

Santa Fe Pacific Railroad Company

TIME TABLE

No. 3.

Superseding Time Table No. 2, in Effect December 14, 1897.

To Take Effect Wednesday, June 1, 1898,

AT 12:05 A. M.

“Mountain” Time is standard on Albuquerque Division. “Pacific” Time is standard on Arizona Division.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

NOTE IMPORTANT CHANGES IN SPECIAL RULES.

ALBUQUERQUE DIVISION.

Trains Going West.—Isleta to Gallup.				CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 3 June 1, 1898.	RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Trains Going East.—Gallup to Isleta.					
Second Class		FIRST CLASS								FIRST CLASS		Second Class			
31	33			1					2			34	32		
DAILY.	DAILY.			DAILY.	No. CARS.	MILES	Leave	Arrive	MILES.	DAILY.			DAILY.	DAILY.	
5.45AM	10.15AM			8.40PM	YARD.		N	ALBUQUERQUE	N	818.3	10.25PM			4.15PM	3.25PM
6.20AM	10.50AM			9.05PM	45	12.7	N	ISLETA	N	805.6	10.00PM			3.30PM	2.40PM
6.50	11.15			9.18	58	18.1		MANZANA		800.2	9.46			3.09	2.20
7.20	11.40			9.35	40	23.4		SANDIA		794.9	9.35			2.50	2.00
7.55	12.10PM			9.55	50	34.0	T	PUERCO	T	784.3	9.10			2.00	1.05
8.20	12.40			10.08	59	40.7		GARCIA		777.6	8.59			1.35	12.40
8.42	1.15			10.22	38	47.2		SHAWNEE		771.1	8.46			1.15	12.15PM
9.06	1.44			10.36	83	53.4		ARMIJO		764.9	8.36			12.52	11.50
9.30	2.10			10.50	38	59.8		EL RITO		758.5	8.26			12.32	11.28
10.00	2.50			11.10	62	66.1	N	LAGUNA	N	752.2	8.15			12.10PM	11.05
10.35	3.15			11.25	39	72.1		CUBERO		746.2	8.00			11.45	10.35
11.10	3.55			11.48	38	83.5		McCARTYS		734.8	7.39			11.10	9.55
11.40	4.20			12.02AM	83	89.7		HAVANA		728.6	7.28			10.50	9.38
12.10PM	4.41			12.20	39	96.1	T	GRANTS	T	722.2	7.16			10.32	9.23
12.35	5.02			12.31	70	101.4		TOLTEC		716.9	7.06			10.15	9.10
1.05	5.23			12.43	38	107.3		BLUEWATER		711.0	6.56			10.00	8.55
1.50	5.55			1.01	52	114.9		BACA		703.4	6.40			9.40	8.30
2.25	6.28			1.17	39	121.9		CHAVES		696.4	6.28			9.21	8.15
2.40	6.45			1.25	80	125.2	T	MITCHELL	T	693.1	6.21			9.10	8.06
3.00	7.00			1.32	25	128.8		GONZALES		689.5	6.15			9.00	7.55
3.23	7.20			1.45	110	136.1		DEWEY		682.2	5.51			8.15	7.15
3.53	7.47			2.03	75	146.2	T	WINGATE	T	672.1	5.31			7.40	6.33
4.10	8.05			2.12	70	151.6		ZUNI		666.7	5.21			7.19	6.11
4.30PM	8.30PM			2.25AM	YARD.	157.8	N	CALLUP	N	660.5	5.10PM			7.00AM	5.45AM
DAILY	DAILY			DAILY			Arrive	Leave			DAILY			DAILY	DAILY
31	33			1							2			34	32

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

ALBUQUERQUE DIVISION—Continued.

Train Going West.—Gallup to Winslow.				CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 3 June 1, 1898.		RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Train Going East.—Winslow to Gallup.				
Second Class		FIRST CLASS					STATIONS.				FIRST CLASS		Second Class		
31	33						1	No. CARS.			MILES.	Leave	Arrive	2	
DAILY.	DAILY.			DAILY.	YARD.	MILES.			DAILY.			DAILY.	DAILY.		
6.30PM	9.30PM			2.35AM	YARD.	157.8	N	CALLUP	N	660.5	f	4.45PM	6.00AM	10.15PM	
6.45	9.50			2.43	75	162.1	0	4.3	31.7	656.2	f	4.35	5.40	9.50	
6.55	10.02			f 2.50	39	165.7	3.2	3.6	31.7	652.6	f	4.28	5.25	9.30	
7.25	10.33			f 3.07	39	174.2	5.0	8.5	31.7	644.1	f	4.14	4.55	8.55	
8.05	11.20			f 3.30	39	182.0	15.8	N MANUELITO	N	631.3	f	3.48	4.15	8.05	
8.30	11.50			f 3.45	73	195.2	0	12.8	31.7	623.1	f	3.32	3.45	7.25	
8.44	12.05AM			f 3.55	38	199.8	15.8	8.2	31.7	618.5	f	3.24	3.10	7.08	
9.22	12.40			f 4.19	40	212.9	15.8	4.6	31.7	605.4	s	3.00	2.15	6.18	
9.40	1.00			f 4.32	88	219.3	0	13.1	31.7	599.0	f	2.43	1.45	5.50	
10.00	1.20			f 4.44	38	225.8	0	N NAVAJO SPR'G	N	592.5	f	2.31	1.20	5.28	
10.20	1.37			f 4.56	84	232.6	0	6.4	31.7	585.7	f	2.20	12.50	5.00	
10.38	1.51			f 5.06	39	238.2	0	PINTA	N	580.1	f	2.10	12.30	4.38	
11.00	2.10			f 5.19	40	245.4	13.2	6.5	31.7	572.9	f	1.58	12.05AM	4.10	
11.40	2.28			s 5.33	100	253.0	13.8	6.8	26.4	565.3	s	1.45	11.40	3.40	
11.56	2.43			f 5.44	25	258.8	15.8	ADAMANA	N	559.5	f	1.31	11.20	3.20	
12.10AM	2.55			f 5.52	45	263.3	0	5.6	21.1	555.0	f	1.22	11.05	3.00	
12.45	3.25			f 6.17	45	274.8	15.8	CARRIZO	N	543.5	f	1.03	10.30	2.15	
1.20AM	4.00AM			f 6.40AM	YARD.	285.8	15.8	7.2	31.7	532.5	f	12.40PM	9.50PM	1.30PM	
DAILY.	DAILY.			DAILY.			N	AZTEC	N			DAILY.			
								7.6							
								N HOLBROOK							
								5.8							
								PENZANCE							
								4.5							
								ST. JOSEPH							
								11.5							
								HARDY							
								11.0							
								N WINSLOW							
								Arrive	Leave			DAILY.			
31	33			1							2			34	32

ALBUQUERQUE DIVISION—Continued.

Trains Going West.—Winslow to Seligman.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 3 June 1, 1898.		RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Trains Going East.—Seligman to Winslow.				
Second Class		FIRST CLASS						FIRST CLASS					Second Class			
31	33							2				34	32			
DAILY.	DAILY.	DAILY.						DAILY.				DAILY.	DAILY.			
					No. CARS.	MILES.	STATIONS									
							Leave	Arrive								
		1			YARD.	285.8	N WINSLOW									
7.15AM	5.00AM				62	293.0	75.0	7.2	66.0	532.5	f 12.15PM					
7.45	5.25				38	298.3	70.4	5.3	73.1	525.3	f 12.03PM	8.45PM	11.55AM			
8.05	5.45				62	306.0	75.0	7.7	0	520.0	f 11.55	8.24	11.30			
8.40	6.10				38	311.7	72.8	5.7	48.8	512.3	f 11.43	8.05	11.13			
9.05	6.30				39	322.7	75.0	11.0	75.0	506.6	f 11.33	7.42	10.50			
9.55	7.30				39	329.2	75.0	6.5	0	495.6	f 11.16	7.25	10.30			
10.25	8.00				38	333.4	75.0	4.2	0	489.1	f 11.05	6.55	9.55			
10.58	8.20				25	336.5	75.0	3.1	75.0	484.9	f 10.58	6.35	9.35			
11.15	8.45				80	344.0	75.0	7.5	0	481.8	f 10.53	6.20	9.25			
11.45	9.35				37	350.8	74.1	6.8	75.0	474.3	s 10.40	6.10	9.15 8.45 ¹			
12.20PM	10.25				57	356.2	59.1	5.4	0	467.5	f 10.25	5.50	8.20			
12.45	10.50				36	358.3	75.0	2.1	95.0	462.1	s 10.15	5.30	7.55			
12.53	10.58				30	362.5	52.8	4.2	95.0	460.0	f 10.09	5.10	7.35			
1.10	11.16				40	368.0	75.0	5.5	95.0	455.8	f 9.56	5.02	7.27			
1.35	11.40				30	372.6	75.0	4.6	95.0	450.3	f 9.43	4.50	7.15			
1.55	11.59				30	378.0	75.0	5.4	95.0	445.7	f 9.34	4.30	6.55			
2.20PM	12.30PM				36	381.5	75.0	2.5	0	440.3	s 9.25AM	4.15	6.35			
3.00PM	12.45PM				36	386.2	75.0	4.7	137.3	436.8	f 9.15	3.50PM	6.05AM			
3.20	1.05				45	391.2	0	5.0	137.3	432.1	f 8.57	3.00PM	5.30AM			
3.39	1.24				29	396.4	0	5.2	95.0	427.1	f 8.40	2.45	5.15			
3.59	1.44				40	408.9	0	4.6	95.0	421.9	f 8.25	2.15	4.35			
4.04	1.49				40	401.0	75.0	7.9	95.0	417.3	f 8.10 7.45	1.44	4.00			
4.24	2.09				29	414.8	0	5.9	95.0	409.4	f 7.30	1.05	3.20			
4.44	2.29				29	418.6	75.0	3.8	0	403.5	f 7.20	12.35PM	2.45			
5.05	2.55				40	428.8	75.0	10.2	0	399.7	f 7.10	11.50	1.40			
5.30	3.30				40	428.8	75.0	10.2	95.0	389.5	f 6.50AM	11.32	1.15			
6.05	4.15				40	428.8	75.0	10.2	95.0	389.5	f 6.50AM	11.20	1.00			
6.30	4.50				40	428.8	52.8	10.2	95.0	389.5	f 6.50AM	10.40AM	12.15AM			
7.05PM	5.55PM				40	428.8	52.8	10.2	95.0	389.5	f 6.50AM	DAILY.	DAILY.			
DAILY.	DAILY.				40	428.8	52.8	10.2	95.0	389.5	f 6.50AM	DAILY.	DAILY.			
31	33				40	428.8	52.8	10.2	95.0	389.5	f 6.50AM	2	34	32		

ARIZONA DIVISION.

Trains Going West.—Seligman to Needles.				CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 3 June 1, 1898.		RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Trains Going East.—Needles to Seligman.			
Second Class		FIRST CLASS					STATIONS				FIRST CLASS		Second Class	
31	33		1				Leave	Arrive			2		34	32
DAILY.	DAILY.		DAILY.	No. CARS.	MILES			MILES.		DAILY.		DAILY.	DAILY.	
8.15PM	5.50PM		12.45PM	YARD.	428.8	75.0	N SELIGMAN N	78.1	389.5	s 5.45AM		8.50AM	10.20PM	
8.40	6.20		f 12.55	20	432.7	75.0	3.9 CHINO	91.3	385.6	f 5.30		8.35	9.55	
9.30	6.45		f 1.08	41	439.4	75.0	6.7 AUBREY	94.0	378.9	f 5.15		8.15	9.30	
10.00	7.10		f 1.22	45	447.0	75.0	7.6 PICACHO	94.0	371.3	f 5.00		7.55	9.00	
10.35	7.40		f 1.34	38	451.8	0	4.8 N YAMPAI N	95.0	366.5	f 4.50		7.40	8.40	
11.00	8.05		f 1.48	38	459.4	0	7.6 NELSON	92.4	358.9	f 4.24		7.05	8.05	
11.30	8.35		s 2.03	YARD.	465.8	0	6.4 N PEACH SPR'GS N	75.0	352.5	s 4.00		6.30	7.20	
11.55	8.55		f 2.13	58	471.5	0	5.7 CHEROKEE	75.0	346.8	f 3.40		5.55	6.50	
12.25AM	9.10		f 2.25	38	477.7	0	6.2 TRUXTON	95.0	340.6	3.25		5.30	6.30	
12.45	9.25		f 2.32	30	481.6	0	3.9 CROZIER	95.0	336.5	f 3.10		5.05	6.00	
1.20	9.55		s 2.44	39	489.0	43.8	7.4 T HACKBERRY T	71.8	329.3	s 2.50		4.15	5.30	
2.20	10.30		f 3.02	44	501.3	46.0	12.3 HUALAPAI	33.3	317.0	f 2.20		3.35	4.52	
3.10	11.00		f 3.15	35	510.1	50.2	8.8 BERRY	95.0	308.2	f 2.00		3.10	4.10	
3.45	11.40		s 3.30	84	516.5	0	6.4 N KINGMAN N	95.0	301.8	s 1.40		2.40	3.30	
4.05	12.01AM		f 3.45	35	523.9	0	7.4 HANCOCK	75.0	294.4	f 1.00		1.30	2.30	
4.13	12.10		f 3.50	40	527.0	0	3.1 DRAKE	75.0	291.3	f 12.45		1.15	2.15	
4.24	12.30 s 12.50		f 3.57	35	531.2	0	4.2 KASTER	73.9	287.1	f 12.30		12.50	1.55	
4.35	1.10		f 4.04	57	535.2	0	4.0 SIGNAL	75.0	283.1	f 12.20		12.30	1.35	
4.47	1.30		f 4.15	56	540.2	0	5.0 N YUCCA N	75.0	278.1	s 12.05AM		12.05AM	1.15	
5.02	2.00		f 4.26	41	546.0	0	5.8 HAVILAND	75.0	272.3	f 11.40		11.15	12.35	
5.20	2.30		f 4.38	40	552.6	0	6.6 FRANCONIA	61.3	265.7	f 11.25		10.50	12.07PM	
5.35	3.00		f 4.49	35	559.0	26.4	6.4 POWELL	75.0	259.3	f 11.10		10.20	11.40	
5.55	3.30		f 5.02	35	565.8	28.0	6.8 MELLEN	70.2	252.5	f 10.55		9.55	11.15	
6.10	4.00		f 5.15	40	570.7	46.0	4.9 BEAL	30.0	247.6	f 10.40		9.30	10.55	
6.35AM	4.40AM		s 5.30PM	YARD.	577.7		7.0 N NEEDLES N		240.6	10.25PM		9.10PM	10.30AM	
DAILY.	DAILY.		DAILY.				Arrive			DAILY.		DAILY.	DAILY.	
31	33		1							2		34	32	

ARIZONA DIVISION—Continued.

Trains Going West.—Needles to Mojave.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 3 June 1, 1898.	RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Trains Going East.—Mojave to Needles.				
Second Class		FIRST CLASS									FIRST CLASS		Second Class		
31	33	5	1								2	6	34	32	
DAILY	DAILY.	DAILY	DAILY		No. CARS.	MILES.				MILES.	DAILY.	DAILY	DAILY	DAILY.	
9.30AM	5.40AM		5.55PM		YARD	577.7	74.0	N	NEEDLES	N	240.6	10.15PM		7.50PM	11.45PM
10.20	6.30		f 6.15		51	585.0	74.0		7.3 JAVA		233.3	f 10.00		7.15	11.20
10.45	6.55		f 6.30		28	589.0	74.0	N	KLINFELTER	N	229.3	f 9.52		6.55	11.05
11.05	7.15		f 6.40		50	592.3	74.0		3.3 IBEX		226.0	f 9.45		6.40	10.55
11.32	7.40		f 6.50		61	596.8	74.0		4.5 BANNOCK		221.5	f 9.35		6.15	10.37
12.02PM	8.05		f 7.00		50	601.6	74.0		4.8 HOMER		216.7	f 9.25		6.00	10.20
12.45	8.55		s 7.25		110	609.2	74.0	N	BLAKE	N	209.1	s 9.10		5.35	10.00
1.05	9.10		f 7.40		57	614.2	0		7.6 PIUTE		204.1	f 8.47		5.05	9.10
1.20	9.25		f 7.55		49	618.8	0	N	FENNER	N	199.5	f 8.30		4.40	8.50
1.35	9.40		f 8.10		61	625.6	0		6.8 EDSON		192.7	f 8.10 ¹		4.10	8.10 ¹
2.10	10.10		s 8.30		48	634.8	0	T	DANBY	T	183.5	s 7.45		3.30	7.00
2.50	10.30		f 8.40		62	641.8	0		7.1 SIAM		176.4	f 7.18		2.50	6.20
3.15	10.45		f 8.50		53	647.3	0		5.4 CADIZ		171.0	f 7.05		2.25	5.50
3.45	11.10		f 9.00		66	655.1	23.7		7.8 BOMBAY		163.2	f 6.50		2.00	5.25
4.05	11.30		f 9.10		32	661.6	0	T	AMBOY	T	156.7	f 6.37		1.40	5.05
4.45PM 6.00PM	12.10PM 12.45PM		s 9.30PM		YARD.	669.3	37.0	Ar. N Le.	7.7 BAGDAD	Le. N Ar.	149.0	s 6.25PM 6.00PM		1.20PM 12.45PM	4.45PM 3.45PM
6.45	1.20		f 9.55		47	676.7	74.0		7.4 SIBERIA		141.6	f 5.44		12.15	3.00
7.10	1.50		f 10.12		61	682.0	73.9		5.3 KLONDIKE		136.3	f 5.30		12.01PM	2.35
7.35	2.20		f 10.30		62	686.7	73.9		4.7 ASH HILL		131.6	f 5.20		11.45	2.20
8.05	3.00		f 10.47		51	693.4	0	T	LUDLOW	T	124.9	f 5.05		11.15	1.30
8.45	3.35		f 11.08		30	702.5	52.8		6.7 LAVIC		115.8	f 4.43		10.45	12.40
9.00	3.55		f 11.17		58	707.1	37.0		9.1 PISGAH		111.2	f 4.35		10.20	12.05PM
9.15	4.25		f 11.30		53	712.7	0		5.6 HASLETT		105.6	f 4.25		9.50	11.40
9.45	5.00		f 11.50		100	725.7	26.4	T	NEWBERRY	T	92.6	f 4.00		9.10	11.00
					SPUR.	731.6	31.6		13.0 MINNEOLA		86.7				
10.30	5.35		s 12.20AM		110	737.6	31.6		6.0 DAGGETT		80.7	s 3.40		8.35	10.10
11.30PM	6.20PM 7.20PM	3.35PM	s 12.45AM 1.15AM		YARD.	747.0	31.6	Ar. N Le.	9.4 BARSTOW	Le. N Ar.	71.3	s 3.25PM 2.00PM	s 12.30AM	8.10AM 7.00AM	9.30AM
	7.55	f 4.04	f 1.30		52	757.0	21.1		10.0 HINKLEY		61.3	f 1.25	f 12.02AM	6.25	
	8.35	f 4.32	f 1.45		52	766.7	34.3		9.7 HIAWATHA		51.6	f 12.55	f 11.35	5.55	
	9.35	s 5.05PM	s 2.10		54	780.1	34.3	N	KRAMER	N	38.2	s 12.10PM	11.00PM	5.15	
	11.00		f 2.35		58	797.9	24.3		17.8 RODRIGUEZ		20.4	f 11.05		4.10	
	11.35		f 2.50		25	807.0	39.0		9.1 BISSELL		11.3	f 10.30		3.50	
	12.20AM		3.15AM		YARD.	818.3	50.2	N	MOJAVE	N		s 10.00AM		3.15AM	
DAILY	DAILY	DAILY	DAILY					Arrive	Leave		DAILY	DAILY	DAILY	DAILY.	
31	33	5	1								2		6	34	32

SPECIAL RULES.

ALL DIVISIONS.

1. Eastbound trains have the right of track over westbound trains of the same class when running strictly in accordance with general rules.
2. All freight trains will carry passengers, and may be flagged at any Time-table station to take on or discharge passengers.
3. The number of tons shown by rate sheet as ordinary trains for engines, is based on the general grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.
4. No engine must be detached from train while in motion. When train is stopped on grade a sufficient number of brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train.
5. Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.
6. All trains must approach and pass through yard limits under full control. This rule does not excuse the obstruction of the main track unnecessarily, or the failure to send out the proper signals for regular trains.

7. Air must not be applied or released while crossing iron bridges.

8. "N"—denotes day and night telegraph station;
"G"—denotes night telegraph station only;
"T"—denotes day telegraph station only.

9. The speed of 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.

10. Conductors and Enginemen must have copy of General Rules in their possession at all times.

11. Look out at all sidings for derailing switches, the normal position of which would cause derailment unless lined up.

ALBUQUERQUE DIVISION.

12. All eastbound freight trains, between Winslow and Gallup will take side-track for westbound freight trains.
13. For movement of trains between Albuquerque and Isleta, see A. T. & S. F. Ry. Time-table.
14. Conductors of all trains will register at Isleta, Gallup, Winslow, Flagstaff, Williams, Ash Fork and Seligman.
15. No train may leave Isleta, Gallup, Winslow, Flagstaff, Williams, Ash Fork or Seligman without receiving a train order (form 31 or 19) or a clearance card (form 902).
16. Yard limits at Gallup extend from 1615 feet east of the switch to the Catalpa mine to 2250 feet west of the most westerly switch. Yard limits at Winslow extend from 2000 feet east of the most easterly switch to 2000 feet west of the most westerly switch. Yard limits at Williams extend from 2955 feet east of the most easterly switch to 2910 feet west of the most westerly switch. Yard limits at Ash Fork extend from 2130 feet east of the most easterly switch to 2100 feet west of the most westerly switch. Yard limits at Seligman extend 1500 feet east of the most easterly switch. For the convenience of train and enginemen all yard limits are designated by "Yard Limit" posts.

17. All trains must reduce speed to ten (10) miles per hour while crossing the following bridges: Canon Diablo, Canon Padre, the two iron bridges in Johnson's Canon, and Partridge creek three (3) miles west of Ash Fork.

18. The schedule time of No. 1, Supai to Ash Fork, is the minimum running time to be used by that train and all other westbound passenger trains and light engines between the above points. All westbound freight trains must consume four (4) minutes in running each mile, Supai to Fairview, and must not exceed schedule time of No. 33, Fairview to Ash Fork. All westbound freight trains must consume five minutes at Fairview, for the cooling off and examining of wheels.

19. Standard clocks are located in depot telegraph offices at Albuquerque, Gallup, Williams and Seligman and in the Chief Train Dispatcher's office at Winslow.

20. Track to be used by trains, ordinarily, in taking siding at Walnut is the track adjacent to the coal chute. When it is desired that trains shall use the track about one-half mile east thereof, and adjacent to the section house, it shall be so designated in special order by the term "Old Walnut."

- In like manner, track ordinarily to be used by trains at Holbrook will be the passing siding at the station. Trains may not meet or pass at "stock yards" west of station unless so designated in special order.

ARIZONA DIVISION.

21. Conductors of all trains will register at Seligman, Needles, Blake, Bagdad, Barstow, Kramer and Mojave.
22. No train may leave Seligman, Needles, Blake, Bagdad, Barstow, Kramer or Mojave without receiving a train order (form 31 or 19) or a clearance card (form 902).
23. Yard limits at Seligman extend 1500 feet west of the most westerly switch. Yard limits at Needles extend from 2140 feet east of the most easterly switch to 3312 feet west of the most westerly switch. Yard limits at Bagdad extend from 1300 feet east of the most easterly switch to 1300 feet west of the most westerly switch. Yard limits at Barstow extend from

- 1300 feet east of the most easterly switch to 1300 feet west of the most westerly switch. Yard limits at Mojave extend to 1300 feet east of the most easterly switch. For the convenience of train and enginemen all yard limits are designated by "Yard Limit" posts.

24. All trains must reduce speed to ten (10) miles per hour in crossing the iron bridge over the Big Colorado River at Mellen.

25. Standard Clocks are located in the depot telegraph offices at Seligman, Bagdad and Barstow, and in the Chief Train Dispatcher's office at Needles.

26. No. 2 will take siding for No. 1.

P. C. ALLEN,

Train Master Albuquerque Division,
Winslow, Ariz.

W. A. McGOVERN,

Train Master Arizona Division,
Needles, Cal.

W. G. NEVIN,

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