

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

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

SANTA FE HOSPITAL.....Albuquerque
 DR. T. A. KOONS, Surgeon.....Albuquerque
 DR. JOHN N. R. TOKE, Local Surgeon.....Belen
 DR. BASIL L. WANG, Local Surgeon.....Grants
 DR. F. W. PARKER, Local Surgeon.....Gallup
 DR. J. W. MARTIN, Assistant Local Surgeon.....Gallup
 DR. DONALD F. DeMARSE, Local Surgeon.....Holbrook
 DR. JOHN J. STANDIFER, Assistant Local Surgeon.....Holbrook
 DR. HAL B. RICHERSON, Assistant Local Surgeon.....Holbrook
 DR. H. S. BECKWITH, Division Surgeon.....Winslow
 DR. LEO L. LEWIS, Local Surgeon.....Winslow
 DR. JOHN CASKEY, Local Surgeon.....Flagstaff
 DR. MARTIN C. FLOHR, Local Surgeon.....Williams
 DR. WATSON M. LACY, JR., Local Surgeon.....Grand Canyon
 DR. E. J. GUNGLE, Local Surgeon.....Seligman
 DR. WALTER BRAZIE, Local Surgeon.....Kingman
 DR. W. D. BIGFORD, Assistant Local Surgeon.....Kingman
 DR. T. G. HARWARD, District Surgeon.....Needles
 DR. J. E. ANDES, Local Surgeon.....Needles
 DR. H. C. MATTHEWS, Emergency Surgeon.....Needles
 DR. E. A. BORN, Division Surgeon.....Prescott
 DR. C. E. YOUNT, JR., Local Surgeon.....Prescott
 DR. H. T. SOUTHWORTH, Assistant Local Surgeon.....Prescott
 DR. FLOYD B. BRALLIAR, Local Surgeon.....Wickenburg
 DR. FREDERICK A. SHANNON, Assistant Local Surgeon.....Wickenburg
 DR. M. E. FULK, Local Surgeon.....Glendale
 DR. C. E. HENDERSON, Local Surgeon.....Phoenix
 DR. DEAN TERRY MOATS, Assistant Local Surgeon.....Phoenix

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

H. G. WOOD, Asst. Superintendent, Phoenix, Ariz.	J. C. WILLIAMS, Asst. Trainmaster, Phoenix, Ariz.
R. L. BANION, Trainmaster, Gallup, N. Mex.	H. R. RUSSELL, Chief Dispatcher, Winslow, Ariz.
WM. BAXTER, Trainmaster, Winslow, Ariz.	W. F. MOHR, H. E. KELLY, Asst. Chief Dispatchers, Winslow, Ariz.
D. G. RUEGG, Trainmaster, Needles, Calif.	J. FARQUHARSON, J. H. LANE, Road Foremen of Engs., Winslow, Ariz.
J. S. ARMSTRONG, A. C. PETRANOVICH, A. J. WILLIS, A. B. DAVIDSON, E. D. STINSON, F. W. PLEASANTS, B. R. LORING, Dispatchers, Winslow, Ariz.	D. LaMAR, J. R. DAVIS, J. K. HOLT, G. R. DERKSEN, I. M. OWSLEY, H. A. MILLER,
	D. KEMP, Road Foreman of Engs., Needles, Calif.
	T. W. ANDERSON, Road Foreman of Engs., Phoenix, Ariz.

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



ALBUQUERQUE DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, September 25, 1960

At 12:01 A. M.
Mountain Standard Time

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

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

R. H. ADAMS,
Asst. General Manager,
Los Angeles, Calif.

O. R. HAMMIT,
Superintendent,
Winslow, Ariz.

2 ALBUQUERQUE DIVISION

FIRST DISTRICT

WESTWARD						TIME TABLE NO. 2 September 25, 1960	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
123	17	1	19	7	3						
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	Mail Express						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 5.00	PM 4.25		AM 7.40	AM 12.55		ALBUQUERQUE	0.0			TY	Yard
5-15	4-40		7-55	1-10		12.6 ISLETA	12.6	21.1	26.4		57
5-23	4-48		8-03	1-19		10.1 SANDIA	22.8	52.8	0.0		42
5-27	4-52	PM 4.15	8-07	1-24	AM 1.10	3.9 DALIES	27.4	52.8	31.7		69
5-34	5-00	4-23	8-15	1-32	1-18	8.8 RIO PUERCO	33.9	0.0	31.7		
5-42	5-08	4-31	8-23	1-40	1-26	9.4 SOUTH GARCIA	48.3	31.7	0.0		118
5-46	5-12	4-35	8-27	1-44	1-30	5.1 SUWANEE	47.3	31.7	0.0		135
5-54	5-20	4-43	8-35	1-52	1-38	10.8 MARMON	58.1	31.7	0.0		125
5-59	5-25	4-48	8-40	1-56	1-42	5.2 QUIRK	63.3	31.7	0.0		83
6-04	5-29	4-52	8-44	2-00	1-46	4.8 LAGUNA	68.7	31.7	0.0		135
6-11	5-36	5-00	8-51	2-07	1-53	9.1 ACOMITA	77.6	31.7	0.0		118
6-15	5-40	5-04	8-55	2-11	1-57	4.6 McCARTYS	82.3	31.7	0.0		
6-19	5-43	5-08	8-58	2-15	2-01	3.7 ANZAC	85.9	31.7	0.0		118
6-30	5-52	5-17	9-07	2-25	2-10	10.0 GRANTS	95.5	31.7	0.0		134
6-35	5-57	5-22	9-12	2-30	2-15	6.1 REID	101.6	31.7	0.0		
6-40	6-02	5-27	9-17	2-35	2-20	5.6 BLUEWATER	107.2	31.7	0.0		118
6-46	6-08	5-33	9-23	2-41	2-26	7.7 BACA	114.9	31.7	0.0		91
6-51	6-13	5-39	9-28	2-47	2-32	6.8 SOUTH CHAVES	121.7	31.7	0.0		118
6-54	6-16	5-42	9-31	2-50	2-35	4.0 THOREAU	125.6	31.7	0.0	Y	144
6-57	6-19	5-45	9-34	2-53	2-38	3.7 GONZALES	129.3	0.0	56.3		
7-02	6-24	5-50	9-39	2-59	2-44	6.9 SOUTH GUAM	136.2	0.0	31.7		118
7-06	6-28	5-54	9-43	3-03	2-48	5.3 PEREA	141.5	0.0	31.7		118
						4.6 WINGATE	146.1	0.0	31.7		
7-12	6-34	6-00	9-49	3-09	2-54	3.2 McCUNE	149.3	0.0	31.7	Y	105
7-14	6-36	6-02	9-51	3-11	2-56	2.3 ZUNI	151.6	0.0	31.7		
7-25 PM	6-43 PM	6-10 PM	9-58 AM	3-25 AM	3-15 AM	6.0 GALLUP	157.6	0.0	31.7	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(160.3)					
(66.3)	(69.7)	(69.8)	(69.7)	(64.1)	(64.2) Average speed per hour					

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

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

Between Belen station and home signal of interlocking at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule 5: At Isleta time applies west end Albuquerque Division siding.

(Continued on Page 3)

WESTWARD						TIME TABLE NO. 2 September 25, 1960	Mile Post	Ruling Grade Ascending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
1	3									
San Francisco Chief	Mail Express									
Leave Daily	Leave Daily					STATIONS				
PM 4-00	AM 12-55					BELEN YL	0.0			TY
4-15 PM	1-10 AM					10.3 DALIES	10.1	66.2		110
Arrive Daily	Arrive Daily					(10.3)				
(41.2)	(41.2) Average speed per hour								

FIRST DISTRICT

ALBUQUERQUE DIVISION 3

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending—Feet Per Mile	Ruling Grade Ascending—Feet Per Mile	Mile Post	TIME TABLE		EASTWARD					
						NO. 2		FIRST CLASS					
						September 25, 1960		20	124	2	18	4	8
Yard	TY	C			0.0	STATIONS		The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Mail Express	Fast Mail Express
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
						ALBUQUERQUE	AM	AM		PM			PM
						12.6	s 5.45	s 9.50		s 1.15			s 9.20
57		B	21.1	26.4	12.6	ISLETA	5.30	9.35		12.54			9.05
42		B	52.8	0.0	22.8	SANDIA	5.18	9.21		12.45			8.55
59		C	52.8	31.7	27.4	DALIES	5.15	9.15	AM 10.35	12.42	PM 8.15		8.48
143		B	0.0	31.7	33.9	RIO PUERCO	5.06	9.07	10.27	12.34	8.06		8.36
			52.8	0.0									
166		B			47.3	SUWANEE	4.55	8.57	10.17	12.24	7.55		8.23
118		B	31.7	0.0	58.1	MARMON	4.46	8.48	10.08	12.15	7.46		8.11
		B	31.7	0.0	63.3	QUIRK	4.41	8.42	10.03	12.10	7.41		8.04
110		C	31.7	0.0	68.7	LAGUNA	4.36	f 8.36	9.58	12.05	7.36		7.57
118		B	31.7	0.0	77.6	ACOMITA	4.27	8.28	9.51	PM 11.58	7.27		7.49
		B	31.7	0.0	82.3	McCARTYS	4.23	8.24	9.47	11.54	7.23		7.45
132		B	31.7	0.0	85.9	ANZAO	4.19	8.20	9.43	11.50	7.19		7.41
118		O	31.7	0.0	95.5	GRANTS	4.08	f 8.10	9.34	11.41	7.10	s	7.31
		B	31.7	0.0	101.6	REID	4.03	8.04	9.29	11.36	7.05		7.21
135		B	31.7	0.0	107.2	BLUEWATER	3.58	7.59	9.24	11.31	7.00		7.16
91		B	52.8	0.0	114.9	BACA	3.52	7.53	9.18	11.25	6.54		7.09
118		B	52.8	0.0	121.8	NORTH CHAVES	3.47	7.48	9.13	11.20	6.49		7.02
	Y	C	52.8	0.0	125.6	THOREAU	3.44	f 7.45	9.10	11.17	6.46		6.58
118		B	31.7	0.0	129.3	GONZALES	3.41	7.42	9.07	11.14	6.43		6.55
181		B	21.1	31.7	136.7	NORTH GUAM	3.35	7.35	9.01	11.08	6.37		6.47
		B	0.0	31.7									
117		B	0.0	31.7	146.1	WINGATE	3.25	7.26	8.50	10.59	6.27		6.38
	Y	B	0.0	31.7	149.3	McCUNE							
169		B	0.0	31.7	151.6	ZUNI	3.20	7.20	8.45	10.54	6.22		6.32
Yard	Y	C	0.0	31.7	157.6	GALLUP	3.12 AM	7.13 AM	8.38 AM	10.47 AM	6.15 PM		6.25 PM
						(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily

Average speed per hour..... (63.0) (61.4) (68.8) (65.1) (67.1) (55.1)

BELEN DISTRICT

(Continued from Page 2)

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD	
		NO. 2		FIRST CLASS	
		September 25, 1960		2	4
Yard	C			San Francisco Chief	Mail Express
				Arrive Daily	Arrive Daily
175	C	ABS	BELEN YL	AM 10.50	PM 8.30
			DALIES	10.35 AM	8.15 PM
			(10.3)	Leave Daily	Leave Daily
				Average speed per hour..... (41.2)	(41.2)

Rule D-151: Between Belen and Gallup trains must keep to the left.

Rule 251 is in effect between Belen and Gallup.

Rule 83: Train register at Albuquerque will be accepted to indicate that trains shown thereon have arrived and left Isleta. When identification of a superior train cannot be made between Albuquerque and Isleta, the inferior train must not enter single track where Rule 261 is not in effect at Isleta until it has been ascertained that such superior train has arrived or left.

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

Trains must get numbered clearance card from both Albuquerque and New Mexico Divisions before leaving Albuquerque.

At Dalies eastward First District trains must get numbered New Mexico Division clearance card and Albuquerque Division clearance card.

WESTWARD					TIME TABLE NO. 2 September 25, 1960	Mile Post	Ruling Grade Ascending — Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS									
123	17	1	19	7					
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 7.28	PM 6.45	PM 6.12	AM 10.00	AM 3.30	GALLUP YL	157.6		Y	Yard
7.38	6.55	6.22	10.10	3.40	9.4 DEFIANCE	166.9	0.0		
7.47	7.04	6.31	10.19	3.50	13.4 LUPTON	180.4	15.8		79
7.55	7.12	6.39	10.27	3.58	10.9 HOUCK	191.2	0.0		136
8.01	7.18	6.45	10.33	4.04	8.0 CHETO	199.7	15.8		104
8.05	7.22	6.49	10.37	4.08	5.9 CHAMBERS	205.7	15.8		80
8.10	7.27	6.54	10.42	4.13	7.8 NAVAJO	213.0	5.8		114
8.15	7.32	6.59	10.47	4.18	6.2 PINTA	219.2	0.0	Y	144
8.24	7.42	7.09	10.57	4.27	13.1 ADAMANA	232.3	0.0		114
8.33	7.52	7.19	11.07	4.36	13.8 ARNTZ	245.5	0.0		81
s 8.41	7.57	7.24	11.12	s 4.50	7.4 HOLBROOK	253.0	7.9		114
8.46	8.01	7.28	11.16	4.58	5.6 PENZANCE	258.6	26.4		152
8.50	8.05	7.32	11.20	5.02	4.8 JOSEPH CITY	263.5	0.0		72
8.58	8.13	7.40	11.28	5.10	11.1 HIBBARD	274.8	17.4		114
s 9.15 PM	s 8.27 PM	s 7.54 PM	s 11.42 AM	s 5.30 AM	10.8 WINSLOW YL	285.5	19.5	TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(127.2)				

(71.3) (74.8) (74.8) (74.8) (63.6) Average speed per hour

Signal System Two in effect between Gallup and Winslow.
Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Between Gallup and Winslow, trains must keep to the left.
Rule 251 in effect between Gallup and Winslow.
Trains must get numbered clearance card before leaving Gallup and Winslow.

SECOND DISTRICT

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 2 September 25, 1960		EASTWARD				
						FIRST CLASS				
						20	124	2	18	8
						The Chief	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	O		157.6	GALLUP YL		^s AM 3:10	^s AM 7:10	^s AM 8:35	^s AM 10:45	^s PM 6:10
104	B	31.7	166.9	9.4 DEFIANCE		2:59	6:56	8:24	10:34	5:55
135	B	31.7	180.4	13.4 LUPTON		2:48	6:46	8:13	10:23	5:44
142	B	31.7	191.2	10.9 HOUCK		2:40	6:38	8:05	10:15	5:35
	B	31.7	199.7	8.0 CHETO		2:34	6:32	7:59	10:09	5:29
108	O	31.7	205.7	5.9 CHAMBERS		2:30	6:28	7:55	10:05	f 5:24
116	B	31.7	213.0	7.3 NAVAJO		2:24	6:23	7:49	9:59	5:18
130	B	31.7	219.2	6.2 PINTA		2:19	6:18	7:44	9:54	5:13
144	B	31.7	232.3	13.1 ADAMANA		2:09	6:08	7:35	9:45	f 5:02
83	B	31.7	245.5	13.3 ARNTZ		1:59	5:58	7:25	9:35	4:52
135	O	31.7	253.0	7.4 HOLBROOK		1:53 ^s	5:50	7:19	9:29	^s 4:43
	B	31.7	258.6	5.6 PENZANCE		1:48	5:42	7:14	9:24	4:35
74	B	31.7	263.5	4.8 JOSEPH CITY		1:44	5:38	7:10	9:20	4:30
144	B	16.9	274.8	11.1 HIBBARD		1:35	5:30	7:00	9:10	4:20
Yard	O	31.7	285.5	10.8 WINSLOW YL		1:25 AM	5:20 AM	6:50 AM	9:00 AM	4:10 PM
				(127.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (72.7) (69.4) (72.7) (72.7) (63.6)

Signal System Two in effect between Gallup and Winslow.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Between Gallup and Winslow, trains must keep to the left.

Rule 251 in effect between Gallup and Winslow.

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

WESTWARD					TIME TABLE NO. 2 September 25, 1960	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Communications	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
123	17	1	19	7	STATIONS						
The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 9:50	PM 8:32	PM 8:00	AM 11:47	AM 5:50	WINSLOW YL	285.5			C	TY	Yard
9:59	8:38	8:06	11:53	5:57	WEST WINSLOW YL	288.5	75.0	66.0	B		
10:09	8:46	8:14	PM 12:01	6:10	DENNISON	298.3	75.0	73.1	B		104
10:17	8:53	8:20	12:07	6:20	SUNSHINE	305.9	75.0	0.0	B		72
10:24	8:58	8:25	12:12	6:27	CANYON DIABLO	311.7	60.7	23.8	B		115
10:36	9:08	8:36	12:22	6:41	ANGELL	322.7	75.0	22.7	B	Y	144
10:44	9:15	8:43	12:29	6:49	DARLING	328.6	75.0	0.0	B		
10:51	9:22	8:50	12:37	6:55	COSNINO	333.2	75.0	75.0	B		142
11:05	9:37	9:05	12:51	7:19	FLAGSTAFF YL	344.2	75.0	70.4	C	Y	145
11:18	9:47	9:14	1:03	7:30	RIORDAN	350.8	75.0	0.0	B	Y	96
11:24	9:52	9:19	1:08	7:38	BELLEMONT	356.3	75.0	75.0	B	Y	144
11:32	9:59	9:24	1:14	7:46	MAINE	362.5	64.5	75.0	B		
11:39	10:05	9:30	1:20	7:53	CHALENDER	368.0	75.8	97.0	B		108
12:05	10:17	9:44	1:33	8:01	WILLIAMS YL	378.2	75.0	75.0	C	Y	99
12:13	10:23	9:50	1:41	8:07	SUPAI	381.6	0.0	137.3	B	Y	
12:23	10:33	10:00	1:51	8:18	McLELLAN	386.3	0.0	161.0	B		122
12:40	10:49	10:16	2:07	8:34	DAZE	393.7	14.8	95.0	B		112
1:07	11:02	10:40	2:21	9:05	ASH FORK YL	401.2	75.0	75.0	C	Y	308
1:17	11:10	10:48	2:29	9:13	PINEVETA	408.8	75.0	75.0	B		108
1:27	11:19	10:57	2:39	9:24	GLEED	414.7	75.0	39.6	B		82
1:37	11:27	11:05	2:47	9:33	CROOKTON	419.5	75.0	61.8	B	Y	110
1:50	11:41	11:20	3:00	9:45	SELIGMAN YL	428.8	0.0	95.0	C	Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(142.7)						

(35.7) (45.3) (42.8) (44.4) (36.4)Average speed per hour

Signal System Two in effect between Winslow and Seligman.

Rule 312: Bridges 312.2 (Canyon Diablo) and 317.8 (Canyon Padre) protected with dragging equipment detectors. When actuated, Signals 3121, 3132, or 3192 will be in stop position and at the same time lower unit these signals will display illuminated letter "E", in which case trains must stop and inspect for dragging equipment.

Rule 320 (B): At Supai, westward trains finding Signal 3821 and at Crookton eastward trains finding Signal 4142-A in "Stop" position must wait five minutes before proceeding, unless signals change to indicate proceed.

At Winslow between M.P. 285 and eastward automatic Block Signal 2856, and at Seligman between 29 poles west of M.P. 427 and 21 poles east of M.P. 430, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains must keep to the left between Winslow and overhead bridge M.P. 411-X plus 1000 feet, and to the right between this bridge and Seligman.

(Continued on Page 7)

THIRD DISTRICT

ALBUQUERQUE DIVISION 7

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 2 September 25, 1960	EASTWARD				
							FIRST CLASS				
							124	2	18	8	20
							The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief
						STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	TY	O	75.0	31.7	285.5	WINSLOW YL	AM 4:40	AM 6:45	AM 8:55	PM 4:00	AM 1:20
		B	75.0	31.7	288.5	WEST WINSLOW YL	4:17	6:38	8:44	3:47	1:10
96		B	75.0	23.8	298.3	DENNISON	4:09	6:31	8:37	3:39	1:02
		B	60.7	0.0	305.9	SUNSHINE	4:03	6:25	8:31	3:33	12:56
144		B	75.0	22.7	311.7	CANYON DIABLO	3:58	6:21	8:27	3:25	12:51
96	Y	B	75.0	0.0	322.7	ANGELL	3:49	6:13	8:19	3:15	12:43
		B	75.0	75.0	328.8	DARLING	3:45	6:09	8:15	3:08	12:38
148		B	75.0	47.3	333.2	COSNINO	3:39	6:03	8:09	3:01	12:32
96	Y	C	75.0	0.0	344.2	FLAGSTAFF YL	3:25	5:51	7:56	2:46	12:20
	Y	B	75.0	75.0	350.8	RIORDAN	3:12	5:41	7:44	2:36	12:10
135	Y	B	64.5	75.0	356.3	BELLEMONT	3:04	5:36	7:39	2:29	12:05
108		B	52.8	75.0	362.5	MAINE	2:58	5:31	7:34	2:21	11:59
119		B	75.0	75.0	368.0	CHALENDER	2:50	5:24	7:27	2:13	11:52
118	Y	O	75.0	6.8	378.2	WILLIAMS YL	2:35	5:12	7:14	1:58	11:40
27	Y	B	0.0	95.0	381.6	SUPAI	2:21	5:04	7:06	1:46	11:35
108		B	0.0	95.0	384.2	SERENO	2:16	4:59	7:02	1:40	11:31
131		B	0.0	95.0	390.2	CORVA	2:00	4:50	6:51	1:26	11:19
108		B	14.8	95.0	393.7	DAZE	1:47	4:38	6:39	1:10	11:07
120	Y	O	75.0	75.0	401.2	ASH FORK YL	1:30	4:25	6:27	12:55	10:45
		B	147.8	39.6	408.8	PINEVETA	1:12	4:14	6:17	12:33	10:30
144	Y	B	0.0	75.0	419.5	CROOKTON	1:03	4:05	6:08	12:21	10:20
Yard	Y	C			428.8	SELIGMAN YL	12:48 AM	3:52 AM	5:55 AM	12:08 PM	10:07 PM
						(143.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....							(37.1)	(49.8)	(47.9)	(37.1)	(44.6)

(Continued from Page 6)

Westward freight trains must stop not less than ten minutes at Daze to cool wheels and inspect train, except these stops may be omitted on trains not required to use retainers under Timetable Rule 10.

Eastward freight trains must stop not less than ten minutes at any station Flagstaff to Angell, inclusive to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitation.

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

Rule 251 in effect between Winslow and Seligman.

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

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

WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
17	1	19	7	123	September 25, 1960					
Super Chief - El Capitan	San Francisco Chief	The Chief	Fast Mail Express	The Grand Canyon	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 11:43	PM 11:22	PM 3:02	AM 9:48	AM 1:53	SELIGMAN YL	428.8			Y	Yard
11:53	11:32	3:12	10:01	2:06	11.0 AUDLEY	439.8	72.9	75.0		107
11:59	11:38	3:18	10:07	2:13	7.1 PICA	446.9	75.0	69.7		107
AM 12:07	11:46	3:26	10:15	2:23	5.2 YAMPAI	452.2	0.0	105.6	Y	142
12:16	11:56	3:36	10:24	2:35	7.9 NELSON	460.2	0.0	75.0		92
12:22	AM 12:03	3:43	10:31	2:43	5.6 PEACH SPRINGS	465.8	0.0	75.0		107
12:31	12:13	3:53	10:40	2:55	11.4 TRUXTON	477.3	0.0	75.0		107
12:39	12:21	4:01	10:48	3:05	7.0 VALENTINE	484.0	0.0	75.0		
12:43	12:25	4:05	10:52	3:10	4.9 HACKBERRY	489.0	48.8	71.8		95
12:52	12:34	4:14	11:02	3:20	12.3 WALAPAI	501.3	46.0	31.7		107
12:58	12:40	4:20	11:08	3:28	8.2 BERRY	509.4	50.2	0.0	Y	144
1:01	12:43	4:23	11:12	3:32	4.5 GETZ	513.9	0.0	95.0		
1:04	12:46	4:26	11:22	3:37	2.5 KINGMAN YL	516.4	0.0	95.0		118
					10.4					
1:13	12:58	4:39	11:33	3:48	GRIFFITH	526.8	0.0	75.0		107
1:19	1:05	4:46	11:39	3:56	8.8 ATHOS	535.6	0.0	75.0		
1:22	1:09	4:50	11:42	4:01	4.6 YUCCA	540.2	0.0	75.0		144
1:31	1:19	5:01	11:51	4:15	12.5 FRANCONIA	552.7	52.8	73.9		106
1:41	1:29	5:12	12:01	4:29	12.4 TOPOCK	565.1	52.8	52.8		107
s 1:56	s 1:45	s 5:30	s 12:20	s 4:50	12.4 NEEDLES YL	578.0			T	Yard
AM	AM	PM	PM	AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(148.7)					
(67.1)	(62.4)	(60.3)	(58.7)	(50.4)Average speed per hour					

Signal System Two in effect between Seligman and Needles.

Rule 312: Bridge 566.0 (Topock) protected with dragging equipment detectors. When actuated, Signals 5672 or 5653 will be in stop position and at the same time lower unit these signals will display illuminated letter "E", in which case trains must stop and inspect for dragging equipment.

At Seligman between 29 poles west of M.P. 427 and 21 poles east of M.P. 430, and at Needles between train signs located at east and west ends of passenger yard, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 in effect between Seligman and Needles.

Westward freight trains must stop not less than ten minutes at Yucca to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake or train weight exceeds a total of 6400 tons. For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitation.

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

KINGMAN DISTRICT

ALBUQUERQUE DIVISION 9

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE		EASTWARD				
						NO. 2		FIRST CLASS				
						September 25, 1960		2	18	8	20	124
						STATIONS		San Francisco Chief	Super Chief - El Capitan	Fast Mail Express	The Chief	The Grand Canyon
Yard	Y	C			428.8	SELIGMAN YL	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
107		B	72.9	73.9	439.8	11.2 AUDLEY	^s 3:50 AM	^s 5:53 AM	^s 12:05 PM	^s 10:05 PM	^s 12:45 AM	
107		B	75.0	75.0	446.9	7.1 PICA	3:38	5:37	11:50	9:53	12:30	
107	Y	B	75.0	69.7	452.2	5.2 YAMPAI	3:31	5:32	11:44	9:47	12:23	
113		B	0.0	75.0	460.2	7.9 NELSON	3:24	5:25	11:37	9:40	12:15	
168		C	0.0	75.0	465.8	5.6 PEACH SPRINGS	3:13	5:15	11:25	9:30	12:02	
110		B	0.0	75.0	477.3	11.4 TRUXTON	3:05	5:09	11:17	9:23	11:53 AM	
169		B	0.0	75.0	484.0	7.0 VALENTINE	2:52	4:56	11:02	9:10	11:37	
105		B	0.0	75.0	489.0	4.9 HACKBERRY	2:42	4:46	10:50	9:00	11:27	
115		B	43.8	71.8	501.3	12.3 WALAPAI	2:37	4:42	10:45	8:56	11:22	
144	Y	B	46.0	31.7	509.4	8.2 BERRY	2:27	4:33	10:32	8:46	11:09	
		B	50.2	0.0	513.9	4.5 GETZ	2:21	4:27	10:26	8:40	11:01	
107		C	0.0	75.0	516.4	2.8 KINGMAN	2:17	4:23	10:22	8:36	10:57	
144		B	0.0	75.0	521.5	5.1 HARRIS	2:14	4:19	10:18	8:32	10:53	
144		B	0.0	75.0	526.8	5.5 GRIFFITH	2:05	4:12	10:06	8:23	10:37	
143		B	0.0	75.0	535.6	8.8 ATHOS	1:58	4:05	10:00	8:17	10:30	
105		C	0.0	75.0	540.2	4.6 YUCCA	1:49	3:55	9:51	8:08	10:21	
144		B	0.0	75.0	552.7	12.5 FRANCONIA	1:44	3:50	9:45	8:03	10:15	
107		B	52.8	73.9	565.1	12.4 TOPOCK	1:31	3:37	9:31	7:51	10:02	
Yard	T	C	52.8	52.8	578.0	NEEDLES YL	1:18	3:24	9:18	7:38	9:48	
						(149.4)	1:05 AM	3:10 AM	9:05 AM	7:25 PM	9:35 PM	
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (54.3) (55.0) (49.8) (56.0) (47.2)

Signal System Two in effect between Seligman and Needles.

Rule 312: Bridge 566.0 (Topock) protected with dragging equipment detectors. When actuated, Signals 5672 or 5653 will be in stop position and at the same time lower unit these signals will display illuminated letter "E," in which case trains must stop and inspect for dragging equipment.

At Seligman between 29 poles west of M.P. 427 and 21 poles east of M.P. 430,

and at Needles between train signs located at east and west ends of passenger yard, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 in effect between Seligman and Needles.

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

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS	NO. 2	FIRST CLASS			
			47	September 25, 1960	42			
			Passenger	STATIONS	Passenger			
			Leave Daily		Arrive Daily			
Yard	Y		AM	ASH FORK YL	PM	0.0		O
		51.7	2-10	3.9	10.15		52.8	B
72		53.3	2-18	CRUCE 5.3	9.39	3.9	83.4	B
39		33.8	2-25	MEATH 6.8	9.31	9.2	81.8	B
72		0.0	2-34	ROK 5.3	9.22	16.0	79.2	B
73	Y	52.8	f 2-42	DRAKE YL 8.1	9.15	21.3	79.2	O
73		64.9	2-53	ABRA 4.2	9.04	29.4	79.2	B
30		79.2	f 2-59	DEL RIO 1.5	8.58	33.6	56.0	B
41		79.2	f 3-02	PURO 3.8	8.56	35.1	56.0	B
96		79.2	f 3-07	COPPER 5.7	8.51	38.9	13.2	B
38		79.5	f 3-14	GRANITE 6.4	8.45	44.6	39.6	B
17		79.5	f 3-23	ENTRO 6.1	8.36	51.0	66.5	B
Yard	Y		s 3-45	PRESCOTT YL 2.9	8.24	57.1	0.0	O
		158.4	3-54	POWDER 5.6	8.15	60.0	79.2	B
34	Y	158.4	4-14	ALTO 0.6	7.58	65.6	0.0	B
		0.0	4-16	PRIETA 1.4	7.56	66.2	158.4	B
		0.0	f 4-21	IRON SPRINGS 5.5	7.52	67.6	158.4	B
97		0.0	f 4-40	RAMSGATE 7.5	7.35	73.1	158.4	B
62	Y	5.0	f 4-56	SKULL VALLEY YL 6.2	7.19	80.6	79.2	O
62		79.7	f 5-09	KIRKLAND 8.6	7.07	86.8	79.7	B
72		79.2	5-25	GRAND VIEW 8.1	6.51	95.4	79.2	B
102		0.0	f 5-38	HILLSIDE 8.2	6.39	101.5	79.2	O
128		64.3	f 5-56	DATE 6.7	6.22	109.7	79.2	B
38		79.2	f 6-08	PIEDMONT 6.8	6.11	116.4	79.2	B
72	Y	0.0	f 6-22	CONGRESS 6.4	5.58	123.2	79.2	O
62		0.0	6-32	FLORES 5.3	5.47	129.6	79.2	B
E. 22 W. 23	Y	0.0	6-44	MATTHIE YL 4.7	5.39	134.9	79.2	B
87		0.0	s 7-00	WICKENBURG YL 3.9	5.30	139.6	63.4	O
73		79.7	7-08	ALLAH 6.8	5.23	143.5	56.5	B
72		0.0	f 7-23	CASTLE HOT SPRINGS 7.3	5.10	150.3	34.8	B
72		0.0	f 7-31	WITTMANN 11.5	4.59	157.6	34.8	B
84		0.0	f 7-43	BEARDSLEY 4.5	4.45	169.1	34.8	B
72		31.7	7-48	ENNIS 3.1	4.40	173.6	34.8	B
42		0.0	f 7-52	MARINETTE 3.2	4.36	176.7	12.7	O
72		0.0	f 7-56	PEORIA 4.3	4.32	179.9	0.0	O
Yard		0.0	s 8-05	GLENDALE YL 4.1	4.26	184.2	18.5	O
Yard		0.0	8-13	ALHAMBRA YL 2.7	4.17	188.3	23.2	B
Yard	T	15.8	f 8-21	MOBEST YL 2.7	4.09	191.0	15.8	O
Yard	Y		s 8-30	PHOENIX YL	4.00	193.7		O
			AM		PM			
			Arrive Daily	(193.7)	Leave Daily			

(30.6) Average speed per hour (31.0)

At Ash Fork between east switch of west wye and station, and between Mobest and Phoenix, No. 47 and No. 42 have no superiority and will move between these limits at restricted speed.

Westward freight trains must stop not less than ten minutes at Ramsgate to cool wheels and inspect train, except these stops may be omitted on trains not required to use retainers under Timetable Rule 10.

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

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

Trains must get numbered clearance card before leaving Ash Fork. Trains must get clearance card before leaving Prescott and Wickenburg. Eastward trains and road engines must get numbered clearance card before leaving Mobest.

Train register in phone booths at Ennis and Entro, where trains will register as directed.

Rule 5: At Matthie time applies at west junction switch.

PARKER DISTRICT								
Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 2 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			↓		↑			
			STATIONS					
	Y			MATTHIE YL		0.0		B
		39.6		6.2			0.0	
45		0.0		DIVIDE		6.2	31.7	B
24		0.0		8.3		14.5	29.0	B
43		0.0		FOREPAUGH		22.2	31.7	O
45		19.8		7.7		40.0	31.7	B
12		0.0		AGUILA YL		44.8	21.1	B
24		26.4		17.8		50.0	0.0	O
23		29.0		4.8		52.6	84.5	B
14		0.0		WENDEN		60.3	31.7	B
46		0.0		5.2		61.1	31.7	B
8		0.0		2.6		66.8	31.7	B
14		0.0		SALOME		70.5	31.7	B
17		0.0		7.7		79.9	31.7	B
48		0.0		HAROUVAR		90.6	31.7	B
94	Y	31.7		7.7		105.8		O
				VICKSBURG				
				0.8				
				BUSH PIT				
				5.7				
				McVAY				
				3.7				
				UTTING				
				9.4				
				BOUSE				
				10.7				
				WALL				
				15.2				
				PARKER YL				
				(105.8)				

Trains must get numbered clearance card before leaving Parker.

Booth phone located at M.P. 31.1.

12 ALBUQUERQUE DIVISION

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 2 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		FIRST CLASS		FIRST CLASS		
		15		14		
		Passenger		Passenger		
		Leave Daily	STATIONS	Arrive Daily		
Yard		PM 8:00	GRAND CANYON YL	AM 7:00	63.7	
30	39.6	8:15	6.5 COCONINO	f 6:35	57.2	130.3
27	117.5	f 8:27	5.2 APEX	f 6:20	52.0	158.4
	0.0	f 8:43	7.8 ANITA	f 6:01	44.8	170.4
21	37.0	f 8:54	7.0 WILLAHA	5:48	37.7	79.2
32	62.3	f 9:09	8.8 VALE	f 5:30	29.0	100.3
20	116.2	f 9:25	8.4 QUIVERO	f 5:10	20.5	48.0
29	182.0	f 9:48	11.6 RED LAKE	f 4:45	9.0	105.6
Yard	158.4	*10:20 PM	9.5 WILLIAMS YL	4:15 AM	0.0	110.9
		Arrive Daily	(64.3)	Leave Daily		

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

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

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

At Williams, switch leading from main track to east leg of wye must be left lined for wye; switch leading from main track to west leg of wye must be left lined for main track; switch at stem of wye must be left lined for west leg of wye.

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

Offices of communication at Grand Canyon and Williams; phones in booths at all sidings.

Wye at Anita, Williams and Grand Canyon.

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

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 2 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
31			DRAKE YL		0.0	
			10.7			105.6
28	79.2		BEAR		10.6	105.6
	0.0		7.6			
23	0.0		PERKINSVILLE		18.3	75.5
			9.6			
17	0.0		SYCAMORE		27.8	105.6
			10.1			
Yard	82.3		CLARKDALE YL		38.0	
			(38.0)			

No switch lights on Clarkdale District.

Wye at Clarkdale and Drake.

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

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

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

IRON KING DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 2 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
Yard			IRON KING YL		17.2	
			0.6			112.4
Yard	50.2		HUMBOLDT YL		16.6	
			1.8			98.0
13	53.3		CHERRY CREEK YL		14.8	
			7.1			0.0
12	73.9		YAEGER YL		7.7	
			7.7			96.1
22	84.5		ENTRO YL		0.0	
			(17.2)			

No switch lights on Iron King District.

Wye at Humboldt.

SPECIAL RULES

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

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

3.

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

5. Rules 83 and 83 (A):

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

Matthie, only first class trains will register.

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

Gallup, Seligman, and Prescott, all first class trains may register by Form 903.

6. Rule 93: Yard limits are located at:

Belen	Drake
Grants	Prescott
Gallup	Skull Valley
Winslow-West Winslow	Matthie
Flagstaff	Wickenburg
Williams	Glendale-Phoenix
Grand Canyon	Clarkdale
Ash Fork	Aguila
Seligman	Parker
Kingman	Entro-Iron King
Needles	

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

8. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track.

Operators will show on clearance card the number of instruction messages (Form 934 Spl) delivered therewith.

9. Rule 321 (C) is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

10. The maximum tonnage per operative brake in freight trains is 75 tons on westward track Supai to Welch; between M.P. 61.5 and M.P. 78, Fourth District; and Grand Canyon District.

ALBUQUERQUE DIVISION 13

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

Supai to Daze Westward Track & Prieta to M.P. 61.5					
No dynamic brake	Use all retainers with 50% in high pressure position on loaded cars.				
Units with dynamic brake operative	Use one retainer for each 70 tons in excess of:				
	Non Pressure Maintaining:	Pressure Maintaining			
		Classes of Power			
	All Classes	325-344 105-199 407-430	200-268 2697-2893	269-289 700-751 2110-2162	600-609 800-848 900-979
1.	500	700	1200	1300	1800
2.	1000	1400	2400	2600	3600
3.	1500	2100	3600	3900	5200
4.	2000	2800	4800	5200	5250
Prieta to M.P. 78					
1.	500	700	1250	1500	1700
2.	1000	1300	2100	2600	2700
3.	1500	1800	2750	3100	3600
4.	2000	2400	3400	3600	3800
Supai to Daze Eastward Track Daze to Ash Fork Both Tracks					
1.	800	1000	1500	1750	2000
2.	1600	2000	3000	3500	4000
3.	2400	3000	4500	5250	7000
4.	3600	4000	6000	7000	8000

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

Westward	Eastward
Gonzales-Gallup	Dalies-Belen
Supai-Ash Fork	Gonzales-Anzac
Crookton-Seligman	Darling-Dennison
Yampai-Hackberry	Supai-Williams
Getz-Topock	Riordan-Flagstaff
Prieta-Skull Valley	Crookton-Pineveta
	Prieta-M.P. 61.5

For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitations without requiring use of retainers.

If retainers are positioned before reaching summit of grade, or retainers are not required, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges; otherwise, Rule 947 will apply at Supai westward and Prieta, westward and eastward.

When retainers are used on a freight train, not less than 10 must be set and speed must not exceed 20 MPH.

If dynamic brake becomes inoperative, or its efficiency impaired, on one or more units, and tonnage being handled is in excess of that authorized for the remaining units with operative dynamic brakes, train must be immediately stopped and retainers set as prescribed above.

11. Rule 761: Following is list of structures:

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

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

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

"To expel from its cars at any stopping place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous, or disorderly manner towards other passengers, or the employes of such corporation in charge of such cars, or, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars."

Arizona: The 1928 Revised Code provides:

"Sec. 4790: Confidence game; bogus check. Every person who, with intent to cheat and defraud, shall obtain or attempt to obtain from any other person, any money, property, or valuable thing whatever, by means or by use of any trick or deception, or false or fraudulent representation, or statement or pretense, or by any other means or instruments, or device, commonly called the "confidence game," or by means or by use of any false or bogus check, or by any other printed, written or engraved instrument, or spurious coin or metal, shall be guilty of a felony, and shall be punished by imprisonment in the state prison for a term of not less than one nor more than five years.

"Sec. 4791: Bunko games. Whoever shall deal, play or practice, the confidence game or the game called top and bottom swindle, three card monte, bunko, or any similar play, game or practice, or practice any confidence trick or game not mentioned in this section, shall be deemed guilty of a felony.

"Sec. 4792: Venue of confidence game when committed on train; duty of trainmen. Whenever any of the offenses mentioned in the two preceding sections are committed on any railroad car, coach or train, the venue shall lie, and the person be tried in any county in this state through which said railroad may run. Railroad conductors and brakemen on railroad trains cognizant of the violation of the provisions of the two preceding sections, shall immediately arrest the person so offending without warrant or other process, and failure to make such arrest or attempt in good faith to do so shall be a misdemeanor."

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

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

15.

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452, 199453 and 199454 must not exceed 45 MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the First, Second, Third, Kingman, Fourth, Belen, Parker and Grand Canyon Districts, and 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 80-87, 600-611, 800-848, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4 1/2	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
Belen District, East & West	79	60	FIRST DISTRICT WESTWARD: (Cont'd)		
First District, Westward:			4 Curves M.P. 27.5 to 32.5	70	60
Isleta to Dalies	79	60	7 Curves M.P. 36.8x to 45.1x	70	60
Dalies to Marmon	90	60	1 Curve M.P. 59.2 to 60.1	70	60
Marmon to Gonzales	79	60	3 Curves M.P. 60.1 to 60.9	60	60
Gonzales to Gallup	90	60	4 Curves M.P. 60.9 to 62.9	50	50
First District, Eastward:			3 Curves M.P. 62.9 to 66.0	70	60
Gallup to Gonzales	79	60	2 Curves M.P. 66.0 to 67.4	65	60
Gonzales to Anzac	90	60	11 Curves M.P. 84.0 to 88.0	55	50
Anzac to Marmon	79	60	3 Curves M.P. 88.0 to 91.0	70	60
Marmon to Dalies	90	60	1 Street Crossing M.P. 95.5	40	40
Dalies to Isleta	79	60	6 Curves M.P. 149.4 to 156.5	80	60
Second District, West & East	90	60	1 Curve M.P. 156.5 to M.P. 157.7	30	30
Third District, Westward	79	60	2 Street Crossings M.P. 157.7 to M.P. 157.9	20	20
Third District, Eastward			FIRST DISTRICT EASTWARD:		
Seligman to Darling	79	60	2 Curves Gallup to M.P. 156.5	50	50
Darling to Winslow	90	50	3 Curves M.P. 136.3x to 133.4x	65	60
Kingman District, Westward:			2 Curves M.P. 130.7x to 130.0x	65	60
Seligman to Peach Springs	79	60	3 Curves M.P. 130.0x to 127.5	80	60
Peach Springs to Needles	90	60	7 Curves M.P. 109.7 to 105.0	80	60
Kingman District, Eastward:			1 Street Crossing M.P. 95.5	40	40
Needles to Getz	79	60	1 Curve M.P. 95.5 to 94.4	80	60
Getz to Valentine	90	60	3 Curves M.P. 91.0 to 88.0	70	60
Valentine to Seligman	79	60	11 Curves M.P. 88.0 to 84.0	55	50
Grand Canyon District	40	40	5 Curves M.P. 67.4 to 62.9	65	60
Fourth District	59	49	3 Curves M.P. 62.9 to 61.1	50	50
Parker District	59	49	4 Curves M.P. 61.1 to 60.1	60	60
Clarkdale District	20	20	1 Curve M.P. 60.1 to 59.2	70	60
Iron King District	25	25	4 Curves M.P. 32.5 to 27.5	70	60
Ennis Spur	20	20	1 Switch and 1 Curve M.P. 27.5 to 27.3	40	40
Westward freight trains between Yampai and Topock, and eastward freight trains between Darling and Winslow averaging 50 tons or less per car may observe passenger train speed restrictions with a maximum of 60 MPH with consist and power as follows:			2 Curves M.P. 13.6 to 12.5	70	55
Class	No. of Units With Dynamic Brake Operative	Maximum Tonnage	SECOND DISTRICT WESTWARD:		
ALL except 100, 800 and 900	4 or 5	3500	4 Curves and 2 street Crossings Gallup to M.P. 158.2	30	30
	3	2550	1 Curve M.P. 160.7 to 160.9	80	60
	2	1700	1 Curve M.P. 188.4 to 188.9	80	60
	1	850	5 Curves M.P. 215.6 to 219.2	80	60
800 and 900	3 or more	3800	2 Curves M.P. 250.6 to 252.1	80	60
	2	2550	1 Curve M.P. 264.2 to 264.4	80	60
	1	1250	SECOND DISTRICT EASTWARD:		
In freight and mixed service on descending grades of over one per cent, the maximum is 30 MPH with dynamic brake not in use.			1 Curve M.P. 264.4 to 264.2	80	60
In freight service minimum of 16 minutes running time must be used Crookton to Pineveta.			2 Curves M.P. 252.1 to 250.6	80	60
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.			5 Curves M.P. 219.2 to 215.6	80	60
			1 Curve M.P. 188.9 to 188.4	80	60
			3 Curves M.P. 160.9 to 158.2	80	60
			4 Curves and 2 Street Crossings M.P. 158.2 to Gallup	30	30
			THIRD DISTRICT WESTWARD:		
			5 Curves Winslow to M.P. 287.3	25	25
			4 Curves M.P. 326.4 to 328.6	70	60
			3 Curves M.P. 328.6 to 330.9	50	50
			2 Curves M.P. to 330.9 to 331.8	40	40
			14 Curves M.P. 331.8 to 339.9	50	50
			3 Curves M.P. 339.9 to 343.6	55	50
			21 Curves M.P. 343.6 to 350.1	40	40
			7 Curves M.P. 350.1 to 352.6	50	50
			2 Curves M.P. 352.6 to 353.9	70	60
			Grade and 4 Curves M.P. 364.1 to 366.8	55	40
			13 Curves M.P. 366.8 to 371.7	50	50
			Shoo-fly Grade and 8 Curves MP 374.4 to MP 378.2	50	40
			1 Curve and 1 Street Crossing M.P. 378.2 to 378.9	30	30
			5 Curves M.P. 378.9 to 381.1	40	40
			7 Curves M.P. 381.1 to 382.7	35	30
			Grade and 23 Curves M.P. 382.7 to 388.8	25	20
			FIRST DISTRICT WESTWARD:		
			2 Curves M.P. 12.5 to 13.6	70	55
			1 Curve and 3 Switches M.P. 26.8 to 27.5	40	40

SPECIAL RULES

MAXIMUM AUTHORIZED SPEED FOR TRAINS

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Continued)

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
THIRD DISTRICT WESTWARD: (Cont'd)					
Tunnel and 1 Curve M.P. 388.8 to 388.9	20	20	KINGMAN DISTRICT WESTWARD: (Cont'd)		
Grade and 14 Curves M.P. 388.9 to 391.3	25	20	2 Curves and Grade M.P. 470.5 to 472.5	80	45
Grade and 20 Curves M.P. 391.3 to 401.0	40	25	4 Curves M.P. 472.5 to 476.8	90	45
3 Curves M.P. 401.0 to 401.9	30	25	2 Curves and Grade M.P. 476.8 to 478.2	80	45
Supai to Welch—			1 Curve and Grade M.P. 478.2 to 479.0	60	40
Westward on eastward track			2 Curves and Grade M.P. 479.0 to 479.6	40	40
10 Curves M.P. 382.8x to 391.2x	30	20	3 Curves and Grade M.P. 479.6 to 480.6	30	30
9 Curves M.P. 391.2x to 395.0x	25	20	2 Curves and Grade M.P. 480.6 to 481.6	55	45
1 Curve M.P. 404.3 to 404.6	70	60	2 Curves and Grade M.P. 481.6 to 482.5	70	60
1 Curve M.P. 406.9 to 407.2	60	60	9 Curves M.P. 482.5 to 490.2	80	60
3 Curves M.P. 409.5 to 411.9	60	60	1 Curve and Grade M.P. 514.4 to 515.2	70	25
4 Curves M.P. 411.9 to 413.1	35	35	2 Curves and Grade M.P. 515.2 to 516.5	50	25
13 Curves M.P. 413.1 to 416.4	25	25	1 Street Crossing M.P. 516.5 to 519.2	45	25
8 Curves M.P. 416.4 to 418.0	35	35	5 Curves and Grade M.P. 519.2 to 524.3	80	45
Grade and 9 Curves M.P. 421.6 to 425.4	50	50	14 Curves and Grade M.P. 524.3 to 562.3	90	45
THIRD DISTRICT EASTWARD:					
6 Curves M.P. 425.4 to 422.8	50	50	1 Curve and Grade M.P. 562.3 to 562.8	65	45
3 Curves M.P. 422.8 to 421.6	40	40	7 Curves M.P. 562.8 to 565.9	50	45
2 Curves M.P. 415.8x to 413.6x	50	40	1 Curve M.P. 565.9 to 566.6	80	60
Grade and 5 Curves M.P. 413.6x to 410.9x	40	25	3 Curves M.P. 572.4 to 575.6	85	60
Grade and 3 Curves M.P. 410.9x to 409.5	60	45	4 Curves M.P. 575.6 to 577.2	45	30
1 Curve M.P. 407.2 to 406.9	60	60	KINGMAN DISTRICT EASTWARD:		
2 Curves M.P. 404.6 to 401.9	70	60	4 Curves M.P. 577.2 to 575.7	45	45
22 Curves M.P. 401.9 to 392.0	35	35	8 Curves M.P. 565.9 to 562.3	50	50
1 Curve M.P. 395.0x to 394.6x	35	25	1 Curve M.P. 554.8 to 554.7	65	60
6 Curves M.P. 394.6x to 391.6x	40	30	2 Curves M.P. 554.7 to 550.5	70	60
1 Curve M.P. 391.6x to 391.2x	35	25	1 Curve M.P. 526.7x to 525.9x	65	50
4 Curves M.P. 391.2x to 388.2x	40	30	7 Curves M.P. 525.9x to 520.2x	60	50
2 Curves M.P. 388.2x to 386.2x	50	30	10 Curves M.P. 520.2x to 516.7x	40	40
3 Curves M.P. 386.2x to 383.7x	55	40	1 Street Crossing M.P. 516.7x	25	25
6 Curves M.P. 383.7x to 381.5	40	40	2 Curves M.P. 516.7x to 515.3x	55	55
2 Curves M.P. 381.5 to 381.1	35	35	1 Curve M.P. 515.3x to 514.1x	65	60
5 Curves M.P. 381.1 to 378.9	50	40	4 Curves M.P. 499.1 to 492.7	85	60
5 Curves and 1 Street Crossing M.P. 378.9 to 378.2	30	30	1 Curve M.P. 490.2 to 488.8	80	60
4 Curves and Shoo-fly MP 378.2 to MP 374.4	50	50	8 Curves M.P. 488.8 to 482.5	65	60
13 Curves M.P. 371.7 to 366.8	50	50	3 Curves M.P. 482.5 to 481.0	55	55
4 Curves M.P. 366.8 to 364.1	55	55	5 Curves M.P. 481.0 to 479.4	30	30
2 Curves M.P. 353.9 to 352.6	70	60	1 Curve M.P. 479.4 to 479.0	55	50
7 Curves M.P. 352.6 to 350.1	50	50	3 Curves M.P. 479.0 to 477.0	65	50
20 Curves M.P. 350.1 to 343.6	40	40	6 Curves M.P. 477.0 to 470.4	70	60
3 Curves M.P. 343.6 to 341.6	55	40	4 Curves M.P. 470.4 to 469.0	50	50
2 Curves M.P. 339.9 to 339.2	50	40	5 Curves M.P. 469.0 to 464.9	65	50
Grade and 3 Curves M.P. 339.2 to 336.2	60	40	3 Curves M.P. 464.9 to 463.8	50	50
Grade and 9 Curves M.P. 336.2 to 331.8	50	40	6 Curves M.P. 463.8 to 460.1x	60	50
Grade and 2 Curves M.P. 331.8 to 330.9	40	40	8 Curves M.P. 460.1x to 457.0	50	50
3 Curves M.P. 330.9 to 328.6	50	40	3 Curves M.P. 457.0 to 455.5	50	50
3 Curves M.P. 328.6 to 327.0	85	50	2 Curves M.P. 455.5 to 453.2	65	50
2 Curves M.P. 303.3 to 302.0	80	50	1 Curve M.P. 453.2 to 452.1	55	50
5 Curves M.P. 287.3 to Winslow	25	25	2 Curves M.P. 452.1 to 451.4	40	40
KINGMAN DISTRICT WESTWARD:					
2 Curves M.P. 447.3 to 448.3	70	50	5 Curves M.P. 451.4 to 450.1	30	30
3 Curves M.P. 448.3 to 450.1	60	50	3 Curves M.P. 450.1 to 448.3	60	40
5 Curves M.P. 450.1 to 451.4	30	30	FOURTH DISTRICT:		
5 Curves and Grade M.P. 451.4 to 455.5	55	40	4 Curves M.P. 0.4 to 2.6	45	40
5 Curves and Grade M.P. 455.5 to 457.7	50	40	3 Curves M.P. 4.0 to 5.9	45	40
5 Curves and Grade M.P. 457.7 to 460.1	60	40	3 Curves M.P. 7.9 to 9.9	45	40
7 Curves and Grade M.P. 460.1 to 463.8	60	45	3 Curves M.P. 12.0 to 14.1	45	40
3 Curves M.P. 463.8 to 464.9	50	45	4 Curves M.P. 14.1 to 16.2	35	35
5 Curves and Grade M.P. 464.9 to 469.0	70	45	2 Curves M.P. 16.2 to 17.2	45	40
4 Curves M.P. 469.0 to 470.5	50	45	1 Curve M.P. 18.4 to 18.7	45	40
			1 Curve M.P. 21.1 to 21.6	30	20
			Br 21.6 M.P. 21.6 to 21.8	20	20
			5 Curves M.P. 21.8 to 23.2	40	30
			2 Curves M.P. 23.2 to 26.6	50	40
			6 Curves M.P. 26.6 to 29.0	45	35

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
FOURTH DISTRICT: (Cont'd)					
4 Curves M.P. 30.4 to 31.9	45	35	FOURTH DISTRICT: (Cont'd)		
5 Curves M.P. 34.0 to 35.4	40	30	4 Curves M.P. 119.8 to 120.9	40	30
3 Curves M.P. 39.7 to 41.2	50	40	7 Curves M.P. 120.9 to 122.6	25	20
1 Curve M.P. 42.5 to 42.7	45	35	1 Curve M.P. 122.6 to 123.2	50	40
1 Curve M.P. 46.0 to 46.1	50	40	6 Curves M.P. 131.2 to 134.9	45	40
2 Curves M.P. 48.0 to 48.7	30	25	1 Curve M.P. 134.9 to 135.1	20	20
2 Curves M.P. 48.7 to 50.3	50	40	5 Curves M.P. 135.1 to 138.2	45	40
10 Curves M.P. 50.3 to 52.7	25	20	1 Curve M.P. 138.2 to 138.3	35	30
6 Curves M.P. 52.7 to 55.9	40	30	10 Curves M.P. 138.3 to 141.6	40	30
5 Curves M.P. 55.9 to 58.3	30	20	42 Curves M.P. 141.6 to 150.3	30	25
90 Curves and Grade M.P. 58.3 to 76.7	20	15	1 Curve M.P. 174.9 to 175.1	55	40
9 Curves M.P. 77.7 to 82.3	45	30	1 Curve M.P. 178.8 to 178.9	50	40
6 Curves M.P. 83.5 to 85.5	30	25	4 Curves and 22 Crossings		
6 Curves M.P. 85.5 to 86.4	25	20	M.P. 182.5 to 190.8	30	30
5 Curves M.P. 86.4 to 90.8	40	30	4 Curves and 8 Crossings		
Cut M.P. 90.8 to 91.0	20	20	M.P. 190.8 to 192.9	20	20
9 Curves M.P. 91.0 to 94.3	30	25	2 Switches and 2 Crossings		
5 Curves M.P. 94.3 to 96.2	25	20	M.P. 192.9 to 193.7	15	15
3 Curves M.P. 96.2 to 97.4	40	30	PARKER DISTRICT:		
3 Curves M.P. 97.4 to 98.3	30	25	3 Curves M.P. 0.0 to 2.4	45	30
3 Curves M.P. 98.3 to 99.7	40	30	3 Curves M.P. 53.3 to 55.0	40	25
4 Curves M.P. 99.7 to 101.8	30	25	12 Curves M.P. 55.0 to 58.1	30	20
2 Curves M.P. 101.8 to 103.2	40	30	3 Curves M.P. 95.2 to 97.2	45	30
17 Curves M.P. 103.2 to 107.7	25	20	1 Curve M.P. 101.6 to 101.9	45	30
2 Curves M.P. 107.7 to 109.0	40	30	GRAND CANYON DISTRICT:		
8 Curves M.P. 109.0 to 112.2	35	30	21 Curves M.P. 0.8 to 12.7	30	20
1 Curve M.P. 112.2 to 112.5	30	25	2 Curves M.P. 35.7 to 36.6	25	20
2 Curves M.P. 112.5 to 114.2	40	30	18 Curves M.P. 46.2 to 53.6	30	25
2 Curves M.P. 114.2 to 115.1	35	30	35 Curves M.P. 53.6 to 63.1	25	25
5 Curves M.P. 115.1 to 118.0	40	30	3 Curves M.P. 63.1 to 63.7	15	15
2 Curves M.P. 118.0 to 118.3	30	25	CLARKDALE DISTRICT:		
4 Curves M.P. 118.3 to 119.7	40	30	17 Curves M.P. 11.9 to 15.1	15	15
1 Curve M.P. 119.7 to 119.8	35	30	5 Curves M.P. 22.2 to 23.7	15	15
			17 Curves M.P. 29.9 to 34.8	15	15

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-848, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
Diesels without dynamic brakes in use				
Crookton-Pineveta			30	
Supai-Welch			15	
Welch-Ash Fork			20	
Yampai-Nelson			30	
Nelson-Hackberry			40	
Getz-McConnico			20	
McConnico-Topock			30	
Prieta-Prescott			15	
Prieta-Skull Valley			15	
Diesels with dynamic brakes in use				
Supai-Welch			25	
Welch-Ash Fork			35	
Prieta-Prescott			20	
Prieta-Skull Valley			20	

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:
 "I"—Interlocked Switch. "EE"—East End.
 "S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
FIRST DISTRICT			
Isleta	I	Both ends of siding	15
Dalies	I	Eastward main track to First District main track; Eastward main track to Belen District eastward main track; First District main track to westward main track	40
	I	East and west end westward siding	30
	S	EE eastward siding	30
Rio Puerco	S	EE eastward siding	30
South Garcia	S	WE westward siding	30
Suwanee	S	EE eastward siding; WE westward siding	30
Marmon	S	EE eastward siding	30
	S	WE westward siding	15
Laguna	S	EE eastward siding; WE westward siding	30
Acomita	S	EE eastward siding; WE westward siding	30
Anzac	S	EE eastward siding; WE westward siding	30
Grants	S	EE eastward siding; WE westward siding	30
Bluewater	S	EE eastward siding; WE westward siding	30
Baca	S	WE westward siding	30
South Chaves	S	WE westward siding	15
North Chaves	S	EE eastward siding	30
Thoreau	S	WE westward siding	30
Gonzales	S	EE eastward siding	30
South Guam	S	WE westward siding	30
North Guam	S	EE eastward siding	30
Perea	S	WE westward siding	30
Wingate	S	EE eastward siding	30
Gallup	S	Eastward freight lead to eastward main track east of station	30
SECOND DISTRICT			
Gallup	I	WE westward freight lead; crossover between main tracks WE westward freight lead	30
	S	WE westward passenger siding	15
	I	WE eastward freight lead	30
Defiance	S	EE eastward siding	30
Lupton	S	EE eastward siding	30
Houck	S	EE eastward siding; WE westward siding	30
Cheto	S	WE westward siding	30
Chambers	S	EE eastward siding; WE westward siding	30
Navajo	S	EE eastward siding; WE westward siding	30
Pinta	S	EE eastward siding; WE westward siding	30
Adamana	S	EE eastward siding; WE westward siding	30
Holbrook	S	EE eastward siding; WE westward siding	15
Penzance	S	WE westward siding	30
Hibbard	S	EE eastward siding; WE westward siding	30
Winslow	S	EE passenger track No. 1	15
	S	EE of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between main tracks, both normally lined for main tracks. West switch of crossover normally lined for movements thru crossover. Westward trains on westward main track must trail through this spring switch at M.P. 284.8	30
	I	Westward main track to westward freight lead	30
THIRD DISTRICT			
Winslow	S	West end passenger track No. 4	15
West Winslow	I	Westward freight lead to westward main track	30
	I	Crossover between main tracks, westward main track to eastward yard lead, and eastward main track to ice dock lead	15
Dennison	S	EE eastward siding	15
	S	WE westward siding	30
Canyon Diablo	S	EE Eastward siding; WE westward siding	30
Angell	S	WE westward siding	15
	S	EE eastward siding	30
Cosnino	S	WE westward siding	15
	S	EE eastward siding	30
Flagstaff	S	WE westward siding	15
	S	EE eastward siding	30

Station	Type	Location	MPH
THIRD DISTRICT (Continued)			
Riordan	S	WE westward siding	15
Bellemont	S	EE eastward siding; WE westward siding	30
Maine	S	EE eastward siding	30
Chalender	S	EE eastward siding; WE westward siding	15
Williams	S	EE eastward siding; WE westward siding	15
McLellan	S	WE westward siding	15
Sereno	S	EE eastward siding	15
Corva	S	EE eastward siding	15
Daze	S	EE eastward siding; WE westward siding	15
Ash Fork	S	EE eastward siding	15
	S	WE westward siding	30
	I	EE westward siding	30
Pineveta	S	WE westward siding	30
Crookton	S	EE eastward siding; WE westward siding	15
Seligman	S	East yard lead to eastward main track	15
	S	Crossover eastward main track to yard lead east end of yard	
		Crossover movements	15
		Main track movements	30
	S	West yard lead to main track and crossover west end of yard	
		Crossover movements	10
		Main track movements	30
KINGMAN DISTRICT			
Seligman	S	Crossover eastward main track to yard lead east end of yard	
		Crossover movements	15
		Main track movements	30
	S	West yard lead to main track and crossover west end of yard	
		Crossover movements	10
		Main track movements	30
Audley	S	EE eastward siding	15
	S	WE westward siding	30
Pica	S	EE eastward siding; WE westward siding	15
Yampai	S	EE eastward siding	15
	S	WE westward siding	30
Nelson	S	EE eastward siding	30
Peach Springs	S	EE eastward siding; WE westward siding	30
Truxton	S	WE westward siding; EE eastward siding	30
Valentine	S	EE eastward siding	30
Hackberry	S	WE westward siding; EE eastward siding	30
Walapai	S	WE westward siding	15
	S	EE eastward siding	30
Berry	S	EE eastward siding; WE westward siding	30
Kingman	S	EE eastward siding	30
	S	WE eastward siding (normal position lined for quarry track)	10
Harris	S	EE eastward siding	30
Griffith	S	EE eastward siding; WE westward siding	30
Athos	S	EE eastward siding	30
Yucca	S	EE eastward siding; WE westward siding	30
Franconia	S	EE eastward siding; WE westward siding	30
Topock	S	WE westward siding	15
	S	EE eastward siding	30
Needles	I	Lead and crossover switches, west of M.P. 574	30
GRAND CANYON DISTRICT			
Grand Canyon	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to east leg of wye	10
Williams	S	Switch from main track to east leg of wye	10
	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to west leg of wye	10

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

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

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
FIRST DISTRICT			
Belen	West switch of freight main track and junction switches.	Interlocking.	Coast Lines Main Track, — Coast Lines Siding, —0— New Mexico Main Track, ———0 New Mexico Siding, —00— Westward: To Westward Main Track, — To Eastward Main Track, ———0 Eastward: To Sandia Main Track, — To Belen Main Track, ———0 To North Siding, —0— To South Siding, —00— Eastward trains will sound whistle signal at microphone sign 500 feet west of signal 302.
Isleta	Junction and both switches Coast Lines siding.	Interlocking	
Dalles	Junction switch and switches both sidings.	Interlocking. Superior route to Sandia; Inferior route to Belen	
SECOND DISTRICT			
Gallup	Switch west end westward freight lead; crossover between main tracks at west end westward freight lead and west switch of eastward freight lead.	Interlocking	Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.
Winslow	Switch from westward main track to freight lead.	Interlocking	Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
THIRD DISTRICT			
West Winslow	Switch from westward yard lead to westward main track, both switches of crossover between main tracks, switch from westward main track to eastward yard lead, west switch of ice dock lead.	Interlocking	Eastward trains will sound following whistle signals at microphone sign at M.P. 293: Eastward Main Track, — South Yard —00— Ice Dock Lead —0— Westward trains will sound following whistle signals at microphone sign 2600 feet west of M.P. 394: Westward Main Track, — Westward Siding, East End, ———0 Crossover Westward Track M.P. 400 plus 4130 feet to yard, ———0 Eastward trains will sound following whistle signals at microphone sign 3500 feet east of M.P. 407: Eastward Main Track, — Extreme West Yard Switch M.P. 401 plus 5000 ft., —00— Eastward Siding, M.P. 400 plus 3855 ft., —0— Fourth District eastward trains will sound following whistle signals at microphone sign 800 feet west of M.P. 1: Eastward Main Track, Third District, — Entering yard at Extreme West Switch M.P. 401 plus 5000 ft., —00— Westward Third District Siding, —0—
Ash Fork	East switch of westward siding M.P. 400 plus 275 feet, both switches of crossover west end of eastward siding M.P. 400 plus 3855 feet, between M.P. 401 plus 5000 feet and M.P. 402 plus 550 feet, extreme west crossover between main tracks crossover between westward main track and siding, extreme west switch eastward main track to switching lead, switch to Fourth District from westward siding.	Interlocking	
At Ash Fork, electric switch locks on east and west switches of crossover between eastward and westward main tracks, 4200 ft. west of M.P. 400 and west switch of crossover between eastward main track and yard lead 4600 ft. west of M.P. 400. Train or engine crews will call operator for instructions before using these switches. Instructions inside locking case.			
KINGMAN DISTRICT			
Needles M.P. 574.8	Main track and connecting crossover.	Interlocking	Westward trains will sound one long whistle signal at microphone sign 900 feet west of M.P. 570.

18 ALBUQUERQUE DIVISION

SPECIAL RULES

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
FIRST DISTRICT			
Ciniza	138.9	60	East-West
SECOND DISTRICT			
Black Star	160.7	1.1 mile	West
Manuelito	174.2	9	East
THIRD DISTRICT			
Railhead	339.9	49	East-West
Welch	391.7	14	West
GRAND CANYON DISTRICT			
Woodin	43.8	7	West
KINGMAN DISTRICT			
Chino	432.9	12	West
McConnico	520.7	40	West
Haviland	546.2	10	West
Powell	558.8	12	East
FOURTH DISTRICT			
Hawkins	113.3	8	East
Industry Track	133.0	20	East-West
Lizard	172.5	17	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	175.1	18	East
Bumstead	178.4	23	East-West
Webb	180.5	26	East-West
Wayne	181.8	14	East-West
Fennemore	183.0	35	East-West
Citrus Park	185.2	35	East-West
Waddell	186.0	1 mile	
McMicken	187.8	64	East-West
Burnt Ranch	186.1	13	East
CLARKDALE DISTRICT			
Mack	6.6	6	East
Tapco	35.5	50	East
PARKER DISTRICT			
Spur	43.2	25	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Thoreau	369	Ash Fork—West Wye	2640
McCune	Gov. Spur	Crookton	190
Gallup	306	Seligman	910
Pinta	491	Yampai	685
Winslow	343	Berry	2500
Angell	558	Drake	Main Track
Flagstaff	170	Prescott (normally lined for west leg) ..	316
Riordan	506	Alto (normally lined for west leg)	201
Bellefont	376	Skull Valley (normally lined for east leg) ..	726
Williams	1620	Congress (normally lined for east leg) ..	812
Anita	400	Matthie	Main Track
Grand Canyon	1617	Phoenix	11th Ave. Spur
Supai	282	Humboldt	1859
Ash Fork—North Wye	910	Clarkdale	769
		Parker	564

A. J. STROBEL, General Watch Inspector Topeka | **R. W. WELLS, Asst. General Watch Inspector** San Bernardino

LOCAL TIME INSPECTORS

FRANK MINDLIN	314 W. Central Ave., Albuquerque	S. R. GLIDEWELL	Winslow
JAMES PECH	822½ Bridge Blvd., Albuquerque	B. C. HOLMES	206 W. Bill Williams St., Williams
M. E. TREMBLY	208 S. Main St., Belen	ALFRED WILLIAMS	849 Front St., Needles
RICHARD EALY	Belen	MILES H. GREGORY	318 Goodrich Bldg., Phoenix
E. PARKE SELLARD	Gallup	P. L. ADRIAN	107 S. Cortez St., Prescott
WARREN F. LIKEN	111 W. Hopi Dr., Holbrook	PAUL D. HUNT	223 W. Gurley St., Prescott
E. E. STARR	Winslow	ALLAN N. GOLDMAN	23 N. Third Ave., Glendale
TOM FINLEY	Parker		

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

SPEED TABLE—FOR INFORMATION ONLY

Train	Stops at Stations	To Receive Passengers For		To Discharge Passengers From		
1	Grants	North of Barstow		Clovis and beyond		
	Flagstaff	Prescott and beyond, Bakersfield and beyond		Kansas City and beyond, Brownwood and beyond		
	Kingman	Bakersfield and beyond		Clovis and beyond		
	Edwards			Belen and beyond		
	Riverbank, Escalon	Stockton and beyond		Bakersfield and beyond		
	2	Pinole, Riverbank, Edwards	Belen and beyond			
		Kingman	Clovis and beyond		Bakersfield and beyond	
		Flagstaff	Clovis and beyond		North of Barstow	
		Holbrook	Clovis and beyond			
		Grants	Clovis and beyond		North of Barstow	
17		Flagstaff	Pasadena and Los Angeles			
		Williams	Barstow and beyond		Albuquerque and beyond	
		Ash Fork			Albuquerque and beyond destined south of Ash Fork	
		Pomona			Williams and beyond	
		18	Williams	Albuquerque and beyond		Barstow and beyond
	Flagstaff		Kansas City and beyond		Los Angeles	
	19	Grants	South of Barstow		La Junta and beyond	
		Flagstaff	Barstow and beyond		Albuquerque and beyond	
		Williams	South of Barstow		Albuquerque and beyond	
		Kingman	San Bernardino and beyond		Newton and beyond	
Victorville				Albuquerque and beyond		
Pomona				Williams and beyond		
20	Victorville	Albuquerque and beyond				
	Kingman	Newton and beyond		San Bernardino and beyond		
	Williams	Albuquerque and beyond		Barstow and beyond		
	Flagstaff	Albuquerque and beyond		Barstow and beyond		
	Grants	La Junta and beyond		South of Barstow		
123	Laguna			Albuquerque and beyond		
	Ludlow	Los Angeles				
	Rivera			Williams and beyond		
124	Rivera, Ludlow	Williams and beyond				
60	Escalon	Fresno and beyond		Stockton and beyond		
62	Empire	Fresno and beyond		Stockton and beyond		
	Wasco, Shafter			Fresno and beyond		
63	Empire	Stockton and beyond		Fresno and beyond		
71, 73, 75, 77, 79, 81	Rivera			Oceanside, Del Mar, or San Diego		
71	San Juan Capistrano	Los Angeles				
73	Orange	Los Angeles		Oceanside, Del Mar, or San Diego		
77	Orange	Los Angeles				
76, 80	San Clemente			Los Angeles		
71, 75, 77	Encinitas	Los Angeles				
72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego				
78	San Juan Capistrano			Los Angeles		
70	Irvine, El Toro			Los Angeles		

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.3	1	38	36.8	12	..	5.0

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe — Danger —

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!



SANTA FE SAFETY FIRST



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

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

