Eastward
First Class					NO. 78 August 10, 1930			Second Class
95								96
MIXED								MIXED
Leave Saturday Only	No. Cars		Miles					Arrive Saturday Only
AM 9.10	59	W	0.0					PM 1.15
f 9.25	4		4.0	100.3			100.3	f12.55
f 9.40	10		8.3	0.0			70.8	f12.35
f10.00	4		13.9	100.3			0.0	f12.15
f10.15	14		16.0	100.3			0.0	f12.05 PM
f10.25	4		17.3	100.3			0.0	f11.50
10.50 AM	18	Y	22.7	158.4			0.0	11.30 AM
Arrive Saturday Only								Leave Saturday Only
(13.0)						(22.7)		(13.0)
.....Average speed per hour.....								

No. 34 has no Time Table superiority

WESTWARD

First Class													Capacity of Slidings.	Fuel, Water, Tubs, Tables and Wyes.	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending.	TIME TABLE NO. 78 August 10, 1930		
43	33	17	207	3	221	7	9	203	219	19	21	23								
FREIGHT	FREIGHT	The Phoenix	PASSENGER	California Limited	PASSENGER	Fast Mail	The Navajo	PASSENGER	PASSENGER	The Chief	The Missionary	Grand Canyon Limited	No. Cars.		Miles					
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	Yard	FW TY						
AM 4.45	PM 4.50			PM 10.40		PM 9.58	PM 8.55			AM 8.20	AM 7.40	AM 3.10	71		578.0	0.0	76.3		NEEDLES 3.4	
				10.49		10.07	9.05			8.30	7.50	3.20	105		581.4	0.0	78.7		HARTOUM 3.4	
				10.57		10.14	f 9.16			8.38	7.57	3.30	101	W	585.0	0.0	76.3		JAVA 7.4	
				11.12		10.28	f 9.32			8.50	f 8.11	3.44	71		592.4	0.0	76.2		IBIS 4.5	
				11.23		10.38	f 9.47			9.00	f 8.21	3.54	71		596.9	0.0	74.6		BANNOCK 4.6	
				11.34		10.48	f10.02			9.10	f 8.30	4.04	110		601.5	42.2	74.6		HOMER 7.6	
				11.48		11.03	f10.20			9.25	s 8.46	4.20	86	WY	609.1	52.8	0.0		GOFFS 5.2	
				11.54		11.09	10.28			9.31	8.53	4.26			614.3	52.8	0.0		PIUTE 4.4	
				11.59		11.14	f10.34			9.36	8.59	4.31	74	W	618.7	52.8	0.0		FENNER 7.0	
				AM 12.07		11.22	f10.43			9.44	9.08	4.39	74		625.7	52.8	0.0		ESSEX 4.6	
				12.13		11.27	10.49			9.49	9.14	4.44			630.3	52.8	0.0		ARIMO 4.4	
				12.18		11.32	f10.55			9.54	9.19	4.49	105	W	634.7	52.8	0.0		DANBY 7.1	
				12.26		11.40	11.03			10.02	9.27	4.57			641.3	52.8	0.0		SIAM 6.3	
		AM 1.33		12.33		11.47	s11.12			10.09	s 9.35	5.04	82	WY	648.1	52.8	26.4		CADIZ 6.9	
		1.43		12.42		11.56	11.23			10.18	9.44	5.13			655.0	47.5	12.1		BOLO 6.5	
		1.50		12.51		AM 12.04	f11.33			10.27	f 9.53	5.22	83		661.5	11.6	37.0		AMBOY 7.8	
		f 2.07		1.07		12.20	f11.50			10.43	f10.10	5.39	95	FW Y	669.3	0.0	73.9		BAGDAD 4.1	
		2.15		1.16		12.29	11.58			10.51	10.19	5.47	98		673.5	0.0	73.9		TROJAN 3.2	
		2.23		1.24		12.39	f12.06			10.58	10.27	5.55	93		676.7	0.0	73.9		SIBERIA 5.2	
		2.34		1.38		12.52	f12.22			11.09	10.41	6.10	82	W	682.0	0.0	73.9		KLONDIKE 4.3	
		2.42		1.51		1.04	12.37			11.18	10.52	6.22	105	Y	686.7	0.0	73.9		ASH HILL 6.7	
		s 2.52		2.00		1.14	s12.47			11.26	s11.04	6.32	82	W	693.3	52.8	26.4		LUDLOW 5.1	
		3.01		2.10		1.21	f12.57			11.33	11.13	6.42	80		698.5	0.0	52.8		ARGOS 8.1	
		3.12		2.22		1.32	1.08			11.44	11.26	6.55	104		706.6	52.8	0.0		PISGAH 6.2	
		3.20		2.31		1.41	f 1.16			11.51	11.34	7.03	88		712.8	39.6	0.0		HECTOR 6.7	
		3.29		2.40		1.49	f 1.25			11.59	11.43	7.12	82		719.5	0.0	26.4		TROY 6.1	
		3.37		2.49		1.57	f 1.33			PM 12.06	11.51	7.20	105	WY	725.6	0.0	26.4		NEWBERRY 6.0	
		3.45		2.57		2.05	1.41			12.13	11.59	7.28	82		731.6	0.0	38.2		MINNEOLA 3.6	
		3.50		3.01		2.09	1.46			12.17	PM 12.05	7.32			735.2	13.0	31.7		GALE 2.4	
		3.55	AM 3.30	3.05	AM 2.35	2.13	f 1.50	PM 10.35	PM 12.30	12.21	12.10	7.35	105		737.6	31.7	31.7		DAGGETT 4.0	
		4.00	3.35	3.10	2.40	2.18	1.56	10.44	12.35	12.27	12.15	7.41	78		741.7	31.7	31.7		NEBO 4.8	
1.45 PM	1.45 AM	4.10 AM	3.45 AM	3.20 AM	2.50 AM	2.28 AM	2.05 AM	10.55 PM	12.45 PM	12.35 PM	12.25 PM	7.50 AM	Yard	FW TY	746.4				BARSTOW	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								(167.6)

(18.6) (19.0) (38.0) (35.2) (35.9) (35.2) (37.2) (32.4) (26.4) (35.2) (39.4) (35.3) (35.9) -----Average speed per hour

Between Barstow and Daggett Rules D-152 and D-153 will apply.

Nos. 33 and 43 have no Time Table superiority.

SECOND DISTRICT

ARIZONA DIVISION

TIME TABLE NO. 78 August 10, 1930	Ealing Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Office of Communication or Both Phone	EASTWARD												
						First Class												
						222	20	22	8	204	220	2	24	18	4	208	34	
						PASSENGER	The Chief	The Missionary	The Hopi	PASSENGER	PASSENGER	The Navajo	Grand Canyon Limited	The Phoenix	California Limited	PASSENGER	FREIGHT	
STATIONS	No. Cars	Yard	FW TY	C	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
NEEDLES 3.4	0.0	76.3	Yard	FW TY	C		AM 4.45	AM 5.30	m 7.45			PM 7.45	PM 8.55		AM 2.40	AM 2.45		
HARTOUM 3.4	0.0	78.7			B		4.38	5.23	7.36			7.39	8.49		2.34			
JAVA 7.4	0.0	76.3	104		B		4.33	5.18	f 7.31			7.34	8.44		2.29			
IBIS 4.5	0.0	76.2			B		4.23	5.08	f 7.21			7.24	8.34		2.19			
BANNOCK 4.6	0.0	74.6	82		B		4.17	5.02	f 7.14			7.18	8.28		2.13			
HOMER 7.6	42.2	74.6			B		4.12	4.56	f 7.06			7.12	8.22		2.07			
GOFFS 5.2	52.8	0.0	104	WY	C		4.02	f 4.46	s 6.55			7.01	8.12		1.57			
PIUTE 4.4	52.8	0.0	82		B		3.53	4.33	6.42			6.48	8.03		1.47			
FENNER 7.0	52.8	0.0	82	W	B		3.46	4.24	f 6.34			6.39	7.55		1.38			
ESSEX 4.6	52.8	0.0	105		B		3.36	4.10	f 6.20			6.25	7.43		1.25			
ARIMO 4.4	52.8	0.0	82		B		3.30	4.01	6.10			6.16	7.36		1.17			
DANBY 7.1	52.8	0.0	107	W	B		3.24	3.52	f 6.02			6.07	7.29		1.10			
SIAM 6.3	48.0	0.0	82		B		3.14	3.40	f 5.51			5.55	7.17		12.58			
CADIZ 6.9	52.8	26.4	82	WY	C		3.05	f 3.30	s 5.41			5.45	7.09	AM 12.32	12.50			
BOLO 6.6	47.5	11.6	82		B		2.51	f 3.14	5.25			5.29	6.54	12.20	12.34			
AMBOY 7.8	11.6	35.9	82		B		2.44	3.06	f 5.17			5.21	6.46	12.11	12.26			
BAGDAD 4.1	0.0	73.9	114	FW Y	C		2.36	f 2.56	f 5.07			f 5.11	6.37	AM 12.01	12.17			
TROJAN 3.2	0.0	73.9			B		2.31	2.50	5.01			5.05	6.32	11.56	12.12			
SIBERIA 4.6	0.0	121.4	98		B		2.27	f 2.46	4.57			5.01	6.28	11.52	12.08			
SOUTH KLONDIKE 3.1	0.0	75.8	0				2.21	f 2.39	4.51			4.54	6.22	11.46	12.02 AM			
ASH HILL 6.7	52.8	26.4	82	Y	B		2.17	f 2.35	4.47			4.50	6.18	11.42	11.57			
LUDLOW 5.1	0.0	52.8	92	W	C		2.08	s 2.26	s 4.38			s 4.41	6.09	AM 11.33	11.47			
ARGOS 8.1	52.8	52.8	82		B		2.02	f 2.18	4.30			4.33	6.03	11.20	11.39			
PISGAH 6.2	52.8	0.0	104		B		1.53	2.08	4.20			4.23	5.53	11.10	11.28			
HECTOR 6.7	39.6	0.0	88		B		1.45	f 1.58	4.12			4.13	5.45	11.02	11.19			
TROY 6.1	0.0	26.8	82		B		1.38	f 1.50	4.04			4.05	5.38	10.55	11.11			
NEWBERRY 6.0	0.0	26.4	105	WY	C		1.31	f 1.42	3.57			f 3.57	5.31	10.48	11.04			
MINNEOLA 3.6	0.0	88.2	82		B		1.24	f 1.35	3.50			3.50	5.24	10.42	10.56			
GALE 2.4	13.0	81.7	75		B		1.20	1.31	3.46			3.46	5.20	10.38	10.51			
DAGGETT 4.0	31.7	81.7	87		C		AM 1.00	1.17	f 1.28	3.43	AM 4.30	PM 2.50	f 3.43	5.17	10.35	10.48	PM 10.58	
NEBO 4.8	31.7	81.7	81		B		12.53	1.12	1.23	3.38	4.23	2.43	3.38	5.12	10.31	10.43	10.53	
BARSTOW			Yard	FW TY	C		12.45 AM	1.05 AM	1.15 AM	3.30 AM	4.15 AM	2.35 PM	3.30 PM	5.05 PM	10.25 PM	10.35 PM	10.45 PM	2.15 PM
(165.8)							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 (35.2) (45.2) (39.8) (39.0) (35.2) (35.2) (39.0) (43.2) (45.3) (40.6) (35.2) (13.2)

Between Barstow and Daggett Rules D-152 and D-153 will apply.
No. 34 has no Time Table superiority.

WESTWARD				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Railing Grade Ascending	TIME TABLE NO. 78 August 10, 1930	Railing Grade Ascending	Office of Communication or Booth Phone	EASTWARD						
43	93	First Class									First Class		Second Class		Second Class		
FREIGHT	MIXED	The Missionary	The Navajo								2	22	52	54	94	56	34
Leave Daily	Leave Friday Only	Leave Daily	Leave Daily	No. Cars		Miles	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Friday Only	Arrive Daily	Arrive Daily		
PM 3.00	AM 5.30	PM 3.25	AM 4.20	Yard	F W TY	746.4	BARSTOW	C	PM 1.00	PM 10.20	AM 2.30	AM 10.30	PM 12.05	PM 7.40	PM 2.00		
	f 5.42	3.33	4.28	105		752.0	5.2	0.0	B	12.50	10.10	2.16	10.16	f 11.50	7.27		
	s 5.55	f 3.40	f 4.36	84	W	757.0	5.0	7.7	C	f 12.44	10.04	2.06	10.07	s 11.37	7.18		
	f 6.10	3.48	4.42	82		762.0	5.0	24.5	B	12.37	9.57	1.58	9.58	f 11.25	7.09		
	f 6.21	3.55	f 4.49	82		766.7	4.7	0.0	B	f 12.31	9.51	1.50	9.49	f 11.15	7.00		
	f 6.34	4.03	4.57	82		772.3	5.6	12.2	B	12.24	9.44	1.42	9.41	f 11.03	6.50		
	6.50 AM	s 4.13	s 5.09	83	WY	780.1	7.7	12.2	C	s 12.14	9.35	1.29	9.28	10.45 AM	6.38		
		4.20	5.16	83		784.4	4.3	29.0	B	12.07	9.29	1.19	9.18		6.28		
	f 4.25	f 5.24		82		788.7	4.3	35.4	B	f 12.02 PM	9.24	1.06	9.05		6.15		
		4.32	5.32	83		793.4	4.7	34.8	B	11.56	9.19	12.52	8.51		6.01		
	f 4.40	f 5.40		83	W	797.9	4.5	6.6	C	f 11.51	9.14	12.42	8.41		5.51		
		4.47	5.47	83		802.7	4.9	0.0	B	11.44	9.08	12.32	8.31		5.41		
	f 4.54	f 5.53		83		807.6	4.9	0.0	B	f 11.38	9.02	12.24	8.22		5.32		
		5.01	6.01	82		813.0	5.4	0.0	B	11.32	8.56	12.14	8.13		5.23		
		5.10 ⁵⁶ PM	6.10 AM	Yard	F W TY	818.2	5.2	0.0	C	11.25 AM	8.50 PM	12.01 AM	8.00 AM		5.10 ²¹ PM		
PM 11.45		PM 7.40	AM 8.40	59		835.2	67.0	136.2	C	AM 8.40	PM 6.20				AM 2.10		
12.01 AM		m 7.50 PM	8.50 AM	Yard	W T F	837.7	2.5	15.8	C	8.30 AM	6.10 PM				2.00 AM		
Arrive Daily	Arrive Friday Only	Arrive Daily	Arrive Daily				BAKERSFIELD			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Friday Only	Leave Daily	Leave Daily	
(15.9)	(24.9)	(31.5)	(33.3)	Average speed per hour							(42.4)	(44.7)	(26.8)	(26.8)	(24.9)	(26.8)	(10.0)

No. 43 has no Time Table superiority.

WESTWARD				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Kramer	Railing Grade Ascending	TIME TABLE NO. 78 August 10, 1930	Railing Grade Ascending	Office of Communication or Booth Phone	EASTWARD	
93	94	Second Class										
MIXED	MIXED	Second Class	Second Class									
Leave Friday Only	Arrive Friday Only	No. Cars	Miles			Miles	STATIONS		Arrive Daily	Arrive Friday Only		
AM 7.00	AM 10.35	83	0.0	WY		0.0	KRAMER	C				
f 7.45	f 9.47	7	14.4			105.6	14.4	122.0				
f 8.17	f 9.15	13	23.5			132.0	9.1	0.0				
f 8.28	f 9.05	20	26.7			132.0	3.2	121.4				
8.34 AM	8.55 AM	23	28.5	Y		132.0	1.8	121.4	B			
Arrive Friday Only	Leave Friday Only						JOHANNESBURG					
(18.2)	(17.1)	Average speed per hour										

No. 34 has no Time Table superiority.

No. 93 is superior to No. 94.

PARKER DISTRICT

WESTWARD		Capacity of Stalls	Fuel, Water, Turn Tables and Wyes	Miles From Matthie	Ruling Grade Ascending	TIME TABLE NO. 78 August 10, 1930	Ruling Grade Ascending	Office of Communication or South Phone	EASTWARD	
Second Class	First Class								First Class	Second Class
2 3 3	1 7								1 8	2 3 4
MIXED	PASSENGER							PASSENGER	MIXED	
Leave Daily	Leave Daily	No. Cars		Miles		STATIONS		Arrive Daily	Arrive Daily	
PM 11.05 ²³⁴	PM 9.45	53	Y	0.0	39.6	MATTHIE 6.2	0.0	B	AM 6.35	PM 11.05 ²³³
f 11.20	f 9.56	50		6.2	0.0	DIVIDE 8.3	31.7	B	f 6.26	f 10.49
f 11.40	f 10.06	29		14.5	0.0	FOREPAUGH 7.7	29.0	B	f 6.15	f 10.33
s 11.59	s 10.15 ²³⁴	53	W	22.2	19.8	AGUILA 8.9	21.1	C	s 6.04	s 10.15 ¹⁷
AM f 12.20	f 10.27	55		31.1	0.0	GOLDEN 8.9	31.7	B	f 5.51	f 9.38
f 12.42	f 10.38	52		40.0	0.0	LOVE 4.8	31.7	B	f 5.39	f 9.18
f 12.57	s 10.45	15		44.8	26.4	WENDEN 5.2	21.1	B	s 5.32	f 9.06
s 1.13	s 10.57	29	W	50.0	29.0	SALOME 2.6	0.0	C	s 5.23	s 8.45
1.19	11.03	27		52.6	0.0	HARCUVAR 7.7	84.5	B	5.16	8.25
s 1.40	s 11.17	18	Y	60.3	0.0	VICKSBURG 10.2	31.7	B	s 5.02	f 7.53
f 2.05	f 11.30	17		70.5	0.0	UTTING 9.4	31.7	B	4.46	f 7.21
s 2.45	s 11.43	20	W	79.9	0.0	BOUSE 10.7	31.7	C	s 4.33	s 7.03
f 3.10	11.57	17		90.6	5.8	WALL 9.0	31.7	B	4.15	f 6.31
f 3.30	AM 12.08	16		99.6	31.7	DENNY 6.2	31.7	B	4.04	f 6.15
3.45 AM	s 12.17 PM 11.27	Yard	WF Y	105.8	31.7	PARKER 1.5	0.0	C	s 3.55	6.00 PM
	f 11.30	Spar		107.3	31.7	DRENNAN 6.9	31.7		f 2.41	
	f 11.39	32		114.2	31.7	CALZONA 5.9	0.0	B	f 2.32	
	s 11.47	20	W	120.1	31.7	VIDAL 11.6	0.0	C	s 2.24	
	AM f 12.02	28		131.7	10.5	GROMMET 8.8	21.1	B	f 2.10	
	s 12.20	27		140.5	0.0	RICE 3.5	31.7	C	s 1.59	
	f 12.25	27		144.0	0.0	FREDA 7.1	30.6	B	f 1.46	
	f 12.34	37		151.1	0.0	SABLON 4.7	31.7	B	f 1.37	
	f 12.42	38	W	155.8	31.7	SALTMARSH 8.3	5.3	B	f 1.31	
	f 12.55	38		164.1	31.7	MILLIGAN 5.1	0.0	B	f 1.21	
	f 1.02	38		169.2	31.7	FISHEL 4.4	14.8	B	f 1.14	
	f 1.08 ¹⁸	37		173.6	15.8	KILBECK 5.9	31.7	B	f 1.08 ¹⁷	
	f 1.16	39		179.5	23.2	ARCHER 5.6	31.7	B	f 12.53	
	f 1.23	38		185.1	31.7	McCOY 5.4	31.7	B	12.45	
	1.30 AM	Yard	Y	190.5		CADIZ		C	12.35 AM	
Arrive Daily	Arrive Daily					(190.5)			Leave Daily	Leave Daily

(22.6)

(41.5)

----- Average speed per hour -----

(39.6)

(20.8)

Mountain Standard Time will be used between Matthie and Parker and Pacific Standard Time West of Parker.

No. 17 is superior to No. 18.

RIPLEY DISTRICT

WESTWARD				RIPLEY DISTRICT				EAST WARD				
Second Class				TIME TABLE				Second Class				
25				NO. 78				26				
MIXED				August 10, 1930				MIXED				
Leave Daily Ex. Monday				STATIONS				Arrive Daily Ex. Sunday				
AM 2.15				RICE				PM 11.50				
f	2.50	12	16.5	83.4	16.5	65.0	FWY	C	f	11.20		
f	2.55	11	18.3	0.0	1.8	68.6			f	10.55		
f	3.20	16	20.3	0.0	MIDLAND	68.6		C	f	10.36		
f	3.25	Spur 5	22.5	0.0	2.0	47.5			f	10.31		
f	3.46	Spur 7	33.0	0.0	COX	38.8			f	10.10		
	3.52	17	35.8	5.3	INCA	83.4				10.04		
f	3.56	Spur 9	37.5	10.6	10.5	37.0			f	9.59		
s	4.05	Yard	41.9	7.4	MESA VILLE	26.1	WY	C	s	9.50		
f	4.25	Yard	44.5	42.8	2.8	21.7			f	9.30		
	4.30	Spur 5	49.2		4.4	15.8	Y		f	9.25		
	4.40 AM	Yard			BLYTHE					9.15 PM		
	Arrive Daily Ex. Monday				HAUSER					Leave Daily Ex. Sunday		
					4.7							
					RIPLEY							
					(49.2)							

(23.6) ----- Average speed per hour ----- (21.8)

ARVIN DISTRICT

WESTWARD				ARVIN DISTRICT				EASTWARD				
				TIME TABLE								
				NO. 78								
				August 10, 1930								
				STATIONS								
		20	16.5	39.6	ARVIN	0.0	Y					
			14.1	42.2	2.4							
		38	12.2	0.0	GIFFEN JCT.	37.0						
		8	10.2	0.0	1.9	42.2						
			8.0	0.0	DI GIORGIO	43.3						
			0.3	0.0	2.0	43.3						
			0.0	0.0	RIBIER	43.3						
					2.2							
					LAMONT							
					7.7							
					ALGOSO							
					0.3							
					MAGUNDEN							
					(16.5)							

SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Mile Post 480 Crozier	480.0 481.4	6 0	West None	Freight only Nos. 9-22
SECOND DISTRICT				
Saltus Funston Lavic	658.4 660.1 702.7	50 80 10	West West East	Freight only Freight only Nos. 9-22
THIRD DISTRICT				
P. C. Borax Co.	784.4	Lgh. 3.4 M	East	Freight only
RANDBURG DISTRICT				
Penshaw	Miles from Kramer 6.9	4	West	Freight only
ARVIN DISTRICT				
Giffen	Miles from Giffen Jct. 1.4	Lgh. 1.4 M	East	Freight only
Vaccaro	Miles from Arvin 1.3	Lgh. 1.3 M	East	Freight only
PARKER DISTRICT				
McVay Chubbuck	Miles from Matthe 66.8 172.6	4 13	West East	Nos. 17-18, 233 and 234 Freight only

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Yampai	245.5	Newberry	724.0
Kingman	425.0	Barstow (mile 747.3)	926.0
Chloride	370.0	Kramer	494.3
Needles	1584.5	Johannesburg	396.3
Goffs	453.0	Rice	363.0
Cadiz	Parker District	Blythe	251.0
Bagdad	470.0	Ripley	289.0
Ash Hill	410.9	Parker	543.0
		Matthe	Main Track

(Continued from Page 3)

Railroad Crossings at Grade and Interlockers

SECOND DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Daggett	All switches east of station	Interlocker: upper quadrant signals, semi-automatic. Indications superior to right, class or direction, for movements within home signal limits.	Eastward U. P. trains, U. P. main track — 0, transfer track No. 2, 000—
Barstow (West end)	Main line and connecting crossovers	Interlocker: Color light type; semi-automatic; approach locking. Ten miles per hour; indications superior to right, class or direction for movements within home signal limits.	To Third District — 0 Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 7 incl. 0—00 Tracks 8 to 19 incl. —0—0
Barstow (East end)	Crossover from eastward main track to westward main track and freight yard.	Interlocker: Color light type, semi-automatic; approach locking. Eastward trains twenty miles per hour. Indications superior to right, class or direction for movements within home signal limits. When interlocking signal remains in "stop" position or route is not properly lined, conductor of train detained must telephone towerman, explaining, and proceed as authorized by him. This modifies Rule 782.	To freight yard —0—

Microphones identified by signboard, are located on posts adjacent to track approximately one mile east and west of Daggett and on westward track about two and one-half miles east of entrance to Barstow yard.
All trains must sound route signals for routes desired as they approach these microphones.

Railroad Crossings at Grade and Interlockers---Continued

THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Kern Junction	Santa Fe double track connection to and from S. P. double track. Santa Fe main track to Sunset track.	Interlocker: Color light signals, semi-automatic. Approach locking.	Crossover —0—0 Main track to Sunset —0— West main to S. P. West main —0

JUNCTION SWITCHES

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

Matthie.....For Albuquerque Division
Rice.....For Parker District
Cadiz.....From siding to Parker District

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

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.
DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.
DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.

DR. R. M. TAFEL, Local Surgeon.....Seligman, Ariz.	DR. J. A. GRAHAM, Local Surgeon.....Barstow, Calif.	DR. G. C. SABICHI, Consulting Surgeon, Bakersfield, Calif.
DR. A. M. GANAWAY, Local Surgeon.....Valentine, Ariz.	DR. WM. L. DENTON, Local Surgeon.....Randsburg, Calif.	DR. K. S. McKEE, Oculist and Aurist.....Bakersfield, Calif.
DR. T. R. WHITE, Local Surgeon.....Kingman, Ariz.	DR. C. C. WARNER, Local Surgeon.....Mojave, Calif.	DR. F. J. MILLER, Ass't Oculist and Aurist Bakersfield, Calif.
DR. W. C. TODT, Local Surgeon.....Kingman, Ariz.	DR. JOE SMITH, Local Surgeon.....Bakersfield, Calif.	DR. M. A. NETTLE, Local Surgeon.....Parker, Ariz.
DR. L. E. DALY, Division Surgeon.....Needles, Calif.	DR. W. H. MOORE, Ass't Local Surgeon, Bakersfield, Calif.	DR. WM. H. CHAPMAN, Local Surgeon.....Blythe, Calif.
DR. LYLE GRAHAM, Local Surgeon.....Newberry, Calif.	DR. J. M. KIRBY, Ass't Local Surgeon.....Bakersfield, Calif.	

First aid kits are located at Peach Springs, Yucca, Goffs, Bagdad, Rice, Newberry, and Kramer.

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

LOCAL WATCH INSPECTORS

American Jewelry Co.....Bakersfield
Williams & Williams.....Needles
L. Jacobson.....Barstow

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

At Seligman..... { 4th, 5:00 p.m. to 5th, 5:10 p.m.
18th, 5:00 p.m. to 19th, 5:10 p.m.

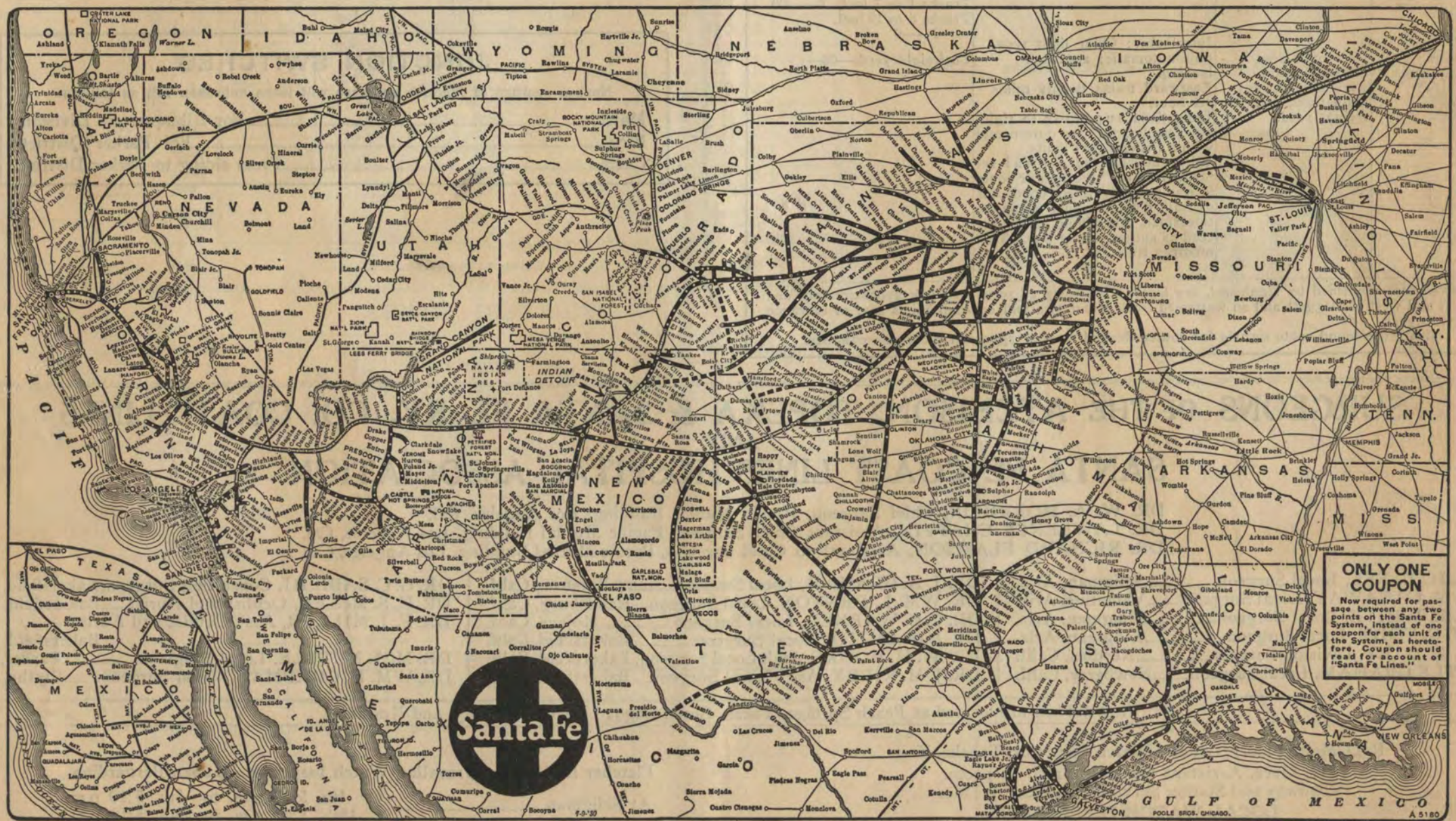
At Mojave..... { 6th, 6:10 a.m. until 11:25 a.m.
20th, 6:10 a.m. until 11:25 a.m.

SANTA FE FIRST

SAFETY

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

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

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



GULF OF MEXICO
 POOLE BROS. CHICAGO. A 5180