



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.)

TRAINMASTERS

W. E. ADAMS Gallup, N. Mex.
G. R. DERKSEN Winslow, Ariz.
F. B. HATFIELD Phoenix, Ariz.
J. L. SCHROEDER Needles, Calif.
W. H. LAWSON (Amtrak) Los Angeles, Calif.

ASSISTANT TRAINMASTERS

K. R. HATFIELD 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

W. L. WHITE Gallup, N. Mex.
T. W. ANDERSON Winslow, Ariz.
F. V. DOBBS (Amtrak) Needles, Calif.
J. L. BOOTMAN, JR. 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
	J. L. McELROY

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



ALBUQUERQUE DIVISION

TIME TABLE No.

15

IN EFFECT

Sunday, November 14, 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. L. KIDD
Superintendent
WINSLOW, ARIZ.

2 ALBUQUERQUE DIVISION

FIRST—BELEN DISTRICT

Westward		TIME TABLE										Eastward						
First Class		NO. 15										First Class						
3		November 14, 1971										4						
Leave Daily	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In 50 ft. Cars	Mile Post	STATIONS										Mile Post	Capacity of Sidings In 50 ft. Cars	Communications, Turn Tables and Wyes	Ruling Grade Descending—Feet Per Mile	Arrive Daily
PM 5.15	14.9	Yard	902.4	TCS ABS	ALBUQUERQUE YL	N.M. DIV.	902.4	Yard	C-R TY	21.1	PM 1.10							
5.30	26.4	48	915.0				TCS ABS	ISLETA	915.0	48	B	52.8	12.50					
5.42	26.4	110	27.4	TCS ABS	DALIES	27.4			110	B	52.8	12.37						
5.50	31.7		33.9			TCS ABS	RIO PUERCO	33.9	148	B	0.0	12.28						
5.58	0.0	118	43.3	TCS ABS	GARCIA						52.8	12.18						
6.02	0.0	135	47.3			TCS ABS	SUWANEE	47.3	156	B	31.7	12.11						
6.11	0.0	125	58.1	TCS ABS	MARMON			58.1	118	B	31.7	12.05						
6.16	0.0	88	63.3			TCS ABS	QUIRK	63.3		B	31.7	PM 11.59						
6.21	0.0	135	68.7	TCS ABS	LAGUNA			68.7	110	B	31.7							
6.28	0.0	118	77.6			TCS ABS	ACOMITA	77.6										
6.36	0.0	118	85.9	TCS ABS	ANZAO			85.9	132	B	31.7	11.44						
6.46	0.0	134	95.5			TCS ABS	GRANTS	95.5	118	C-R	31.7	11.35						
6.56	0.0	118	107.2	TCS ABS	BLUEWATER			107.2	135	B	31.7	11.25						
						TCS ABS	NORTH CHAVES	121.8	118	B	52.8	11.13						
7.11	0.0	144	125.6	TCS ABS	THOREAU			125.6		B-Y	31.7	11.10						
						TCS ABS	NORTH GUAM	136.7	131	B	31.7	11.01						
7.23	56.3	118	141.5	TCS ABS	PEREA						0.0							
7.29	31.7	105	149.3			TCS ABS	McOUNE	149.3		B-Y	0.0							
7.31	31.7		151.6	TCS ABS	ZUNI			151.6	169	B	0.0	10.44						
PM 7.40		Yard	157.6			TCS ABS	GALLUP YL	157.6	Yard	C-R Y	0.0	10.37 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.

Rule 251 and Rule 93(A) in effect at Albuquerque between M.P. 902.0 and end of two tracks M.P. 903.9.

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

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
Eastward Track			
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
Westward Track			
McCarty's	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. 15													
		November 14, 1971													
	Ruling Grade Ascending—Feet Per Mile	Capacity of Sidings In 50 ft. Cars	Mile Post	STATIONS										Capacity of Sidings In 50 ft. Cars	Ruling Grade Descending—Feet Per Mile
	66.2		0.0	TCS	BELEN YL	2 TRACKS		Yard		66.2					
			10.1				TCS	DALIES	2 TRACKS		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 and Rule 93(A) 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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

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

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

Belen District Westward			
Belen to Dalies	79	60	60
West Switch Tracks 23 and 24, Belen, and 2 Curves Belen to M.P. 0.5	30	30	30
2 Curves M.P. 6.7 to 8.3 (South Track)	70	60	60
2 Curves M.P. 8.3 to 10.2 (South Track)	60	55	55
3 Curves M.P. 6.7 to 9.5 (North Track)	75	60	60
1 Curve M.P. 9.5 to 10.2 (North Track)	60	50	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. 908.7	Highwater	Eastward Signal 9092 Westward-Controlled Signal M.P. 906.4
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	Psg. and Light	M.P.H.	Frt.
Second District Westward and Eastward	90		60
Defiance Spur	15		15
Second District Westward			
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
Second District Eastward			
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 (Westward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 189.6
M.P. 201.6 (Eastward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 199.7
M.P. 214.7 (Westward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 217.1
M.P. 236.5 (Eastward only)	Hot Box	Rotating white lights at scanner and on locator M.P. 234.3
Bridge M.P. 239.4	Highwater	Signals 2391-2392
M.P. 280.2 (Westward only)	Hot Box	Rotating white light M.P. 281.4. Contact Winslow yard for location of hot box.

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				TIME TABLE				Eastward	
First Class				NO. 15				First Class	
3				November 14, 1971				4	
Leave Daily	Communications, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	STATIONS		Ruling Grade Descending—Feet Per Mile	Mile Post	Capacity of Sidings in 50 ft. Cars	Arrive Daily
PM 7.43	Y-R-C	Yard	0.0	GALLUP YL			167.6	Yard	AM 10.35
7.55	B		15.8	DEFIANCE		31.7	166.9	104	10.23
8.06	B	79	0.0	LUPTON		31.7	180.4	135	10.12
8.14	B	136	15.8	HOUC		31.7	191.2	145	10.04
8.20	B	104	15.8	CHETO		31.7	199.7		9.58
8.24	B	80	15.8	CHAMBERS		31.7	205.7	101	9.54
8.29	B	114	0.0	NAVAJO		31.7	218.0	116	9.49
8.34	Y-B	144	0.0	PINTA		31.7	219.2	130	9.44
8.43	B	114	0.0	ADAMANA		31.7	232.3	144	9.35
8.52	B	81	17.9	ARNTZ		31.7	245.5	83	9.25
8.57	R-C	114	26.4	HOLBROOK		31.7	253.0	135	9.19
9.01	B	162	0.0	PENZANCE		31.7	258.6		9.14
9.04	B	72	17.4	JOSEPH CITY		16.9	262.4		9.10
9.13	B	114	19.5	HIBBARD		31.7	274.8	144	9.00
9.30 PM	T R-C	Yard		WINSLOW YL			286.5	Yard	8.50 AM
Arrive Daily				(127.2)					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
	I	Crossover M.P. 159.7	30
	I	WE freight lead M.P. 161.3	30
Defiance	S	EE eastward siding	30
Lupton	S	EE eastward siding	30
Houc	S	WE westward siding—EE eastward siding	30
Cheto	S	WE westward siding	30
Chambers	S	WE westward siding—EE eastward siding	30
Navajo	S	WE westward siding—EE eastward siding	30
Pinta	S	WE westward siding—EE eastward siding	30
Adamana	S	WE westward siding—EE eastward siding	30
Holbrook	S	WE westward siding—EE eastward siding	30
Penzance	S	WE westward siding	30
Hibbard	S	WE westward siding—EE eastward 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	First Class	3	Rating Grade Ascending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars	Communications, Turn Tables and Wyes	TIME TABLE NO. 15 November 14, 1971	Mile Post	Rating Grade Ascending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars	4	First Class	Eastward
Leave Daily	PM 9.40	75.0	Yard	C-R T	WINSLOW YL	285.5	31.7	Yard	AM 8.40	Arrive Daily		
		75.0	n 148	B	26.3 CANYON DIABLO	311.7	22.7	n 148				
		75.0		B	17.0 DARLING	328.6	75.0					
10.50		75.0	n 90 s 146	C-R-Y	15.2 FLAGSTAFF	344.2	75.0	n 80 s 146	s 7.33			
		75.0	s 75	B	12.1 BELLEMONT	366.3	75.0	s 75				
		64.5		B	6.0 MAINE	362.5	75.0					
		75.0		B	12.2 WILLIAMS JCT.	374.6	97.7					
		0.0		B	10.8 PERRIN	385.4	52.8					
		0.0		B	9.7 DOUBLEA	395.1	52.8					
		30.6		B	12.2 EAGLE NEST	407.3	52.8					
		52.8		B	12.2 CROOKTON	419.5	40.9					
AM 12.30 AM		0.0	Yard	C-R-Y	9.0 SELIGMAN	428.8	75.0	Yard	5.55 AM	Leave Daily		
Arrive Daily					(142.7)							

(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
- M.P. 337 to West Darling
- East 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 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.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light Frt.
THIRD DISTRICT, EASTWARD:	
Seligman to Crookton	79 60
Crookton to Maine	90 60
Maine to Darling	79 60
Darling to Winslow	90 60
THIRD DISTRICT, WESTWARD:	
Winslow to Maine	79 60
Maine to Crookton	90 60
Crookton to Seligman	79 60
EASTWARD AND WESTWARD:	
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
4 Curves & Grade M.P. 364.1 to 366.7	55 50
13 Curves M.P. 366.7 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
		Crossover M.P. 288.1	50
		Crossover M.P. 288.3	50
		Crossover M.P. 288.5	50
		Switch north main track M.P. 287.9	50
Canyon Diablo	I	Both ends siding	40
		Crossover M.P. 312.6	50
		Crossover M.P. 310.5	50
Darling	I	Crossover M.P. 326.7	50
		Crossover M.P. 329.5	50
Flagstaff	I	2 Crossovers M.P. 342.0	50
Maine	I	2 Crossovers M.P. 362.1	50
Williams Jct.	I	Crossover M.P. 374.3	50
		EE passenger track 1	30
		WE passenger track 1	30
		Crossover M.P. 375	50
		Switch from Third District to Fourth District. ...	50
Perrin	I	Crossover M.P. 383.1	50
		Crossover M.P. 385.6	50
Doublea	I	Crossover M.P. 392.0	50
		Crossover M.P. 395.1	50
Eagle Nest	I	Crossover M.P. 405.5	50
		Crossover M.P. 407.5	50
Crookton	I	Crossover M.P. 418.3	50
		Crossover M.P. 420.5	50
Seligman	I	Crossover M.P. 427.7	50
		Crossover M.P. 429.6	50
		Crossover M.P. 429.9	50
		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		
Belmont 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 Equipmt.	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 Equipmt.	Rotating lights M.P. 315.4 and M.P. 312.8
Eastward only—both tracks		
M.P. 322.8	Dragging Equipmt.	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. 467.7	Highwater	Signals 4671 and 4682
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

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.

Rule 93: Yard limits located at Needles.

Rule 93(A) in effect at Needles between train signs located at east and west ends of passenger yard.

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 limit is 40 MPH for all westward freight trains qualifying above.

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				NO. 15				First Class			
3				November 14, 1971				4			
Leave Daily				STATIONS				Arrive Daily			
AM 12.32	C-R-Y		Yard	SELIGMAN	428.8	Yard		AM 5.53			
12.42	B	76.0	107	11.2 AUDLEY	439.8	107	72.9	5.33			
12.48	B	75.0	107	7.1 PICA	446.9	107	75.0	5.27			
12.56	B-Y	69.7	142	5.2 YAMPAI	452.2	107	75.0	5.20			
1.05	B	79.9	92	7.9 NELSON	460.2	113	0.0	5.10			
1.11	B	75.0	107	5.6 PEACH SPRINGS	465.8	168	0.0	5.04			
1.21	B	75.0	107	11.4 TRUXTON	477.8	110	0.0	4.51			
1.29	B	75.0		7.0 VALENTINE	484.0	169	0.0	4.41			
1.34	B	75.0		4.9 HACKBERRY	489.0	106	0.0	4.36			
1.43	B	71.8	95	12.3 WALAPAI	501.3	115	43.8	4.27			
1.50	B-Y	31.7	107	8.2 BERRY	509.4	144	46.0	4.21			
1.53	B	0.0	144	4.5 GETZ	513.9		50.2	4.18			
1.58	C-R	95.0	118	2.8 KINGMAN	516.4	107	0.0	4.14			
	B			5.1 HARRIS	521.5	144	0.0	4.02			
2.09	B	75.0	107	5.5 GRIFFITH	526.8	144	0.0	3.54			
2.16	B	75.0		8.8 ATHOS	535.6	143	0.0	3.45			
2.20	B	75.0	144	4.6 YUCCA	540.2	105	0.0	3.39			
2.32	B	75.0	105	12.5 FRANCONIA	552.7	144	0.0	3.26			
2.42	B	73.9	107	12.4 TOPOCK	565.1	107	62.8	3.13			
3.00 AM	C-R-Y	62.8	Yard	12.4 NEEDLES YL	578.0	Yard	62.8	3.00 AM			
Arrive Daily				WEST (148.7) EAST (149.4)				Leave Daily			

(60.3)

Average speed per hour.

(51.8)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frt.
KINGMAN DISTRICT, EASTWARD:		
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
3 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
KINGMAN DISTRICT, WESTWARD:		
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

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
	I	EE and WE No. 1 Track	50
Audley	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Pica	S	WE westward siding	30
	S	EE eastward siding; WE westward siding	30
Yampai	S	EE eastward siding	30
	S	EE eastward siding; WE westward 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	30
	S	EE eastward siding; WE westward siding	30
Valentine	S	EE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Hackberry	S	EE eastward siding	30
	S	WE westward siding	15
Walapai	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
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	30
Athos	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Yucca	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding; WE westward siding	30
Franconia	S	EE eastward siding	30
	S	WE westward siding	30
Topock	S	WE westward siding	30
	S	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.

8 ALBUQUERQUE DIVISION

FOURTH DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS			TIME TABLE							
LOCATION	M.P.H. Psgr. and Light	Frt.	Communications, Turn Tables and Wyes	Ruling Grade Ascending Feet Per Mile	WESTWARD	NO. 15	EASTWARD	Mile Post	Ruling Grade Ascending Feet Per Mile	Capacity of Sidings in 90 ft. Cars
					↓	NOVEMBER 14, 1971	↑			
FOURTH DISTRICT										
						STATIONS				
8 Curves M.P. 375.2 to 378.2	50	49				WILLIAMS JCT.		375.2		Yard
1 Curve & 1 Street Crossing M.P. 378.2 to 378.9	40	40	B	75.0	TCS	3.6 WILLIAMS YL		378.2	75.0	Yard
5 Curves M.P. 378.9 to 381.1	50	40	R-C-Y	75.0		3.4 SUPAI		381.6	6.8	
2 Curves M.P. 381.1 to 381.5	35	35	B	0.0		2.5 SERENO		384.2	95.0	108
4 Curves & Grade M.P. 381.5 to 382.6x	40	30	B	0.0		6.2 CORVA		390.2	95.0	131
2 Curves & Grade M.P. 382.6x to 384.0x	30	30	B	0.0		6.7 DAZE		393.7	95.0	108
9 Curves & Grade M.P. 384.0x to 391.2x	40	30	B	0.0		7.5 ASH FORK YL		401.2		Yard
1 Curve & Grade M.P. 391.2x to 391.8x	30	30	C-R	51.7		3.9 CRUIOE		3.9	52.8	72
6 Curves & Grade M.P. 391.8x to 394.5x	40	30	B	53.3		5.3 MEATH		9.2	83.4	39
1 Curve & Grade M.P. 394.5x to 395.0x	30	30	B	33.8		6.8 ROK		16.0	81.8	72
17 Curves & Grade M.P. 395.0x to 400.6x	40	30	B	0.0		5.3 DRAKE YL		21.3	79.2	73
5 Curves M.P. 400.6x to 401.9	30	25	B-Y	52.8		7.1 ABRA		28.4	79.2	120
4 Curves M.P. 0.4 to 2.6	45	40	B	12.1		6.0 KAYFOUR		34.4	75.0	33
3 Curves M.P. 4.0 to 5.9	45	40		72.9		11.8 TUCKER		46.2	0.0	135
3 Curves M.P. 7.9 to 9.9	45	40		72.9		20.0 SKULL VALLEY		80.6	75.0	116
3 Curves M.P. 12.0 to 14.1	45	40	B	5.0		6.2 KIRKLAND		86.8	79.2	62
4 Curves M.P. 14.1 to 16.2	35	35	B	79.7		8.6 GRAND VIEW		95.4	79.2	72
2 Curves M.P. 16.2 to 17.2	45	40	B	79.2		6.1 HILLSIDE YL		101.5	79.2	102
1 Curve M.P. 18.4 to 18.7	45	40	C-R	0.0		8.2 DATE		109.7	79.2	128
1 Curve M.P. 21.1 to 21.4	30	20	B	64.3		6.7 PIEDMONT		116.4	79.2	38
5 Curves M.P. 21.8 to 23.2	40	30	B	79.2		6.8 CONGRESS		123.6	79.2	72
2 Curves M.P. 23.2 to 26.6	50	40	B-Y	0.0		6.0 FLORES		126.6	79.2	62
4 Curves M.P. 80.6 to 82.3	45	30	B	0.0		5.3 MATTHIE YL		134.9	79.2	E 22 W 21
6 Curves M.P. 83.5 to 85.5	30	25	B-Y	0.0		4.7 WICKENBURG YL		139.6	79.2	87
6 Curves M.P. 85.5 to 86.4	25	20	C-R	0.0		3.9 ALLAH		143.5	63.4	70
5 Curves M.P. 86.4 to 90.8	40	30	B	79.7		6.8 CASTLE HOT SPRINGS		150.3	56.5	72
Cut M.P. 90.8 to 91.0	20	20	B	0.0		7.3 WITTMANN		157.6	34.8	72
9 Curves M.P. 91.0 to 94.3	30	25	B	0.0		11.6 BEARDSLEY YL		169.2	34.8	84
5 Curves M.P. 94.3 to 96.2	25	20	B	0.0		4.5 ENNIS YL		173.8	34.8	72
3 Curves M.P. 96.2 to 97.4	40	30	B	31.7		3.1 SUN CITY YL		176.7	12.7	42
3 Curves M.P. 97.4 to 98.3	30	25	B	0.0		3.2 PEORIA YL		179.9	0.0	72
3 Curves M.P. 98.3 to 99.7	40	30	B	0.0		4.3 GLENDALE YL		184.2	18.5	Yard
4 Curves M.P. 99.7 to 101.8	30	25	C-R	0.0		4.1 ALHAMBRA YL		188.3	23.2	Yard
2 Curves M.P. 101.8 to 103.2	40	30	B-Y	0.0		2.7 MOBEST YL		191.0	15.8	Yard
2 Curves M.P. 103.2 to 107.7	25	20	C-R-T	15.8		2.7 PHOENIX YL		193.7		Yard
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								

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.

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

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. 15 November 14, 1971	↑			
			STATIONS				
			MATTHIE YL		0.0	0.0	B-Y
45	39.6		DIVIDE		6.2	81.7	B
24	0.0		FOREFAUGH		14.5	29.0	B
103	0.0		AGUILA YL		22.2	81.7	B
45	19.8		LOVE		40.0	81.7	B
12	0.0		WENDEN		44.8	21.1	B
24	26.4		SALOME		50.0	84.6	B
14	29.0		VIOKSBURG		60.3	81.7	B
8	0.0		McVAY		66.8	81.7	B
14	0.0		UTTING		70.5	81.7	B
17	0.0		BOUSE		79.9	81.7	B
48	0.0		WALL		90.6	81.7	B
94	31.7		PARKER YL		105.8		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.	Frt.
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
---------	------	----------	-----

GRAND CANYON DISTRICT

Grand Canyon	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to east leg of wye	10

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, Aguila, 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. 15 November 14, 1971	↑			
			STATIONS				
Yard			WILLIAMS YL		0.0		R-C-Y
29	158.4		RED LAKE		9.0	110.9	B
20	132.0		QUIVERO		20.5	105.6	B
32	116.2		VALLE		29.0	48.0	B
21	62.3		WILLAHA		37.7	100.3	B
	37.0		ANITA		44.8	79.2	B-Y
	0.0		APEX		52.0	170.4	B
27	117.5		COONINO		57.2	168.4	B
30	39.6		GRAND CANYON YL		63.7	130.3	B-Y
			(64.3)				

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

LOCATION	Mile Post	Car Capacity	Switch Connection
FOURTH DISTRICT			
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
Waddell	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

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.

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. 15 November 14, 1971	↑		
			STATIONS				
Y-B	31	79.2		DRAKE YL 18.3		0.0	105.6
B	28	82.3		PERKINSVILLE YL 19.7		18.3	105.6
C-Y	Yard			CLARKDALE YL (38.0)		38.0	

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.

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. 15 November 14, 1971	↑		
			STATIONS				
	73	64.9		ABRA YL 4.2		28.4	79.2
B	30	79.6		DEL RIO YL 17.4		33.8	66.0
B	17	79.6		ENTRO YL 8.1		51.0	66.5
C-Y	Yard			PRESCOTT YL (27.7)		57.1	

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	Mathie	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		

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. 15 November 14, 1971	↑		
			STATIONS				
	Yard	50.2		IRON KING YL 0.3		18.9	112.4
Y	Yard	84.5		HUMBOLDT YL 16.6		18.6	96.1
B	22			ENTRO YL (16.9)		0.0	

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 DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.	Psgr. and Light	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

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 details 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 Gamerco will not clear an engine or a man on top or sides of car.
At Pittsburgh-Midway Coal Co., Defiance Spur, tippie will not clear man on top or side of car.
9. Rule 93(A). Between designated points specified in Time Table, trains and engines must move at restricted speed and main tracks may be used in either direction not protecting against other trains or engines and are not required to clear first class trains or superior trains but must give way to them as soon as possible upon their approach.
10. 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)
Diesel Locomotives: 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
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

ALBUQUERQUE DIVISION 11

SPEED REGULATIONS

11. 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, 30 MPH.

12. 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.

13. MAXIMUM SPEED OF LOCOMOTIVES

	Forward (MPH)	Light Forward (MPH)	Backing or When Not Controlled From Leading Unit (MPH)	Dead in Train (MPH)
DIESEL LOCOMOTIVES:				
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
Diesels without dynamic brakes in use				
Supai-Ashfork		20		
Yampai-Nelson		30		
Nelson-Hackberry		40		
Getz-McConnico		20		
McConnico-Topock		30		
Diesels with dynamic brakes in use				
Supai-Ashfork		35		

FREIGHT TRAIN SCHEDULE (For Information Only)

WESTWARD MOUNTAIN STANDARD TIME

STATION		308	668	678	198	679/709 779	109/309	728	318	508	119/129 329/379	118/328 368/378	307
BELEN	LV	2.00A 2	4.50A 1	6.30A 1	7.00A 2	9.00A 1	9.15A 2	11.00A 1	11.30A 2	3.00P 2	4.40P 2	7.00P 2	9.00P 1
GALLUP	LV	5.05A 2	7.35A 1	9.35A 1	9.20A 2	12.35P 1	1.05P 2	2.50P 1	3.30P 2	6.40P 2	7.40P 2	10.20P 2	2.30A 2
WINSLOW	AR	7.15A 2	9.40A 1	11.40A 1	11.10A 2	2.50P 1	3.35P 2	5.20P 1	6.00P 2	9.10P 2	9.50P 2	12.40A 3	5.30A 2
	LV	7.45A 2	10.00A 1	11.59A 1	11.15A 2	3.10P 1	4.05P 2	5.50P 1	6.30P 2	9.40P 2	10.10P 2	1.00A 3	10.00A 2
SELIGMAN	LV	10.50A 2	1.00P 1	2.45P 1	1.55P 2	6.50P 1	8.10P 2	9.50P 1	11.05P 2	1.35A 3	1.15A 3	4.45A 3	
NEEDLES	AR	1.40P 2	3.30P 1	5.30P 1	5.00P 2	10.05P 1	12.10A 3	1.10A 2	3.10A 3	5.25A 3	4.25A 3	8.15A 3	

EASTWARD

STATION		817	905	813/863	841	805	803	891	843	801	943	901	741
NEEDLES	LV	2.30A 1	2.50A 2	7.35A 1	9.00A 1	4.05P 1	4.35P 1	5.05P 1	7.05P 1	9.00P 1	10.05P 1	10.00P 1	
SELIGMAN	LV	9.00A 1	8.30A 2	12.10P 1	2.00P 1	8.45P 1	9.10P 1	8.00P 1	11.40P 1	1.35A 2	2.40A 2	2.35A 2	
WINSLOW	AR	4.00P 1	1.15P 2	3.30P 1	5.45P 1	12.20A 2	12.30A 2	10.40P 1	3.00A 2	4.50A 2	6.00A 2	5.50A 2	11.30A 1
	LV	6.00P 1	1.45P 2	3.50P 1	6.15P 1	12.40A 2	12.50A 2	10.45P 1	3.30A 2	5.10A 2	6.20A 2	6.10A 2	12.01P 1
GALLUP	LV	2.00A 2	4.50P 2	6.25P 1	9.00P 1	3.35A 2	3.25A 2	12.35A 2	5.55A 2	7.35A 2	8.55A 2	8.35A 2	2.40P 1
BELEN	AR	8.00A 2	10.00P 2	9.30P 1	1.00A 2	7.30A 2	6.30A 2	2.50A 2	9.15A 2	10.30A 2	12.15P 2	11.30A 2	6.30P 1

WESTWARD

708			
MOBEST	LV	1.00A	1
PARKER	AR	6.00A	1

307

ASH FORK	LV	1.30P	2
PHOENIX	AR	11.59P	2

EASTWARD

807

PARKER	LV	5.00P	1
MOBEST	AR	1.00A	2

741

GLENDAL	LV	12.01A	1
ASH FORK	LV	7.25A	1

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*

A. J. STROBEL, GENERAL WATCH INSPECTOR, *Topeka, Kansas*
 R. W. WELLS, ASST. GENERAL WATCH INSPECTOR, *San Bernardino, Calif.*

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

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.

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.

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

CONDITIONAL STOPS FOR REVENUE PASSENGERS

Train	Stops	To Receive Passengers for	To Discharge Passengers from
3	Kingman	San Bernardino and beyond	Newton and beyond
4	Kingman	Newton and beyond	San Bernardino and beyond