

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



ARIZONA DIVISION.

EMPLOYEES' TIME TABLE

IN EFFECT

Sunday, May 10, 1936,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 86, Dated January 6, 1935,
and any Supplements thereto.

87

87

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

J. R. HITCHCOCK,
General Manager,
Los Angeles, Cal.

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

H. H. TISDALE,
Superintendent,
Needles, Cal.

E. B. HEBERT,
Trainmaster,
1st, 2nd, Parker and Ripley
Districts,
Needles, Cal.

O. W. SCHLUETER,
Trainmaster, 3rd District,
and Barstow Yard,
Bakersfield, Cal.

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

J. W. ROBBINS,
Night Chief Dispatcher,
Needles, Cal.

F. W. QUIRMBACH,
E. A. HALLININ,
L. DUNCAN,
E. M. REESE,
H. A. HARGIS,
O. C. HAUPTLI,
R. S. MURRAY,
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.

7. Rule 10 (A): Permanent slow boards are located not less than 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, Ludlow, Barstow, Mojave, Bakersfield, Parker and Rice.

10. Rule S-83 is amended to read: A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Rule 83 (A) is amended to read: Stations at which train registers are located are designated in full-faced type in time table.

Before leaving a register station at which it is necessary for the conductor to check the train register, he must fill out Form 1514 and deliver same personally to each engineman of his train.

Rule 343: At register stations, conductors must personally register their train, unless relieved therefrom by Form T order.

At Barstow: Eastward Union Pacific trains are relieved from the provisions of Rule 83 (A) as amended.

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, Ash Hill, Ludlow, Newberry, Barstow, Mojave, Magunden-Algoso, Parker, Ripley-Blythe, Midland 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 westward Union Pacific trains at Daggett, or where office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

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.

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.

19. Rule 314: No freight train will run more than fifty miles without stop for inspection except this distance may be exceeded between Seligman and Hackberry; Hackberry and Yucca; Needles and Cadiz; Barstow and Ash Hill in both directions, and westward only Cadiz to Newberry and Barstow to Mojave, provided stop and inspection is made at stations entering and leaving above limits.

20. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once every thirty minutes to safeguard the comfort of passengers.

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 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."

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: 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.

22. Standard thermometers are located at Tehachapi, Mojave, Muroc, Kramer, Barstow, Daggett, Ludlow, Cadiz, Goffs, Needles, Yucca, Kingman, Peach Springs, Hackberry, Pica, Seligman and Parker. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-1, 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, steam shovels, pile-drivers, or hoists, 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. This rule not applicable to machines mounted on flat cars with boom tied down.

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).

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

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE
Except in freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile).

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2439-2444	2	00	2	00	2	00
472-493	0	51	1	20	1	30
702-707	1	43	1	43	1	43
797-813	1	43	1	43	1	43
909-989	1	53	1	53	1	53
990-999	1	43	1	43	1	43
1226-1265	0	51	1	20	1	30
1297-1308	0	51	1	20	1	30
1322-1379	0	51	1	20	1	30
1413-1468	0	51	1	20	1	30
3520-3534	0	51	1	20	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1798-1799	1	12	1	30	1	30
1960-1991	1	43	1	43	1	43
3013-3028	1	53	1	53	1	53
3129-3158	1	43	1	43	1	43
3228-3257	1	12	1	20	1	30
3703-3750	0	55	1	20	1	30
3751-3764	0	51	1	20	1	30
3830-3940	1	12	1	20	1	30
2703-2705-2712-2715 Union Pacific	1	00	1	30	1	30
Other-2700 Union Pacific	1	20	1	20	1	30
3100 Union Pacific	0	51	1	20	1	30
5010-5500-6000 Union Pacific	1	30	1	30	1	30
7800 Union Pacific	1	00	1	30	1	30
8800 Union Pacific	1	12	1	30	1	30
Switch, no truck					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 of the 1798, 3160 or 3800 class used in passenger service whose maximum is 50 miles per hour (one mile in 1 minute and 12 seconds).

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Yampai to Nelson	1	20	2	30	2	00
Truxton to Valentine	1	12	2	00	2	00
Louise to McConnico	1	12	2	30	2	00
At Kingman Harvey House Street Crossing	2	30	2	30	2	30
McConnico to Franconia	0	51	2	00	2	00
Goffs to Bannock	0	51	2	30	2	00
Bannock to Needles	1	12	2	30	2	00
Ash Hill to Siberia	1	20	3	00	3	00
Cadiz-Vidal	1	05	1	30	1	30
Vidal-Earp	1	20	1	40	1	40
Rice to Blythe	2	00	2	00	2	00
Blythe to Ripley	4	00	4	00	4	00
Arvin District	2	24	2	24	2	24
Barstow passenger yard between interlocker at west end and stock yard switch east of depot	6	00	6	00	6	00

24. Rule 872: Second paragraph amended to read: "When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must each have a copy before departure."

Third paragraph amended to read: "This test must also be made when changing crews or engines handling brakes upon any train except helper engines attached subsequent to such test, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains."

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.

When trains are brought to a stop by the use of automatic air brakes, the brakes shall be released and when fully released on rear car an application must then be made to know that brakes are working through train and applied on rear car, when they shall be again released and when fully released and recharged on rear car train may proceed.

25. Rule 701: Red lights will be used in dwarf signals to indicate "Stop."

26. Flag Stops to Pick Up Revenue Passengers

TRAIN	STOPS	PASSENGERS DESTINED
No. 23	Any station	North of Barstow
Nos. 2, 23	Any station between Kern Jct. and Mojave	East of Mojave and west of Kern Jct.

Flag Stops to Discharge Revenue Passengers

TRAIN	STOPS	PASSENGERS FROM
No. 23	Any station	Albuquerque and east or south thereof or south of Ash Fork
No. 9	Any station	Albuquerque and east or south thereof or south of Ash Fork or Parker District
Nos. 2, 9, 10, 23	Any station between Mojave and Kern Jct.	East of Mojave and west of Kern Jct.

SPRING SWITCHES

27. At Seligman: East yard lead to eastward main track normally lined for eastward main track.

At west end of yard through crossovers from yard to westward main track. West switch crossover normally

lined for eastward main track. East switch crossover between main tracks normally lined for crossover. West switch normally lined for westward main track.

At Hackberry: East end of eastward siding normally lined for eastward main track.

At Yucca: West end westward siding normally lined for westward main track.

At Needles: From ice house through crossovers to eastward main track. East switch ice house lead normally lined for westward main track. West switch crossover normally lined for crossover. East switch normally lined for eastward main track. West freight lead to westward main track normally lined for main track.

At Fenner: East end eastward siding normally lined for eastward main track.

At Cadiz: East end of eastward siding normally lined for eastward main track.

At Daggett: West end westward siding normally lined for westward main track.

At Barstow: East end of yard from westward main track to freight yard through crossovers, west switch crossover normally lined for eastward main track. East switch crossover to yard normally lined for crossover. West switch normally lined for lead.

East end yard lead normally lined for eastward main track.

Trains on main track trailing through switches must not exceed 20 miles per hour, and in making crossover movement must not exceed 10 miles per hour. Reverse movement must not be attempted until switches are properly lined.

Trains finding signals or point indicators immediately in advance of facing point spring switches in stop position must examine points before passing over them.

FIRST DISTRICT

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 at Topock, 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 at Topock.

31. Water column between main tracks at M. P. 480.

32. All westward freight trains will stop five (5) minutes at Yucca for inspection of train and cooling wheels.

SECOND AND PARKER DISTRICTS

33. 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.

(Continued on Page 10)

lined for eastward main track. East switch crossover be-
 tween main tracks normally lined for crossover. West
 switch normally lined for westward main track.
 At Hackberry East end of eastward siding normally
 lined for eastward main track.
 At Yucca West and westward siding normally lined
 for westward main track.
 At Needles From ice house through crossover to east-
 ward main track East switch is lined for eastward main
 track for westward main track. West switch crossover normally
 lined for crossover. East switch normally lined for east-
 ward main track. West switch lined for westward main track
 normally lined for main track.
 At Pecos East end eastward siding normally lined for
 westward main track.
 At Cadiz East end of eastward siding normally lined
 for westward main track.
 At Packer West and westward siding normally lined
 for westward main track.
 At Bartow East end of yard from westward main track
 to freight yard through crossover, west switch crossover
 normally lined for eastward main track. East switch cross-
 over to yard normally lined for crossover. West switch
 normally lined for yard.
 Last yard yard normally lined for eastward main
 track.
 Train on main track waiting through switches must not
 exceed 20 miles per hour and in making crossover move-
 ment must not exceed 10 miles per hour. Reverse move-
 ment must not be attempted until switches are properly
 lined.
 Train finding signals or point indicators immediately in
 advance of facing point siding switches in stop position
 must continue past over them.

FIRST DISTRICT

31 Double track with automatic signals between Selic-
 man 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 west-
 ward main track. Inside switch leading from siding to
 westward main track at each end normally lined towards westward
 main track and locked.
 32 Train movements through Needles Colorado River
 bridge at Topeck are governed by automatic block signals.
 The location given by signals No. 5231 and No. 5232 are
 superior to right clear or caution subject to provisions of
 Rule 83 (a). Down signals located between tracks oppo-
 site this signal control movement against the current of
 traffic.
 33 For more than two engines at any time may be
 coupled together over Colorado River bridge at Topeck.
 34 Westward movement between main tracks at M. P. 507.
 35 All westward freight trains will stop five (5) miles
 west at Yucca for inspection of train and coupling wheels.

SECOND AND PARLER DISTRICTS

36 Double track with automatic signals between

WESTWARD									Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Grade Descending	Railing Grade Ascending	TIME TABLE
First Class														
33	43	17	23	3	1	7	9	19						
FREIGHT	FREIGHT	Super Chief	Grand Canyon Limited	California Limited	The Scout	Fast Mail Express	The Navajo	The Chief						NO. 87
Leave Daily	Leave Daily	Leave Wednesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles.			May 10, 1936
PM 2.00	AM 5.45	PM 11.37	PM 11.25	PM 7.10	PM 6.25	PM 5.25	AM 8.20	AM 2.05	Yard	FW TY	423.3			STATIONS
		11.44	11.32	7.18	6.33	5.33	8.28	2.12	69		432.7	49.6	72.9	SELICMAN
		11.50	11.39	7.26	f 6.41	5.40	f 8.36	2.20	79		439.5	75.0	70.8	3.9
		11.57	11.47	7.35	f 6.50	5.48	f 8.44	2.28	78	W	446.9	75.0	75.0	6.9
		AM 12.07	11.58	7.45	f 7.00	5.58	f 8.54	2.38	78	Y	451.9	69.7	75.0	7.4
		12.09	AM 12.01	7.49	7.04	6.01	8.57	2.41			454.7	75.0	0.0	5.0
		12.16	12.08	7.57	f 7.12	f 6.09	f 9.04	2.48	105		460.2	105.6	0.0	2.8
		12.19	12.12	8.01	7.16	6.13	9.08	2.52			463.2	75.0	0.0	5.3
		12.22	12.15	8.05	f 7.20	f 6.16	f 9.11	2.55	78	W	465.3	75.0	0.0	2.6
		12.27	12.22	8.13	f 7.28	6.23	f 9.18	3.02			471.5	75.0	0.0	5.6
		12.33 ²³	12.33 ¹⁷	8.20	7.35	6.30	9.25	3.09	78		477.6	75.0	0.0	6.1
		12.41	12.43	8.29	f 7.44	f 6.39	f 9.34	3.18			484.0	75.0	0.0	6.7
		12.46	f 12.52	8.42	f 7.57	f 6.50	f 9.43	3.29	86	FW	489.0	74.5	0.0	5.0
		12.52	1.01	8.50	8.05	6.58	9.51	3.37	78		495.1	22.7	43.8	6.1
		12.57	1.09	8.58	f 8.13	7.05	f 9.59	3.44	78		501.3	71.8	0.0	6.2
		1.03	1.19	9.08	f 8.23	7.15	f 10.09	3.54	78		510.2	33.8	46.0	9.0
		1.07	1.24	9.13	8.28	7.20	10.14	3.58			513.9	0.0	50.2	3.6
		1.10	f 1.28	f 9.18	s 8.33	s 7.27	s 10.19	4.03	Yard	WY	516.4	95.0	0.0	2.5
		1.15	1.34	9.25	f 8.40	7.34	f 10.26	4.09	84	B	520.7	95.0	0.0	4.4
		1.20	1.41	9.33	f 8.48	7.41	f 10.34	4.16	78		527.0	75.0	0.0	6.2
		1.23	1.45	9.38	8.53	7.46	10.39	4.21			531.1	75.0	0.0	4.1
		1.26	1.50	9.43	8.58	7.51	10.44	4.26	78		535.2	73.5	0.0	4.1
		1.30	1.56	9.50	f 9.05	7.57	f 10.51	4.31	78	W	540.2	75.0	0.0	5.0
		1.36	2.04	9.58	f 9.13	8.04	f 10.59	4.38	78	W	546.1	75.0	0.0	5.8
		1.42	2.13	10.07	f 9.22	8.13	f 11.08	4.46	78		552.7	75.0	0.0	6.6
		1.47	2.21	10.15	f 9.30	8.21	f 11.16	4.53	78		558.9	63.4	0.0	6.2
		1.55	2.29	10.24	f 9.39	f 8.29	f 11.24	5.02	78	W	565.3	73.9	32.5	6.9
		2.03	2.39	10.34	f 9.49	8.39	f 11.34	5.10	77		571.3	68.4	46.5	5.4
7.45 PM	11.30 AM	2.12 AM	2.50 AM	10.45 PM	10.00 PM	8.50 PM	m 11.45 AM	5.20 AM	Yard	FW TY	576.0	62.3	53.9	6.6
Arrive Daily	Arrive Daily	Arrive Thursday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						NEEDLES
(25.9)	(25.9)	(57.7)	(43.7)	(41.6)	(41.6)	(43.7)	(43.7)	(45.8)						(149.0)

Nos. 33 and 43 have no Time Table superiority.

.....Average speed per hour

(Continued on page 10)

FIRST DISTRICT

TIME TABLE NO. 87 May 10, 1936	Railing Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water, Tuna Tables and Wyes	Office of Communication or Booth Phone	EASTWARD								
						First Class								
						18	2	4	8	10	20	24	34	44
						Super Chief	The Scout	California Limited	Fast Mail Express	The Navajo	The Chief	Grand Canyon Limited	So. California Chicago Fast Freight	No. California Chicago Fast Freight
STATIONS	No. Cars	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
SELICMAN			Yard	FW TY	C	AM 5.20	AM 7.50 ^m	AM 9.25	AM 11.00	PM 8.50	PM 8.35	AM 1.50	PM 12.30	AM 4.15
3.9 CHINO	73.9	49.6			B	5.16	7.42	9.17	10.52	8.42	8.28	1.42		
6.9 AUDLEY	75.0	70.8	78		B	5.10	f 7.30	9.06	10.44	8.34	8.20	1.28		
7.4 PICA	75.0	75.0		W	B	5.04	f 7.20	8.54	10.35	8.24	8.11	1.17		
5.0 YAMPAI	69.7	75.0	78	Y	B	4.58	f 7.11	8.41	10.23	8.12	7.59	1.07		
2.8 FIELDS	75.0	0.0	78		B	4.53	7.07	8.35	10.18	8.07	7.55	1.01		
5.3 NELSON	75.0	0.0	67		C	4.43	f 6.55	8.22	10.09	7.58	7.47	f 12.48		
3.0 SHIPLEY	75.0	0.0	78		B	4.38	6.50	8.16	10.05	7.54	7.43	12.42		
2.6 PEACH SPRINGS	75.0	0.0	78	W	C	4.34	f 6.45	8.10	10.01	7.50	7.39	f 12.36		
5.8 CHEROKEE	75.0	0.0	68		B	4.25	6.32	7.56	9.51	7.39	7.30	12.22		
6.1 TRUXTON	75.0	0.0	78		B	4.17	6.22	7.46	9.42	7.30	7.21	12.12 AM		
6.7 VALENTINE	75.0	0.0	68		B	4.05	f 6.08	7.32	9.30	7.18	7.09	f 11.58		
5.0 HACKBERRY	74.5	0.0	89	FW	C	3.57	f 5.58	7.20	f 9.19	7.06	6.57	s 11.46		
6.1 ANTARES	22.7	43.8	66		B	3.51	5.44	7.06	9.06	6.53	6.44	11.31		
6.2 WALAPAI	71.8	0.0	78		B	3.46	f 5.34	6.55	8.58	6.44	6.37	11.20		
9.0 BERRY	33.3	46.0	78		B	3.39	f 5.24	6.44	8.49	6.35	6.28	11.09		
3.6 LOUISE	0.0	50.2	41		B	3.36	5.19	6.39	8.45	6.31	6.24	11.04		
2.8 KINGMAN	75.0	0.0	Yard	WY	C	3.31	s 5.14	6.32	f 8.40	^m 6.25 ²⁰ ^s 6.00	^s 6.20 ¹⁰	s 10.57		
5.1 HARRIS	75.0	0.0	68	W	B	3.22	f 5.02	6.18	8.28	5.49	6.08	10.43		
5.7 GRIFFITH	75.0	0.0	78		B	3.12	f 4.50	6.05	8.19	5.38	5.59	10.30		
4.1 KASTER	75.0	0.0	70		B	3.05	4.42	5.57	8.12	5.31	5.52	10.22		
4.1 ATHOS	73.5	0.0	78		B	2.58	4.34	5.47	8.05	5.23	5.45	10.12		
5.0 YUCCA	75.0	0.0	81	W	C	2.50	4.24	5.35	f 7.55	5.11	5.36	10.00		
5.8 HAVILAND	75.0	0.0	67	W	B	2.41	f 4.09	5.18	7.42	4.56	5.24	9.43		
6.6 FRANCONIA	75.0	0.0	79		B	2.32	f 3.59	5.05	7.33	4.45	5.16	9.30		
6.2 POWELL	63.4	0.0	78		B	2.23	f 3.49	4.55	7.25	4.36	5.08	9.20		
6.9 TOPOCK	73.9	32.5	78	W	B	2.14	f 3.39	4.44	7.16	4.27	5.00	f 9.09		
5.4 BEAL	68.4	46.5	64		B	2.08	3.30	4.35	7.08	4.19	4.53	9.00		
6.6 NEEDLES	62.3	53.9	Yard	FW TY	C	2.00 AM	3.20 AM	4.25 AM	7.00 AM	4.10 PM	4.45 PM	8.50 PM	2.15 AM	8.00 PM
(149.5)						Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (44.8) (33.2) (29.9) (37.4) (35.2) (39.0) (29.9) (14.6) (18.1)

Nos. 34 and 44 have no Time Table superiority.

WESTWARD

First Class											Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending.	TIME TABLE NO. 87 May 10, 1936
33	43	3	207	1	7	221	9	19	23	17						
FREIGHT	FREIGHT	California Limited	PASSENGER	The Scout	Fast Mail Express	PASSENGER	The Navajo	The Chief	Grand Canyon Limited	Super Chief	No. Cars.					
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	Miles		STATIONS	
PM 8.30	PM 12.15	PM 10.55		PM 10.10	PM 9.00		PM 12.15	AM 5.30	AM 3.00	AM 2.22						
		11.07		10.22	9.09		12.25	5.38	3.10	2.30	67		561.4	0.0	NEEDLES 3.4	
		11.18		f10.33	9.18		f12.33	5.46	3.19	2.38	101		585.6	0.0	HARTOUM 4.0	
		11.36		f10.51	9.33		f12.48	5.58	3.34	2.50	97	W	592.4	0.0	JAVA 6.8	
		11.47		f11.02	9.43		f12.58	6.08	3.44	2.58	66		597.0	0.0	IBIS 4.5	
		11.58		f11.13	9.54		f 1.10	6.18	3.55	3.07	104		601.5	0.0	BANNOCK 4.6	
		AM 12.17		f11.33	10.10		f 1.25	6.31	4.10	3.21	82	WY	609.1	42.2	HOMER 7.6	
		12.24		11.39	10.16		1.31	6.37	4.18	3.26			614.3	52.8	GOFFS 5.2	
		12.29		f11.44	10.21		f 1.36	6.42	4.23	3.29	70	W	618.7	52.8	PIUTE 4.5	
		12.37		f11.52	10.29		f 1.44	6.50	4.31	3.35	71		626.2	52.8	FENNER 7.5	
		12.42		11.57	10.33		1.48	6.54	4.35	3.38			630.3	52.8	ESSEX 4.1	
		12.47		AM f12.01	10.38		f 1.53	6.59	4.40	3.41	101	W	634.7	52.8	ARIMO 4.3	
		12.55		12.11	10.45		f 2.01	7.06	4.47	3.46			641.3	52.8	DANBY 7.1	
		1.10		12.20 s12.30	s10.59		s 2.15	7.20	s 5.01	3.51	78	FWY	648.1	48.0	SIAM 6.3	
		1.19		12.40	11.08		f 2.24	7.28	5.10	3.55			655.0	52.8	CADIZ 6.9	
		1.27		12.48	11.15		f 2.32	7.35	5.18	4.00	79		661.5	47.5	BOLO 6.5	
		1.36		12.57	11.23		f 2.41	7.43	5.27	4.06	92	Y	669.3	11.8	AMBOY 7.8	
		1.43		1.04	11.28		2.48	7.48	5.34	4.11	95		673.5	0.0	BAGDAD 4.1	
		1.49		1.10	11.34		f 2.54	7.55	5.40	4.15	89		676.7	0.0	TROJAN 3.2	
		2.02		1.23	11.45		f 3.06	8.05	5.53	4.23	78	BW	682.0	0.0	SIBERIA 5.2	
		2.13		1.33	11.56		3.16	8.14	6.03	4.31	103	Y	686.7	0.0	KLONDIKE 4.3	
		2.22		f 1.43	AM 12.05		f 3.25	8.22	f 6.12	4.38	78	W	693.3	52.8	ASH HILL 6.7	
		2.30		1.52	12.13		f 3.33	8.31	6.21	4.46	77		698.5	0.0	LUDLOW 5.1	
		2.41		2.02	12.23		3.44	8.41	6.31	4.55	102		706.6	44.0	ARGOS 8.1	
		2.48		2.09	12.30		f 3.52	8.48	6.38	5.00	79		712.3	52.8	PISGAH 6.2	
		2.57		2.15	12.38		f 4.01	8.55	6.45	5.04	78		719.5	39.8	HECTOR 6.7	
		3.04		2.22	12.45		f 4.08	9.02	f 6.52	5.09	101	WY	725.6	0.0	TROY 6.1	
		3.12		2.28	12.53		4.16	9.08	6.58	5.14	78		731.7	0.0	NEWBERRY 6.0	
		3.16		2.32	12.57		4.20	9.12	7.02				735.3	0.0	MINNEOLA 3.7	
		3.20		AM 3.10	f 2.35	1.01	PM 4.50	f 4.24	9.15	f 7.05	5.19	101	737.6	13.0	GALE 2.3	
		3.25		3.16	2.40	1.06	4.55	4.30	9.20	7.10	5.23	74	741.6	81.7	DAGGETT 4.0	
5.00 AM	8.00 PM	3.35 AM	3.25 AM	2.50 AM	1.15 AM	5.05 PM	4.40 PM	9.30 AM	m 7.20 AM	5.30 AM	Yard	FW TY	746.4	31.7	NEBO 4.8	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Thursday Only				BARSTOW (167.6)	

(19.8)

(21.7)

(36.0)

(35.2)

(37.2)

(39.4)

(35.2)

(35.0)

(41.9)

(38.7)

(53.5)

-----Average speed per hour

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

Nos. 33 and 43 have no Time Table superiority.

SECOND DISTRICT

TIME TABLE NO. 87 May 10, 1936	Ruling Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water Tern Tables and Wyes	Office of Communication or Booth Place	EASTWARD																
						First Class										44	34					
						4	208	8	10	214	20	24	18	2	44			34				
						California Limited	PASSENGER	Fast Mail Express	The Navajo	PASSENGER	The Chief	Grand Canyon Limited	Super Chief	The Scout	No. California Chicago Fast Freight			So. California Chicago Fast Freight				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily												
STATIONS			No. Cars																			
NEEDLES 3.4	0.0	76.3		Yard	FW TY	C		AM 4.15		AM 6.40	PM 4.00		PM 4.35	PM 8.40	AM 1.50	AM 3.10		PM 6.30	AM 12.15			
HARTOUM 4.0	0.0	78.7				B		4.09		6.34	3.55		4.30	8.33	1.44	3.04						
JAVA 6.8	0.0	76.3	100			B		4.04		f 6.30	3.50		4.25	8.28	1.39	2.59						
IBIS 4.5	0.0	76.2				B		3.54		f 6.21	3.41		4.17	8.18	1.32	2.50						
BANNOCK 4.6	0.0	74.6	78			B		3.48		f 6.15	3.35		4.11	8.12	1.27	2.44						
HOMER 7.6	42.2	74.6				B		3.43		f 6.10	3.30		4.07	8.07	1.24	2.38						
GOFFS 5.2	52.8	0.0	100	WY		B		3.35		f 6.02	3.22		4.00	7.58	1.18	2.30						
PIUTE 4.5	52.8	0.0	78			B		3.26			5.54	3.14		3.52	7.49	1.11	2.22					
FENNER 7.5	52.8	0.0	78	W		B		3.18			5.47	3.07		3.46	f 7.41	1.05	2.15					
ESSEX 4.1	52.8	0.0	101			B		3.07			5.36	2.56		3.36	f 7.30	12.55	2.04					
ARIMO 4.3	52.8	0.0	78			B		3.00			5.30	2.50		3.30	7.22	12.50	1.58					
DANBY 7.1	52.8	0.0	108	W		B		2.52		f 5.23	2.43		3.24	7.14	12.45	1.51						
SIAM 6.3	48.0	0.0	78			B		2.41		f 5.12	2.32		3.15	7.02	12.37	1.40						
CADIZ 6.9	52.8	26.4	78	FWY		C		2.30			5.02	2.22		3.06	6.52	12.31	s 1.30					
BOLO 6.5	47.5	11.6	78			B		2.18			4.50	f 2.10		2.55	6.39	12.26	1.17					
AMBOY 7.8	11.6	35.9	78			C		2.11			4.43	2.03		2.47	f 6.31	12.22	1.10					
BAGDAD 4.1	0.0	78.9	111	Y		B		2.03			4.35	f 1.55		2.40	6.22	12.17	1.02					
TROJAN 3.2	0.0	78.9				B		1.58			4.31	1.51		2.36	6.17	12.14	12.58					
SIBERIA 4.1	0.0	121.4	89			B		1.54		f 1.47	4.27		2.32	6.13	12.11	12.54						
SOUTH KLONDIKE 3.5	0.0	75.8						1.48			4.21	1.41		2.27	6.07	12.07	12.48					
ASH HILL 6.7	52.8	26.4	78	Y		B		1.44			4.17	1.37		2.23	6.03	12.04 AM	12.44					
LUDLOW 5.1	0.0	52.8	88	W		C		1.37		f 1.30	4.10		2.16	f 5.54	11.58	12.36						
ARGOS 8.1	52.8	52.8	79			B		1.31		f 1.24	4.04		2.10	5.48	11.53	12.28						
PISGAH 6.2	52.8	0.0	101			B		1.22			3.56	1.16		2.03	5.38	11.46	12.19					
HECTOR 6.7	39.6	0.0	79			B		1.14		f 1.08	3.48		1.55	5.30	11.40	12.10						
TROY 6.1	0.0	26.8	78			B		1.07		f 1.01	3.41		1.49	5.23	11.35	12.03 AM						
NEWBERRY 6.0	0.0	26.4	101	WY		B		1.00			3.35	12.55		1.43	f 5.16	11.32	11.56					
MINNEOLA 3.7	0.0	38.2	78			B		12.54			3.29	12.49		1.37	5.09	11.28	11.50					
GALE 2.8	13.0	31.7	71			B		12.50			3.25	12.45		5.05		11.46						
DAGGETT 4.0	31.7	31.7	84			C		12.47	AM 12.57	3.22	12.42		PM 12.52	1.32	f 5.02	11.25	11.43					
NEBO 4.8	31.7	31.7	77			B		12.42	12.52	3.17	12.37	12.47	1.27	4.57	11.22	11.38						
BARSTOW (165.7)				Yard	FW TY	C		12.35 AM	12.45 AM	3.10 AM	12.30 PM	12.40 PM	1.20 PM	4.50 PM	11.17 PM	11.30 PM	10.00 AM	2.15 PM				
								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	Leave Daily

Average speed per hour..... (45.3) (44.0) (47.3) (47.3) (44.0) (50.9) (43.3) (64.9) (45.3) (19.5) (16.5)

Between Barstow and Daggett Rules D-152 and D-153 will apply.
Nos. 34 and 44 have no Time Table superiority.

(Continued from Page 3)

At Barstow: All eastward freight trains, when ready to depart, will notify towerman by phone, and upon receipt of permission, will proceed, governed by indications of interlocked signal located at east end of freight lead.

34. Rule 830 (b): At South Klondike, eastward trains finding Signal 6802 in "Stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

36. At Cadiz, Nos. 117 and 118 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. 117 and 118 will be governed by Rule 99.

37. Not more than two engines of any class may be coupled together over Colorado River bridge at Parker.

THIRD DISTRICT

38. Automatic signals between Barstow and Mojave: At meeting points within these limits, train holding main track will not line switch for opposing train until such train has passed next opposing signal.

39. 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.

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	480.0	6	East	Freight only
Crozier	481.4	0	None	No. 8
SECOND DISTRICT				
Saltus	658.4	50	West	Freight only
Funston	660.1	80	West	Freight only
Lavic	702.7	10	East	Nos. 9-8
THIRD DISTRICT				
P. C. Borax Co.	784.7	Lgh. 3.4 M	East	Freight only
ARVIN DISTRICT				
	Miles from Giffen Jct.			
Giffen	1.4	Lgh. 1.4 M	East	Freight only
	Miles from Arvin			
Vaccaro	1.3	Lgh. 1.3 M	East	Freight only
Mountain View	11.2	4	West	Freight only
Harperton	11.6	3	West	Freight only
RIPLEY DISTRICT				
	Miles from Rice			
Hay Spur	36.7	4	East	Freight

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Seligman	909.7	Newberry	640.0
Yampai	245.5	Barstow (mile 747.3)	926.0
Kingman	425.0	Kramer East Leg	774.0
Needles	728.0	Kramer North Leg	1000.0
Goffs	458.0	Rice	1039.0
Cadiz	Parker District	Blythe	504.0
Bagdad	358.0	Ripley	326.0
Ash Hill	410.9		

JUNCTION SWITCHES

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

Rice.....For Parker District
 Cadiz.....From siding to Parker District

Railroad Crossings at Grade and Interlockers

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Kern Junction	Santa Fe double track connection to and from S. P. double track.	Interlocker: Color light signals, semi-automatic.	Crossover —0—0
Daggett	Santa Fe main track to Sunset track. All switches east of station	Interlocker: upper quadrant signals, semi-automatic; approach locking. Indications superior to right, class or direction, for movements within home signal limits.	Main track to Sunset —0—
			S. P.-West Main to A. T. & S. F. —0
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.	Eastward U. P. trains, U. P. main track — — 0, transfer track No. 2, 000— Against current of traffic —0 East House track 00—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 Third District — — 0 Against current of traffic —0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 10 incl. 0—00 Tracks 11 to 19 incl. —0—0 To freight yard —0—

Microphones identified by signboard, are located on posts adjacent to track approximately one and one-half miles east and west of Daggett and on westward track about two and one-half miles east of entrance to Barstow yard, west of Barstow approximately 1,000 feet east of mile post 750. All trains must sound route signals for routes desired as they approach these microphones. At Barstow: West and south passenger trains, when ready to depart, will sound route signal with buzzer located on engine supply house. In event route not obtained promptly, whistle signal may be used.

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, Calif.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building, Los Angeles, Calif.
 DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building, Los Angeles, Calif.

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|--|--|--|
| DR. J. W. CONNOR, Local Surgeon.....Seligman, Ariz. | DR. LYLE GRAHAM, Local Surgeon.....Newberry, Calif. | DR. W. H. MOORE, Ass't Local Surgeon, Bakersfield, Calif. |
| DR. ALFRED C. DICK, Local Surgeon.....Kingman, Ariz. | DR. C. A. MACDONALD, Local Surgeon.....Barstow, Calif. | DR. J. M. KIRBY, Ass't Local Surgeon.....Bakersfield, Calif. |
| DR. H. P. HYDER, Local Surgeon.....Valentine, Ariz. | DR. PHIL J. VOGEL, Local Surgeon.....Mojave, Calif. | DR. K. S. McKEE, Oculist and Aurist.....Bakersfield, Calif. |
| DR. L. E. DALY, Division Surgeon.....Needles, Calif. | DR. JOE SMITH, Local Surgeon.....Bakersfield, Calif. | DR. WM. H. CHAPMAN, Local Surgeon.....Blythe, Calif. |

First aid kits are located at Peach Springs, Yucca, Cadiz, Rice 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

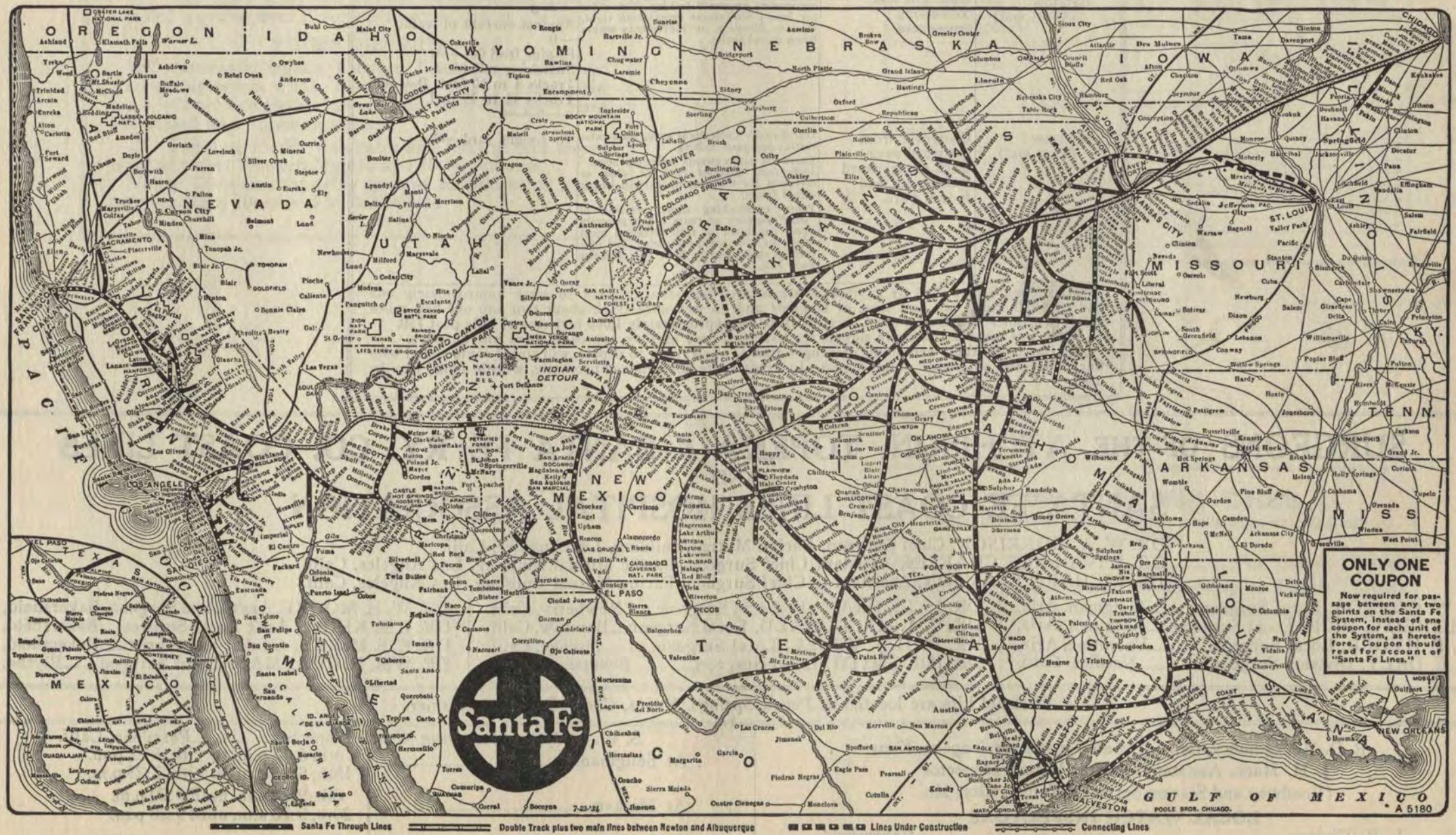
- | |
|---------------------------------|
| J. N. Cheney.....Bakersfield |
| E. F. Manners.....Barstow |
| Williams & Williams.....Needles |

- | | |
|---|------------------------------------|
| S. W. Schlemmer, Traveling Watch Inspector.....Pasadena, Calif. | |
| At Seligman..... | 4th, 6:15 p.m. to 5th, 5:25 p.m. |
| | 18th, 6:15 p.m. to 19th, 5:25 p.m. |
| At Mojave..... | 6th, 9:20 a.m. until 9:20 p.m. |
| | 20th, 9:20 a.m. until 9:20 p.m. |
| At Ludlow..... | 7th and 21st, 6 p.m. to 12:30 a.m. |
| At Rice..... | 8th and 22nd. |

SANTA FE SAFETY FIRST

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

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



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

U.S. GEO. SURV. MAP NO. 1000