

Santa Fe Pacific Railroad Company

TIME TABLE

No. 4.

Superseding Time Table No. 3, in Effect June 1, 1898.

To Take Effect Friday, November 4, 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.

Trains Going West.—Isleta to Gallup.				CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 4 November 4, 1898.	RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Trains Going East.—Gallup to Isleta.			
Second Class		FIRST CLASS								FIRST CLASS		Second Class	
35	33	3	1							2	4	34	36
DAILY.	DAILY.	See Note.	DAILY.	No. CARS.	MILES.		Leave		MILES.	DAILY.	See Note.	DAILY.	DAILY.
12.10AM	10.15AM		11.20AM 9.05PM	YARD.		21.1	N ALBUQUERQUE N	26.4	818.3	10.25PM	6.05PM	4.15PM	10.00AM
1.00AM	10.50AM		11.45AM 9.30PM	45	12.7	52.8	N ISLETA N	39.6	805.6	10.00PM	5.40PM	3.35PM	9.05AM
1.30	11.15		11.57 f 9.45	58	18.1	52.8	MANZANA	0	800.2	f 9.45	5.31	3.10	8.55
2.00	11.40		12.12PM f 10.03	40	23.4	52.8	SANDIA	52.8	794.9	f 9.33	5.23	2.50	8.45
2.35	12.10PM		12.30 f 10.20	50	34.0	52.8	T RIO PUERCO T	0	784.3	f 9.10	5.00	2.00	8.00
3.00	12.41		12.41 f 10.34	59	40.9	52.8	GARCIA	0	777.4	f 8.59	4.50	1.40	7.35
3.25	1.25		12.55 f 10.48	38	47.2	52.8	SHAWNEE	23.4	771.1	f 8.46	4.42	1.25	7.15
3.50	1.50		1.07 f 11.03	83	53.4	52.8	ARMIJO	0	764.9	f 8.36	4.34	1.07	6.50
4.15	2.15		1.19 f 11.15	38	59.8	52.8	EL RITO	0	758.5	f 8.26	4.25	12.33	6.30
4.55	2.45		1.34 s 11.30	62	66.1	52.8	N LAGUNA N	25.0	752.2	s 8.15	4.15	12.10PM	6.05
5.25	3.05		1.49 f 11.45	39	72.1	52.8	CUBERO	23.1	746.2	f 8.00	4.03	11.45	5.25
6.10	3.48		2.09 f 12.10AM	38	83.5	52.8	T MCCARTYS T	0	734.8	f 7.40	3.48	11.10	4.35
6.35	4.15		2.19 f 12.25	83	89.7	52.8	HAVANA	52.8	728.6	f 7.29	3.40	10.50	4.05
7.00	4.40		2.31 s 12.40	39	96.1	52.8	T GRANTS T	52.8	722.2	s 7.19	3.30	10.32	3.35
7.20	5.02		2.40 f 12.50	70	101.4	52.8	TOLTEC	0	716.9	f 7.10	3.20	10.15	3.10
7.45	5.23		2.52 f 1.04	38	107.3	52.8	BLUEWATER	31.7	711.0	f 7.00	3.12	10.00	2.45
8.40	5.55		3.08 f 1.20	52	114.9	52.8	BACA	13.2	703.4	f 6.45	3.00	9.35	2.05
9.20	6.33		3.20 f 1.33	39	121.9	52.8	CHAVES	0	696.4	f 6.33	2.51	9.20	1.33
9.37	6.50		3.28 f 1.40	80	125.2	52.8	T MITCHELL T	33.0	693.1	f 6.27	2.46	9.10	1.15
9.55	7.05		3.34 f 1.48	25	128.8	52.8	GONZALES	52.8	689.5	f 6.20	2.41	9.00	12.55
10.20	7.25		3.45 f 2.02	110	136.1	0	DEWEY	31.7	682.2	f 5.55	2.23	8.15	12.25AM
10.50	7.50		4.00 s 2.20	75	146.2	5.8	T WINGATE T	31.7	672.1	s 5.35	2.05	7.40	11.45
11.10	8.05		4.07 f 2.32	70	151.6	11.6	ZUNI	28.9	666.7	f 5.26	1.55	7.20	11.25
11.30AM	8.30PM		s 4.17PM s 2.45AM	YARD.	157.8		N GALLUP N		660.5	5.15PM	1.43PM	7.00AM	11.00PM
DAILY	DAILY		See Note.				Arrive			DAILY	See Note.	DAILY	DAILY
35	33		3							2	4	34	36

NOTE—No. 3 leaves Albuquerque and arrives Gallup Monday, Wednesday and Friday. No. 4 leaves Gallup and arrives Albuquerque Tuesday, Thursday and Sunday.

ALBUQUERQUE DIVISION—Continued.

SECOND DISTRICT.

Train Going West.—Gallup to Winslow.					CAPACITY OF SIDING	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 4 November 4, 1898.	RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Train Going East.—Winslow to Gallup.			
Second Class		FIRST CLASS		FIRST CLASS							Second Class			
35	33	3	1	2							4	34	36	
DAILY.	DAILY.	See Note.	DAILY.	No. CARS.	MILES.		Leave	Arrive		DAILY.	See Note.	DAILY.	DAILY.	
12.45PM	9.30PM	4.25PM	2.55AM	YARD.	157.8	9.4	N CALLUP N	24.0	660.5	T 4.55PM	s 1.32PM	6.00AM	9.30PM	
1.25	9.47	4.31	3.05	75	162.1	0	4.3 WEST YARD	31.7	656.2	4.43	1.25	5.40	9.05	
1.45	10.00	4.36	f 3.10	84	165.7	3.2	3.6 DEFIANCE	31.7	652.6	f 4.36	1.19	5.25	8.50	
2.15	10.30	4.47	f 3.26	79	174.2	15.8	8.5 N MANUELITO N	31.7	644.1	f 4.15	1.04	4.45	8.00	
2.50	11.15	5.07	f 3.50	84	187.0	0	12.8 ALLANTOWN	31.7	631.3	f 3.46	12.42	3.50	6.45	
3.30	11.45	5.17	f 4.07	73	195.2	15.8	8.2 QUERINO CANON	31.7	623.1	f 3.30	12.28	3.10	5.55	
3.45	12.05AM	5.25	f 4.13	84	199.8	15.8	4.6 SANDERS	31.7	618.5	f 3.20	12.21PM	2.50	5.25	
4.30	12.40	5.45	f 4.37	40	212.9	0	13.1 N NAVAJO SPR/GSN	31.7	605.4	s 2.55	11.59	2.07	4.30	
4.50	1.00	5.55	f 4.48	88	219.3	0	6.4 T PINTA T	30.8	599.0	f 2.40	11.44	1.40	4.00	
5.15	1.20	6.03	f 5.00	84	225.8	0	6.5 BILLINGS	31.7	592.5	f 2.25	11.29	1.20	3.30	
5.36	1.37	6.13	f 5.11	84	232.6	0	6.8 G ADAMANA G	14.5	585.7	f 2.11	11.19	12.55	3.00	
5.55	1.51	6.20	f 5.21	84	238.2	13.2	5.6 CARRIZO	31.7	580.1	f 2.00	11.10	12.35	2.35	
6.28	2.10	6.28	f 5.32	84	245.4	15.8	7.2 AZTEC	31.2	572.9	f 1.45	10.59	12.10AM	2.05	
7.30	2.28	6.38	s 5.45	100	253.0	15.8	7.6 N HOLBROOK N	31.7	565.3	s 1.30	10.47	11.45	1.30	
7.55	2.43	6.46	f 5.56	25	258.8	0	5.8 PENZANCE	21.1	559.5	f 1.19	10.38	11.25	1.05	
8.15	2.55	6.52	f 6.05	45	263.3	15.8	4.5 JOSEPH CITY	17.6	555.0	f 1.12	10.31	11.10	12.50	
9.00	3.25	7.08	f 6.25	45	274.8	15.8	11.5 HARDY	31.7	543.5	f 12.55	10.15	10.40	12.20	
9.25	3.43	7.16	6.35	84	280.7	15.8	5.9 HOBSON	31.7	537.6	12.44	10.04	10.22	12.02PM	
9.50PM	4.00AM	s 7.25PM	f 6.45AM	YARD.	285.8		5.1 N WINSLOW N		532.5	12.35PM	9.55AM	10.05PM	11.45AM	
DAILY.	DAILY.	See Note.	DAILY.				Arrive	Leave		DAILY.	See Note.	DAILY.	DAILY.	
35	33	3	1							2	4	34	36	

NOTE—No. 3 leaves Gallup and arrives Winslow Monday, Wednesday and Friday. No. 4 leaves Winslow and arrives Gallup Tuesday, Thursday and Sunday.

ALBUQUERQUE DIVISION—Continued.

Trains Going West.—Winslow to Seligman.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 4 November 4, 1898.	RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Trains Going East.—Seligman to Winslow.				
Second Class		FIRST CLASS		FIRST CLASS							Second Class				
35	33	3	1	2							4	34	36		
DAILY.	DAILY.	See Note.	DAILY.	DAILY.							See Note.	DAILY.	DAILY.		
11.20PM	5.15AM	7.35PM	7.05AM	YARD.	285.8	75.0	N WINSLOW N	66.0	532.5	12.15PM	9.45AM	9.05PM	10.30AM		
11.50	5.45	7.50	7.19	62	293.0	70.4	MOQUI	73.1	525.3	12.03PM	9.33	8.45	10.10		
12.15AM	6.10	8.00	7.29	38	298.3	75.0	G DENNISON G	45.9	520.0	11.55	9.26	8.30	9.55		
12.45	6.45	8.15	7.44	62	306.0	72.8	SUNSET	48.8	512.3	11.43	9.16	8.15	9.16		
1.10	7.10	8.25	7.55	38	311.7	75.0	T CANON DIABLOT	74.0	506.6	11.33	9.08	7.50	8.35		
1.30	7.35	8.35	8.06	59	317.3	75.0	HIBBARD	0	501.0	11.24	9.01	7.35	8.06 7.35 ^{1/2}		
2.00	8.23 ^{1/2} 8.54	8.55	8.23	39	322.7	75.0	N ANGELL N	75.0	495.6	11.16	8.54	7.20	7.10		
2.30	9.30	9.10	8.45	39	329.2	75.0	T WINONA T	0	489.1	11.05	8.45	7.05	6.50		
2.50	10.15	9.20	8.58	38	333.4	75.0	COSNINO	0	484.9	10.58	8.37	6.50	6.35		
3.05	10.53	9.28	9.07	25	336.5	75.0	CLIFFS	74.4	481.8	10.53	8.32	6.40	6.25		
3.40	11.40	s 9.50	s 9.30	80	344.0	75.0	N FLAGSTAFF N	0	474.3	s 10.40	s 8.19	6.15	6.00		
4.30	12.30PM	10.15	9.57	37	350.8	74.7	RIORDAN	75.0	467.5	10.25	8.05	5.40	5.25		
5.00	12.50	10.23	s 10.15	57	356.2	53.6	N BELLEMONT N	0	462.1	s 10.15	7.55	5.15	5.00		
5.10	12.58	10.27	10.20	36	358.3	75.0	CINDER PIT	95.0	460.0	10.07	7.52	5.00	4.52		
5.30	1.10	10.33	10.30	30	362.5	52.8	MAINE	95.0	455.8	f 9.58	7.42	4.45	4.40		
6.00	1.30	10.42	f 10.43	40	368.0	75.0	T CHALENDER T	95.0	450.3	f 9.46	7.30	4.20	4.20		
6.35	1.45	10.50	f 10.55	30	372.6	73.5	DAVENPORT	95.0	445.7	f 9.38	7.23	4.00	4.05		
7.07	2.00	s 11.03	s 11.07	YARD.	378.0	75.0	N WILLIAMS N	0	440.3	s 9.22	7.07	3.35	3.40		
8.00	2.30	11.10	11.15	36	381.5	75.0	G SUPAI G	137.3	436.8	f 9.07	6.53	2.50	2.25		
8.20	2.50	11.20	f 11.25	36	386.2	0	McLELLAN	137.3	432.1	f 8.47	6.35	2.10	1.45		
8.40	3.10	11.32	f 11.37	36	386.2	0	T FAIRVIEW T	95.0	427.1	f 8.30	6.16	1.25	1.00		
9.10	3.30	11.45	f 11.50	45	391.2	0	CROWLEY	95.0	421.9	f 8.17	6.03	12.55	12.30		
9.15	3.35	11.55	f 12.01PM	29	396.4	15.0	N ASH FORK N	95.0	417.3	s 8.05	s 5.50	12.30PM	12.05AM		
9.55	4.15	s 12.05AM	s 12.10	YARD.	401.0	75.0	PINEVETA	82.4	409.4	f 7.30	5.31	11.55	11.20		
10.30	4.40	12.20	f 12.30	40	408.9	75.0	GLEED	19.4	403.5	f 7.20	5.20	11.40	11.00		
10.50	5.05	12.38	f 1.09	29	414.8	75.0	G CROOKTON G	95.0	399.7	f 7.10	5.13	11.20	10.45		
11.40	5.45	12.50	f 1.20	40	418.6	52.8	N SELIGMAN N		389.5	6.50AM	4.48AM	10.40AM	10.00PM		
12.10PM	6.05	s 1.12AM	1.40PM	YARD.	428.8					DAILY.	See Note.	DAILY.	DAILY.		
12.55PM	6.50PM	See Note.	DAILY.												
DAILY.	DAILY.	See Note.	DAILY.												
35	33	3	1									34	36		

NOTE—No. 3 leaves Winslow Monday, Wednesday and Friday, and arrives Seligman Tuesday, Thursday and Saturday. No. 4 leaves Seligman and arrives Winslow Tuesday, Thursday and Sunday.

Trains Going West.—Seligman to Needles.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 4 November 4, 1898.	RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE.	Trains Going East.—Needles to Seligman.				
Second Class		FIRST CLASS									FIRST CLASS			Second Class	
35	33		3	1							2	4		34	36
DAILY.	DAILY.		See Note.	DAILY.	No. CARS.	MILES.	Leave	Arrive	MILES.	DAILY.	See Note.	DAILY.	DAILY.		
12.55PM	6.50PM		12.15AM	12.45PM	YARD.	428.8	N	SELIGMAN	N	389.5	s 5.45AM	s 3.45AM	8.20AM	8.00PM	
1.15	7.05		12.22	f 12.55	20	432.7		3.9		78.2					
1.40	7.25		12.33	f 1.08	41	439.4		CHINO		91.5	f 5.35	3.36	8.10	7.45	
2.10	7.50		12.45	f 1.22	45	447.0		6.7		94.4	f 5.22	3.22	7.50	7.25	
2.40	8.15		1.00	f 1.34	38	451.8		AUBREY		0	f 5.10	3.09	7.30	6.50	
3.05	8.35		1.12	f 1.48	38	459.4		7.6		95.0	f 5.00	3.00	7.15	6.30	
3.35	8.55		1.25	s 2.03	YARD.	465.8		PICACHO		92.4	f 4.35	2.32	6.35	6.00	
4.00	9.15		1.35	f 2.13	58	471.5		4.8		75.0	s 4.20	2.15	6.05	5.30	
4.35	9.30		1.47	f 2.25	38	477.7		T	YAMPAL	T	f 4.00	1.55	5.25	5.00	
4.55	9.45		1.54	f 2.32	30	481.6		7.6		95.0	f 3.45	1.47	5.03	4.35	
5.20	10.10		2.05	s 2.44	39	489.0		NELSON		92.4	f 3.30	1.38	4.40	4.10	
6.00	10.45		2.20	f 3.02	44	501.3		6.4		75.0	s 3.10	1.27	4.00	3.40	
6.35	11.15		2.30	f 3.15	35	510.1		N	PEACH SPR'GS	N	f 2.42	1.11	3.30	3.02	
7.15	11.45		s 2.40	s 3.30	84	516.5		5.7		83.8	f 2.30	1.01	3.10	2.35	
7.45	12.14AM		2.50	f 3.45	35	523.9		6.2		95.0	s 1.50	s 12.33	2.40	2.10	
8.00	12.30		2.54	f 3.50	40	527.0		CHEROKEE		95.0	f 1.19	12.14	12.45	1.10	
8.15	1.00		2.59	f 3.57	35	531.2		6.2		75.0	f 1.10	12.09	12.30	12.55	
8.35	1.10		3.04	f 4.03	57	535.2		TRUXTON		78.9	f 1.00	12.02AM	12.16	12.25	
8.55	1.25		3.13	f 4.14	56	540.2		3.9		75.0	f 12.50	11.54	12.02AM	12.10PM	
9.15	1.40		3.23	f 4.24	41	546.0		CROZIER		75.0	f 12.35	11.44	11.44	11.45	
9.35	1.55		3.35	f 4.35	40	552.6		T	HACKBERRY	T	f 12.10AM	11.35	10.55	11.15	
10.05	2.10		3.45	f 4.46	35	559.0		12.3		61.2	f 11.54	11.23	10.30	10.45	
10.30	2.32		3.55	f 4.58	35	565.8		HUALAPAI		74.4	f 11.38	11.12	10.05	10.20	
10.50	2.55		4.06	f 5.10	40	570.7		8.8		70.4	f 11.23	11.03	9.40	9.50	
11.10	3.25AM		4.20AM	t 5.25PM	YARD.	577.7		BERRY		30.2	f 11.10	10.50	9.20	9.25	
11.45PM	3.25AM		s 4.20AM	t 5.25PM	YARD.	577.7		N	KINGMAN	N	f 10.55PM	10.35PM	9.00PM	9.00AM	
DAILY.	DAILY.		See Note.	DAILY				7.4			DAILY.	See Note	DAILY.	DAILY	
35	33		3	1				ARRIVE	LEAVE		2	4	34	36	

NOTE—No. 3 leaves Seligman and arrives Needles Tuesday, Thursday and Saturday. No. 4 leaves Needles Monday, Wednesday and Saturday, and arrives Seligman Tuesday, Thursday and Sunday.

Trains Going West.—Needles to Mojave.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE MILES.	RULING GRADE ASCENDING.	TIME TABLE NO. 4 November 4, 1898.	RULING GRADE ASCENDING.	DISTANCE FROM MOJAVE. MILES.	Trains Going East.—Mojave to Needles.				
Second Class		FIRST CLASS									FIRST CLASS			Second Class	
35	33	5	3	1							2	4	6	34	36
DAILY	DAILY	DAILY	SEE NOTE	DAILY	No. CARS.					DAILY	SEE NOTE	DAILY	DAILY	DAILY	
1.10AM	4.50AM		4.30AM	5.45PM	YARD	577.7	73.9	N	NEEDLES	N	10.45PM	10.25PM		7.55PM	10.00PM
1.55	5.35		4.47	6.01	51	585.0	73.9		7.3					7.30	9.37
2.20	6.00		4.55	6.08	28	589.0	73.9		4.0					7.07	9.25
2.40	6.20		5.01	6.15	50	592.3	73.9		3.3					7.02	9.15
3.10	6.45		5.13	6.26	61	596.8	73.9		4.5					6.52	9.00
3.40	7.15		5.24	6.37	50	601.6	73.9		4.8					6.37	8.45
4.30	8.05		5.40	7.05	110	609.2	0	N	BLAKE	N	9.27	9.27		6.00	8.20
4.45	8.20		5.48	7.15	57	614.2	0		5.0					5.30	7.55
5.00	8.35		5.55	7.25	49	618.8	0	T	PIUTE	T	9.00	9.15		5.05	7.25
5.20	8.50		6.04	7.37	61	625.6	0		4.6					4.35	6.45
5.45	9.20		6.20	8.00	48	634.8	0	T	FENNER	T	8.45	9.07		3.55	6.05
6.30	9.40		6.30	8.22	62	641.9	0		6.8					3.10	5.40
6.50	9.53		6.36	8.35	53	647.3	26.4		9.2					2.50	5.20
7.15	10.10		6.47	8.46	66	655.1	10.6		7.1					2.30	4.50
7.35	10.25		6.57	8.55	32	661.6	37.0		5.4					2.10	4.25
8.15	11.00		7.10	9.15	YARD	669.3	73.9	N	CADIZ	N	6.40	7.39		1.50	4.00
9.00	11.30		7.23	9.42	47	676.7	73.9		7.8		6.20			1.15	3.20
9.35	11.55		7.35	10.02	61	682.0	73.9		6.5					12.55	2.55
10.10	12.35PM		7.43	10.20	62	686.7	73.9		7.7					12.35	2.30
10.45	1.10		7.55	10.35	51	693.4	26.4		7.4					12.15PM	2.10
11.40	1.40		8.11	11.00	30	702.5	37.0	T	AMBOY	T	5.33	6.52		11.40	1.40
12.15PM	2.15		8.18	11.10	58	707.1	0		7.4					11.05	1.00
12.35	2.30		8.27	11.23	53	712.7	26.4		5.3					10.45	12.35
1.00	2.50		8.47	11.45	100	725.7	24.1	T	BAGDAD	T	4.30	6.02		10.20	12.01PM
1.50	3.20				SPUR	731.6	38.2		7.4					9.40	11.20
2.40	4.05		9.05	12.15AM	110	737.6	47.8	T	SIBERIA	T	4.05	5.48		9.05	10.40
3.25PM	4.40PM	3.50PM	9.30AM	12.45AM	YARD	747.0	21.1	Ar.	KLONDIKE	Le.	3.50PM	5.35PM	12.30AM	8.20AM	10.00AM
	5.50PM			1.15AM			34.3	N	4.7	N	2.00PM			3.35AM	
	6.25	f	4.10	1.30	52	757.0	34.3		10.0					3.10	
	7.00	f	4.32	1.45	52	766.7	34.3		9.7				12.02AM		
	7.50	s	5.05PM	2.10	54	780.1	24.3		13.4				11.35	2.45	
	8.30			2.35	58	797.9	28.2	N	HIAWATHA	N	12.10PM		11.00PM	2.10	
	9.10			2.50	25	807.0	50.2		17.8					12.30AM	
	10.00PM			3.15AM	YARD	818.3			9.1					11.55	
								N	BISSELL	N	10.45			11.20PM	
									11.3		10.10AM				
DAILY	DAILY	DAILY	SEE NOTE	DAILY				Ar.	MOJAVE	Le.				DAILY	DAILY
35	33	5	3	1										2	36
														4	36

No. 3 Leaves Needles and arrives Barstow Tuesday, Thursday and Saturday.

No. 4 Leaves Barstow and arrives Needles Monday, Wednesday and Saturday.

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 Winona 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 Winona."

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.

21. Notwithstanding that overhead warning signals have been provided at the approaches of Johnson's Cannon tunnel, between McLellan and Fairview, special attention is called to the fact that the tunnel does not provide sufficient clearance to permit of a man standing on top of an enclosed car. Employees are warned that to do so will be at their own peril and risk.

22. No. 2 will take siding for No. 3.

ARIZONA DIVISION.

23. Conductors of all trains will register at Seligman, Needles, Blake, Bagdad, Barstow, Kramer and Mojave.

24. 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).

25. 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.

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

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

28. No. 2 will take siding for Nos. 1 and 3

29. When on time No. 2 will take siding and be passed by No. 4 at Blake. When late No. 2 will be passed by No. 4 when overtaken; but when late No. 2 unless otherwise directed by special order, must take siding and be in to clear at the time No. 4 is due to leave the next time-table station behind it.

W. A. McGOVERN,

Train Master Albuquerque Division,
Winslow, Ariz.

P. C. ALLEN,

Train Master Arizona Division,
Needles, Cal.

W. G. NEVIN,

General Manager,
Los Angeles, Cal.

I. L. HIBBARD,

Superintendent Albuquerque Division,
Winslow, Ariz.

JOHN DENAIR,

Superintendent Arizona Division,
Needles, Cal.

A. G. WELLS,

General Superintendent,
Los Angeles, Cal.

SPECIAL RULES

ALL DIVISIONS

SURGEONS OF THE

S. F. P. Hospital Association.

- DR. P. G. CORNISH, Chief Surgeon, Albuquerque, N. M.
DR. E. D. HARPER, - - - - - Gallup, N. M.
DR. R. C. DRYDEN, - - - - - Winslow, Ariz.
DR. D. J. BRANNEN, - - - - - Flagstaff, Ariz.
DR. P. A. MELLICK, - - - - - Williams, Ariz.
DR. A. E. EALY, - - - - - Kingman, Ariz.
DR. J. P. BOOTH, - - - - - Needles, Cal.
DR. A. R. RHEA, - - - - - Daggett, Cal.

P. C. ALLEN

W. A. McGOVERN

A. C. WELLS

JOHN DENYER

L. L. HERRARD

W. C. KEVIN