

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



ARIZONA DIVISION.

EMPLOYEES' TIME TABLE No. 65

IN EFFECT

SUNDAY, FEBRUARY 17, 1924,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

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

Superseding Time Table No. 64, Dated January 20, 1924, and any Supplements thereto.

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

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

C. G. FLUHR,
Acting Superintendent,
Needles, Cal.

H. H. TISDALE,
Trainmaster, 2nd District,
Needles, Cal.

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

F. W. QUIRMBACH
E. A. HALLININ
W. B. KENNICOTT
H. R. CHAPMAN
J. W. HARTMAN
J. W. ROBBINS
L. DUNCAN
W. W. HAYS
D. C. SIEVERS
Dispatchers Needles, Cal.

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

H. A. SUGARS,
Acting Trainmaster
1st District, Needles, Cal.

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

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

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employees whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward and northward trains are superior to westward and southward 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 the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine. Outfit cars in trains or being switched must have air coupled and working and must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade and of thirty cars or more on ascending grade, the engines must be detached before spotting to take water or fuel.

6. Rule 91: In addition to instructions contained therein the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes, a light engine must not follow a freight train within less than ten minutes, and light engines moving in same direction must keep five minutes apart except in closing up at stations or where some form of block signal is used.

7. Rule 567 is abrogated except on Chloride, Barnwell and Randsburg districts and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed" and the lamp left burning. When the light is not displayed, trains will reduce speed and if necessary to ascertain position of signal must be stopped. If no operator is on duty, the position of the signal will govern.

8. Rule 93: Yard limit boards are located as follows: Seligman, Peach Springs, Hackberry, Kingman, Yucca, Needles, Goffs, Danby, Cadiz, Bagdad, Ludlow, Newberry, Daggett, Barstow, Kramer, Mojave, Rice, Blythe, Ripley, Parker, Bouse and Matthie.

First-class trains when ten minutes or more late are required to move within yard limits at each Mojave, Barstow, Needles and Seligman under control and responsibility for accident will rest with the first-class train. In case of fog or its equivalent such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

Within the zones named below no train or engine may exceed eight miles per hour. The main tracks will be used without regard to superiority and all trains and engines must move under control, expecting to find track occupied.

At Seligman between signals 4281 and 4292.

At Needles between automatic signal 5774 just east of yard office and signal bridge 5781-2 west of Division office.

At Barstow—passenger yard between puzzle switches at west end of yard and public crossing east of ice house.

At Rice, all trains (including those of the first class) whether on time or late, are required to move within the yard limits under control.

At Mojave, all westward trains (including those of the first class) are required to move within the yard limits under control, whether late or on time, and must receive "Green" proceed signal from switch tender before occupying Southern Pacific tracks.

At Peach Springs, Hackberry, Kingman, Yucca, Goffs, Cadiz, Danby, Bagdad, Ludlow, Newberry, Daggett, Kramer, Blythe, Ripley, Parker, Bouse and Matthie yard limits are applicable to second-class and extra trains only.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

10. The following addition is made to Rule 86-A, and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction, not less than ten minutes.

First-class trains holding any of the orders described under Examples 1, 2 and 4 of Form "E" in the Book of Rules and Regulations must be governed by the requirements of Rule 92-A excepting at the first station named in such orders and inferior trains will respect them accordingly.

Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

11. An additional copy of all train orders and clearance cards shall be supplied for delivery to rear brakeman.

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train copies of all orders affecting movement of such train at or beyond the station where helper is attached must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on.

All movements on sidings must be under control.

13. Rule 5-B and last paragraph of Rule D-5. All trains will register at Register Stations.

At Kramer Nos. 93 and 94, only, will register and trains inferior thereto will check register.

At Cadiz first class trains except Nos. 17 and 18 will register by Form 903 and not check register. Second-class and extra trains except to and from Parker District will not register, but must check against No. 17.

At Daggett, Santa Fe trains eastward will not register. First class westward may register by Form 903, westward

extras will not register, but must check register for superior trains originating at Daggett.

Union Pacific trains may register by Form 903, but must check register for superior trains unless given check by train order.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit the trainmen to observe every wheel and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crew an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located as follows: Seligman, Needles, Bagdad, Barstow, Mojave, Bakersfield and Parker.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required in Rule 3.

19. 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.

Maximum speed of passenger trains thirty miles per hour and 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.

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.

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 obscure and use whistle freely as warning signal.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile.

With all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE.						
CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2421-2426.....	1	43	2	00	2	00
2433.....	1	43	2	00	2	00
2439-2444.....	2	00	2	00	2	30
468-497.....	1	12	1	43	1	30
649-728.....	1	43	1	43	1	43
769-788.....	1	43	1	43	1	43
789-824.....	1	43	1	43	1	43
825-864 (Compound).....	2	00	2	30	2	30
825-864 (Simple).....	1	43	1	43	1	43
900-989.....	2	30	2	30	2	30
900-989 (Recounterbalanced).....	1	43	1	43	1	43
990-999.....	1	43	1	43	1	43
1226-1266 (Compound).....	1	12	1	43	1	30
1226-1266 (Simple).....	0	51	1	43	1	30
1270-1289.....	0	51	1	43	1	30
1297-1308.....	0	51	1	43	1	30
1309-1388.....	0	51	1	43	1	30
1400-1478.....	0	51	1	43	1	30
3500-3534.....	0	51	1	43	1	30
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	1	43	1	43	1	43
1674-1693.....	1	43	1	43	1	43
1950-1989.....	1	43	1	43	1	43
3010-3020.....	1	43	1	43	1	43
3129-3158.....	1	43	1	43	1	43
3228-3258.....	1	43	1	43	1	43
3701-3744.....	1	05	1	43	1	43
3800-3849.....	1	43	1	43	1	43
2700-6000 Union Pacific.....	1	43	1	43	1	43
7800 Union Pacific.....	1	12	1	43	1	43
Switch, no truck.....					3	00
All other Classes.....			1	43	1	43
All classes, backing up.....					3	00

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

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE.						
LOCATION	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Over 10° Curve Mile Post 450½...	2	30	2	30	2	30
Yampai to Nelson.....	1	20	3	00	2	00
Nelson to Hackberry.....	0	51	2	00	2	00
Louise to Topock.....	0	51	2	00	2	00
Over Bridge A-567 (Topock).....	6	00	6	00	6	00
Over 10 degree curve just west of Bridge A-567.....	2	30	4	00	3	00
Goffs to Needles.....	1	12	2	00	2	00
Mile Post 683 to Siberia.....	1	20	3	00	3	00
Between Mile Posts 789 and 790....	1	30	3	00	3	00
Over Bridge A-106 (Parker).....	3	00	3	00	3	00
On Parker District except as below..	1	00	2	00	2	00
Between Mile Posts 55½ and 57....	2	00	3	00	3	00
Between Bouse and Parker.....	1	20	2	00	2	00
On Chloride, Barnwell and Randsburg districts and Calif. Southern R. R.	3	00	3	00	3	00

20. Nos 233 and 234 will carry passengers from and to any station. Hand baggage only.

Passengers may be carried on second class and extra trains but only to and from stations where these trains are required to stop.

Employees traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station where these trains are required to stop.

21. Trainmen, enginemen or other employes having occasion to place fuses on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district, except when there is no operator on duty, without receiving clearance card (Form 902). No train will leave Bagdad, Parker or Blythe without receiving clearance card (Form 902). Parker will be considered the initial station for trains No. 17 and No. 18 departing.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given. Trains must be stopped and this test made on all eastward freight trains at Ash Hill.

Rule 882: In making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. On passenger trains when test is made leaving terminal, after train has been cut or changed, or before descending grades, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the engineman "proceed" signal. If brakes fail to release properly or "proceed" signal not received train must be stopped. This test must be made on eastward passenger trains at Ash Hill.

25. Rule 311: All employes are hereby notified that it is dangerous to stand erect upon cars, particularly cars of extraordinary height, while passing through Colorado River bridge at Topock, and through tunnel between Vicksburg and Harcuvar, and necessary precaution must be used by employes to protect themselves from injury at said points.

26. 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.

27. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.
 PROCEED, UNDER CONTROL—Arm 45 degrees upward, or yellow light.
 PROCEED—Arm vertical, or green light.

Where "Daylight" Signals are installed the indications both day and night will be given by color of light. When no light displayed trains will stop and be governed by Rules 853 and 854.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block obstructed, when light is seen block is clear.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "Proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signal to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, operators should deliver such orders at the heading in switch.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

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

No 21 will stop on flag at Hackberry and Yucca for revenue passengers only, and at Amboy and Daggett to take on revenue passengers for points west or north of Barstow.

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

No. 22 will stop on flag at Ludlow and Cadiz to take on revenue passengers for Needles, Kingman, Ash Fork and points east and south thereof.

34. Rule 19: In addition to instructions contained therein the following must be observed: On double track when a train is turned out against the current of traffic by night, green lights must be displayed to the front and side, and to the rear, a green light toward the inside and a red light to the opposite side.

Extra trains, the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon, will thereby be authorized to move with the current of traffic on double track, First District, between Seligman and Needles and on double track, Second District, between Needles and Barstow without Form "G" orders; but if provision has been made for the use of a section of (Continued on Page 10)

WESTWARD							Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Albuquerque.	Grade Descending	Railing Grade Ascending	TIME TABLE				
First Class						No. Cars							Miles.	Grade Descending	Railing Grade Ascending	NO. 65 February 17, 1924
33	95	3	7	9	1											
FREIGHT	MIXED	California Limited	Fast Mail	The Navajo	The Scout	The Missionary						STATIONS				
Leave Daily	Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										
AM 4.00		PM 11.20	PM 8.28	PM 2.35	PM 12.40	AM 4.48	Yard	FW TY	428.8			SELICMAN				
		11.26	8.33	2.42	f 12.48	4.55	71		432.5	49.6	72.9	3.7				
		11.35	8.41	2.52	f 12.58	5.04	70		439.5	75.0	70.8	7.0				
		11.44	8.49	3.02	f 1.08	5.12	46	W	446.7	75.0	75.0	7.2				
		11.54	8.58	3.15	f 1.20	5.22	80	Y	452.0	69.7	75.0	5.3				
		11.59	9.02	3.20	f 1.26	5.27			455.1	75.0	0	YAMPAI				
		AM 12.09	9.10	3.30	s 1.36	5.33	110		460.1	105.6	0	3.1				
		12.13	9.14	3.35	1.41	5.38			463.2	75.0	0	FIELDS				
		12.17	9.18	3.40	s 1.49	5.42	80	W	466.8	75.0	0	5.0				
		12.26	9.26	3.50	f 1.59	5.50			471.4	75.0	0	NELSON				
		12.35	9.34	4.00	f 2.09	5.58	80		477.1	75.0	0	3.1				
		12.47	9.45	4.15	f 2.22	6.08			484.2	75.0	0	SHIPLEY				
		1.00	9.58	4.30	s 2.37	6.20	80	FW	489.2	74.5	0	2.6				
		1.10	10.08	4.42	f 2.49	6.29	80		495.3	71.8	0	PEACH SPRINGS				
		1.19	10.16	4.51	f 2.59	6.37	80		501.4	33.3	46.0	5.6				
		1.31	10.26	5.03	f 3.13	6.47	80		510.2	0	50.2	CHEROKEE				
		1.37	10.31	5.10	f 3.19	6.52			514.1	95.0	0	5.7				
	AM 9.00	1.42	s 10.41	s 5.20	s 3.31	s 7.02	Yard	WY	516.7	95.0	0	TRUXTON				
	9.10 AM	1.49	10.48	5.28	f 3.41	7.09	57		521.0	75.0	0	7.1				
		1.57	10.55	5.36	f 3.51	7.16	80		527.3	75.0	0	VALENTINE				
		2.02	11.00	5.42	f 3.57	7.21			531.4	73.5	0	5.0				
		2.07	11.05	5.48	f 4.04	7.26	80		535.4	75.0	0	HACKBERRY				
		2.18	11.12	5.56	s 4.15	7.33	80	W	540.6	75.0	0	6.1				
		2.26	11.20	6.04	f 4.25	7.42	80	W	546.4	75.0	0	ANTARES				
		2.36	11.28	6.15	f 4.37	7.51	80		553.4	63.4	0	6.1				
		2.44	11.36	6.25	f 4.47	7.59	80		559.2	73.9	32.5	WALAPAI				
		2.54	11.45	6.35	s 5.00	8.08	80	W	566.0	68.4	46.5	8.8				
		3.02	11.54	6.45	f 5.10	8.19	80		571.1	62.3	53.9	BERRY				
2.25 PM		3.15 AM	AM 12.05 AM	7.00 PM	5.25 PM	8.30 AM	Yard	FW TY	578.2			3.9				
Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						LOUISE				
(13.0)	(25.8)	(38.1)	(41.3)	(33.8)	(31.5)	(40.4)	Average speed per hour					2.6				
												KINGMAN				
												4.3				
												McCONNICO				
												6.3				
												GRIFFITH				
												4.1				
												KASTER				
												4.0				
												ATHOS				
												5.2				
												YUCCA				
												5.8				
												HAVILAND				
												7.0				
												FRANCONIA				
												5.8				
												POWELL				
												6.8				
												TOPOCK				
												5.1				
												BEAL				
												7.1				
												NEEDLES				
												(149.4)				

Nos. 33 and 95 have no Time Table superiority.

ARIZONA DIVISION—FIRST DISTRICT

TIME TABLE NO. 65 February 17, 1924	Ruling Grade Ascending.	Grade Descending	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	EASTWARD					
						First Class					
						22	10	2	8	4	34
						The Missionary	The Scout	The Navajo	Santa Fe Eight	California Limited	FREIGHT
STATIONS			No. Cars			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SELICMAN			Yard	FW TY	P	AM 8.45	PM 3.50	AM 12.01 AM	AM 1.45	AM 1.55	PM 5.55
3.7	73.9	49.6									
CHINO					B	8.37	f 3.40	11.51	f 1.36	1.46	
7.0	75.0	70.8									
AUDLEY			80		B	8.26	f 3.26	11.40	f 1.25	1.36	
7.2	75.0	75.0									
PICA				W	B	8.15	f 3.15	11.30	f 1.13	1.27	
5.3	69.7	75.0									
YAMPAI			62	Y	B	8.02	f 3.05	11.18	f 1.00	1.13	
3.1	75.0	0									
FIELDS			80		B	7.55	f 2.55	11.10	f 12.50	1.06	
5.0	75.0	0									
NELSON			70		DP	7.38	s 2.37	10.56	f 12.33	12.52	
3.1	75.0	0									
SHIPLEY			80		B	7.31	2.27	10.48	12.23	12.44	
2.6	75.0	0									
PEACH SPRINGS			70	W	P	7.25	s 2.20	10.41	s 12.15 AM	12.38	
5.6	75.0	0									
CHEROKEE			70		B	7.10	f 2.02	10.24	f 11.58	12.20	
5.7	75.0	0									
TRUXTON			70		B	6.58	f 1.48	10.10	f 11.45	12.06 AM	
7.1	75.0	0									
VALENTINE			70		B	6.43	f 1.31	9.55	f 11.29	11.51	
5.0	74.5	0									
HACKBERRY			72	FW	P	6.32	s 1.19	9.43	s 11.17	11.39	
6.1	22.7	43.8									
ANTARES			70		B	6.19	f 1.05	9.29	f 11.04	11.25	
6.1	71.8	0									
WALAPAI			70		B	6.07	f 12.55	9.19	f 10.53	11.15	
8.8	33.3	46.0									
BERRY			70		B	5.55	f 12.42	9.09	f 10.41	11.03	
3.9	0	50.2									
LOUISE			43		B	5.50	f 12.36	9.04	10.36	10.58	
2.8	75.0	0									
KINGMAN			Yard	WY	P	s 5.40	s 12.26 s 12.06 PM	s 8.56	s 10.26	10.50	
4.9	75.0	0									
HARRIS			68	W	B	5.19	f 11.50	8.37	f 10.05	10.36	
5.9	75.0	0									
GRIFFITH			70		B	5.05	f 11.34	8.25	f 9.52	10.23	
4.1	75.0	0									
KASTER			70		B	4.55	f 11.24	8.17	9.42	10.13	
4.0	73.5	0									
ATHOS			68		B	4.46	f 11.14	8.09	f 9.32	10.04	
5.2	75.0	0									
YUCCA			70	W	P	4.33	s 11.01	7.58	s 9.20	9.53	
5.8	75.0	0									
HAVILAND			70	W	B	4.16	f 10.41	7.43	f 9.02	9.35	
7.0	75.0	0									
FRANCONIA			70		B	4.01	f 10.25	7.28	f 8.47	9.19	
5.8	63.4	0									
POWELL			70		B	3.48	f 10.10	7.16	f 8.34	9.07	
6.8	73.9	32.5									
TOPOCK			70	W	DP	3.35	s 9.55	7.05	f 8.20	8.55	
5.1	68.4	46.5									
BEAL			67		B	3.26	f 9.46	6.56	f 8.11	8.46	
7.1	62.3	53.9									
NEEDLES			Yard	FW TY	P	3.15 AM	9.35 AM	6.45 PM	8.00 PM	8.35 PM	5.00 AM
(149.8)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

No. 34 has no Time Table superiority

-----Average speed per hour----- (27.2) (25.3) (28.4) (25.3) (28.0) (12.9)

WESTWARD										Capacity of Stings.	Fuel, Water, Turn Tables and Wyes.	Distance from Albuquerque	Grade Descending	Ruling Grade Ascending.	TIME TABLE NO. 65 February 17, 1924
First Class															
33	9	1	21	207	3	7	225	17	203	No. Cars.	Miles				STATIONS
FREIGHT	The Navajo	The Scout	The Missionary	PASSENGER	California Limited	Fast Mail	PASSENGER	The Phoenix	PASSENGER						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY				
PM 5.25	PM 7.30	PM 5.55	AM 9.00		AM 3.25	AM 12.15						578.0	0	76.3	NEEDLES 3.4
	7.41	f 6.05	9.11		3.36	12.24				70		582.0	0	78.7	HARTOUM 3.4
	7.53	f 6.21	9.21		3.46	12.33				75		586.0	0	76.3	JAVA 4.0
	8.03	f 6.33	9.31		3.55	12.42				0	W	590.0	0	76.2	KLINFELTER 3.4
	8.15	f 6.48	9.41		4.05	12.50				79	W	593.4	0	76.2	IBIS 4.5
	8.30	f 7.04	9.53		4.20	1.02				70		597.5	0	74.6	BANNOCK 4.6
	8.45	f 7.20	10.05		4.35	1.14				70		602.1	42.2	74.6	HOMER 7.5
	9.10	s 7.45	f 10.25		4.55	1.30				85	WY	609.6	52.8	0	GOFFS 5.2
	9.18	f 7.54	10.33		5.02	1.36						614.8	52.8	0	PIUTE 4.5
	9.25	f 8.02	10.38		5.08	1.41				74	W	619.3	52.8	0	FENNER 7.0
	9.34	f 8.13	10.46		5.17	1.49				74		626.3	52.8	0	ESSEX 4.6
	9.40	f 8.20	10.51		5.22	1.54						630.9	52.8	0	ARIMO 4.3
	9.47	s 8.28	10.58		5.27	1.59				82	W	635.2	52.8	0	DANBY 7.1
	9.57	f 8.39	11.08		5.36	2.07					W	642.3	52.8	0	SIAM 6.3
	10.07	s 8.50	11.16		5.44	2.14		AM 12.23		60	Y	648.6	48.0	0	CADIZ 6.9
	10.16	f 9.00	11.24		5.52	2.22		12.32				655.5	52.8	26.4	BOLO 6.5
	10.26	s 9.12	11.32		6.00	2.30		12.40		80		662.0	47.5	12.1	AMBOY 7.8
	10.37	s 9.25	11.42		6.15	2.39		s 12.55		95	FW Y	669.8	11.6	37.0	BAGDAD 4.2
	10.47	9.35	s 11.50			s 2.48							0	73.9	HAYNES 3.1
	10.57	f 9.47	PM 12.01		6.26	2.59		1.05		105		674.0	0	73.9	SIBERIA 5.3
	11.06	f 9.57	12.11		6.37	3.08		1.15		91		677.1	0	73.9	KLONDIKE 3.8
	11.20	f 10.15	12.25		6.54	3.23		1.28		80	W	682.4	0	73.9	ASH HILL 7.1
	11.35	10.30	12.40		7.09	3.36		1.40		80		686.2	52.8	26.4	LUDLOW 5.5
	s 11.50	s 10.45	s 12.55		7.20	3.45		s 1.55		80	W	693.3	0	52.8	ARGOS 3.2
	AM 12.02	f 10.57	1.05		7.30	3.54		2.05		80		698.8	44.0	52.8	LAVIC 4.6
	12.10	f 11.07	1.13		7.38	4.00		2.12				702.0	52.8	37.0	PISGAH 6.2
	12.17	f 11.15	1.20		7.45	4.06		2.18		80		706.6	52.8	0	HECTOR 6.7
	12.27	f 11.25	1.29		7.54	4.14		2.26		80		712.8	39.6	0	TROY 6.1
	12.37	f 11.35	1.38		8.03	4.22		2.34		80		719.5	0	26.4	NEWBERRY 6.0
	12.52	s 11.50	1.51		8.12	4.30		2.47		80	WY	725.6	0	26.4	MINNEOLA 3.5
	1.02	f 12.01	2.00		8.21	4.38		2.55		80		731.0	0	38.2	GALE 2.4
	1.08	12.08	2.06		8.26	4.42		3.00				735.0	13.0	31.7	DACGETT 4.0
	1.14	s 12.16	2.10	AM 9.00	8.30	4.45	AM 3.45	3.05	AM 12.30	72		737.0	31.7	31.7	NRBO 4.8
	1.22	12.26	2.18	9.09	8.38	4.51	3.52	3.14	12.39	77		741.0	31.7	31.7	BARSTOW
7.45 AM	1.35 AM	12.40 AM	2.30 PM	9.20 AM	8.50 AM	5.00 AM	4.00 AM	3.25 AM	12.50 AM	Yard	FW TY	747.0			(167.5)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

No. 33 has no Time Table superiority.

ARIZONA DIVISION—SECOND DISTRICT

TIME TABLE NO. 65 February 17, 1924	Euling Grade Ascending.	Grade Descending	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Places	EASTWARD.									
						First Class.									
						10	204	2	8	208	4	18	226	22	34
STATIONS						The Scout Arrive Daily	PASSENGER Arrive Daily	The Navajo Arrive Daily	Santa Fe Eight Arrive Daily	PASSENGER Arrive Daily	California Limited Arrive Daily	The Phoenix Arrive Daily	PASSENGER Arrive Daily	The Missionary Arrive Daily	FREIGHT Arrive Daily
NEEDLES 3.4	0	74.4	Yard	FW TY	P	AM 9.05		PM 6.15	PM 7.40		PM 8.25			AM 3.05	AM 2.45
HARTOUM 3.4	0	73.9			B	f 8.58		6.09	7.33		8.18			2.58	
JAVA 4.0	0	73.9	80		B	f 8.50		6.03	f 7.27		8.13			2.52	
KLINFELTER 3.4	0	73.9		W		f 8.43		5.58	7.21		8.08			2.47	
IBIS 4.5	0	73.9			DP	f 8.36		5.53	f 7.16		8.03			2.42	
BANNOCK 4.6	0	73.9	80		B	f 8.26		5.46	f 7.08		7.56			2.36	
HOMER 7.6	42.2	73.9			B	f 8.17		5.40	f 7.00		7.50			2.30	
GOPFS 5.2	52.8	0	80	WY	P	s 8.05		5.30	s 6.50		7.40			2.20	
PIUTE 4.5	52.8	0	80		B	f 7.48		5.22	f 6.35		7.30			2.10	
FENNER 7.0	52.8	0	80	W	B	f 7.37		5.14	f 6.25		7.20			2.00	
ESSEX 4.6	52.8	0	77		B	f 7.23		5.03	f 6.10		7.08			1.47	
ARIMO 4.3	52.8	0	80		B	f 7.13		4.55	6.00		7.00			1.39	
DANBY 7.1	52.8	0	82	W	B	f 7.03		4.45	f 5.50		6.52			1.30	
SIAM 6.3	48.0	0	80	W	B	f 6.44		4.30	f 5.30		6.36			1.12	
CADIZ 6.9	52.8	26.4	82	Y	P	f 6.32		4.20	f 5.18		6.26	AM 12.26		1.01	
BOLO 6.5	47.5	11.6	80		B	f 6.21		4.10	f 5.08		6.18	12.18		12.52	
AMBOY 7.0	11.6	35.9	80		P	s 6.10		4.02	s 4.58		6.10	12.10		12.43	
BACDAD 4.2	0	73.9	114	FW Y	P	s 5.57		s 3.52	s 4.45		6.00	s 12.01 AM		s 12.33	
HAYNES 3.1	0	73.9			B	f 5.46		3.41	f 4.35		5.50	11.50		12.23	
SIBERIA 4.4	0	121.4	91		B	f 5.40		3.36	f 4.29		5.44	11.45		12.18	
SOUTH KLONDIKE 2.9	0	75.8	0			f 5.32		3.29	f 4.21		5.37	11.38		12.11	
ASH HILL 7.1	52.8	52.8	80	Y	B	f 5.25		3.24	f 4.14		5.31	11.32		12.05 AM	
LUDLOW 5.5	0	52.8	80	W	P	s 5.10 5.00		3.15	s 4.04		5.22	s 11.23		11.56	
ARGOS 3.2	44.0	52.8	80		B	f 4.51		3.05	f 3.51		5.15	11.14		11.48	
LAVIC 4.6	52.8	33.4	10		B	f 4.45		3.00	f 3.45		5.10	11.09		11.43	
PISGAH 6.2	52.8	0	80		B	f 4.38		2.54	f 3.38		5.04	11.03		11.38	
HECTOR 6.7	39.6	0	80		B	f 4.25		2.44	f 3.25		4.54	10.53		11.28	
TROY 6.1	0	26.8	80		B	f 4.15		2.36	f 3.15		4.45	10.45		11.20	
NEWBERRY 6.0	0	26.4	80	WY	P	s 4.05		2.28	f 3.05		4.36	10.37		11.12	
MINNEOLA 3.5	0	38.2	80		B	f 3.50		2.21	f 2.51		4.26	10.30		11.01	
GALE 2.4	13.0	31.7	75		B	3.44		2.17	f 2.45		4.21	10.26		10.57	
DACGETT 4.0	31.7	31.7	87		P	s 3.40	AM 5.35	2.14	s 2.40	PM 4.00	4.18	10.23	PM 10.34	10.54	
NEBO 4.8	31.7	31.7	81		B	f 3.33	5.28	2.08	2.33	3.53	4.13	10.18	10.28	10.48	
BARSTOW (165.8)			Yard	FW TY	P	3.25 AM	5.20 AM	2.00 PM	2.25 PM	3.45 PM	4.05 PM	10.10 PM	10.20 PM	10.40 PM	2.15 PM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour						(30.1)	(37.6)	(39.0)	(31.5)	(37.6)	(38.2)	(43.6)	(37.6)	(37.5)	(13.5)

No. 34 has no Time Table superiority.

8 ARIZONA DIVISION—THIRD DISTRICT

No. 33 has no Time Table superiority.

No. 34 has no Time Table superiority.

WESTWARD				Capacity of Stings	Fuel, Water, Turn Tables and Wyes	Distance from Albuquerque	Rolling Grade Ascending	TIME TABLE NO. 65 February 17, 1924	Rolling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD									
Second Class	First Class										No. Cars	Miles	STATIONS	First Class		Second Class				
33	21	9	93											2	22	52	94	54	56	34
FREIGHT	The Missionary	The Navajo	MIXED											The Navajo	The Missionary	FREIGHT	MIXED	FREIGHT	FREIGHT	FREIGHT
Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wednesday and Friday Only					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wednesday and Friday Only	Arrive Daily	Arrive Daily	Arrive Daily						
AM 9.45	PM 3.10	AM 5.30	AM 4.30	Yard	FW TY	747.0			P	PM 1.15	PM 9.55	AM 3.00	AM 10.55	AM 11.15	PM 7.00	PM 12.01				
	3.18	5.38	f 4.42	70		752.0	34.3	0	B	f 1.05	9.44	2.43	f 10.42	10.57	6.42					
	f 3.26	f 5.45	s 4.55	82	W	757.0	5.3	7.7	P	f 12.55	9.37	2.30	s 10.20	10.30	6.29					
	3.32	5.52	f 5.17	81		762.2	31.7	24.5	B	f 12.47	9.31	2.18	f 10.10	10.32	6.17					
	3.40	f 6.00	f 5.27	82		766.7	34.3	0	B	f 12.40	9.26	2.10	f 10.00	10.24	6.09					
	3.48	6.08	f 5.40	81		772.3	28.1	12.2	B	f 12.32	9.20	2.00	f 9.48	10.14	5.59					
	s 3.59	s 6.18	5.55 AM	82	WY	780.1	24.3	12.2	P	s 12.22	9.11	1.45	9.30 AM	9.59	5.44					
	4.05	6.24		82		784.3	0	29.0	B	f 12.12	9.05	1.33		9.47	5.32					
	4.11	f 6.30		81		788.7	0	35.4	B	f 12.06 PM	9.00	1.18		9.32	5.17					
	4.18	6.36		82		793.4	0	34.8	B	f 11.59	8.54	1.05		9.19	5.04					
	f 4.27	f 6.44		82	W	797.9	23.2	6.6	P	f 11.54	8.49	12.50		9.05	4.50					
	4.36 ⁵⁶	6.52		82		802.9	21.1	0	B	f 11.46	8.43	12.35		8.45	4.36 ²¹					
	f 4.42	f 6.58		82		807.2	21.1	0	B	f 11.40	8.38	12.27		8.30	4.24					
	4.49	7.05		81		812.9	29.6	0	B	f 11.32	8.32	12.16		8.16	4.12					
	5.00 PM	7.15 AM		Yard	FW TY	818.2	50.2	0	P	11.25 AM	8.25 PM	12.01 AM		8.00 AM	4.00 PM					
	PM 7.50	AM 10.15		59		835.2	124.2	136.2	P	AM 8.40	PM 5.45									
10.45 PM	8.00 PM	10.25 AM		Yard	WT F	887.7	11.6	15.8	P	8.30 AM	5.35 PM					10.00 PM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wednesday and Friday Only							Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wednesday and Friday Only	Leave Daily	Leave Daily	Leave Daily				

(10.5) (38.8) (40.6) (26.4) ----- Average speed per hour ----- (38.8) (47.4) (23.8) (26.4) (21.9) (23.7) (10.00)

RANDBURG DISTRICT

WESTWARD				Capacity of Stings	Fuel, Water, Turn Tables and Wyes	Distance from Kramer	Rolling Grade Ascending	TIME TABLE NO. 65 February 17, 1924	Rolling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD			
First Class	First Class										No. Cars	Miles	STATIONS	First Class
93	94													
MIXED	MIXED													
Leave Mon. Wednesday and Friday Only	Leave Mon. Wednesday and Friday Only	Leave Mon. Wednesday and Friday Only	Leave Mon. Wednesday and Friday Only					Arrive Mon. Wednesday and Friday Only						
AM 6.00	82	WY				KRAMER	P	AM 9.25						
f 6.45	6		14.4	105.6	122.0	14.4		f 8.40						
f 7.10	10		22.5	125.1	62.3	FREMONT		f 8.15						
f 7.15	13		24.0	132.0	0	8.1		f 8.10						
f 7.25	13		26.8	132.0	121.4	ST. ELMO		f 8.00						
7.30 AM	30	Y	28.5	132.0	121.4	1.5	DP	7.50 AM						
Arrive Mon. Wednesday and Friday Only						ATOLIA		Leave Mon. Wednesday and Friday Only						
						2.8								
						OSDICK								
						1.7								
						JOHANNESBURG								
						(28.5)								

(16.7) ----- Average speed per hour ----- (15.8)

CHLORIDE DISTRICT

WESTWARD				Capacity of Stings	Fuel, Water, Turn Tables and Wyes	Distance from Alconico	Rolling Grade Ascending	TIME TABLE NO. 65 February 17, 1924	Rolling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD			
First Class	First Class										No. Cars	Miles	STATIONS	Second Class
95	96													
MIXED	MIXED													
Leave Saturday Only	Leave Saturday Only	Leave Saturday Only	Leave Saturday Only					Arrive Saturday Only						
AM 9.10	57	W	0.0	100.3		McCONNICO	B	PM 1.15						
f 9.25	4		4.0	0	70.8	4.0		f 12.55						
f 9.40	8		8.3	100.3	0	MUNDS		f 12.35						
f 10.00	4		13.9	100.3	0	4.3		f 12.15						
s 10.15	10		16.0	100.3	0	UNION		f 12.05 PM						
f 10.25	4		17.9	100.3	0	5.6		f 11.50						
10.50 AM	18	Y	22.8	158.4	0	2.1	B	11.30 AM						
Arrive Saturday Only						CERBAT		Leave Saturday Only						
						MINERAL								
						1.9								
						KEYSTONE								
						4.9								
						CHLORIDE								
						(22.8)								

(13.6) ----- Average speed per hour ----- (13.0)

ARIZONA DIVISION—PARKER DISTRICT

CALIFORNIA SOUTHERN RAILROAD

WESTWARD		Capacity of Sidings	Distance from Matthe	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 65 February 17, 1924	Ruling Grade Ascending	Telegraph Offices	EASTWARD	
Second Class	First Class								First Class	Second Class
233	17								18	234
MIXED	PASSENGER								PASSENGER	MIXED
Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily
PM 12.48	PM 7.59	53	.0	Y	39.6	MATTHE	0	B	AM 7.14	PM 1.30
f 1.10	f 8.09	29	6.2		0	DIVIDE	31.7		f 7.04	f 1.10
f 1.35	f 8.20	29	14.5		0	FOREPAUGH	29.0	B	f 6.53	f 12.35
s 2.00	s 8.32	17	22.2	W	19.8	AGUILA	21.1	DP	s 6.43	s 12.10
f 2.30	f 8.44	16	31.1		0	GOLDEN	31.7	B	f 6.30	f 11.45
f 2.55	f 8.56	15	40.0		0	LOVE	31.7	B	f 6.18	f 11.15
s 3.20	s 9.05	15	44.3		0	WENDEN	21.1	DP	s 6.10	s 11.00
s 3.45	s 9.12	60	50.0	W	26.4	SALOME	0	DP	s 6.00	s 10.45
3.55	9.25	27	52.7		29.0	HARCUVAR	84.5	B	f 5.46	10.35
s 4.20	s 9.37	18	60.3		0	VICKSBURG	31.7	B	s 5.31	s 10.10
f 4.50	f 9.52	17	70.5		0	UTTING	31.7	B	f 5.14	f 9.40
s 5.30	s 10.10	40	80.0	W	0	BOUSE	31.7	DP	s 5.00	s 9.15
f 5.55	10.25	17	90.6		0	LINSKEY	31.7	B	f 4.38	f 8.45
f 6.20	10.38	16	99.6		5.8	DENNY	31.7	B	f 4.25	f 8.20
6.40 PM	s 10.48	162	105.9	W F Y	31.7	PARKER	0	P	s 4.15	8.00 AM
	f 10.01	Spur	107.4		31.7	DRENNAN	0		f 3.02	
	f 10.11	32	114.2		31.7	CALZONA	0		f 2.52	
	s 10.22	20	120.1	W	31.7	VIDAL	0	NP	s 2.42	
	f 10.38	28	131.7		31.7	GROMMET	0	B	f 2.22	
	10.50	28	140.5		10.5	RICE	21.1	NP	s 2.08	
	f 11.06	28	144.0		0	FREDA	31.7		f 1.51	
	f 11.16	37	151.1		0	SABLON	30.6		f 1.38	
	f 11.25	38	155.8	W	0	SALTMARSH	31.7	B	f 1.30	
	f 11.37	38	164.1		31.7	MILLIGAN	5.3	B	f 1.14	
	f 11.45	38	169.2		31.7	FISHEL	0	B	f 1.05	
	f 11.52	37	173.6		31.7	KILBECK	14.8		f 12.58	
	AM 12.01	39	179.6		15.8	ARCHER	31.7	B	f 12.48	
	f 12.10	38	185.6		23.2	McCOY	31.7		12.38	
	12.20 AM	Yard	190.5	Y	31.7	CADIZ	31.7	P	12.30 AM	
Arrive Daily	Arrive Daily					(190.5)			Leave Daily	Leave Daily

(18.0) (38.7)Average Speed Per Hour (35.5) (19.2)

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

WESTWARD		Capacity of Sidings	Distance from Rice	Ruling Grade Ascending	TIME TABLE NO. 65 February 17, 1924	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	EASTWARD	
First Class	First Class								First Class	First Class
	25									26
	MIXED									MIXED
Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily
AM 5.30	AM 5.30	28	00.0		45.9	RICE	65.0	FY	NP	PM 10.20
f 6.20	f 6.20	Spur 10	16.5		83.4	STYX	68.6			f 9.27
f 6.32	f 6.32	16	20.4		0	COX	47.0			f 9.19
f 6.40	f 6.40	Spur 3	22.7		0	INCA	38.8			f 9.12
f 7.15	f 7.15	Spur 8	34.0		0	MESAVILLE	83.4			f 8.38
7.20	7.20	18	35.8		0	SOLANO	37.0			8.33
s 7.25	s 7.25	Spur 8	37.8		5.3	FERTILLA	10.6			s 8.27
7.40	7.40	Yard	42.0		10.6	BLYTHE	21.7	FWY	D	s 8.15
s 8.15	s 8.15	4	44.6		7.4	HAUSER	15.8	WY	D	s 7.25
f 8.25	f 8.25	Spur 4	44.6		42.8	RIPLEY				f 7.15
8.40 AM	8.40 AM	Yard	49.6			(49.6)				7.00 PM
Arrive Daily	Arrive Daily									Leave Daily

(19.1)Average speed per hour..... (19.1)

BARNWELL DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Coff	Ruling Grade Ascending	TIME TABLE NO. 65 February 17, 1924	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD	
No. Cars	Miles								STATIONS	
166	WY	COFFS	P							
5	9.1	VONTRIGGER	0							
3	12.8	BLACKBURN	0							
7	16.0	LANFAIR	0							
3	22.2	LEDGE	0							
3	24.8	PURDY	0							
18	Y 29.5	BARNWELL	158.4							
6	35.4	HITT	132.0							
19	40.4	JUAN	132.0							
29	52.1	SEARCHLIGHT	132.0							

.....Average speed per hour.....

(Continued from page 3.)

double track as single track, no extra train may move over such section in either direction without having an order Form "G" as provided by the "Rules and Regulations, Operating Department."

35. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

36. Empties should be handled in solid trains when practicable. When handled with loads in trains of fifty cars or more, empties in excess of ten should be handled two thirds on head end and one third on rear, and if ten or less should all be placed on rear. In trains of less than fifty cars, ten or less empties should be placed on head end, if more than ten, two thirds on head end and one third on rear. Local trains excepted.

37. Standard thermometers are located at Barstow, Daggett, Newberry, Ludlow, Bagdad, Danby, Goffs, Needles, Yucca, Kingman, Peach Springs, Hackberry, Pica, Seligman, Parker, Muroc and Tehachapi. Conductors of trains having perishable freight will be governed by instructions contained in S. F. R. D. Circular 2-H and special bulletins with respect to handling ventilators.

38. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

39. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

40. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed **ELECTRIC HEADLIGHTS** on engines may be dimmed:

- (a) In yards where switch engines are employed.
- (b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
- (c) Approaching another train in the act of receiving or discharging passengers.
- (d) When standing at stations.
- (e) On double track as may be expedient or necessary when approaching trains in opposite direction.

41. Rule 211-A is modified as follows: In automatic block territory and on double track when moving with current of traffic Form 19 train order may be used to restrict the superiority of trains, except that form 31 must be used,

- (a) when block is out of service,
- (b) when necessary to restrict a train which is at blind siding or closed office,
- (c) when necessary to restrict a train which has been cleared, (see Rule 219)
- (d) when issuing order, example 3 of Form "G," giving

right over all trains,

- (e) when reducing a time order,
- (f) when order is to be delivered superior train at meeting point,
- (g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
- (h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators, having orders, before clearing a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out or "O.K." given in advance of the approach of train.

42. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

43. Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

FIRST AND CHLORIDE DISTRICTS.

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

45. Train movements through gauntlet, Colorado river bridge A-567, are governed by "Daylight" type 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 854. "Daylight" dwarf signals located opposite these signals control movement against the current of traffic.

46. Not more than two 900-1600-3000-3800 or similar heavy engines may be handled over Colorado river bridge A-567 coupled together.

47. At Needles first signal east of depot must be respected by eastward trains when using westward track to first crossover the same as if they were leaving on the eastward track.

At Kingman, all trains in either direction will not exceed ten (10) miles an hour between the pumphouse just east of the station building and Second street, which is the second crossing west of station.

48. Trains from Chloride District enroute Kingman will use westward track against the current of traffic, McConnico to Kingman, proceeding on signal indication without train order. To protect such movements an Eastward Automatic Signal ("Daylight" type) is located at junction switch east end of McConnico, normal indication "Stop," and which will only show "Clear" when block is unoccupied and when released by the operator at Kingman.

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

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

50. At Seligman spring switch from east yard lead to eastward main track normally lined for eastward track. Trains from lead will trail through and not take slack or make backward movement until switch thrown for lead.

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

SECOND, BARNWELL AND PARKER DISTRICTS

52. 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 six, commencing at the station.

Number one is Westward main track.

Number four is Eastward main track.

53. At Barstow, spring switch from east freight lead to Eastward main track normally lined for eastward track. Trains from lead will trail through and not take slack or make backward movement until switch thrown for lead. Trains in either direction must not exceed twenty miles per hour over this switch.

54. All eastward freight trains will stop five (5) minutes at Bannock and five (5) minutes at Java for inspection of train and cooling wheels.

55. No. 17 is superior to No. 18, Parker to Cadiz.

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

Normal position of junction switch will leave unbroken rail for Parker District main track.

At Rice, switch connecting the California Southern with the house track will be normally lined for the California Southern.

56. Water Tank at McVay Spur.

57. Normal position of junction switch at Mattheie will leave unbroken rail for Albuquerque Division.

58. Not more than two engines may be coupled together over Colorado river bridge A-106 at Parker

59. At Daggett, interlocking plant controls all switches east of station. The indication given by home signals will be superior to right, class or direction for movements made within limits of these signals. Westward trains will not

Continued on Page 11

exceed fifteen miles per hour through the interlocking switches.

Following whistle signals will be used:
Eastward and westward Santa Fe and westward Union Pacific trains to their respective main tracks: ———

Eastward Union Pacific trains to Union Pacific main track: —o.

Transfer No. 2: o o o o ———.

THIRD AND RANDSBURG DISTRICTS.

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

Trains finding Automatic Signals No. 7473 westward and No. 7482 eastward, in stop position, will stop and then if signal does not clear proceed under control through the block. This modifies Rule 854.

Trains will not enter or leave west end of Barstow yard until given signal by switch tender. Los Angeles Division trains will receive green flag or lamp signal and Third District trains, yellow flag or lamp signal.

Trains leaving yard will call for Los Angeles Division by one long blast and for Third District by one long and one short blast of whistle.

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				
Venero	438.7	0	None	Freight only Freight only Nos. 1-8 and 10 Freight only
Mile Post 480	480.0	6	West	
Crozier	481.4	0	None	
Mojave Gap	545.1	53	West	
SECOND DISTRICT				
Altura	651.2	0	None	Freight only Freight only Freight only Freight only
Saltus	658.5	50	West	
Funston	660.1	80	West	
Tosantos	732.9	2	West	
RANDBURG DISTRICT				
	Miles from Eramer			
Penahaw	6.9	4	West	Freight only
PARKER DISTRICT				
	Miles from Matthie			
McVay	66.8	4	South	Freight Freight
Sand Spur	100.0	5	North	

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Yampai	245.5	Barstow (mile 747.3)	926.0
Kingman	425.0	Chloride	370.0
Needles	1584.5	Barnwell	239.7
Goffs	—	Searchlight	545.0
Cadiz	1020.0	Kramer	494.3
Bagdad	470.0	Johannesburg	396.8
Ash Hill	410.9	Parker	543.0
Newberry	724.0	Matthie	—

Passenger trains must not exceed fifteen miles per hour and freight trains ten miles per hour over Puzzle switches.

61. No. 93 is superior to No. 94.

62. For movement of trains between Mojave and Kern Junction see Southern Pacific Co.'s time table.

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

63. At Kern Junction, all junction switches between S. P. Co. and A. T. & S. F. Co. controlled by interlocker, home signals.

CALIFORNIA SOUTHERN RAILROAD

1. A copy of the book entitled "Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employees whose duties are in any way prescribed thereby.

2. The special rules published elsewhere in this time table also apply to the California Southern R. R.

3. Derail on south end siding at Cox.

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO. COAST LINES, CALIFORNIA SOUTHERN

AND

SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.

DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles, Cal.

DR. H. J. COVENTRY.....	Seligman, Ariz.	DR. A. C. PRATT, Local Surgeon.....	Barstow, Calif.
DR. F. S. SPEARMAN.....	Valentine, Ariz.	DR. B. C. ANDERSON.....	Barstow, Calif.
DR. T. R. WHITE.....	Kingman, Ariz.	DR. WM. L. DENTON, Local Surgeon..	Randsburg, Calif.
DR. R. M. TAFEL.....	Kingman, Ariz.	DR. C. C. WARNER.....	Mojave, Calif.
DR. W. C. TODT.....	Kingman, Ariz.	DR. C. S. COMPTON, Local Surgeon..	Bakersfield, Calif.
DR. V. C. CHARLESTON.....	Needles, Calif.	DR. G. C. SABICHI, Consulting Surgeon,	Bakersfield, Calif.
DR. W. G. MORTON, Division Surgeon...	Needles, Calif.	DR. F. A. HAMLIN, Oculist.....	Bakersfield, Calif.
DR. T. D. S. McCALL.....	Ludlow, Calif.	DR. M. A. NETTLE.....	Parker, Ariz.
DR. LYLE GRAHAM.....	Newberry, Calif.	DR. WM. H. CHAPMAN.....	Blythe, Calif.

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

LOCAL WATCH INSPECTORS.

American Jewelry Co..... Bakersfield
Alfred Williams..... Needles

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

At Seligman..... { 1st, 8:45 a.m. until 1st, 5:00 p.m.
15th, 8:45 a.m. until 15th, 5:00 p.m.

At Mojave..... { 4th, 7:15 a.m. until 4th, 11:25 a.m.
18th, 7:15 a.m. until 18th, 11:25 a.m.

At Barstow..... { 4th, 1:15 p.m. until 5th, 10:10 p.m.
18th, 1:15 p.m. until 19th, 10:10 p.m.

SANTA FE SAFETY FIRST

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

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

