

# The Atchison, Topeka & Santa Fe Railway Co.



## Coast Lines



### PHOENIX DIVISION

# EMPLOYEES' TIME TABLE No. 2

IN EFFECT

**SUNDAY, MAY 1, 1921.**

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 1, Dated November 14, 1920, and any Supplements thereto.

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

I. L. HIBBARD,  
General Manager,

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

H. C. STOREY,  
Superintendent,  
Prescott, Ariz.

H. W. McKEAN,  
Chief Dispatcher,  
Prescott, Ariz.

A. B. WEST,  
J. R. POE,  
M. S. NELSON  
W. W. HAYS,  
Train Dispatchers,  
Prescott, Ariz.

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 employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all northward trains are superior to southward trains of the same class.

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

Southward freight trains must stop ten minutes at Sanday for the cooling of wheels and 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 (10) minutes; a light engine must not follow a freight train within less than ten (10) minutes, and light engines moving in the same direction must keep five (5) minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated on First, Second and Third Districts and following will govern:

When telegraph station is closed for the night, train order signal will be placed at "Proceed" and lamp left burning; when the light is not displayed speed of train will be reduced, and if necessary to ascertain position of signal train must be stopped. If no operator is on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Ash Fork, Drake, Del Rio, P & E Junc., Crown King, Prescott, Skull Valley, A & C Junc., Wickenburg, Glendale, Phoenix, Humboldt, Clarkdale and Parker.

First-class trains when ten (10) minutes or more late, are required to move within yard limits at each, Drake, Prescott and Phoenix, 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 flagman ahead to insure full protection.

At Ash Fork between the first signal bridge east of depot and the gravel pit switch near west end of yard no train or engine may exceed eight miles per hour. The main track will be used without regard to superiority and all trains and engines must move under control, expecting to find track occupied.

At Ash Fork, Del Rio, P & E Junc., Crown King, Skull Valley, A and C Junc., Wickenburg, Glendale, Parker, Humboldt and Clarkdale, 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 without special instructions."

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.

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.

First-class trains holding any of the orders described under examples 1, 2, and 4 of Form "E," must be governed by the requirements of Rule 92-A except as to the first station named in such orders and inferior trains will respect them accordingly.

11. An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt 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 D-5: All train will register at register stations.

At P & E Junc. trains to and from Crown King district only will register.

At Skull Valley, first-class trains need not register nor check register.

At A & C Junc. trains 2, 3 and 9 need not register.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels 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 crews 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: Ash Fork, Prescott, Wickenburg, Phoenix and Parker.

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 by Rule 3.

18.

CLASS	MAXIMUM SPEED ALLOWED ENGINES IN MINUTES AND SECONDS PER MILE					
	Service					
	Passenger		Freight and Mixed		Light	
Min.	Sec.	Min.	Sec.	Min.	Sec.	
2421-2426.....	1	43	2	30	2	00
2433.....	1	43	2	30	2	00
2439.....	2	00	2	30	2	30
468-497.....	1	12	2	30	1	30
649-728.....	1	43	2	30	2	00
769-788.....	1	43	2	30	2	00
789-824.....	2	00	2	30	2	30
825-864.....	2	00	2	30	2	00
990-999.....	1	12	2	30	1	30
1226-1266 except 1227.....	1	43	2	30	2	00
1950-1989.....	1	43	2	30	2	00
Switch, no truck.....					3	00
All other Classes.....			2	30	2	00
All classes, backing up.....					4	00

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.

Enginemen of trains in which are dining or cafe cars will, during meal hours, so 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 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.

The maximum speed of passenger trains on First, Second and Third Districts must not exceed fifty miles per hour and freight trains twenty-four miles per hour.

Passenger trains must not exceed thirty-five miles per hour between Alhambra and Nada and forty miles per hour between Prescott and Rok.

On Crown King and Clarkdale Districts, no train may exceed twenty miles per hour.

Trains must not exceed fifteen miles per hour between Crown King and Mayer.

All trains must reduce speed to fifteen miles per hour over "Hell Canyon" Viaduct and through sag at Willow Creek bridge just south of M. P. 61, and eight miles per hour on Jackson Street, Phoenix.

Southward—Passenger trains will consume not less than four minutes, Prieta to Iron Springs; six minutes, Iron Springs to Doce; eight minutes, Doce to Sanday; eighteen minutes, Sanday to Skull Valley.

Northward—Two minutes, Prieta to Alto; twenty-one minutes, Alto to Prescott, and if stop is made, will add the duration of stop, plus one minute to the minimum running time above prescribed.

Freight trains must not exceed fifteen miles per hour; (one mile in four minutes) descending grades in either direction between Prescott and Skull Valley.

20. Passengers may be carried on second class trains, but only to and from stations designated as regular stops with reference to the schedules of such trains.

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.

21. ....

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 at points where no office is maintained, or office closed) without receiving clearance card (Form 902). No train will leave Wickenburg without receiving clearance card (Form 902).

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 the test made on all trains immediately before departure from Prieta.

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 or following any change in make-up of train, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the enginemen "proceed" signal. If brakes fail to release properly or proceed signal not received train must be stopped.

25. Rule 311: At Humboldt, the trolley wires of the Arizona Smelting Co. will not clear man on top of box or other high car and the poles, ore bins, etc., along side track will not clear man on side of car. All employes switching or moving in this yard must keep sharp lookout for these obstructions.

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. ....

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains for which they have 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 signals 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. Trains 209, 210, 233 and 234 will carry passengers and hand baggage only.

No. 15 will stop at any station between Wickenburg and Glendale to discharge passengers coming from west of Wickenburg.

34. In the make up and handling of freight trains consisting of more than 25 cars loaded and empty, the following will govern: Less than ten empties should be on head end, ten or more empties should be divided, as nearly as possible two-thirds on rear, one-third ahead.

35. Standard thermometers are located at Ash Fork, Prescott, Parker and Phoenix. 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.

36. If the communicating signal fails, or an engine not equipped with air signals 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.

(Continued on Page 7)

SOUTHWARD				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Ash Fork	Ruling Grade Ascending	TIME TABLE NO. 2 May 1, 1921	Ruling Grade Ascending	Telegraph Offices	NORTHWARD		
Second Class		First Class									First Class		Second Class
27	25	9	3								10	2	26
MIXED	MIXED	PASSENGER	PASSENGER								PASSENGER	PASSENGER	MIXED
Leave Tuesday Only	Leave Saturday Only	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Saturday Only							
		PM 2.20 <sup>10</sup>	AM 12.10	170	W F Y	.0	52.8	ASHFORK 9.2	79.2	N	PM 2.20 <sup>9</sup>	AM 1.20	
		f 2.40	12.30	40		9.2	44.4	MEATH 6.8	79.2		f 2.02	f 1.00	
		f 2.53	f 12.45 <sup>2</sup>	43		16.0	0	ROK 5.3	79.2		f 1.50	f 12.45 <sup>3</sup>	
		s 3.03 s 3.15	s 1.00	48	W	21.3	52.8	DRAKE 0.7	79.2	N	s 1.40 s 1.27	s 12.30	
		f 3.17	f 1.02	18		22.0	79.2	PUNTENNEY 7.2	79.2		f 1.25	f 12.25	
		f 3.30	f 1.16	30		29.2	79.2	VALLEY 4.5	79.2		f 1.13	f 12.13	
		s 3.40	f 1.26	33	W	33.7	79.2	DEL RIO 5.3	79.2		s 1.05	f 12.05 AM	
		s 3.52	f 1.38	90		39.0	79.2	COPPER 5.7	79.2	D	s 12.50	f 11.51	
		f 4.04	f 1.50	45		44.7	79.2	GRANITE 6.4	39.6		f 12.39	11.40	
PM 5.35	PM 3.05	4.15	2.05	21		51.1	79.2	P. & E. JUNCTION 6.1	79.2		12.27	11.28	AM 8.20
5.50 PM	3.20 PM	4.27 PM	2.20 AM	288	W F T Y	57.2		PRESCOTT		N	12.15 PM	11.15 PM	8.00 AM
Arrive Tuesday Only	Arrive Saturday Only	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Tuesday and Saturday Only
(24.4)	(24.4)	(29.8)	(26.4)	Average speed per hour.....				(30.6)	(27.4)	(18.3)			

CROWN KING DISTRICT

POLAND DISTRICT

SOUTHWARD				Capacity of Sidings	Distance From P. & E. Junc.	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 2 May 1, 1921	Ruling Grade Ascending	Telegraph Offices	NORTHWARD	
Second Class		Second Class										
27	25	26	28									
MIXED	MIXED	MIXED	MIXED									
Leave Tuesday only	Leave Saturday only	Arrive Tuesday & Saturday only	Arrive Tuesday only									
PM 1.00			PM 12.45	30	54.0	W Y	0		184.8	D		
s 2.15	AM 11.45		AM 11.30	28	41.0	W	0	CROWN KING 13.0	184.8			
s 2.35	s 12.05		AM 11.25	7	38.0			MIDDLETON 3.0	184.8			
f 3.15	f 12.45		s 11.05	14	30.5		184.8	TURKEY CREEK 7.5	184.8			
f 3.22	f 12.53		f 10.40	18	29.0		105.6	CORDES 2.5	144.7			
s 3.40	s 1.00		f 10.30	42	25.8	W Y	158.4	BLUE BELL 2.2	158.4			
4.00	1.30		s 10.20	19	21.6		158.9	MAYER 4.2	0			
f 4.04	f 1.34		9.45	9	20.5		0	POLAND JUNC. 1.1	110.9			
s 4.35	s 2.05		f 9.40	106	16.6	W Y	50.2	HURON 3.9	110.9			
s 4.41	s 2.11		s 9.20	20	14.8		53.3	HUMBOLDT 1.8	109.0	D		
f 5.05	f 2.35		s 9.10	15	7.7		73.9	CHERRY CREEK 7.1	0	D		
5.30 PM	3.00 PM		f 8.50	27	0	Y	84.6	YAEGER 7.7	96.1			
Arrive Tuesday only	Arrive Saturday only		8.25 AM					P. & E. JUNCTION				
(12.0)	(12.6)	Average Speed Per Hour.....				(12.7)	(10.7)					

POLAND DISTRICT				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Ash Fork	Ruling Grade Ascending	TIME TABLE NO. 2 May 1, 1921	Ruling Grade Ascending	Telegraph Offices
Second Class		Second Class								
26	28	TIME TABLE NO. 2 May 1, 1921								
MIXED	MIXED	STATIONS								
Arrive Tuesday & Saturday only	Arrive Tuesday only									
		19		.0			211.2	POLAND JUNC. 1.5	0	
		6 Spur		1.5			211.2	HENRIETTA 1.4	0	
		8		2.9			211.2	EUGENIE 1.5	0	
		9	W	4.4			211.2	PROVIDENCE 3.5	0	
		19	T	7.9				POLAND (7.9)	0	
Average Speed Per Hour.....										

SECOND DISTRICT

SOUTHWARD				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Ash Fork	Rating Grade According	TIME TABLE NO. 2 May 1, 1921	Rating Grade According	Telegraph Offices	NORTHWARD			
Second Class	First Class										First Class			Second Class
209	9	15	3								10	2	14	210
MIXED	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	MIXED
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
	PM 4.40		AM 2.30	288	WF TY	57.2				N	AM 11.59	PM 11.00		
	f 5.05		2.58	15		65.6	158.4	PRESCOTT	79.2		f 11.37	10.36		
	5.08		3.00	5 Spur		66.3	158.4	8.4 ALTO	0		f 11.35	10.35		
	f 5.12		f 3.04	8 Spur	W	67.7	0	0.7 PRIETA	158.4		f 11.30	10.31		
	5.18		3.10	21 Spur		69.9	0	1.4 IRON SPRINGS	158.4		f 11.22	10.23		
	5.26		3.18	19		73.1	0	2.2 DOCE	158.4		f 11.10	10.12		
	s 5.45		s 3.40	63	W	80.2	0	3.2 SANDAY	158.4		s 10.48	s 9.52		
	s 5.59		f 3.56	26		86.9	33.8	7.1 SKULL VALLEY	79.2	N	s 10.32	s 9.38		
	f 6.15		4.12	37		85.3	79.7	6.7 KIRKLAND	79.7	D	f 10.16	9.22		
	s 6.28		s 4.25	33		101.7	13.2	8.4 GRAND VIEW	79.2		s 10.04	s 9.10		
	f 6.45		f 4.40	39	W	110.0	0	6.4 HILLSIDE	79.2	N	f 9.48	f 8.56		
	f 6.58		f 4.54	44		116.5	87.7	8.3 DATE CREEK	79.2		f 9.35	f 8.43		
	s 7.12		s 5.10	50		123.4	79.2	6.5 PIEDMONT	79.2		s 9.21	s 8.30		
	f 7.23		f 5.22	23		130.0	0	6.9 CONGRESS JUNC.	79.2	N	f 9.10	8.18		
PM 1.40	7.33	AM 6.40	5.32	53	Y	135.1	0	5.1 FLORES	79.2		9.00	8.09	PM 8.25	PM 12.40
1.55 PM	s 7.42 <sup>2</sup> 7.50	s 6.55	s 5.45	92	WF	139.8	37.0	4.7 A. & C. JUNCTION	81.0		s 8.50	s 8.00 <sup>9</sup> 7.50	s 8.15 8.09	12.25 PM
	f 8.00 <sup>14</sup>	7.05	f 5.55	25		143.7	23.4	3.9 WICKENBURG	79.2	N	f 8.39	f 7.43	8.00 <sup>9</sup>	
	s 8.16	7.20	s 6.10	50		150.5	79.7	6.8 ALLAH	79.2		s 8.27	s 7.30	7.45	
	f 8.32	7.35	f 6.25	38		157.3	0	7.3 HOT SPRINGS JUNC.	78.9	D	f 8.15	f 7.15	7.30	
	f 8.52	7.55 <sup>10</sup>	f 6.45	31		169.0	0	11.2 NADA	79.2		f 7.55 <sup>15</sup>	f 6.55	7.10	
	f 9.02	8.05	f 6.54	7		173.5	52.8	4.5 BEARDSLEY	42.3		f 7.45	f 6.47	7.01	
	f 9.10	8.12	f 7.02	49		176.7	52.8	3.2 ENNIS	42.3		f 7.38	f 6.40	6.54	
	s 9.17	8.20	s 7.10	39		179.9	23.4	3.2 MARINETTE	15.8		s 7.32	s 6.33	f 6.48	
	s 9.25	s 8.30	s 7.23 <sup>10</sup>	354		184.1	10.6	4.2 PEORIA	21.1	D	s 7.23 <sup>3</sup>	s 6.25	s 6.40	
	f 9.35	8.40	f 7.35	30		188.6	0	4.5 GLENDALE	26.7	D	f 7.10	f 6.12	6.27	
	9.50 PM	8.55 AM	7.50 AM	482	WF Y	194.0	26.4	5.4 ALHAMBRA	26.4		7.00 AM	6.00 PM	6.15 PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					PHOENIX		N	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(18.8)	(27.2)	(26.1)	(25.6)					136.8			(27.3)	(27.4)	(27.3)	(18.8)

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

THIRD DISTRICT

SOUTHWARD		Capacity of Sidings	Distance From A. & C. Junc.	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 2 May 1, 1921	Ruling Grade Descending	Telegraph Offices	NORTHWARD	
Second Class	First Class								First Class	Second Class
<b>233</b>	<b>17</b>									
MIXED	PASSENGER							PASSENGER	MIXED	
Leave Daily	Leave Daily					STATIONS		Arrive Daily	Arrive Daily	
PM 12.48	PM 8.26	53	.0	Y	39.6	<b>A. &amp; C. JUNCTION</b>	0	AM 6.39	PM 1.30	
f 1.10	f 8.38	29	6.2		0	6.2 DIVIDE	31.7	f 6.30	f 1.10	
f 1.40	f 8.51	29	14.5		0	8.3 FOREPAUGH	29.0	f 6.18	f 12.35	
s 2.10	s 9.04	17	22.2	W	19.8	7.7 AGUILA	21.1	s 6.07	s 12.10 PM	
f 2.40	f 9.18	16	31.1		0	8.9 GOLDEN	31.7	f 5.54	f 11.45	
f 3.10	f 9.31	15	40.0		0	8.9 LOVE	31.7	5.40	f 11.15	
s 3.40	s 9.40	15	44.8		0	4.8 WENDEN	21.1	s 5.32	s 11.00	
s 4.05	s 9.53	60	50.0	W	26.4	5.2 SALOME	0	s 5.20	s 10.45	
4.15	9.58	27	52.7		29.0	2.7 HARCUVAR	84.5	5.10	10.35	
s 4.40	s 10.13	18	60.3		0	7.6 VICKSBURG	31.7	s 4.55	s 10.10	
f 5.15	f 10.30	17	70.5		0	10.2 UTTING	31.7	4.35	f 9.40	
s 5.55	s 10.45	40	80.0	W	0	9.5 BOUSE	31.7	s 4.20	s 9.15	
f 6.30	11.02	17	90.6		0	10.6 LINSKEY	31.7	4.01	f 8.45	
f 7.00	11.17	16	99.6		5.8	9.0 DENNY	31.7	3.47	f 8.20	
7.25 PM	11.30 PM	162	105.9	WF Y	31.7	6.3 PARKER	31.7	3.35 AM	8.00 AM	
Arrive Daily	Arrive Daily					(105.9)		Leave Daily	Leave Daily	
(16.0)	(34.5)	Average Speed Per Hour					(34.5)	(19.2)		

CLARKDALE DISTRICT

Second Class	Capacity of Sidings	Distance From Drake	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 2 May 1, 1921	Ruling Grade Descending	Telegraph Offices	Second Class
<b>235</b>								<b>236</b>
MIXED								MIXED
Leave Daily	Arrive Daily							
PM 3.30	37	.0	W Y	68.6	<b>DRAKE</b>	105.6	N	PM 1.10
f 3.50	31	6.7		79.2	6.7 MACK	105.6		f 12.45
f 4.02	33	10.7		0	4.0 BEAR	105.8		f 12.33
s 4.30	28	18.3	W	0	7.6 PERKINSVILLE	75.5		s 12.07 PM
f 5.00	20	27.9		81.8	9.6 SYCAMORE	63.4		f 11.34
f 5.12	20	31.6		0	3.7 CREST	105.6		f 11.22
f 5.24	7	35.6		79.2	4.0 TAPCO	105.6		f 11.10
5.30 PM	215	38.0	W Y		2.4 CLARKDALE		D	11.00 AM
Arrive Daily					38.0			Leave Daily
(19.0)	Average Speed Per Hour					(17.5)		

(Continued from page 3)

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

38. 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 station.
- (e) On double track as may be expedient or necessary when approaching trains running in the opposite direction.

39. 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.

40. At Prescott and Alto the switch on stem of wyes must be left lined up for south leg. At Skull Valley and Congress Junc. these switches must be left lined for north leg.

41. Two or more engines must not be coupled together over Agua Fria bridge 311, just south of MP. 175.

Two or more engines of the 789-825 or heavier classes must not be coupled together over "Hell's Canyon" viaduct.

Water tanks between stations are located as follows:

On Second District—

- M. P. 68.1 just south of Iron Springs.
- M. P. 80.6 south end Skull Valley yard.
- M. P. 89.1 between Kirkland and Grand View.
- M. P. 110.4 just south of Date Creek.
- M. P. 119.3 between Piedmond and Congress Junc.
- M. P. 146.3 between Allah and Hot Springs Junc.
- M. P. 175.1 between Ennis and Marinette.

On Third District—

- M. P. 66.8 north of Utting.

LOCATION OF WYES AND LENGTH OF STEMS

Ash Fork.....	450 feet
Drake .....	
Del Rio .....	562 feet
Prescott .....	289 feet
Alto .....	196 feet
Skull Valley .....	750 feet
Congress Junction .....	818 feet
A. & C. Junction.....	
Phoenix .....	429 feet
Humboldt .....	
Poland Junction .....	
Mayer .....	262 feet
Crown King .....	398 feet
Parker .....	543 feet
Clarkdale .....	743 feet

LENGTH AND CAPACITY OF TAILS OF SWITCH BACKS  
CROWN KING DISTRICT

Switch	Length	Capacity
1	338.8 ft.	6
2	300.0 "	5
3	336.0 "	6
4	429.3 "	8
5	299.6 "	5
6	429.4 "	8
7	361.0 "	6
8	371.1 "	6
9	422.0 "	8
10	304.0 "	5

These tails hold engine and caboose in addition to cars.

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

- DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Bldg... Los Angeles, Cal.
- DR. J. B. McNALLY, Local Surgeon..... Prescott, Arizona
- DR. H. T. SOUTHWORTH, Local Surgeon..... Prescott, Arizona
- DR. R. N. LOONEY, Consulting Surgeon..... Prescott, Arizona
- DR. GEO. M. BROCKWAY, Chief Physician..... Phoenix, Arizona
- DR. H. K. BEAUCHAMP, Asst. Surgeon..... Phoenix, Arizona
- DR. W. WYLIE, Local Surgeon..... Phoenix, Arizona
- DR. WM. A. SCHWARTZ, Asst. Oculist..... Phoenix, Arizona
- DR. A. MARTIN (Oculist)..... Phoenix, Arizona
- DR. H. J. JESSOP (Dental Surgeon)..... Phoenix, Arizona
- DR. F. L. LEISTER..... Wickenburg, Arizona
- DR. L. P. KAULL, Local Surgeon..... Clarkdale, Arizona
- DR. A. C. CARLSON, Asst. Surgeon..... Clarkdale, Arizona
- DR. J. B. VAN HORN..... Mayer, Arizona

JUNCTION SWITCHES

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

- Drake ..... For First District Trains
- P and E Junc..... For First District Trains
- Poland Junc. .... For Crown King District Trains
- A and C Junc. .... For Second District Trains

LOCAL WATCH INSPECTORS

- Chas. H. Howe..... Clarkdale, Ariz.
- O. A. Hesla..... Prescott, Ariz.
- Chas. A. Sheldon..... Phoenix, Ariz.
- (At Wickenburg Sundays 8:50 a.m. to 8:10 p.m.)
- Fletcher E. Schaffer, Traveling Watch Inspector..... San Bernardino, Calif.
- (At Ash Fork, Monday 5:10 p.m. to Tuesday 11:05 a.m.)

SIDINGS, SPURS AND FLAG STOPS NOT SHOWN  
ON FACE OF TIME TABLE.

Location	Miles from Ash Fork	Car Capacity	Switch Connection	Flag stops for Trains
<b>First District</b>				
Cinder Pit .....	3.9	28	North	Freight
Cinder Pit .....	4.4	18	South	3-10
Prairie .....	11.0	6	South	3-10
Wood Spur .....	13.4	3	North-South	Freight
Spur .....	18.8	3	South	Freight
Siding .....	20.4	3	North-South	Freight
Del Rio				
Harvey Ranch....	34.4	0	0	3-10
Waterworks .....	35.2	73	North-South	Freight
Whipple .....	56.3	30	North	9-10
<b>Second District</b>				
Ramsgate .....	73.4	7	North	1-10
Date Creek Tank ...	110.3	8	North	Freight
Congress Pump H...	119.3	5	North	Freight
Agua Fria Tank....	175.3	4	North-South	Freight
Agua Fria .....	175.6	8	South	Freight
Kane Spur .....	186.9	7	North	Freight
Burnt Ranch .....	187.2	14	North	Freight
Clarks .....	189.6	13	South	Freight
Fair Grounds .....	191.0	28	North-South	1-2-3-10
<b>Third District</b>				
McVay .....	Miles from A. & C. Junc. 66.8	5	South	Freight
Sand Spur .....	100.0	4	North	Freight
<b>Crown King District</b>				
Iron King .....	Miles from P. E. Junc. 17.2	4	North	All
Chapparal .....	20.0	2	North	All
Arizona City .....	23.3	2	South	All
Peck .....	45.1	5	North-South	All
Saddle .....	47.9	2	North	All
Horse Thief .....	52.0	3	South	All
<b>Clarkdale District</b>				
Gravel Spur .....	Miles from Drake 7.8	2	North	Freight
Tapco .....	35.6	54	North	Freight

# 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.)

