

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

DR. JOHN N. OSBURN, Chief Surgeon, Los Angeles, Cal.

DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Los Angeles, Cal.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Cal.

DR. E. J. GUNGLER, Local Surgeon.....Seligman  
 DR. J. W. CONNOR, Consultant.....Seligman  
 DR. WALTER BRAZIE, Local Surgeon.....Kingman  
 DR. FRANCIS FINDLAY, Assistant Local Surgeon.....Kingman  
 DR. W. R. KING, Eye Specialist.....Kingman  
 DR. BRUCE W. MILLIGAN, Division Surgeon.....Needles  
 DR. ROSS L. BALLARD, Local Surgeon.....Needles  
 DR. H. C. MATTHEWS, Emergency Surgeon.....Needles  
 DR. LYLE GRAHAM, Local Surgeon.....Newberry  
 DR. D. M. PARKER, Local Surgeon.....Barstow  
 DR. C. A. GRAYBILL, Assistant Local Surgeon.....Barstow  
 DR. ROBT. M. TAYLOR, Local Surgeon.....Mojave  
 DR. JOE SMITH, Local Surgeon.....Bakersfield  
 DR. G. S. LAMBETH, Assistant Local Surgeon.....Bakersfield  
 DR. S. O. HARRIS, Assistant Local Surgeon.....Bakersfield  
 DR. R. M. JONES, Eye, Ear, Nose and Throat Specialist.....Bakersfield  
 DR. K. S. MCKEE, Oculist and Aurist.....Bakersfield  
 DR. E. J. GARRISON, Local Surgeon.....Blythe  
 DR. ROBERT L. CURRIE, Local Surgeon.....Parker

First Aid Kits are located at Peach Springs, Yucca, Cadiz, Rice and Boron, on all locomotives, and with all regularly assigned extra gangs.

O. R. HAMMIT,                      W. A. ROEBUCK,  
 Trainmasters,  
 Needles, Cal.

H. G. CRAWFORD,  
 Trainmaster,  
 Barstow, Cal.

S. ROGERS,  
 Trainmaster,  
 Bakersfield, Cal.

LEROY DUNCAN,  
 Chief Dispatcher,  
 Needles, Cal.

L. W. PARSONS,  
 G. C. ATWILL,  
 H. W. WITSKEN,  
 H. H. HEADLEE,

C. S. SORENSON,  
 I. L. CRAWFORD,  
 G. M. YOUNG,  
 C. O. MINKLER,

W. F. MOHR,  
 J. T. DAWE,  
 Asst. Chief Dispatchers,  
 Needles, Cal.

A. B. DAVIDSON,  
 Dispatchers,  
 Needles, Cal.

1800

**The  
Atchison, Topeka and Santa Fe  
Railway Co.**



**ARIZONA DIVISION  
TIME TABLE No.  
105**

IN EFFECT

**Sunday, June 8, 1947**

At 12:01 A. M.  
Pacific Standard Time

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

E. E. McCARTY,  
 General Manager,  
 Los Angeles, Cal.

A. B. ENDERLE,  
 Asst. General Manager,  
 Los Angeles, Cal.

J. W. MURPHY,  
 Superintendent,  
 Needles, Cal.

Timetable 104 eff 10 Nov 1946  
 106                      31 Aug 1947

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
23	17	19	3	1	7						
The Grand Canyon	Streamliner	The Chief	California Limited	The Scout	Fast Mail Express	NO. 105					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	June 8, 1947					
PM 11:53	PM 11:22	PM 9:55	PM 7:50	PM 5:50	AM 9:28	STATIONS					
11:59 AM	11:27	10:01	7:57	5:57	9:33	SELIGMAN	428.8	72.9	49.6	FW TY	Yard
12:06	11:33	10:08	8:04	6:04	9:40	3.9 CHINO	432.7	70.8	75.0		
12:13	11:39	10:15	8:12	6:12	9:47	7.1 AUDLEY	439.8	75.0	75.0		107
12:21	11:46	10:23	8:20	6:20	9:54	6.6 PICA	446.4	75.0	69.7	W	107
12:24	11:49	10:26	8:24	6:23	9:57	5.5 YAMPAL	451.9	0.0	75.0	Y	107
12:31	11:56	10:33	8:32	6:29	10:04	2.8 FIELDS	454.7	0.0	105.6		
12:34	11:59	10:36	8:36	6:33	10:07	5.3 NELSON	460.2	0.0	75.0		92
12:37	12:02 AM	10:39	8:40	6:36	10:10	3.0 SHIPLEY	463.2	0.0	75.0		
12:43	12:08	10:45	8:47	6:42	10:16	2.6 PEACH SPRINGS	465.8	0.0	75.0	W	107
12:49	12:12	10:51	8:53	6:49	10:21	5.6 CHEROKEE	471.5	0.0	75.0		
12:57	12:20	10:59	9:01	6:57	10:29	5.8 TRUXTON	477.3	0.0	75.0		107
1:03	12:24	11:05	9:09	7:06	10:34	7.0 VALENTINE	484.0	0.0	75.0		
1:09	12:29	11:11	9:16	7:13	10:39	5.0 HACKBERRY	489.0	0.0	75.0	FW	95
1:16	12:34	11:18	9:21	7:20	10:44	6.1 ANTARES	495.1	43.8	22.7		72
1:22	12:40	11:25	9:28	7:29	10:50	6.2 WALAPAI	501.3	0.0	71.8		71
1:27	12:45	11:30	9:33	7:35	10:55	8.2 BERRY	509.4	46.0	31.7	Y	107
1:31	12:50	11:35	9:40	7:45	11:02	4.4 LOUISE	513.9	50.2	0.0		
1:37	12:56	11:41	9:46	7:52	11:08	2.5 KINGMAN	516.4	0.0	95.0	WY	118
1:44	1:02	11:48	9:53	7:59	11:14	4.4 McCONNICO	520.7	0.0	95.0		51
1:52	1:10	11:56 AM	10:01	8:10	11:22	6.0 GRIFFITH	526.8	0.0	75.0		107
1:57	1:14	12:01 AM	10:06	8:17	11:27	8.4 ATHOS	535.2	0.0	75.0		72
2:02	1:19	12:06	10:11	8:25	11:33	5.0 YUCCA	540.2	0.0	75.0	W	107
2:08	1:24	12:13	10:18	8:33	11:39	5.9 HAVILAND	546.2	0.0	75.0		79
2:14	1:29	12:19	10:24	8:41	11:45	6.5 FRANCONIA	552.7	0.0	63.4		95
2:22	1:36	12:27	10:32	8:51	11:52	6.1 POWELL	558.8	52.8	73.9		71
2:29	1:41	12:34	10:39	8:59	11:59	7.1 TOPOCK	565.9	42.2	51.7		107
2:40 AM	1:51 AM	12:45 AM	10:50 PM	9:10 PM	12:10 PM	5.0 BEAL	571.3	53.9	62.3		70
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	NEEDLES	578.0			FW TY	Yard
(53.4)	(59.8)	(52.4)	(49.5)	(44.6)	(55.0)	(148.6)					

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Needles—Between train signs located at east and west ends of passenger yard.

Between Seligman and Needles trains will run as prescribed by Rule-D-152.

Double track extends through Seligman passenger yard. Beginning at station, No. 1 is westward main track, No. 2 is eastward main track.

Double track extends 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.

When an illuminated letter "S" is displayed on Signal 5654 at Topock, trains will take siding.

Westward freight trains will stop for inspection at some point between Hackberry and Kingman, inclusive; westward freight trains will stop at Yucca 10 minutes to cool wheels and inspect train, except this stop may be omitted when train is handled by Diesel locomotive, with dynamic brakes in operation.

..... Average speed per hour

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE  NO. 105  June 8, 1947		EASTWARD					
							FIRST CLASS					
							18	4	2	8	20	24
							Streamliner	California Limited	The Scout	Fast Mail Express	The Chief	The Grand Canyon
Yard	FW TY	O			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			72.9	73.9	<b>SELIGMAN</b>	<b>AM</b> s 5.22	<b>AM</b> s 7.15	<b>AM</b> s 8.50	<b>AM</b> s 10.55	<b>PM</b> s 10.40	<b>AM</b> s 12.45	
		B	70.8	52.8	—3.9 CHINO	5.16	7.06	8.42	10.48	10.34	12.39	
107		B	75.0	75.0	—7.3 AUDLEY	5.09	6.59	8.34	10.40	10.27	12.32	
107	W	B	75.0	69.7	—6.6 PICA	5.03	6.50	8.24	10.31	10.21	12.26	
107	Y	O	0.0	75.0	—5.5 YAMPAI	4.56	6.39	8.14	10.23	10.14	12.20	
71		B	0.0	75.0	—2.8 FIELDS	4.52	6.33	8.07	10.17	10.10	12.14	
113		O	0.0	75.0	—5.3 NELSON	4.44	6.24	7.57	10.07	10.02	12.06	
		B	0.0	75.0	—3.0 SHIPLEY	4.39	6.19	7.51	10.01	9.57	12.01	
107	W	O	0.0	75.0	—2.6 PEACH SPRINGS	4.35	6.14	7.46	9.56	9.53	11.56	
62		B	0.0	75.0	—5.6 CHEROKEE	4.27	6.06	7.38	9.48	9.45	11.47	
110		B	0.0	75.0	—5.8 TRUXTON	4.18	5.57	7.28	9.39	9.36	11.38	
61		B	0.0	75.0	—7.0 VALENTINE	4.08	5.44	7.13	9.26	9.26	11.28	
105	FW	O	43.8	22.7	—5.0 HACKBERRY	4.03	5.33	7.02	9.18	9.20	11.22	
107		B	0.0	71.8	—6.1 ANTARES	3.57	5.18	6.44	9.10	9.14	11.16	
72		B	46.0	31.7	—5.2 WALAPAI	3.50	5.10	6.34	9.03	9.07	11.09	
107	Y	B	50.2	0.0	—8.2 BERRY	3.41	5.01	6.22	8.55	8.58	11.00	
38		B	0.0	75.0	—4.4 LOUISE	3.37	4.56	6.16	8.50	8.54	10.56	
107	WY	O	0.0	75.0	—2.5 KINGMAN	3.33	s 4.51	s 6.11	s 8.44	8.49	10.51	
68	W	B	0.0	75.0	—5.1 HARRIS	3.25	4.36	5.56	8.29	8.41	10.38	
107		B	0.0	75.0	—5.5 GRIFFITH	3.16	4.26	5.44	8.20	8.32	10.29	
71		B	0.0	75.0	—8.4 ATHOS	3.03	4.12	5.30	8.08	8.19	10.16	
105	W	O	0.0	75.0	—5.0 YUCCA	2.56	4.03	5.21	8.00	8.11	10.08	
72		B	0.0	75.0	—5.9 HAVILAND	2.47	3.54	5.11	7.52	8.02	9.59	
105		B	0.0	63.4	—6.5 FRANCONIA	2.39	3.44	5.00	7.43	7.54	9.50	
71		B	52.8	73.9	—6.1 POWELL	2.32	3.35	4.49	7.35	7.47	9.42	
107		C	42.2	51.7	—7.1 TOPOCK	2.24	3.25	4.39	7.26	7.39	9.34	
		B	53.9	62.3	—5.0 BEAL	2.18	3.18	4.30	7.19	7.33	9.28	
Yard	FW TY	O			<b>NEEDLES</b>	<b>AM</b> 2.10	<b>AM</b> 3.08	<b>AM</b> 4.20	<b>AM</b> 7.10	<b>PM</b> 7.25	<b>PM</b> 9.20	
					(149.3)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour . . . . .						(46.7)	(36.3)	(33.2)	(39.8)	(45.9)	(43.7)	

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Needles—Between train signs located at east and west ends of passenger yard.

Between Seligman and Needles trains will run as prescribed by Rule D-152.

Double track extends through Seligman passenger yard. Beginning at station, No. 1 is westward main track, No. 2 is eastward main track.

Double track extends 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.

When an illuminated letter "S" is displayed on Signal 5654 at Topock, trains will take siding.

Westward freight trains will stop for inspection at some point between Hackberry and Kingman, inclusive; westward freight trains will stop at Yucca 10 minutes to cool wheels and inspect train, except this stop may be omitted when train is handled by Diesel locomotive, with dynamic brakes in operation.

TIME TABLE	WESTWARD						
	FIRST CLASS						
	3	237	1	7	203	201	23
	California Limited	Passenger	The Scout	Fast Mail Express	Passenger	Passenger	The Grand Canyon
NO. 105							
June 8, 1947							
STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
<b>NEEDLES</b>	<b>PM</b> 11:00		<b>PM</b> 9:20	<b>PM</b> 12:20			<b>AM</b> 2:50
JAVA	11:15		9:38	12:33			3:06
IBIS	11:30		9:55	12:45			3:19
BANNOCK	11:38		10:11	12:52			3:27
HOMER	11:47		10:23	12:59			3:35
GOFFS	<b>AM</b> 12:01		10:35	1:11			3:47
FENNER	12:10		10:45	1:18			3:55
ESSEX	12:16		10:52	1:24			4:01
DANBY	12:24		11:02	1:31			4:07
SIAM	12:30		11:09	1:36			4:13
CADIZ	<sup>s</sup> 12:51		11:22	1:41			4:19
BOLO	1:00		11:32	1:47			4:26
SALTUS							
AMBOY	1:06		11:40	1:53			4:32
BAGDAD	1:13		11:50	2:00			4:39
TROJAN	1:20		<b>AM</b> 11:56	2:04			4:42
SIBERIA	1:26		12:04	2:09			4:47
KLONDIKE	1:35		12:15	2:17			4:55
ASH HILL	1:42		12:23	2:24			5:02
LUDLOW	1:50		12:33	2:31			5:09
ARGOS	1:57		12:43	2:37			5:16
PISGAH	2:06		12:54	2:45			5:25
HECTOR	2:13		1:02	2:50			5:31
TROY	2:21		1:10	2:55			5:37
NEWBERRY	2:27		1:17	3:00			5:42
MINNEOLA	2:35		1:24	3:05			5:49
GALE							
DAGGETT	2:45	<b>AM</b> 1:35	1:30	3:10	<b>AM</b> 10:58	<b>AM</b> 7:33	5:55
NEBO	2:52	1:40	1:36	3:14	11:02	7:37	5:59
<b>BARSTOW</b>	<sup>s</sup> 3:05 <b>AM</b>	<sup>s</sup> 1:50 <b>AM</b>	<sup>s</sup> 1:45 <b>AM</b>	<sup>s</sup> 3:25 <b>PM</b>	<sup>s</sup> 11:10 <b>AM</b>	<sup>s</sup> 7:45 <b>AM</b>	<sup>s</sup> 6:10 <b>AM</b>
(167.6)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....	(41.0)	(35.2)	(37.9)	(54.4)	(44.0)	(44.0)	(50.3)

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Needles—Between train signs located at east and west ends of passenger yard.

Barstow—Between East and West Towers; and not to exceed 10 M.P.H. between Signal 7453 and West Tower.

Between Needles and Barstow trains will run as prescribed by Rule D-152.

Double track extends 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.

Double track extends through Barstow passenger yard.

Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 830 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

Westward freight trains will stop for inspection at some point between Cadiz and Bagdad, inclusive; eastward freight trains will stop for inspection at some point between Ash Hill and Cadiz, inclusive.

At Ash Hill, crossover switches are equipped with electric locks. To operate switch, remove lock from lever and wait three minutes.

**SECOND DISTRICT**

**ARIZONA DIVISION**

**5**

WESTWARD			TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS									
103	17	19							
Passenger	Streamliner	The Chief	NO. 105						
Leave Daily	Leave Daily	Leave Daily	June 8, 1947						
	AM 2:01	AM 12:55	<b>NEEDLES</b>	578.0			O	FW TY	Yard
	2:13	1:08	7.4 JAVA	585.6	74.5	0.0	B		107
	2:24	1:20	6.8 IBIS	592.4	73.9	0.0	B	W	107
	2:31	1:27	4.5 BANNOCK	597.0	73.9	0.0	B		107
	2:39	1:35	4.6 HOMER	601.5	73.9	0.0	B		97
	2:49	1:45	7.6 GOFFS	609.1	73.9	30.0	O	WY	107
	2:57	1:53	9.6 FENNER	618.7	0.0	52.8	B	W	111
	3:02	1:58	7.5 ESSEX	626.2	0.0	52.8	B		64
	3:08	2:04	3.5 DANBY	634.7	0.0	52.8	B	W	107
	3:13	2:10	7.1 SIAM	641.8	0.0	52.8	B		
	3:18	2:17	6.3 CADIZ	648.1	0.0	48.0	C	FWY	107
	3:23	2:24	8.9 BOLO	655.0	26.4	52.8	B		
			3.4 SALTUS	658.4	0.0	49.6	B		
	3:28	2:29	3.1 AMBOY	661.5	26.4	11.6	O		107
	3:33	2:35	7.8 BAGDAD	669.3	35.9	11.6	O		107
	3:37	2:39	4.1 TROJAN	673.5	75.0	0.0	B		87
	3:41	2:43	3.2 SIBERIA	676.7	75.0	0.0	B		107
	3:48	2:50	5.2 KLONDIKE	682.0	75.0	0.0	B		72
	3:54	2:57	4.3 ASH HILL	686.7	75.0	0.0	B	Y	107
	4:00	3:04	6.7 LUDLOW	693.4	26.4	52.8	O	W	117
	4:07	3:11	5.1 ARGOS	698.5	52.8	0.0	B		71
	4:15	3:19	8.1 PISGAH	706.6	52.8	44.0	B		107
	4:20	3:24	6.2 HECTOR	712.8	0.0	52.8	B		73
	4:25	3:29	6.7 TROY	719.5	0.0	39.6	B		72
	4:29	3:34	6.1 NEWBERRY	725.6	26.4	0.0	B	WY	107
	4:33	3:39	6.0 MINNEOLA	731.7	26.4	0.0	B		107
			3.7 GALE	735.3	38.2	0.0	B		
AM 5:18	4:37	3:45	2.3 DAGGETT	737.6	31.7	13.0	O		107
5:21	4:40	3:49	4.0 NEBO	741.6	31.7	31.7	B		68
5:28 AM	4:50 AM	4:00 AM	4.8 <b>BARSTOW</b>	746.4	31.7	31.7	O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	(167.6)						

(52.8) (59.5) (54.4) . . . . . Average speed per hour

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

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Barstow—Between East and West Towers; and not to exceed 10 M.P.H. between Signal 7453 and West Tower.

Between Needles and Barstow trains will run as prescribed by Rule D-152.

Double track extends 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. Double track extends through Barstow passenger yard.

Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 830 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

Westward freight trains will stop for inspection at some point between Cadiz and Bagdad, inclusive; eastward freight trains will stop for inspection at some point between Ash Hill and Cadiz, inclusive.

At Ash Hill, crossover switches are equipped with electric locks. To operate switch, remove lock from lever and wait three minutes.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyss	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Posts	TIME TABLE	EASTWARD			
							FIRST CLASS			
							2	8	204	202
						NO. 105	The Scout	Fast Mail Express	Passenger	Passenger
						June 8, 1947	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	C			578.0	STATIONS	AM 4:10	AM 7:00		
107		B	74.5	0.0	585.6	NEEDLES				
			73.9	0.0	592.4	7.4 JAVA	3:59	6:48		
107	W	B	73.9	0.0	597.0	6.8 IBIS	3:51	6:39		
			73.9	0.0	601.5	4.5 BANNOCK	3:45	6:33		
107		B	73.9	30.0	609.1	4.6 HOMER	3:39	6:28		
107	WY	C	0.0	52.8	618.7	7.6 GOFFS	3:30	6:20		
107	W	B	0.0	52.8	626.2	9.6 FENNER	3:16	6:08		
114		B	0.0	52.8	634.7	7.5 ESSEX	3:05	5:59		
72		B	0.0	52.8	641.8	8.5 DANBY	2:53	5:48		
107		B	0.0	48.0	648.1	7.1 SIAM	2:43	5:40		
71		B	26.4	52.8	655.0	6.3 CADIZ	2:33	5:31		
51		B	0.0	49.6	658.4	6.9 BOLO	2:26	5:23		
107		C	11.6	26.4	661.5	3.4 SALTUS				
100		C	35.9	11.6	669.3	3.1 AMBOY	2:20	5:16		
		B	75.0	0.0	673.5	7.8 BAGDAD	2:13	5:10		
107		B	75.0	0.0	676.7	4.1 TROJAN	2:08	5:06		
107	Y	B	121.4	0.0	686.7	3.2 SIBERIA	2:04	5:02		
101	W	C	26.4	52.8	693.4	7.7 ASH HILL	1:56	4:54		
72		B	52.8	0.0	698.5	6.7 LUDLOW	1:48	4:47		
107		B	52.8	44.0	706.6	5.1 ARGOS	1:40	4:41		
73		B	0.0	52.8	712.8	8.1 PISGAH	1:31	4:33		
72		B	0.0	39.6	719.5	6.2 HECTOR	1:22	4:27		
107	WY	B	26.4	0.0	725.6	6.7 TROY	1:16	4:21		
72		B	26.4	0.0	731.7	6.1 NEWBERRY	1:09	4:16		
67		B	38.2	0.0	735.3	6.0 MINNEOLA	1:01	4:11		
104		C	31.7	13.0	737.6	3.7 GALE				
71		B	31.7	31.7	741.6	2.3 DAGGETT	12:53	4:06	PM 1:40	PM 3:40
Yard	FW TY	C	31.7	31.7	746.4	4.0 NEBO	12:48	4:02	1:36	3:34
						4.8 BARSTOW	12:40 AM	3:55 AM	1:27 PM	3:25 PM
						(165.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

Average speed per hour . . . . . (47.4) (53.8) (40.6) (35.2)

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Needles—Between train signs located at east and west ends of passenger yard.

Barstow—Between East and West Towers; and not to exceed 10 M.P.H. between Signal 7453 and West Tower.

Between Needles and Barstow trains will run as prescribed by Rule D-152.

Double track extends 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.

Double track extends through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 830 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

Westward freight trains will make one inspection stop at some point between Cadiz and Bagdad, inclusive; eastward freight trains will make one inspection stop at some point between Ash Hill and Cadiz, inclusive.

At Ash Hill, crossover switches are equipped with electric locks. To operate switch, remove lock from lever and wait three minutes.

**SECOND DISTRICT**

**ARIZONA DIVISION**

EASTWARD						TIME TABLE
FIRST CLASS						
20	24	104	238	18	4	NO. 105 June 8, 1947
The Chief	The Grand Canyon	Passenger	Passenger	Streamliner	California Limited	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS
PM 7.15	PM 9.10			AM 2.00	AM 2.58	
7.04	8.59			1.50	2.44	
6.56	8.51			1.43	2.34	
6.49	8.44			1.38	2.27	
6.44	8.38			1.33	2.21	
6.36	8.30			1.25	2.12	
6.24	8.18			1.15	1.57	
6.16	8.10			1.08	1.46	
6.07	8.01			1.00	1.34	
6.00	7.54			12.54	1.24	
5.55	7.48			12.49	1.14	
5.50	7.43			12.44	1.01	
5.45	7.38			12.39	12.55	
5.40	7.33			12.34	12.48	
5.36	7.29			12.30	12.43	
5.33	7.26			12.27	12.39	
5.26	7.19			12.20	12.31	
5.20	7.13			12.14	12.24	
5.15	7.07			12.09	12.18	
5.08	7.00			12.02	12.10	
5.03	6.54			AM 11.57	AM 12.04	
4.58	6.49			11.52	11.58	
4.54	6.45			11.48	11.53	
4.50	6.41			11.44	11.49	
4.46	6.37	PM 8.37	PM 10.52	11.40	11.45	
4.42	6.32	8.34	10.48	11.36	11.41	
4.35	6.25	8.27	10.40	11.30 <sup>4</sup>	11.32 <sup>18</sup>	
PM	PM	PM	PM	PM	PM	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(165.8)

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

(62.2) (60.3) (52.8) (44.0) (66.3) (48.3) . . . . . Average speed per hour

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Needles—Between train signs located at east and west ends of passenger yard.

Barstow—Between East and West Towers; and not to exceed 10 M.P.H. between Signal 7453 and West Tower.

Between Needles and Barstow trains will run as prescribed by Rule D-152.

Double track extends 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.

Double track extends through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 830 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

Westward freight trains will make one inspection stop at some point between Cadiz and Bagdad, inclusive; eastward freight trains will make one inspection stop at some point between Ash Hill and Cadiz, inclusive.

At Ash Hill, crossover switches are equipped with electric locks. To operate switch, remove lock from lever and wait three minutes.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Riding Grade Ascending	WESTWARD		TIME TABLE NO. 105 June 8, 1947	EASTWARD		Mile Posts	Riding Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
			7	23		24	2			
			Passenger	The Grand Canyon		The Grand Canyon	The Scout			
Yard	FW TY		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
		34.3	PM 5:00	AM 6:30	<b>BARSTOW</b>	s 6:10	s 10:50	746.4		C
223		12.1	5:05	6:35	2.8 HUTT	6:02	10:42	749.6	0.0	C
92		5.3	5:08	6:38	2.4 MAOE	5:58	10:38	752.0	0.0	B
112	W	31.7	5:14	6:43	5.0 HINKLEY	5:53	f 10:32	757.0	7.7	C
71		34.3	5:20	6:48	4.7 EADS	5:48	10:26	762.0	24.5	B
98		34.3	5:25	6:53	4.7 HAWES	5:42	10:21	766.7	0.0	C
98		28.1	5:35 <sup>24</sup>	6:59	5.6 JIMGREY	5:35 <sup>7</sup>	10:15	772.3	12.2	B
118		24.3	5:44	7:07	7.7 KRAMER	5:29	10:05	780.1	12.2	B
72	Y	0.0	f 5:49	7:13	4.3 BORON	5:23	f 9:58	784.4	29.0	C
98		0.0	5:54	7:19	4.3 RICH	5:16	9:52	788.7	35.4	B
72		23.2	5:59	7:25	4.7 SILT	5:09	9:47	793.4	34.8	B
119	WY	21.1	s 6:10	7:31	5.0 MUROC	5:03	s 9:40	797.8	6.6	C
72		21.1	6:18	7:37	4.9 FLUHR	4:57	9:28	802.7	0.0	B
98		20.6	6:25	7:44	4.9 BISSELL	4:52	9:23	807.6	0.0	B
98		52.8	6:32	7:52	5.4 SANBORN	4:47	9:17	813.0	0.0	B
Yard	FW TY		s 6:45 PM	s 8:05 AM	<b>MOJAVE</b>	4:40 PM	9:10 PM	818.4	0.0	C
			Arrive Daily	Arrive Daily	(71.6)	Leave Daily	Leave Daily			

(40.9) (45.2) ..... Average speed per hour ..... (47.7) (43.0)

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Barstow—Between East and West Towers; and not to exceed 10 M.P.H. between Signal 7453 and West Tower.

Double track extends through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

At following locations, between limits described, all trains and engines will move governed by automatic and/or interlocking signals, whose indications are superior to class and direction:

Between West Tower, Barstow, and Signal 7492, located

west end siding Hutt. When an illuminated letter "S" is displayed on Signals 7482 or 7492, trains will take siding at these locations.

When Signals 7492, 7482 and 7481 display stop indications, a member of crew will call towerman, West Tower, Barstow, for authority to proceed; telephone is located in box near signals.

Between Barstow and Mojave, train holding main track will not line switch for opposing train to enter siding until such train has passed next opposing signal.

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

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



PARKER DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 105 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		117		118		
		Passenger		Passenger		
		Leave Daily	STATIONS	Arrive Daily		
Yard		PM 9.55	PARKER	AM 3.55	105.8	
Spur	31.7	f 10.01	1.5 EARP	f 3.48	107.3	0.0
28	31.7	10.11	6.8 CALZONA	f 3.36	114.1	31.7
17	31.7	f 10.19	5.9 VIDAL	f 3.27	120.0	0.0
45	31.7	f 10.33	11.6 GROMMET	f 3.11	131.6	0.0
49	10.5	s 10.48	8.8 RICE	s 2.55	140.4	21.1
48	0.0	10.54	3.6 FREDA	2.43	144.0	31.7
57	0.0	11.05	7.0 SABLON	2.32	151.0	30.6
33	0.0	f 11.11	4.8 SALT MARSH	f 2.26	155.8	31.7
33	31.7	f 11.22	8.2 MILLIGAN	f 2.15	164.0	5.3
63	31.7	11.31	5.2 FISHEL	2.06	169.2	0.0
33	15.8	f 11.40	4.4 OHUBBUCK	f 1.58	173.6	14.8
34	23.2	f 11.52	6.0 ARCHER	f 1.48	179.6	31.7
33	31.7	AM 12.01	5.5 McCOY	1.39	185.1	31.7
76		AM 12.15	5.4 CADIZ	1.30	190.5	31.7
		Arrive Daily	(84.7)	Leave Daily		

(36.3) ..... Average speed per hour ..... (35.0)

At Cadiz, Nos. 117 and 118 have no time table superiority between east wye switch, Parker District, and station.

First class trains will register at Rice.

No. 117 is superior to No. 118.

Fuel, water and wye at Parker and Cadiz; water at Vidal and Saltmarsh; water and wye at Rice.

Offices of Communication at Parker, Rice, and Cadiz; booth phones at all sidings.

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

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 105 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Mixed		Mixed		
		Leave Daily Ex. Monday	STATIONS	Arrive Daily Ex. Monday		
49		AM 4.45	RICE	AM 2.00	0.0	
13	83.4		16.5 STYX		16.5	65.0
34	0.0	s 5.45 6.00	1.3 MIDLAND	s 12.01 AM	17.8	68.6
64	0.0	6.10	2.6 COX	f 10.20	20.4	68.6
30	0.0		2.2 INCA		22.6	47.5
Spur 10	0.0		10.4 MESAVILLE		33.0	38.8
17	0.0	6.55	2.8 TOSCO	f 9.50	35.8	83.4
Yard	10.6	7.30 AM	6.2 BLYTHE	9.30 PM	42.0	37.0
Spur 12	7.4		2.7 MILLER FARMS		44.7	21.7
	42.8		4.7 RIPLEY		49.4	15.8
		Arrive Daily Ex. Monday	(49.4)	Leave Daily Ex. Monday		

(16.8) ..... Average speed per hour ..... (9.3)

No switch lights on Ripley District.

Water and wye at Blythe and Rice.

Offices of Communication at Midland, Blythe and Rice.

ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 105 June 8, 1947	EASTWARD	Miles from Magunden	Ruling Grade Ascending
20			STATIONS			
	39.6		ARVIN		16.5	0.0
	42.2		2.4 GIFFEN JCT.		14.1	37.0
40	0.0		1.9 DI GIORGIO		12.2	42.2
67	0.0		2.0 RIBIER		10.2	43.3
	0.0		2.2 LAMONT		8.0	43.3
	0.0		7.7 ALGOSO		0.3	43.3
	0.0		0.3 MAGUNDEN		0.0	
			(16.5)			

No switch lights on Arvin District.

Wye at Arvin.

ALL DISTRICTS

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

2. Rule 1 (B): Standard clocks are located at Seligman, Needles, Barstow (telegraph office and roundhouse), Bakersfield (yard office and roundhouse), Parker and Blythe.

Rule 3: Crews of Union Pacific trains, having complied with that Company's time regulations, may proceed over joint track.

3. Rule 5: On single track, time applies at the siding switch where opposing trains enter siding. On double track, time applies at station sign. When a section of double track is used as single track, time and train orders apply at end of double track, or crossover. When more than one crossover, train order will specify which one to be used. Trains handling passengers or mail must not pass point where such traffic is received or discharged before scheduled time.

4. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be permanently reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains.

Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of a green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

5. Rule 82 (A): Bulletin board and books are located at Seligman, Kingman, Needles, Ludlow, Barstow, Mojave, Bakersfield, Parker and Blythe.

6. 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): The second paragraph is amended to read: 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.

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

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except at Seligman, trains 7, 8, 17, 18, 19, 20, 23 and 24; and at Barstow, trains 17, 18, 103, 104, 201 and 202 may register by Form 903.

7. Rule 86 is amended to read: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

8. Rule 93: Yard limits are located at Seligman, Yampai, Hackberry, Kingman, Needles, Goffs, Cadiz, Ash Hill, Ludlow, Barstow, Mojave, Magunden-Arvin, Parker, Rice, Midland, Blythe-Ripley.

First class trains moving against the current of traffic within yard limits must move at restricted speed.

- 9. . . . .
10. . . . .

11. Rule 97: In addition to the provisions thereof, on double track, with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by numbered and OK'd clearance card, Form 902.

12. Rule 104 (A): The first paragraph is amended as follows:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Rule 104 (D): In addition to the provisions thereof, at certain sidings on heavy descending grades, hand throw derails will be normally locked off rail, except when engines or cars are left unattended on siding.

13. Rule 204: In addition to the provisions thereof, additional copy of train orders and clearance cards shall be furnished for delivery to rear brakeman.

14. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except when 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, Form 902.

Enginemen must show train orders and clearance cards to firemen, and, when practicable, to head brakeman; conductors, when practicable, must show them to brakemen. Brakemen and firemen are required to read orders, see that the information on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

15. Rule 221: The second paragraph is abrogated.

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

16. 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.

17. Rule 310: . . . . .

18. Rule 313: The presence of more than two men on either footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

19. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once each forty-five 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 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."

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."

20. Rule 360 is modified as follows: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

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. Rule 632 is revised as follows: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

23. Rule 711 is amended to read:

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

24. Rule 872: The second and third paragraphs are 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 have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, 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, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

Rule 876: In making this test before descending heavy grades be governed as follows: 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. Rules 10(f) and 701: Red lights will be used in dwarf signals to indicate "Stop."

Rules 705 and 706: Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

Headout signals located at end of sidings on double track at certain non-interlocked stations are track controlled.

At certain non-continuous interlocked stations, signals are changed to track controlled during period interlocking plant is closed.

Under either such circumstances, if the indication of such signal is "Stop" when train is ready to leave siding, main track switch should be opened and after waiting five minutes, train may proceed, protecting as provided by Rule 99.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

#### SPEED REGULATIONS

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

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

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except at following locations:

#### PASSENGER—25 MPH; FREIGHT—20 MPH

Needles, heading in and heading out switches, and main track crossover, west of M.P. 574.

Needles, east and west end, passenger siding.

Needles, main track crossover, and crossover, westward track to freight lead, west of M.P. 578.

Barstow, heading in and heading out switches, eastward track, and main track crossover, west of M.P. 743.

Barstow, eastward and westward main tracks to yard tracks, inbound freight lead from westward track, and first and second crossovers between main tracks, west of M.P. 745.

Mojave, main track turnout, M.P. 816½.

Trains moving against the current of traffic on double track must not exceed twenty miles per hour around sharp curves, approaching and passing over spring switches, and where view is obscure 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, thirty 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 booms 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).

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
0-4-0	2-6-2	2-10-0	Mountain Type Includes 4-8-2 4-8-4	All Locomotives Except Mountain Type Include 4-4-0 4-4-2 4-6-0 4-6-2 4-6-4
0-6-0	2-8-0	2-10-2		
0-8-0	2-8-2	2-10-4		
2-6-0	2-8-4			

MAXIMUM SPEED FOR TRAINS

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
First District	100	..	36	60	1	00
Second District	100	..	36	60	1	00
Third District	100	..	36	60	1	00
Parker District	55	1	05	40	1	30
Ripley District	30	2	00	30	2	00
Arvin District	25	2	24	25	2	24

Maximum speed for passenger trains handling one or more heavyweight cars is 90 miles per hour.

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).

*Track Chino to M.P. 436.7 West	..	..	..	50	1	12
Track Yampai to Nelson West	..	..	..	30	2	00
Track Truxton to M.P. 482.0 West	..	..	..	30	2	00
*Track Antares to Walapai West	..	..	..	50	1	12
Track Louise to McConnico West	..	..	..	24	2	30
Track McConnico to Franconia West	..	..	..	30	2	00
*Track McConnico to Needles West	..	..	..	45	1	20
Track Goffs to Needles East	60	1	00	24	2	30
*Track Goffs to Needles East	60	1	00	30	2	00
Track Ash Hill to Siberia East	..	..	..	20	3	00
Track Boron to Mojave	70	..	51	50	1	12
Track Vidal to Earp	45	1	20	36	1	40
Track Blythe to Ripley	20	3	00	20	3	00

\*Indicates freight diesel trains with dynamic brakes in operation.

FIRST DISTRICT WESTWARD

Curve M.P. 429.7 to 429.9	90	..	40	50	1	12
Curves M.P. 432.8 to 434.9	90	..	40	40	1	30
Curve M.P. 444.0 to 444.2	85	..	42	50	1	12
Curves M.P. 447.4 to 447.9	70	..	51	50	1	12
Curves M.P. 448.3 to 449.8	60	1	..	50	1	12
Curves M.P. 450.1 to 451.4	35	1	43	24	2	30
Curve M.P. 451.5 to 451.8	55	1	05	40	1	30
Curves and Grade M.P. 451.9 to 455.2	60	1	..	30	2	..
Curves and Grade M.P. 455.5 to 460.7	50	1	12	30	2	..
Curves M.P. 460.8 to 463.4	65	..	55	40	1	30
Curves M.P. 463.8 to 464.9	50	1	12	40	1	30
Curves M.P. 465.3 to 468.2	80	..	45	40	1	30
Curve M.P. 468.4 to 468.7	65	..	55	40	1	30
Curves M.P. 469.0 to 470.4	50	1	12	40	1	30
Curves M.P. 471.7 to 472.6	80	..	45	40	1	30
Curves M.P. 473.0 to 476.1	95	..	38	40	1	30
Curves M.P. 477.0 to 477.8	85	..	42	50	1	12
Curve and Grade M.P. 478.2 to 478.3	60	1	..	30	2	..
Curves and Grade M.P. 479.0 to 479.5	45	1	20	30	2	..
Curves and Grade M.P. 479.5 to 481.0	30	2	..	30	2	..
Curve and Grade M.P. 481.2 to 481.6	55	1	05	30	2	..
Curves and Grade M.P. 481.9 to 482.5	75	..	48	30	2	..
Curves M.P. 483.3 to 490.2	85	..	42	40	1	30
Curve M.P. 492.7 to 499.1	95	..	38	50	1	12
Curve and Grade M.P. 514.4 to 514.7	75	..	48	24	2	30
Curves and Grade M.P. 515.1 to 516.8	50	1	12	24	2	30
Kingman St. Xing M.P. 516.5	24	2	30	15	4	..
Curves and Grade M.P. 516.8 to 518.7	45	1	20	24	2	30
Curve and Grade M.P. 518.8 to 518.9	60	1	..	24	2	30
Curves and Grade M.P. 519.7 to 520.4	90	..	40	24	2	30
Curves and Grade M.P. 522.5 to 525.7	90	..	40	30	2	..
Curves and Grade M.P. 547.8 to 549.7	95	..	38	30	2	..
Curves and Grade M.P. 550.5 to 552.6	90	..	40	30	2	..
Curve M.P. 554.7 to 554.8	95	..	38	40	1	30
Curve M.P. 562.3 to 562.7	70	..	51	50	1	12
Curves M.P. 562.8 to 565.9	50	1	12	50	1	12
Curve M.P. 566.3 to 566.6	80	..	45	50	1	12
Curves M.P. 572.5 to 575.3	90	..	40	50	1	12
Curves M.P. 575.7 to 577.2	30	2	..	30	2	..

FIRST DISTRICT EASTWARD

Curves M.P. 577.2 to 575.7	45	1	20	45	1	20
Curve M.P. 575.3 to 572.5	90	..	40	50	1	12
Curve M.P. 569.6 to 569.3	85	..	42	50	1	12
Curve M.P. 566.6 to 566.3	80	..	45	50	1	12
Curves M.P. 565.9 to 562.3	50	1	12	40	1	30
Curve M.P. 560.6 to 560.2	80	..	45	50	1	12
Curve M.P. 554.8 to 554.7	65	..	55	50	1	12
Curves M.P. 552.6 to 547.8	75	..	48	50	1	12
Curves M.P. 547.2 to 542.1	90	..	40	50	1	12
Curve M.P. 526.7x to 526.4x	70	..	51	50	1	12
Curves M.P. 525.9x to 520.6x	60	1	..	50	1	12
Curves M.P. 520.2x to 516.3x	40	1	30	40	1	30
Kingman St. Xing M.P. 516.7x	24	2	30	15	4	..

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
Curve M.P. 516.2x to 515.3x	55	1	05	50	1	12
Curve M.P. 514.5 to 514.1	70	..	51	50	1	12
Curves M.P. 499.1 to 492.7	90	..	40	50	1	12
Curve M.P. 490.2 to 489.8	85	..	42	50	1	12
Curves M.P. 488.8 to 483.3	70	..	51	50	1	12
Curves M.P. 482.5 to 481.2	55	1	05	50	1	12
Curves M.P. 481.0 to 479.4	30	2	..	30	2	..
Curve M.P. 479.2 to 479.0	55	1	05	50	1	12
Curves M.P. 478.3 to 477.0	65	..	55	50	1	12
Curves M.P. 476.1 to 474.9	80	..	45	50	1	12
Curves M.P. 474.4 to 473.0	90	..	40	50	1	12
Curves M.P. 472.6 to 471.7	75	..	48	50	1	12
Curves M.P. 470.4 to 469.0	45	1	20	45	1	20
Curves M.P. 468.7 to 465.3	65	..	55	50	1	12
Curves M.P. 464.9 to 463.8	50	1	12	50	1	12
Curves M.P. 463.4 to 460.6	60	1	..	50	1	12
Curves M.P. 460.0x to 456.6	45	1	20	45	1	20
Curves M.P. 456.1 to 455.5	50	1	12	50	1	12
Curves M.P. 455.2 to 454.2	65	..	55	50	1	12
Curve M.P. 453.2 to 452.9	55	1	05	50	1	12
Curves M.P. 452.0 to 451.5	40	1	30	40	1	30
Curves M.P. 451.4 to 450.1	35	1	43	24	2	30
Curves M.P. 449.8 to 448.3	60	1	..	40	1	30
Curves M.P. 447.9 to 447.4	90	..	40	40	1	30
Curve M.P. 444.2 to 444.0	85	..	42	50	1	12
Curves M.P. 434.7x to 432.7	90	..	40	50	1	12
Curve M.P. 429.9 to 429.7	90	..	40	50	1	12

SECOND DISTRICT WESTWARD

Needles St. Xing M.P. 578.1	20	3	..	20	3	..
Curve M.P. 578.6 to 578.8	65	..	55	50	1	12
Curve M.P. 579.1 to 587.2	55	1	05	50	1	12
Curves M.P. 587.3 to 587.9	35	1	43	35	1	43
Curves M.P. 588.1 to 589.2	55	1	05	50	1	12
Curves M.P. 589.9 to 593.0	65	..	55	50	1	12
Curve M.P. 593.3 to 593.8	45	1	20	45	1	20
Curve M.P. 594.8 to 595.1	55	1	05	50	1	12
Curves M.P. 595.6 to 603.3	65	..	55	50	1	12
Curves M.P. 608.3 to 609.1	75	..	48	50	1	12
Curves M.P. 669.6 to 670.2	90	..	40	50	1	12
Curve M.P. 670.5 to 670.8	80	..	45	50	1	12
Curves M.P. 671.4 to 677.4	60	1	..	50	1	12
Curve M.P. 678.1 to 678.5	40	1	30	40	1	30
Curve M.P. 679.1 to 679.3	60	1	..	50	1	12
Curve M.P. 679.9 to 680.3	40	1	30	40	1	30
Curves M.P. 680.9 to 683.4	50	1	12	50	1	12
Curves M.P. 685.2 to 686.2	65	..	55	50	1	12
Curves M.P. 686.8 to 688.1	80	..	45	50	1	12
Curves M.P. 688.4 to 689.5	65	..	55	50	1	12
Curves M.P. 689.9 to 692.4	95	..	38	50	1	12
Curve M.P. 692.9 to 693.2	65	..	55	50	1	12
Curves M.P. 693.6 to 694.9	45	1	20	45	1	20
Curves M.P. 695.4 to 702.0	65	..	55	50	1	12
Curves M.P. 702.3 to 707.7	95	..	38	50	1	12
Curves M.P. 707.9 to 709.4	75	..	48	50	1	12
Curves M.P. 709.6 to 710.6	65	..	55	50	1	12
Curves M.P. 711.3 to 714.8	95	..	38	50	1	12
Curves M.P. 737.3 to 744.8	95	..	38	50	1	12
Curve M.P. 745.0 to 745.3	50	1	12	30	2	..
Curves M.P. 745.4 to 745.7	40	1	30	20	3	..

SECOND DISTRICT EASTWARD

Curves M.P. 745.7 to 745.0	40	1	30	20	3	..
Curves M.P. 744.8 to 738.8	95	..	38	50	1	12
Curves M.P. 714.8 to 711.3	95	..	38	50	1	12
Curves M.P. 710.6 to 709.6	65	..	55	50	1	12
Curves M.P. 709.4 to 707.9	75	..	48	50	1	12
Curves M.P. 707.7 to 706.0	85	..	42	50	1	12
Curves M.P. 704.5 to 702.3	95	..	38	50	1	12
Curve M.P. 702.0 to 701.5	65	..	55	50	1	12
Curve M.P. 700.8 to 700.5	80	..	45	50	1	12
Curves M.P. 699.6 to 696.7	85	..	42	50	1	12
Curves M.P. 696.1 to 695.4	65	..	55	50	1	12
Curves M.P. 694.9 to 693.6	50	1	12	50	1	12
Curve M.P. 693.2 to 692.9	75	..	48	50	1	12
Curves M.P. 692.4 to 689.9	95	..	38	50	1	12
Curve M.P. 689.5 to 689.2	75	..	48	50	1	12
Curve M.P. 688.9 to 688.4	65	..	55	50	1	12
Curves M.P. 688.1 to 686.8	80					

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
<b>THIRD DISTRICT</b>						
Curve M.P. 747.2 to 747.6	60	1	..	50	1	12
Curve M.P. 749.3 to 749.6	85	..	42	50	1	12
Curves M.P. 758.7 to 760.2	90	..	40	50	1	12
Curve M.P. 767.3 to 768.1	90	..	40	50	1	12
Curves M.P. 770.3 to 772.7	90	..	40	50	1	12
Curves M.P. 774.5 to 775.4	90	..	40	50	1	12
Curve M.P. 785.0 to 786.4	70	..	51	50	1	12
Curves M.P. 789.0 to 789.9	60	1	..	40	1	30
Curves M.P. 798.2 to 806.2	70	..	51	50	1	12
Curve M.P. 806.3 to 806.5	65	..	55	50	1	12
Curves M.P. 806.8 to 811.9	70	..	51	50	1	12
Curves M.P. 816.4 to 817.5	25	2	24	25	2	24
<b>PARKER DISTRICT</b>						
Curve M.P. 107.2 to 107.4	20	3	..	20	3	..
Curve M.P. 165.2 to 165.5	45	1	20	30	2	..
<b>RIPLEY DISTRICT</b>						
Curves M.P. 15.6 to 16.4	20	3	..	20	3	..

**MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE**

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
797-813	1	43	1	43	1	43
909-989-3010	1	53	1	53	1	53
990-999	1	43	1	43	1	43
1226-1265	0	48	1	00	1	30
1297-1308	0	48	1	00	1	30
1322-1379	0	48	1	00	1	30
1413-1468 (except 1420)	0	40	1	00	1	30
1420	0	48	1	00	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1798-1799	1	06	1	06	1	30
1800	1	12	1	12	1	30
1960-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3160, 4000	1	06	1	06	1	30
3409, 3411, 3443-3445 and 3449	0	45	1	00	1	20
Other 3400 Class	0	40	1	00	1	20
3450	0	40	1	00	1	20
3460	0	36	1	00	1	30
3500-3534	0	48	1	00	1	30
3700-3750	0	51	1	00	1	30
2917, 2918, 2921, 2926, 2927, 2929	0	40	1	00	1	30
Other 2900 Class	0	45	1	00	1	30
3751, 3765	0	45	1	00	1	30
3776-3780, 3782-3785	0	40	1	00	1	30
Other 3776 Class	0	45	1	00	1	30
3800-3940	1	06	1	06	1	30
5001	1	00	1	00	1	30
Passenger Diesels 1-6, 8-9, 11-15	0	36	..	..	1	20
Passenger Diesel 7	0	40	..	..	1	20
Passenger Diesels 16-21, 51-53, 158-168	0	38	1	00	1	20
Freight Diesels 100-157, 169-179	0	55	1	00	1	20
Gas-Electric Motors	1	00	1	30	1	00
5010-5400-5500-6000 Union Pacific	1	20	1	20	1	30
2210 Union Pacific	1	00	1	20	1	30
2708-2714 Union Pacific	1	30	1	30	1	30
Other 2700 Union Pacific	1	20	1	20	1	30
3100 Union Pacific	0	51	1	20	1	30
3500 Union Pacific	1	43	1	43	1	43
8800 Union Pacific	1	12	1	30	1	30
3800-3900 Union Pacific	1	00	1	20	1	30
7800 Union Pacific	0	51	1	20	1	30
800 Union Pacific	0	40	1	12	1	30
Diesel Motors Union Pacific	0	40	..	..	1	20
Switch, no truck	..	..	..	..	3	00
All other Classes	..	..	1	43	1	43
All Classes, backing up	3	00	3	00	3	00
Goffs to Needles	..	..	..	..	2	00
Ash Hill to Siberia	..	..	..	..	2	30

**SPRING SWITCHES**

27. In heading in or out over the following spring switches, trains or engines must not exceed indicated speed. Trailing movements through spring switches must not be reversed until switch has been properly lined. Trains finding signals, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

**SPEED LIMIT 10 MILES PER HOUR:**

Seligman ..... Switch leading from west end yard to eastward main track and through crossover from eastward to westward main tracks, (east switch normally lined for crossover).

**SPEED LIMIT 15 MILES PER HOUR:**

Audley ..... East end, eastward siding  
 Pica ..... East end, eastward siding  
 Pica ..... West end, westward siding  
 Yampai ..... West end, westward siding  
 Yampai ..... East end, eastward siding  
 Peach Springs ..... East end, eastward siding  
 Peach Springs ..... West end, westward siding  
 Truxton ..... West end, westward siding  
 Hackberry ..... West end, westward siding  
 Hackberry ..... East end, eastward siding  
 Berry ..... East end, eastward siding  
 Berry ..... West end, westward siding  
 Kingman ..... East end, eastward siding  
 Griffith ..... East end, eastward siding  
 Griffith ..... West end, westward siding  
 Yucca ..... East end, eastward siding  
 Yucca ..... West end, westward siding  
 Franconia ..... East end, eastward siding  
 Franconia ..... West end, westward siding  
 Topock ..... East end, eastward siding  
 Topock ..... West end, westward siding  
 Goffs ..... West end, westward siding  
 Fenner ..... East end, eastward siding  
 Danby ..... East end, eastward siding  
 Danby ..... West end, westward siding  
 Cadiz ..... West end, westward siding  
 Cadiz ..... East end, eastward siding  
 Bagdad ..... East end, eastward siding  
 Bagdad ..... West end, westward siding  
 Siberia ..... East end, eastward siding  
 Siberia ..... West end, westward siding  
 Ash Hill ..... East end, eastward siding  
 Ash Hill ..... West end, westward siding  
 Pisgah ..... West end, westward siding  
 Newberry ..... West end, westward siding  
 Daggett ..... West end, westward siding  
 Hutt ..... West end siding

**SPEED LIMIT—PASSENGER, 25 MPH; FREIGHT, 20 MPH:**

Seligman ..... East switch of crossover from eastward to westward main track (eastward main line trains only).  
 Needles ..... West end, westward freight lead  
 Java ..... West end, westward siding  
 Java ..... East end, eastward siding  
 Ibis ..... West end, westward siding  
 Goffs ..... East end, eastward siding  
 Ludlow ..... West end, westward siding  
 Newberry ..... East end, eastward siding  
 Hinkley ..... Both ends siding  
 Eads ..... Both ends siding  
 Jimgrey ..... Both ends siding  
 Boron ..... Both ends siding

**JUNCTION SWITCHES**

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

Rice ..... For Parker District  
 Cadiz ..... From track No. 1 to Parker District  
 Mojave ..... S.P. main track (see S.P. time table rules)

**RULES GOVERNING MOVEMENT UNDER RULE D-152**

29. Between Seligman and Barstow trains will be run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher, who will issue instructions on D-152 message form to conductors, enginemen and operators. Operators will show on Clearance Card, Form 902, the number of D-152 message forms delivered therewith. When necessary to single a portion of the track, or operate trains against current of traffic, movement must be authorized by train order.

The dispatcher may authorize the running of extra trains, except work extras, from initial or intermediate stations, and sections of a schedule train from initial stations by numbered and OK'd clearance card, Form 902. Signals will be displayed as indicated on clearance card, Form 902, and as required by Rules 20 and 21.

When a train shown as first-class in time table has been cleared with clearance card, Form 902, and displaying signals in accordance with Rule 20, and track is singled for short distance between intermediate stations, it will not be necessary to issue Form F orders. Extra trains must have Form G orders for all single track movements.

When the provisions of Rule 830 are suspended by train order, extra trains must clear trains shown in time table as first-class, as prescribed by Rule 86.

A train that is being delayed or is overtaken by another train must permit such train to pass with least possible delay.

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.

At district terminals freight trains must secure permission from dispatcher, operator or signalman before occupying main track.

## LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Seligman	910	Ash Hill	410
Yampai	685	Newberry	640
Berry	Army Spur	Barstow (MP 747.3)	2796
Kingman	446	Boron	Mine Spur
Needles	728	Muroc	Army Spur
Goffs	1470	Rice	1039
Cadiz	Parker District	Blythe	504

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Needles MP 575+1000	Main line and connecting crossover.	Interlocker. Semi-automatic; approach locking. Indication superior to right, class or direction for movements within home signal limits.	Westward main track — Track 20 —0—
Daggett	All switches east of station except transfer tracks No. 1 and No. 2.	Interlocker. Semi-automatic; approach locking. Indications superior to right, class or direction for movements within home signal limits.  Westward trains on main track finding both interlocked signals at west end of westward siding in stop position, or without light, must stop and examine switch and, if found properly lined, may proceed at restricted speed to the next governing signal.  Westward trains on main track finding interlocked signal at west end of westward siding in stop position, or without light, and interlocked signal governing movement from westward siding in proceed position, will contact operator immediately and be governed by his instructions. Operator's phone is located on pole to right of switch.  Westward trains finding home signal just east of Daggett in stop position will contact operator on phone installed at this signal. This modifies Rule 782.	Eastward U. P. trains, U. P. main track — — 0 Against current of traffic — — 0
Barstow MP 743+3683	Main line and connecting crossover.	Interlocker. Semi-automatic; approach locking. Indication superior to right, class or direction for movements within home signal limits.	Westward main track — Crossover to Track 30 — — 0
MP 745+3713	Main line and connecting crossover.	Interlocker. Semi-automatic; approach locking. Indication superior to right, class or direction for movements within home signal limits.	Crossover to westbound freight lead — 0 — With current of traffic — Against current of traffic — 0 East freight yard 0 — —
Barstow (West end)	Main line and connecting crossovers.	Interlocker. 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 17 incl. 0 — — 00 Tracks 18 to 30 incl. — 0 — 0
Kern Junction	Santa Fe double track connection to and from S. P. double track. Santa Fe main track to Sunset track.	Interlocker. Semi-automatic; approach locking.	Crossover — 0 — 0 Main track to Sunset — 0 — S. P.-West Main to A. T. & S. F. 0 — —

Microphones identified by signboards are located on posts adjacent to tracks, as shown below, and all trains must sound route signal for route desired when approaching same:

For westward trains:

Needles—M.P. 571+1200.

Daggett—At Signal 7341, east of Gale.

Barstow—Four poles west of Signal 7401.

For eastward trains:

Barstow—Ten poles east of M. P. 750.

Daggett—Five poles east of Signal 7402.

At Barstow: Trains when ready to depart from passenger yard will sound route signal with buzzer located as follows, west or south, on engine supply house near viaduct, east, on signal pole near east end track 7.

**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
1	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	Belen and beyond
	San Bernardino to Los Angeles		Barstow and beyond
2	Los Angeles to San Bernardino	Barstow and beyond	
	Madera	Beyond Bakersfield	Stockton; also Richmond and beyond
	Bakersfield to Seligman		Bakersfield and beyond San Bernardino and beyond
	Wingate Thoreau Laguna	Belen and beyond	
3	Seligman to Belen		Barstow and beyond
	Albuquerque to Barstow		Albuquerque and beyond
4	San Bernardino to Los Angeles		Williams or beyond Phoenix to Cadiz
	Los Angeles to San Bernardino	Williams and beyond Cadiz to Phoenix	
17 El Capitan	Williams	Coach passengers only, Barstow and beyond	Coach passengers only, Albuquerque and beyond
	Ash Fork		Coach passengers only, for south of Ash Fork from Albuquerque and beyond
18 El Capitan	Ash Fork	Coach passengers only, from Prescott and South destined Albuquerque and beyond	
	Williams	Coach passengers only, Albuquerque and beyond	Coach passengers only, Barstow and beyond
19	Kingman		Newton and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
20	Monrovia Pomona Claremont Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
23	Holbrook	Prescott and beyond	Clovis and beyond
	Flagstaff	Barstow and beyond	Belen and beyond
	Bakersfield to Oakland		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville	Williams and beyond	Los Angeles
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Prescott and beyond
62	Corcoran Shafter Wasco		Stockton and beyond
	72 Fullerton		East of Barstow West of Bakersfield
73	Fullerton		Fourth District points, destined Williams, also Belen and beyond
71-73 77-79	Del Mar	Santa Ana, also Los Angeles and beyond	
72-74 76-78	Del Mar		Los Angeles or Santa Ana
103	San Bernardino		To discharge passengers

**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>				
Lavie	702.7	10	East	Freight only
Airport Spur	732.6	15	West	Freight only
<b>THIRD DISTRICT</b>				
P. C. Borax Co.	784.7	3.4 miles	East	Freight only
<b>RIPLEY DISTRICT</b>				
Spur	10.5	9	West	Freight only
<b>ARVIN DISTRICT</b>				
	Miles from Magunder			
Harpertown	4.4	3	West	Freight only
Patch	9.2	4	East	Freight only
Giffen	15.6	1.4 miles	East	Freight only
Vaccaro	17.7	1.3 miles	East	Freight only

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

**LOCAL WATCH INSPECTORS**

- ALFRED WILLIAMS . . . . . 849 Front St., Needles
- C. L. SHUE . . . . . Blythe
- E. F. MANNERS . . . . . 107 E. Main St., Barstow
- C. E. SPICER . . . . . Mojave
- J. N. CHENEY . . . . . 408 Hopkins Bldg., Bakersfield
- J. T. WILLIAMS . . . . . Bakersfield

Monthly bulletin will be issued covering inspections by Traveling Watch Inspector at Seligman.



# 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 and F. Book of Rules.)

