



**SANTA FE SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

**ASSISTANT SUPERINTENDENT**

H. G. WOOD ..... Phoenix, Ariz.

**TRAINMASTERS**

W. C. PARKS ..... Needles, Calif.  
E. L. KIDD ..... Winslow, Ariz.  
W. E. ADAMS ..... Gallup, N. Mex.

**ASSISTANT TRAINMASTERS**

G. R. DERKSEN ..... Phoenix, Ariz.  
J. M. McMILLAN ..... Needles, Calif.

**SUPERVISOR OF AIR BRAKES  
GENERAL ROAD FOREMAN OF ENGINES**

E. F. POLLARD ..... Barstow, Calif

**ROAD FOREMEN OF ENGINES**

J. O. ELWOOD ..... Gallup, N. Mex.  
T. W. ANDERSON ..... Winslow, Ariz.  
F. V. DOBBS ..... Needles, Calif.  
J. H. LANE ..... Phoenix, Ariz.

**CHIEF DISPATCHER**

J. S. ARMSTRONG ..... Winslow, Ariz.

**ASSISTANT CHIEF DISPATCHERS**

D. LA MAR ..... Winslow, Ariz.  
I. M. OWSLEY ..... Winslow, Ariz.  
D. R. AYRES ..... Winslow, Ariz.  
M. E. JONES ..... Winslow, Ariz.

**DISPATCHERS - WINSLOW, ARIZ.**

A. C. PETRANOVICH	J. C. OWSLEY
E. D. STINSON	J. D. RICHARDS
F. W. PLEASANTS	T. L. FISHER
B. R. LORING	L. G. ROWLAND
J. K. HOLT	R. L. COTTON
H. A. MILLER	T. T. LAYCOCK

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



**COAST Santa Fe LINES**

**ALBUQUERQUE DIVISION**

**TIME TABLE No.**

**14**

**IN EFFECT**

**Monday, July 12, 1971**

**At 12:01 A.M.**

**Mountain Standard Time**

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

**R. H. ADAMS  
General Manager  
LOS ANGELES, CALIF.**

**C. E. ROLLINS  
Asst. General Manager  
LOS ANGELES, CALIF.**

**E. GILLMORE  
Superintendent  
WINSLOW, ARIZ.**

## 2 ALBUQUERQUE DIVISION

## FIRST—BELEN DISTRICT

Westward	TIME TABLE				Eastward				
First Class	NO. 14				First Class				
17	July 12, 1971				18				
Leave Daily	STATIONS				Arrive Daily				
PM 5.15	14.9	Yard	902.4	ALBUQUERQUE YL	902.4	Yard	C-R TY	21.1	PM 12.55
5.30	26.4	48	915.0	ISLETA	915.0	48	B	52.8	12.35
5.42	26.4	110	27.4	DALIES	27.4	110	B	52.8	12.22
5.50	31.7		33.9	RIO PUERCO	33.9	143	B	0.0	12.13
5.58	0.0	118	43.3	GARCIA	43.3			52.8	12.03 PM
6.02	0.0	135	47.3	SUWANEE	47.3	156	B	31.7	11.56
6.11	0.0	125	68.1	MARMON	58.1	118	B	31.7	11.50
6.16	0.0	83	63.3	QUIRK	63.3		B	31.7	11.44
6.21	0.0	135	68.7	LAGUNA	68.7	110	B	31.7	
6.28	0.0	118	77.6	ACOMITA	77.6				
6.36	0.0	118	85.9	ANZAC	85.9	132	B	31.7	11.29
6.46	0.0	134	95.5	GRANTS	95.5	118	C-R	31.7	11.20
6.56	0.0	118	107.2	BLUEWATER	107.2	135	B	52.8	11.10
	0.0			NORTH CHAVES	121.8	118	B	52.8	10.58
7.11		144	125.6	THEOREAU	125.6		B-Y	31.7	10.55
	56.3			NORTH GUAM	136.7	131	B	31.7	10.46
7.23	31.7	118	141.5	PEREA	141.5			0.0	
7.29	31.7	105	149.3	MCCUNE	149.3		B-Y	0.0	
7.31	31.7		151.6	ZUNI	151.6	169	B	0.0	10.29
7.40 PM	31.7	Yard	157.6	GALLUP YL	157.6	Yard	C-R Y	0.0	10.22 AM
Arrive Daily				WEST (160.3) EAST (160.7)					Leave Daily

(66.3)

..... Average speed per hour

(63.0)

Trains must get clearance card before leaving Gallup and Albuquerque.

At Isleta, eastward trains from New Mexico Division will proceed on signal indication in lieu of clearance card.

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

Rule 251 in effect between Gallup and Dalies and at Albuquerque between M.P. 902.4 and M.P. 903.9.

Rule 261 "TCS" in effect on main track between Dalies and end of two tracks Albuquerque, M.P. 903.9.

At Albuquerque, between end of two tracks M.P. 903.9 and Automatic Block Signal 9013, 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 other trains or engines.

Eastward trains to be routed via First District from Dalies will sound whistle signal at microphone sign 500 feet west of Automatic Block Signal 302. Trains to Belen District should not whistle.

Rule 93: Yard limits located at Gallup, Belen and Albuquerque.

### Stations or tracks not shown in schedule

Location	Mile Post	Car Capacity	Switch Connection
<b>Eastward Track</b>			
Quirk Spur	63.3	5 Miles	West
Acomita	77.6	118	East-West
Reid	101.7	106	East-West
Baca	114.9	80	East
Gonzales	129.3	6	East
Wingate	146.1	52	East
<b>Westward Track</b>			
McCartys	82.3	44	West
Reid	101.7	2	West
Baca	114.9	15	West
South Chavez	121.7	112	East-West
South Guam	136.2	118	East-West
Ciniza	138.9	60	East-West

## BELEN DISTRICT

Westward	TIME TABLE				Eastward	
	NO. 14					
	July 12, 1971					
	STATIONS					
	66.2	C-R T-Y	0.0	BELEN YL	Yard	66.2
		B	10.1	DALIES	110	
				(10.3)		

Trains must get clearance card before leaving Belen.

At Dalies, westward trains from Belen District will proceed with current of traffic on proper signal indication in lieu of clearance card and will display classification signals previously authorized.

At Dalies, eastward trains from First District will proceed on signal indication in lieu of clearance card.

Rule 251 in effect at Belen between New Mexico-Albuquerque Division Junction, MP 932.4 and end of two tracks, MP 933.7.

Rule 261 "TCS" in effect:

On main tracks between home signal of interlocking west end of Belen and interlocked crossover west end Dalies;

At Belen, between end of two tracks MP 933.7 and junction with New Mexico Division, Second District, MP 934.4;

On freight lead between MP 893.9 and MP 895.4 east end of Belen yard; On tracks 23 and 24 between interlocking west end of Belen yard and sign indicating "End of TCS" located at west end of ice dock.

At Belen, tracks 23 and 24 between sign indicating "End of TCS" at west end ice dock and sign reading "End of circuit" near east end ice dock signalled for eastward movement only unless otherwise authorized by control station.

# FIRST—BELEN DISTRICTS

# ALBUQUERQUE DIVISION 3

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg. and Light	M.P.H.	Frt.
<b>First District Eastward</b>			
Gallup to Gonzales	79	60	
Gonzales to Anzac	90	60	
Anzac to Marmon	79	60	
Marmon to Dalies	90	60	
Dalies to Albuquerque	79	60	
Quirk Spur	15	15	
2 Street crossings M.P. 157.9 to 157.6	20	20	
2 Curves M.P. 157.6 to 156.5	50	50	
3 Curves M.P. 136.4x to 133.4x	65	60	
2 Curves M.P. 130.7x to 129.9x	65	60	
3 Curves M.P. 129.9x to 127.5	80	70	
7 Curves M.P. 109.7 to 105.0	80	70	
1 Curve M.P. 95.5 to 94.4	80	70	
3 Curves M.P. 91.0 to 88.0	70	65	
11 Curves M.P. 88.0 to 83.9	55	55	
2 Curves M.P. 67.6 to 66.0	65	60	
3 Curves M.P. 66.0 to 62.9	70	70	
3 Curves M.P. 62.9 to 61.2	50	50	
4 Curves M.P. 61.2 to 60.1	60	60	
1 Curve M.P. 60.1 to 59.1	70	65	
4 Curves M.P. 32.5 to 27.5	70	70	
1 Switch and 1 Curve M.P. 27.5 to 27.3	40	40	
2 Curves M.P. 13.6 to 12.5	70	65	
Curve at Jct. Switch Isleta M.P. 914.9	70	55	
2 Curves M.P. 905.2 to 905.4	70	55	
Street crossings between M.P. 903.4 and M.P. 901.8	30	30	

<b>First District Westward</b>			
Albuquerque to Dalies	79	60	
Dalies to Marmon	90	60	
Marmon to Gonzales	79	60	
Gonzales to Gallup	90	60	
Quirk Spur	15	15	
Street crossings between M.P. 901.8 and M.P. 903.4	30	30	
2 Curves M.P. 905.2 to 905.4	70	55	
Curve at Jct. switch M.P. 914.9	70	55	
2 Curves M.P. 12.5 to 13.6	70	60	
1 Curve & 3 switches M.P. 26.8 to 27.5	40	40	
4 Curves M.P. 27A.5 to 32.5	70	70	
7 Curves M.P. 36.8 to 45.2x	70	65	
1 Curve M.P. 59.1 to 60.1	70	60	
3 Curves M.P. 60.1 to 60.9	60	60	
4 Curves M.P. 60.9 to 62.9	50	50	
3 Curves M.P. 62.9 to 66.0	70	70	
2 Curves M.P. 66.0 to 67.4	65	60	
11 Curves M.P. 83.9 to 88.0	55	55	
3 Curves M.P. 88.0 to 91.0	70	65	
6 Curves M.P. 149.3 to 156.5	80	70	
1 Curve M.P. 156.5 to 157.6	30	30	
2 Street crossings M.P. 157.6 to M.P. 157.9	20	20	

<b>Belen District Eastward</b>			
Dalies to Belen	79	60	
Dalies Jct. Switch M.P. 10.2 to 10.0 (North Track)	40	40	
1 Curve M.P. 10.2 to 9.5 (South Track)	70	60	
1 Curve M.P. 9.5 to 8.5 (South Track)	60	50	
2 Curves M.P. 8.5 to 6.7 (South Track)	70	60	
6 Curves M.P. 10.0 to 0.5 (North Track)	75	60	
2 Curves M.P. 0.5 to Belen (Both Tracks)	30	30	
Switch to track 23 and 24 (Belen)	30	30	

<b>Belen District Westward</b>			
Belen to Dalies	79	60	
West Switch Tracks 23 and 24, Belen, and			
2 Curves Belen to M.P. 0.5	30	30	
2 Curves M.P. 6.7 to 8.3 (South Track)	70	60	
2 Curves M.P. 8.3 to 10.2 (South Track)	60	55	
3 Curves M.P. 6.7 to 9.5 (North Track)	75	60	
1 Curve M.P. 9.5 to 10.2 (North Track)	60	50	

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

### WESTWARD

Gonzales-Gallup

### EASTWARD

Gonzales-Anzac  
Suwanee-Rio Puerco  
Dalies-Belen

## SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse 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. "WE"—West End.  
"S"—Spring Switch. "EE"—East End.

Station	Type	Location	MPH
Albuquerque	I	End of Two Tracks	40
Isleta	I	Both ends of siding	15
Belen	I	Crossover MP 0.5 (Albuq. Divn.)	50
	I	Crossover Albuq. Divn. Jct. (932.4)	15
	I	Switch to Albuq. (932.4)	15
	I	Switch Albuq. Divn. Jct. (932.4)	30
	I	Switches WE tracks 23 and 24	30
	I	Switch end of 2 tracks (MP 933.7)	30
	I	EE storage yard M.P. 894.0	15
	I	EE freight lead M.P. 893.9	40
Dalies	I	Switch M.P. 27.4	40
	I	Crossover M.P. 27.5	40
	I	Crossover M.P. 27.6	50
Rio Puerco	S	EE eastward siding	30
Garcia	S	WE westward siding	30
Suwanee	S	WE westward siding—EE eastward siding	30
Marmon	S	WE westward siding	15
	S	EE eastward siding	30
Laguna	S	WE westward siding—EE eastward siding	30
Acomita	S	WE westward siding	30
Anzac	S	WE westward siding—EE eastward siding	30
Grants	S	WE westward siding—EE eastward siding	30
Bluewater	S	WE westward siding—EE eastward siding	30
North Chaves	S	EE eastward siding	30
Thoreau	S	WE westward siding	30
North Guam	S	EE eastward siding	30
Perea	S	WE westward siding	30
Gallup	S	EE eastward freight lead East of station	30

NOTE: Trains or engines using siding must not exceed maximum turnout speed for that siding.

## TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 51.6 (Eastward only)	Hot Box	Rotating white lights at scanner and at Locator M.P. 48.2
Bridge 69.8	Highwater	Signals 681 and 702
Bridge 70.1	Highwater	Signals 681 and 702
Bridge 72.6	Highwater	Signals 711 and 732
Bridge 91.5	Highwater	Signals 901 and 922
M.P. 131.3X (Eastward only)	Hot Box	Rotating light at scanner, at M.P. 130X and at locator at M.P. 129.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

Between Belen and Gallup where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

# 4 ALBUQUERQUE DIVISION

# SECOND DISTRICT

Trains must get clearance card before leaving Winslow and Gallup. Rule D-151: Between Winslow and Gallup trains must keep to the left. Rule 251 in effect between Winslow M.P. 284.5 and Gallup.

Three main tracks between M.P. 288.1 and M.P. 284.5, Winslow: North track signalled for eastward movements, South track signalled for westward movements, Rule 251 governs. Middle track signalled for movements in both directions, Rule 261 "TCS" governs.

At Winslow, all switches middle main track equipped with electric switch locks. Be governed by instructions posted in phone box.

At Winslow, between controlled signals located MP 284.5 and MP 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand thrown switches.

Yardmaster may give permission to line switches via radio after obtaining authority from control station.

Rule 93: Yard Limits Located At:

Winslow and Gallup.

Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.	Psgr. and Light	Frt.
Second District Westward and Eastward	90		60
Defiance Spur	15		15
<b>Second District Westward</b>			
2 Street Crossings M.P. 157.6 to 157.9	20		20
2 Curves M.P. 157.9 to 158.2	30		30
1 Curve M.P. 160.7 to 160.9	80		70
1 Curve M.P. 188.4 to 188.9	80		70
5 Curves M.P. 215.6 to 219.2	80		70
2 Curves M.P. 250.5 to 252.1	80		70
1 Street Crossing M.P. 253.1	60		60
1 Curve M.P. 264.2 to 264.4	80		70
4 Curves M.P. 284.6 to 285.5	65		55
<b>Second District Eastward</b>			
4 Curves M.P. 285.5 to 284.6	65		55
1 Curve M.P. 264.4 to 264.2	80		70
1 Street Crossing M.P. 253.1	60		60
2 Curves M.P. 252.1 to 250.5	80		70
5 Curves M.P. 219.2 to 215.6	80		70
1 Curve M.P. 188.9 to 188.4	80		70
3 Curves M.P. 160.9 to 158.2	80		70
2 Curves M.P. 158.2 to 157.9	30		30
2 Street Crossings M.P. 157.9 to 157.6	20		20

### TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 174.8	Rock Slide	Signals 1741 and 1752
M.P. 187	Hot Box	Rotating white lights at scanner and on locator M.P. 189.6
(Westward only)		
M.P. 201.6	Hot Box	Rotating white lights at scanner and on locator M.P. 199.7
(Eastward only)		
M.P. 214.7	Hot Box	Rotating white lights at scanner and on locator M.P. 217.1
(Westward only)		
M.P. 236.5	Hot Box	Rotating white lights at scanner and on locator M.P. 234.3
(Eastward only)		
Bridge M.P. 239.4	Highwater	Signals 2391-2392
M.P. 280.2	Hot Box	Rotating white light M.P. 281.4. Contact Winslow yard for location of hot box.
(Westward only)		

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Defiance Spur	166.9	13.5 Miles	West
Manuelito	174.2	9	East

Westward		Eastward	
First Class	17	18	First Class
Leave Daily	PM 7.43	AM 10.20	Arrive Daily
	7.55	10.08	
	8.06	9.57	
	8.14	9.49	
	8.20	9.43	
	8.24	9.39	
	8.29	9.34	
	8.34	9.29	
	8.43	9.20	
	8.52	9.10	
	8.57	9.04	
	9.01	8.59	
	9.04	8.55	
	9.13	8.45	
	9.30 PM	8.35 AM	
Arrive Daily			Leave Daily
(71.3)	..... Average speed per hour		(72.7)

### 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.
- "S"—Spring Switch.
- "WE"—West End.
- "EE"—East End.

Station	Type	Location	MPH
Gallup	I	Freight lead M.P. 159.6	30
	S	Crossover M.P. 159.7	30
Lupton	I	WE freight lead M.P. 161.3	30
	S	EE eastward siding	30
Defiance	S	EE eastward siding	30
	S	WE westward siding—EE eastward siding	30
Houck	S	WE westward siding	30
	S	WE westward siding—EE eastward siding	30
Cheto	S	WE westward siding—EE eastward siding	30
	S	WE westward siding—EE eastward siding	30
Chambers	S	WE westward siding—EE eastward siding	30
	S	WE westward siding—EE eastward siding	30
Navajo	S	WE westward siding—EE eastward siding	30
	S	WE westward siding—EE eastward siding	30
Pinta	S	WE westward siding—EE eastward siding	30
	S	WE westward siding—EE eastward siding	30
Adamana	S	WE westward siding—EE eastward siding	30
	S	WE westward siding—EE eastward siding	30
Holbrook	S	WE westward siding—EE eastward siding	30
	S	WE westward siding	30
Penzance	S	WE westward siding—EE eastward siding	30
	S	WE westward siding	30
Hibbard	S	WE westward siding—EE eastward siding	30
	S	WE westward siding	30
Winslow	I	Crossover M.P. 284.5	50
	I	Crossover M.P. 284.7	50
	I	Inbound freight lead M.P. 284.7	50
	I	Outbound freight lead M.P. 284.8	50
	I	South main track M.P. 284.9	50
	S	EE passenger track No. 1	15

NOTE: Trains or engines using siding must not exceed maximum speed for that turnout.

Between Gallup and Winslow where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Where speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

# THIRD DISTRICT

# ALBUQUERQUE DIVISION 5

Westward	TIME TABLE				Eastward			
First Class	NO. 14				First Class			
17	July 12, 1971				18			
Leave Daily	STATIONS				Arrive Daily			
PM 9.40	Yard	C-R T	WINSLOW YL	285.5	Yard	AM 8.25		
	n 148	B	26.3 CANYON DIABLO	311.7	n 148			
		B	17.0 DARLING	328.6				
10.50	n 90 s 145	C-R-Y	15.2 FLAGSTAFF	344.2	n 90 s 145	7.18		
	s 75	B	12.1 BELLEMONT	356.3	s 75			
		B	6.0 MAINE	362.5				
		B	12.2 WILLIAMS JCT.	374.6				
		B	10.8 PERRIN	385.4				
		B	9.7 DOUBLEA	395.1				
		B	12.2 EAGLE NEST	407.3				
		B	12.2 CROOKTON	419.5				
AM 12.30 AM	Yard	C-R-Y	9.0 SELIGMAN	428.8	Yard	5.40 AM		
Arrive Daily	(142.7)				Leave Daily			

(50.4)

Average speed per hour.....

(51.9)

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

- Williams Jct. to Eagle Nest
- Crookton to Seligman
- Riordan to Flagstaff
- Darling to Dennison

Between Winslow and Seligman where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light Frt.
<b>THIRD DISTRICT, EASTWARD:</b>	
Seligman to Crookton .....	79 60
Crookton to Maine .....	90 60
Maine to Darling .....	79 60
Darling to Winslow .....	90 60
<b>THIRD DISTRICT, WESTWARD:</b>	
Winslow to Maine .....	79 60
Maine to Crookton .....	90 60
Crookton to Seligman .....	79 60
<b>EASTWARD AND WESTWARD:</b>	
5 Curves M.P. 285.5 to 287.3 ...	65 55
2 Curves M.P. 301.9 to 303.3 ...	80 70
3 Curves M.P. 328.6 to 330.7 ...	50 50
2 Curves M.P. 330.7 to 331.8 ...	40 40
9 Curves M.P. 331.8 to 336.2 ...	50 45
3 Curves M.P. 336.2 to 338.0 ...	60 50
3 Curves M.P. 341.6 to 343.6 ...	55 50
19 Curves M.P. 343.6 to 350.2 ...	40 40
7 Curves M.P. 350.2 to 352.6 ...	50 50
2 Curves M.P. 352.6 to 353.9 ...	70 60
6 Curves & Grade M.P. 364.1 to 367.7 .....	55 50
11 Curves M.P. 367.7 to 371.8 ...	50 50
9 Curves & Grade M.P. 421.6 to 425.4 .....	55 50

Trains must get clearance card before leaving Winslow and Seligman.

Trains to Fourth District secure clearance card at Flagstaff.

Rule 261 "TCS" in effect on main tracks between Winslow, M.P. 288 and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo and on Yard track No. 1 Seligman.

Three main tracks between M.P. 284.5 and M.P. 288.1, Winslow: North track signalled for eastward movements, South track signalled for westward movements, Rule 251 governs. Middle track signalled for movements in both directions, Rule 261 "TCS" governs.

Rule 85: Between Winslow and Seligman exchange of train orders, signals and numbers is not required.

At Winslow, between controlled signals located M.P. 284.5 and M.P. 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand throw switches.

Yardmaster may give permission to line switches via radio after obtaining authority from control station.

Rule 93: Yard limits located at: Winslow.

### 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
Winslow	I	Freight leads to eastward main track .....	50
	I	Crossover M.P. 288.1 .....	50
	I	Crossover M.P. 288.3 .....	50
	I	Crossover M.P. 288.5 .....	50
	I	Switch north main track M.P. 287.9 .....	50
Canyon Diablo	I	Both ends siding .....	40
	I	Crossover M.P. 312.6 .....	50
	I	Crossover M.P. 310.5 .....	50
Darling	I	Crossover M.P. 326.7 .....	50
	I	Crossover M.P. 329.5 .....	50
Flagstaff	I	2 Crossovers M.P. 342.0 .....	50
	I	2 Crossovers M.P. 362.1 .....	50
Williams Jct.	I	Crossover M.P. 374.3 .....	50
	I	EE passenger track 1 .....	30
	I	WE passenger track 1 .....	30
	I	Crossover M.P. 375 .....	50
	I	Switch from Third District to Fourth District .....	50
Perrin	I	Crossover M.P. 383.1 .....	50
	I	Crossover M.P. 385.6 .....	50
Doublea	I	Crossover M.P. 392.0 .....	50
	I	Crossover M.P. 395.1 .....	50
Eagle Nest	I	Crossover M.P. 405.5 .....	50
	I	Crossover M.P. 407.5 .....	50
Crookton	I	Crossover M.P. 418.3 .....	50
	I	Crossover M.P. 420.5 .....	50
Seligman	I	Crossover M.P. 427.7 .....	50
	I	Crossover M.P. 429.6 .....	50
	I	Crossover M.P. 429.9 .....	50
	I	EE and WE No. 1 Track .....	50

Third District continued on page 6

# 6 ALBUQUERQUE DIVISION

# THIRD—KINGMAN DISTRICTS

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Dennison North Track	298.3	8	East-West
South Track	298.2	8	East-West
Sunshine South Track	305.9	72	East-West
Angell North Track	322.7	Wye	East-West
South Track	322.7	4	East-West
Cosnino North Track	333.1	8	East-West
South Track	333.3	24	East-West
Railhead North Track	339.9	90	East-West
Riordan	350.8		
Bellemont North Track	356.3	7	East-West
Spur South Track	368.1	4	East
Spur North Track	368.6	5	West

## TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 290.5	Highwater	Westward controlled signal M.P. 287.5 Automatic Signals 2912-2914
M.P. 293.5	Hot Box	Rotating white light at M.P. 292.3
Eastward only—both tracks		Contact Winslow Yard for location of hot box
M.P. 305.9	Dragging Equip.	Rotating white lights on posts M.P. 312.8 and opposite Signals 3073-3071
Westward only—both tracks		
M.P. 315.4	Hot Box	Rotating white light at scanner and at locator M.P. 312.8
Eastward only—both tracks		
M.P. 315.4	Dragging Equip.	Rotating lights M.P. 315.4 and M.P. 312.8
Eastward only—both tracks		
M.P. 322.8	Dragging Equip.	Rotating lights on posts at Signals 3202- 3204
Eastward only—both tracks		
M.P. 395.5	Rock Slide	Warning lights and Controlled Signals M.P. 395.1 Automatic Signals 3972- 3974
M.P. 401.2	Hot Box	Rotating white lights at scanner on posts M.P. 402.6 and at locator M.P. 404.3
Westward only—both tracks		
M.P. 402	Rock Slide	Warning lights and Automatic Signals 4001-4003 and 4032-4034
M.P. 409 to M.P. 411	Rock Slide	Warning lights and Automatic Signals 4091-4093 and 4112-4114
		Red rotating lights at M.P. 409, M.P. 410 and M.P. 411
M.P. 424.5	Hot Box	Rotating white lights at scanner and at locators Eastward M.P. 421.8, West- ward M.P. 426.7
Eastward-westward—both tracks		

When dragging equipment indicators actuated, stop and inspect train.

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

# ALBUQUERQUE DIVISION

# KINGMAN DISTRICT

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Chino	432.9	12	West
McConnico	520.7	40	West
Haviland	545.8	10	West
Powell	558.8	12	East

## TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 434.7 (eastward only)	Hot Box	Rotating white light at scanner and at locator M.P. 432
M.P. 439.0	Highwater	Signals 4381 and 4412
M.P. 505.8 (westward only)	Hot Box	Rotating white light at scanner and at locator M.P. 507.5
M.P. 505.9	Highwater	Signals 5051 and 5072
M.P. 536.0 (westward only)	Hot Box	Rotating white light at scanner and at locator M.P. 538.5
M.P. 559.8 (westward only)	Hot Box	Rotating white light at scanner and at locator M.P. 562.8
M.P. 559.8 (westward only)	Dragging Equipment	Rotating white light at scanner and at locator M.P. 562.8
M.P. 562.8	Highwater	Signals 5611 and 5632
M.P. 569.2 (eastward only)	Dragging Equipment	Rotating lights M.P. 568
M.P. 575.8	Highwater	Westward home signal west of M.P. 574 and Signal 5772

When dragging equipment indicators actuated, stop and inspect train.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

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.

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

Yampai-Hackberry  
Getz-Topock

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.

Trains must get clearance card before leaving Seligman and Needles.

Rule 251 in effect between M.P. 429.9 and Needles.

Rule 261 "TCS" in effect on two main tracks between M.P. 429.9 and Seligman and on No. 1 yard track Seligman.

Between Seligman and Needles where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

EXCEPTION: M.P. 455.2 to M.P. 460.1 and M.P. 514.4 to M.P. 519.2 speed is 40 MPH for all westward freight trains qualifying above.

Rule 93: Yard Limits Located At:  
Needles

Westward trains will sound whistle signal at microphone sign 900 feet west of M.P. 570.

# KINGMAN DISTRICT

# ALBUQUERQUE DIVISION 7

Westward		TIME TABLE						Eastward	
First Class	Communications, Turn Tables and Ways	Rolling Grade Descending—Feet Per Mile	Capacity of Sidings In 50 ft. Cars	NO. 14		Capacity of Sidings In 50 ft. Cars	Rolling Grade Descending—Feet Per Mile	First Class	
17				July 12, 1971				18	
Leave Daily	STATIONS						Arrive Daily		
AM 12.32	C-R-Y		Yard	SELIGMAN	428.8	Yard	AM 5.38		
12.42	B	75.0	107	11.2 AUDLEY	439.8	107	5.18		
12.48	B	75.0	107	7.1 PICA	446.9	107	5.12		
12.56	B-Y	69.7	142	5.2 YAMPAL	452.2	107	5.05		
1.05	B	105.8	92	7.9 NELSON	460.2	113	4.55		
1.11	B	75.0	107	5.6 PEACH SPRINGS	465.8	188	4.49		
1.21	B	75.0	107	11.4 TRUXTON	477.3	110	4.36		
1.29	B	75.0	107	7.0 VALENTINE	484.0	189	4.26		
1.34	B	75.0	96	4.9 HACKBERRY	489.0	105	4.21		
1.43	B	71.8	107	12.3 WALAPAI	501.3	115	4.12		
1.50	B-Y	31.7	144	8.2 BERRY	509.4	144	4.06		
1.53	B	0.0		4.5 GETZ	513.9		4.03		
1.58	O-R	95.0	118	2.8 KINGMAN	516.4	107	3.59		
				5.1 HARRIS	521.5	144	3.47		
2.09	B		107	5.5 GRIFFITH	526.8	144	3.39		
2.16	B	75.0		8.8 ATHOS	535.6	143	3.30		
2.20	B	75.0	144	4.0 YUCCA	540.2	105	3.24		
2.32	B	75.0	106	12.5 FRANCONIA	552.7	144	3.11		
2.42	B	73.9	107	12.4 TOPOCK	565.1	107	2.58		
3.00 AM	C-R-Y	52.8	Yard	NEEDLES YL	578.0	Yard	2.45 AM		
Arrive Daily	WEST (148.7) EAST (149.4)						Leave Daily		

(60.3)

Average speed per hour.....

(51.8)

### 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
Seligman	I	Crossover M.P. 429.9	50
	I	Crossover M.P. 429.6	50
	I	Crossover M.P. 427.7	50
Audley	I	EE and WE No. 1 Track	50
	S	EE eastward siding; WE westward siding	30
Pica	S	EE eastward siding	30
	S	WE westward siding	30
Yampai	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Nelson	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Peach Springs	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding; WE westward siding	30
Truxton	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Valentine	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Hackberry	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Walapai	S	EE eastward siding	30
	S	WE westward siding	15
Berry	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Kingman	S	WE eastward siding (normal position lined for quarry track)	10
	S	WE westward siding	30
Harris	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Griffith	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Athos	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Yucca	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Franconia	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Topock	S	EE eastward siding	30
	S	WE westward siding	30
Needles	I	Lead and crossover switches, west of M.P. 574	50

NOTE: Trains or engines using siding must not exceed maximum turnout speed for that siding.

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Fr.
<b>KINGMAN DISTRICT, EASTWARD:</b>		
Needles to Getz	79	60
Getz to Valentine	90	60
Valentine to Seligman	79	60
1 Curve M.P. 577.2 to 576.8	55	55
1 Curve M.P. 576.8 to 575.6	75	65
5 Curves M.P. 565.9 to 563.5	50	45
3 Curves M.P. 563.5 to 562.3	50	50
1 Curve M.P. 554.8 to 554.7	65	60
2 Curves M.P. 554.7 to 550.5	70	60
1 Curve M.P. 526.8x to 525.9x	65	65
7 Curves M.P. 525.9x to 520.3x	60	50
10 Curves M.P. 520.3x to 516.7x	40	40
2 Curves M.P. 516.7x to 515.3x	55	45
1 Curve M.P. 515.3x to 514.1x	65	65
4 Curves M.P. 499.1 to 492.7	85	70
1 Curve M.P. 490.2 to 488.9	80	70
8 Curves M.P. 488.9 to 482.5	65	60
2 Curves M.P. 482.5 to 481.6	55	55
1 Curve M.P. 481.6 to 481.0	55	50
5 Curves M.P. 481.0 to 479.4	30	30
1 Curve M.P. 479.4 to 479.0	55	50
3 Curves M.P. 479.0 to 477.0	65	60
6 Curves M.P. 477.0 to 470.5	70	60
4 Curves M.P. 470.5 to 469.0	50	45
5 Curves M.P. 469.0 to 464.9	65	55
3 Curves M.P. 464.9 to 463.8	50	50
6 Curves M.P. 463.8 to 460.1x	60	55
11 Curves M.P. 460.1x to 455.4	50	50
2 Curves M.P. 455.4 to 453.2	65	55
1 Curve M.P. 453.2 to 452.1	55	55
2 Curves M.P. 452.1 to 451.4	40	40
5 Curves M.P. 451.4 to 450.1	30	30
3 Curves M.P. 450.1 to 448.2	60	55
<b>KINGMAN DISTRICT, WESTWARD:</b>		
Seligman to Peach Springs	79	60
Peach Springs to Needles	90	60
2 Curves M.P. 447.4 to 448.2	70	65
3 Curves M.P. 448.2 to 450.1	60	55
5 Curves M.P. 450.1 to 451.4	30	30
5 Curves & Grade M.P. 451.4 to 455.5	55	45
5 Curves & Grade M.P. 455.5 to 457.8	50	40
5 Curves & Grade M.P. 457.8 to 460.1	60	40
7 Curves & Grade M.P. 460.1 to 463.7	60	45
3 Curves M.P. 463.7 to 464.9	50	45
5 Curves & Grade M.P. 464.9 to 469.0	70	45
4 Curves M.P. 469.0 to 470.5	50	45
2 Curves & Grade M.P. 470.5 to 472.7	80	45
4 Curves M.P. 472.7 to 477.0	90	45
2 Curves & Grade M.P. 477.0 to 478.2	80	45
1 Curve & Grade M.P. 478.2 to 479.0	60	40
2 Curves & Grade M.P. 479.0 to 479.5	40	40
3 Curves & Grade M.P. 479.5 to 480.6	30	30
2 Curves & Grade M.P. 480.6 to 481.6	55	45
2 Curves & Grade M.P. 481.6 to 482.5	70	60
9 Curves & Grade M.P. 482.5 to 490.2	80	60
1 Curve & Grade M.P. 514.4 to 515.2	70	25
2 Curves & Grade M.P. 515.2 to 516.5	50	25
6 Curves & Grade M.P. 516.5 to 519.2	45	25
5 Curves & Grade M.P. 519.2 to 524.3	80	45
18 Curves & Grade M.P. 524.3 to 562.3	90	45
1 Curve & Grade M.P. 562.3 to 562.8	65	45
7 Curves M.P. 562.8 to 565.9	50	45
1 Curve M.P. 565.9 to 566.6	80	70
3 Curves M.P. 572.4 to 575.6	85	70
1 Curve M.P. 575.6 to 576.8	75	65
1 Curve M.P. 576.8 to 577.2	55	55

# 8 ALBUQUERQUE DIVISION

# FOURTH DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS			WESTWARD ↓	TIME TABLE NO. 14 July 12, 1971	EASTWARD ↑	Mile Post	Ruling Grade Ascending Feet Per Mile	Capacity of Sillings In 50 ft. Cars
LOCATION	M.P.H. Pgr. and Light	Frt.						
FOURTH DISTRICT	59	49						
8 Curves M.P. 375.2 to 378.2	50	40						
1 Curve & 1 Street Crossing M.P. 378.2 to 378.9	40	40						
5 Curves M.P. 378.9 to 381.1	50	40						
2 Curves M.P. 381.1 to 381.5	35	35						
4 Curves & Grade M.P. 381.5 to 382.6x	40	30						
2 Curves & Grade M.P. 382.6x to 384.0x	30	30						
9 Curves & Grade M.P. 384.0x to 391.2x	40	30						
1 Curve & Grade M.P. 391.2x to 391.8x	30	30						
6 Curves & Grade M.P. 391.8x to 394.5x	40	30						
1 Curve & Grade M.P. 394.5x to 395.0x	30	30						
17 Curves & Grade M.P. 395.0x to 400.6x	40	30						
5 Curves M.P. 400.6x to 401.9	30	25						
4 Curves M.P. 0.4 to 2.6	45	40						
3 Curves M.P. 4.0 to 5.9	45	40						
3 Curves M.P. 7.9 to 9.9	45	40						
3 Curves M.P. 12.0 to 14.1	45	40						
4 Curves M.P. 14.1 to 16.2	35	35						
2 Curves M.P. 16.2 to 17.2	45	40						
1 Curve M.P. 18.4 to 18.7	45	40						
1 Curve M.P. 21.1 to 21.4	30	20						
5 Curves M.P. 21.8 to 23.2	40	30						
2 Curves M.P. 23.2 to 26.6	50	40						
4 Curves M.P. 80.6 to 82.3	45	30						
6 Curves M.P. 83.5 to 85.5	30	25						
6 Curves M.P. 85.5 to 86.4	25	20						
5 Curves M.P. 86.4 to 90.8	40	30						
Cut M.P. 90.8 to 91.0	20	20						
9 Curves M.P. 91.0 to 94.3	30	25						
5 Curves M.P. 94.3 to 96.2	25	20						
3 Curves M.P. 96.2 to 97.4	40	30						
3 Curves M.P. 97.4 to 98.3	30	25						
3 Curves M.P. 98.3 to 99.7	40	30						
4 Curves M.P. 99.7 to 101.8	30	25						
2 Curves M.P. 101.8 to 103.2	40	30						
17 Curves M.P. 103.2 to 107.7	25	20						
2 Curves M.P. 107.7 to 109.0	40	30						
8 Curves M.P. 109.0 to 112.2	35	30						
1 Curve M.P. 112.2 to 112.5	30	25						
2 Curves M.P. 112.5 to 114.2	40	30						
2 Curves M.P. 114.2 to 115.1	35	30						
5 Curves M.P. 115.1 to 118.0	40	30						
2 Curves M.P. 118.0 to 118.3	30	25						
4 Curves M.P. 118.3 to 119.7	40	30						
1 Curve M.P. 119.7 to 119.8	35	30						
4 Curves M.P. 119.8 to 120.9	40	30						
7 Curves M.P. 120.9 to 122.6	25	20						
1 Curve M.P. 122.6 to 123.2	50	40						
6 Curves M.P. 131.2 to 134.9	45	40						
1 Curve M.P. 134.9 to 135.1	20	20						
5 Curves M.P. 135.1 to 138.2	45	40						
1 Curve M.P. 138.2 to 138.3	35	35						
10 Curves M.P. 138.3 to 141.6	40	30						
42 Curves M.P. 141.6 to 150.3	30	25						
1 Curve M.P. 174.9 to 175.1	55	40						
1 Curve M.P. 178.8 to 178.9	50	40						
4 Curves and 22 Crossings M.P. 182.5 to 190.8	30	30						
4 Curves and 8 Crossings M.P. 190.8 to 192.9	20	20						
2 Switches and 2 Crossings M.P. 192.9 to 193.7	15	15						
Ennis Spur	20	20						

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

Trains must get clearance card before leaving Ash Fork and Mobest.  
 Westward trains from Third District secure clearance card at Flagstaff.  
 Trains must get clearance card at Wickenburg during hours office of communication is open.  
 Rule 261 "TCS" in effect on main track between Williams Jct. and Williams M.P. 378.1.  
 Rule 83(A): Train register located in phone booth at Williams, Drake, Abra, Matthie and Ennis where trains will register as directed.  
 Trains arriving and departing Ash Fork during time office is closed will register by Form 903 and deposit in box provided for that purpose.

Rule 5: At Matthie time applies at west junction switch.  
 Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Depot at Phoenix.  
 At Phoenix, before crossing Southern Pacific tracks on tail of wye, be governed by instructions in box on north side of Southern Pacific tracks.  
 Fourth District continued on page 9.

(208.8)



**PARKER DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications, Turn Tables and Wyes
		↓	NO. 14 July 12, 1971	↑			
			STATIONS				
			MATTHIE YL		0.0		B-Y
45	39.8		6.2 DIVIDE		6.2	0.0	B
24	0.0		8.3 FOREPAUGH		14.5	31.7	B
103	0.0		7.7 AGUILA YL		22.2	29.0	B
46	19.8		17.8 LOVE		40.0	31.7	B
12	0.0		4.8 WENDEN		44.8	31.7	B
24	26.4		5.2 SALOME		50.0	21.1	B
14	29.0		10.3 VICKSBURG		60.3	84.6	B
8	0.0		6.5 McVAY		66.8	31.7	B
14	0.0		3.7 UTTING		70.5	31.7	B
17	0.0		9.4 BOUSE		79.9	31.7	B
48	0.0		10.7 WALL		90.6	31.7	B
94	31.7		15.2 PARKER YL		105.8	31.7	C-R-Y
			(105.8)				

Booth phone located at M.P. 31.1.

Rule 83(A): Train register located in phone booth at Matthie where trains will register as directed.

Trains must get clearance card before leaving Parker.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

LOCATION	Psg. and Light	M.P.H.	Fr.
PARKER DISTRICT	59		49
3 Curves M.P. 0.0 to 2.4	45		30
3 Curves M.P. 53.3 to 55.0	40		25
12 Curves M.P. 55.0 to 58.1	30		20
3 Curves M.P. 95.2 to 97.2	45		30
1 Curve M.P. 101.6 to 101.9	45		30
GRAND CANYON DISTRICT	40		40
21 Curves M.P. 0.8 to 12.7	30		20
2 Curves M.P. 35.7 to 36.6	25		20
18 Curves M.P. 46.2 to 53.6	30		25
35 Curves M.P. 53.6 to 63.1	25		25
3 Curves M.P. 63.1 to 63.7	15		15

**SWITCHES—MAXIMUM AUTHORIZED SPEED  
FOURTH-PARKER GRAND CANYON DISTRICTS**

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; All main track turnouts and crossovers—15 MPH; except for spring switches at the following locations:

"S" Spring Switch.

Station	Type	Location	MPH
<b>GRAND CANYON DISTRICT</b>			
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

Normal position of junction switches is as follows:

Williams for Fourth District

Drake for Fourth District

Abra for Fourth District

Matthie for Fourth District

Rule 93: Yard Limits located At: Williams, Ash Fork, Drake, Hillside, Matthie, Wickenburg, Beardsley to Phoenix, Aguilá, Parker, Grand Canyon.

**GRAND CANYON DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications, Turn Tables and Wyes
		↓	NO. 14 July 12, 1971	↑			
			STATIONS				
Yard			WILLIAMS YL		0.0		R-C-Y
29	158.4		9.5 RED LAKE		9.0	110.9	B
20	132.0		11.6 QUIVERO		20.5	105.6	B
32	116.2		8.4 VALLE		29.0	48.0	B
21	62.3		8.8 WILLAHA		37.7	100.3	B
	37.0		7.0 ANITA		44.8	79.2	B-Y
27	0.0		7.3 APEX		52.0	170.4	B
30	117.5		5.2 COCONINO		57.2	158.4	B
Yard	39.6		6.5 GRAND CANYON YL		63.7	130.3	B-Y
			(64.3)				

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

Rule 83 (A): Train register located in phone booth Williams where trains will register as directed.

**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**

LOCATION	Mile Post	Car Capacity	Switch Connection
<b>FOURTH DISTRICT</b>			
Hawkins	113.3	8	East
Lizard Acres	171.6	23	East-West
Suprise	172.5	17	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	175.1	18	East
Bumstead	178.4	23	East-West
Webb Spur	179.4	2 miles	East
Olive Avenue	180.0	24	East-West
Wayne	181.8	14	East-West
Fennemore	183.0	35	East-West
Citrus Park	185.2	35	East-West
Woddell	186.0	1 mile	
McMicken	187.8	64	East-West
Spur (Parker Dist.)	43.2	25	East
Woodin (Grand Canyon Dist.)	43.8	7	West

# 10 ALBUQUERQUE DIVISION CLARKDALE—PRESCOTT—IRON KING DISTRICT SPECIAL RULES

## CLARKDALE DISTRICT

Communications and wye	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓	NO. 14 July 12, 1971	↑		
				STATIONS			
Y-B	31	79.2		DRAKE YL 16.2		0.0	105.6
B	23	82.3		PERKINSVILLE YL 19.7		18.8	105.6
C-Y	Yard			CLARKDALE YL (38.0)		38.0	

## IRON KING DISTRICT

Communications and wye	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓	NO. 14 July 12, 1971	↑		
				STATIONS			
	Yard	50.2		IRON KING YL 0.3		18.9	112.4
Y	Yard	84.5		HUMBOLDT YL 18.6		18.6	96.1
B	22			ENTRO YL (16.9)		0.0	

No switch lights on Clarkdale District.

Booth phone at Bear and Sycamore.

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

Trains must get clearance card before leaving Clarkdale.

Yard limits Drake to Clarkdale inclusive.

No switch lights on Iron King District.

Yard limits Entro to Iron King inclusive.

### 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.

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psgr. and Light	M.P.H.	Frt.
CLARKDALE DISTRICT	20		20
17 Curves M.P. 11.9 to 15.1	15		15
5 Curves M.P. 22.2 to 23.7	15		15
17 Curves M.P. 29.9 to 34.8	15		15
PRESCOTT DISTRICT	59		49
1 Curve M.P. 30.3 to 30.6	59		45
3 Curves M.P. 30.8 to 31.9	45		35
5 Curves M.P. 34.0 to 35.4	40		30
3 Curves M.P. 39.7 to 41.2	50		40
1 Curve M.P. 42.5 to 42.7	45		35
1 Curve M.P. 46.0 to 46.1	50		40
1 Bridge M.P. 46.4	10		10
2 Curves M.P. 48.0 to 48.7	30		25
2 Curves M.P. 48.7 to 50.3	50		40
10 Curves M.P. 50.3 to 52.7	25		20
6 Curves M.P. 52.7 to 55.9	40		30
3 Curves M.P. 55.9 to 57.6	30		20
IRON KING DISTRICT	25		25

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Bear (Clarkdale Dist.)	10.6	28	East-West
Sycamore	27.8	17	East-West
Tapco	35.5	50	East
Puro (Prescott Dist.)	35.1	41	East-West
Copper	38.9	96	East-West
Granite	44.6	38	East-West
Tutt	46.6	1.5 miles	East
Yaeger (Iron King Dist.)	7.7	12	East-West
Cherry Creek	14.8	13	East-West

### JUNCTION SWITCHES

Normal position of junction switches is as follows:

Drake for Fourth District

Abra for Fourth District

Entro for Prescott District

## PRESCOTT DISTRICT

Communications and wye	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓	NO. 14 July 12, 1971	↑		
				STATIONS			
	73	64.0		ABRA YL 1.2		28.4	79.2
B	30	79.5		DEL RIO YL 17.4		33.6	58.0
B	17	79.5		ENTRO YL 8.1		51.0	66.5
C-Y	Yard			PRESCOTT YL (27.7)		67.1	

Trains must get clearance card before leaving Prescott.

Yard limits Abra to Prescott inclusive.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

## ALBUQUERQUE DIVISION

## SPECIAL RULES

### LENGTHS OF STEMS OF WYES

Location	Feet	Location	Feet
Thoreau	369	Matthie	Main Track
McCune	Govt. Spur	Alhambra	1379
Gallup	306	Phoenix	11th Ave. Spur
Pinta	491	Parker	564
Angell	558	Williams	1620
Flagstaff	170	Anita	400
Seligman	910	Grand Canyon	1617
Yampai	500	Clarkdale	769
Berry	2500	Humboldt	1195
Needles	401	Prescott	564
Drake	Main Track		
Congress (Normally lined for east leg)	812		

# 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, Seligman, Needles, Ash Fork, Prescott, Mobest (telegraph office and roundhouse), Phoenix, Glendale and Parker.
3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a handthrow switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 80: Bulletin books are located at Albuquerque, Belen, Gallup, Winslow, Flagstaff, Seligman, Needles, Ash Fork, Prescott, Glendale, Mobest, Phoenix and Parker.

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

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. 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.

8. Rule 761: Following is list of structures:

Tunnel between Perkinsville and Sycamore on Clarkdale District.

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

At Pittsburgh-Midway Coal Co., Defiance Spur, tipple will not clear man on top or side of car.

## 9. MAXIMUM SPEED OF LOCOMOTIVES

	Forward (MPH)	Light Forward (MPH)	Backing or When Not Controlled From Leading Unit (MPH)	Dead in Train (MPH)
<b>DIESEL LOCOMOTIVES:</b>				
300LABC thru 314LABC, 315AB thru 321AB .....	90	90	45	90
5920-5948 .....	79	79	45	79
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849 .....	70	70	45	70
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450 .....	45	45	45	45
<b>Diesels without dynamic brakes in use</b>				
Supai-Ashfork .....		20		
Yampai-Nelson .....		30		
Nelson-Hackberry .....		40		
Getz-McConnico .....		20		
McConnico-Topock .....		30		
<b>Diesels with dynamic brakes in use</b>				
Supai-Ashfork .....		35		

# ALBUQUERQUE DIVISION 11

## SPEED REGULATIONS

10. Derricks, cranes, pile drivers, spreaders\* and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks MPH	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts	40	45	30
Other Districts .....	15	15	15

\*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH. Pile drivers must be handled in train next to engine. Maximum speed handling Scale Test Cars AT-199913, AT-199914 and AT-199915, 50 MPH.

11. In freight and mixed service with dynamic brake NOT in use, maximum speed on descending grades as follows:

Percent	Feet Per Mile	MPH
1.0 to 1.5	52.8 to 79.2	30 MPH
1.5 to 2.0	79.2 to 105.6	25 MPH
2.0 and over	105.6 and over	15 MPH

Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

12. 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:

## MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above top of rail (inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
<b>Diesel Locomotives:</b>			
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849 .....	3	5	5
652-653 .....	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948 .....	5	5	5
<b>Passenger Cars</b>			
Roller Bearings .....	8	5	0
Friction Bearings .....	12	5	0

## SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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	63.2	1 38	36.8	12 ..	5.0

**AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY**

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!**

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.

**FREIGHT TRAIN SCHEDULE (For Information Only)**

**WESTWARD**

**MOUNTAIN STANDARD TIME**

STATION		308	668	679/709	109	718/728	318	198	508	129/379	118/328 368/378	307	678
BELEN	LV	2.00A 2	4.50A 2	9.00A 2	9.15A 2	11.00A 1	11.30A 2	7.00A 1	3.00P 2	4.40P 2	7.00P 2	9.00P 2	6.30A 1
GALLUP	LV	5.05A 2	7.35A 2	12.35P 2	1.05P 2	2.50P 1	3.30P 2	9.20A 1	6.40P 2	7.30P 2	10.20P 2	2.30A 3	9.35A 1
WINSLOW	AR	7.15A 2	9.40A 2	2.30P 2	3.35P 2	5.20P 1	6.00P 2	11.10A 1	9.10P 2	9.50P 2	12.40A 3	5.30A 3	11.40A 1
	LV	7.45A 2	10.00A 2	3.10P 2	4.05P 2	5.50P 1	6.30P 2	11.15A 1	9.40P 2	10.10P 2	1.00A 3	10.00A 3	11.59A 1
ASH FORK	LV											1.30P 3	
SELIGMAN	LV	10.50A 2	1.00P 2	6.50P 2	8.10P 2	9.50P 1	11.05P 2	1.55P 1	1.35A 3	1.15A 3	4.45A 3		2.45P 1
NEEDLES	AR	1.40P 2	3.30P 2	10.05P 2	12.10A 3	1.10A 2	3.10A 3	5.00P 1	5.25A 3	4.25A 3	8.15A 3		5.30P 1
PHOENIX	AR											11.59P 3	

**EASTWARD**

STATION		741	905	813	841	891	805	803	801	843	901	943	817
NEEDLES	LV		2.50A 2	7.35A 1	9.00A 1	5.05P 0	3.05P 1	4.35P 1	9.00P 1	6.05P 1	10.00P 1	9.05P 1	2.30A 1
SELIGMAN	LV		8.30A 2	12.10P 1	2.00P 1	8.00P 0	7.40P 1	9.10P 1	1.35A 2	10.40P 1	2.35A 2	1.40A 2	9.00A 1
GLENDAL	LV	12.01A 1											
	AR	7.15A 1											
ASH FORK	LV	7.25A 1											
WINSLOW	AR	11.30A 1	1.15P 2	3.30P 1	5.45P 1	10.40P 0	11.00P 1	12.30A 2	4.50A 2	2.00A 2	5.50A 2	5.00A 2	4.00P 1
	LV	12.01P 1	1.45P 2	3.50P 1	6.15P 1	10.45P 0	11.20P 1	12.50A 2	5.10A 2	2.20A 2	6.10A 2	5.20A 2	6.00P 1
GALLUP	LV	2.40P 1	4.50P 2	6.25P 1	9.00P 1	12.35A 1	1.55A 2	3.25A 2	7.35A 2	4.55A 2	8.35A 2	7.55A 2	2.00A 2
BELEN	AR	6.30P 1	10.00P 2	9.30P 1	1.00A 2	2.50A 1	5.00A 2	6.30A 2	10.30A 2	8.00A 2	11.30A 2	11.00A 2	8.00A 2

**WESTWARD**

**708**

MOBEST	LV	1.00A 1	
PARKER	AR	6.00A 1	

**EASTWARD**

**807**

PARKER	LV	5.00P 1	
MOBEST	AR	1.00A 2	

A. J. STROBEL, GENERAL WATCH INSPECTOR  
Topeka, Kansas

R. W. WELLS, ASST. GENERAL WATCH INSPECTOR  
San Bernardino, Calif.

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

DR. NAT DOWNS REID, CHIEF SURGEON  
Los Angeles, California

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON  
Los Angeles, California

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON  
Los Angeles, California

For name and address of local surgeons and local watch inspectors, refer to bulletin book.