



**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**

- P. I. JENSEN ..... 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.**



**COAST Santa Fe LINES**

**ALBUQUERQUE DIVISION  
TIME TABLE No.**

**16**

IN EFFECT

**Sunday, June 11, 1972**

**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.**

<b>C. E. ROLLINS</b>	<b>F. L. ELTERMAN</b>
<b>J. G. FRY</b>	<b>L. B. ENGLISH</b>
<i>Asst. General Managers</i>	
<b>LOS ANGELES, CALIF.</b>	

**E. L. KIDD  
Superintendent  
WINSLOW, ARIZ.**

## 2 ALBUQUERQUE DIVISION

## FIRST — BELEN DISTRICT

Westward		Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars	Mile Post	TIME TABLE NO. 16 June 11, 1972		Mile Post	Capacity of Sidings in 50 ft. Cars	Communications, Turn Tables and Ways	Ruling Grade Descending—Feet Per Mile	Eastward	
First Class					STATIONS						First Class	
3	19				20	4						
Leave Daily	Leave Daily									Arrive Daily	Arrive Daily	
PM 5.15	AM 8.10	14.9	Yard	902.4	ALBUQUERQUE YL	902.4	Yard	C-R Y	21.1	AM 6.45	PM 1.10	
5.30	8.25	26.4	48	915.0	12.6 ISLETA	915.0	48	B	52.8	6.30	12.50	
5.42	8.37	26.4	110	27.4	14.0 DALIES	27.4	110	B	52.8	6.15	12.35	
5.50	8.45	31.7		33.9	8.8 RIO PUERCO	33.9	143	B	0.0	6.05	12.25	
5.58	8.53	0.0	118	43.3	9.4 GARCOIA			B	52.8			
6.02	8.57	0.0	135	47.3	5.1 SUWANEE	47.3	156	B	52.8	5.55	12.15	
6.11	9.05	0.0	125	58.1	10.8 MARMON	58.1	118	B	81.7	5.47	12.07	
6.16	9.10	0.0	83	63.3	5.2 QUIRK	63.3		B	31.7	5.40	12.01 PM	
6.21	9.14	0.0	135	68.7	4.8 LAGUNA	68.7	110	B	31.7	5.35	11.56	
6.28	9.21	0.0	118	77.6	9.1 ACOMITA	77.6		B	31.7			
6.36	9.29	0.0	118	85.9	8.3 ANZAC	85.9	132	B	31.7	5.16	11.41	
6.46	9.39	0.0	134	95.5	10.0 GRANTS	95.5	118	C-R	31.7	5.05	11.33	
6.56	9.48	0.0	118	107.2	11.7 BLUEWATER	107.2	135	B	31.7	4.54	11.23	
		0.0			14.6 NORTH CHAVES	121.8	118	B	52.8	4.43	11.12	
7.11	10.02		144	125.6	3.8 THOREAU	125.6		B-Y	52.8	4.40	11.09	
		56.3			11.1 NORTH GUAM	186.7	181	B	31.7	4.31	10.58	
7.23	10.14	31.7	118	141.5	4.8 PEREA			B	0.0			
7.29	10.20	31.7	105	149.3	7.8 McOUNE	149.3		B-Y	0.0			
7.31	10.22	31.7		151.6	2.3 ZUNI	151.6	169	B	0.0	4.15	10.44	
7.40 PM	10.33 AM	31.7	Yard	157.6	6.0 GALLUP YL	157.6	Yard	C-R Y	0.0	4.08 AM	10.37 AM	
Arrive Daily	Arrive Daily				WEST (160.3) EAST (160.7)					Leave Daily	Leave Daily	

(66.3) (67.2)

..... Average speed per hour

(61.4) (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.

## BELEN DISTRICT

Westward	Ruling Grade Ascending—Feet Per Mile	Communications, Turn Tables and Ways	Mile Post	TIME TABLE NO. 16 June 11, 1972		Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending—Feet Per Mile	Eastward
↓				STATIONS				↑
			0.0	BELEN YL	2 TRACKS	Yard	66.2	
	66.2	C-R T-Y	10.1	10.3 DALIES	1 TRACK	110		
		B		(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.

### 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

# FIRST—BELEN DISTRICTS

## 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	

### First District Westward

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	

### Belen District Eastward

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	

### Belen District Westward

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
Dalies	I	Switch end of 2 tracks (MP 933.7)	30
	I	EE storage yard M.P. 894.0	15
Rio Puerco	I	EE freight lead M.P. 893.9	40
	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.**

# 4 ALBUQUERQUE DIVISION

# SECOND DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS			Westward		Communications, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending Feet Per Mile	TIME TABLE		Ruling Grade Descending Feet Per Mile	Mile Post	Capacity of Sidings in 50 ft. Cars	Eastward	
LOCATION	M.P.H.	Fr.	First Class					STATIONS	Arrive Daily				Arrive Daily	
			3	19										20
Second District Westward and Eastward	90	60	Leave Daily	Leave Daily										
Defiance Spur	15	15												
<b>Second District Westward</b>			<b>PM</b>	<b>AM</b>	<b>Y-R-C</b>	<b>Yard</b>							<b>AM</b>	<b>AM</b>
2 Street Crossings M.P. 157.6 to 157.9..	20	20	7.43	10.35			31.7	GALLUP YL		167.6	Yard		4.05	10.35
2 Curves M.P. 157.9 to 158.2.....	30	30	7.55	10.45	B		31.7	DEFIANCE	0.0	166.9	104		3.54	10.23
1 Curve M.P. 160.7 to 160.9.....	80	70	8.06	10.54	B	79	31.7	LUPTON	15.8	180.4	135		3.43	10.12
1 Curve M.P. 188.4 to 188.9.....	80	70	8.14	11.02	B	135	31.7	HOUC	0.0	191.2	145		3.35	10.04
5 Curves M.P. 215.6 to 219.2.....	80	70	8.20	11.08	B	104	31.7	CHAMBERS	15.8	199.7			3.29	9.58
2 Curves M.P. 250.5 to 252.1.....	80	70	8.24	11.12	B	80	31.7	NAVAJO	15.8	205.7	101		3.25	9.54
1 Street Crossing M.P. 253.1.....	60	60	8.29	11.17	B	114	31.7	PINTA	15.8	213.0	116		3.19	9.49
1 Curve M.P. 264.2 to 264.4.....	80	70	8.34	11.22	Y-B	144	31.7	ADAMANA	0.0	219.2	180		3.14	9.44
4 Curves M.P. 284.6 to 285.5.....	65	55	8.43	11.31	B	114	31.7	ARENZ	0.0	223.3	144		3.04	9.35
<b>Second District Eastward</b>														
4 Curves M.P. 285.5 to 284.6.....	65	55	8.52	11.39	B	81	31.7	HOLBROOK	0.0	245.5	83		2.54	9.25
1 Curve M.P. 264.4 to 264.2.....	80	70	8.57	11.45	R-C	114	31.7	PENZANCE	17.9	263.0	135		2.48	9.19
1 Street Crossing M.P. 253.1.....	60	60	9.01	11.48	B	152	31.7	HIBBARD	26.4	258.6			2.43	9.14
2 Curves M.P. 252.1 to 250.5.....	80	70	9.04	11.52	B	72	31.7	WINSLOW YL	0.0	262.4			2.40	9.10
5 Curves M.P. 219.2 to 215.6.....	80	70	9.13	12.01	B	114	16.9		17.4	274.8	144		2.31	9.00
1 Curve M.P. 188.9 to 188.4.....	80	70	9.30	12.15	T	Yard	31.7		19.5	285.5	Yard		2.20	8.50
3 Curves M.P. 160.9 to 158.2.....	80	70	PM	PM	R-C								AM	AM
2 Curves M.P. 158.2 to 157.9.....	30	30	Arrive Daily	Arrive Daily				(127.2)					Leave Daily	Leave Daily
2 Street Crossings M.P. 157.9 to 157.6..	20	20	(71.3)	(76.3)				..... Average speed per hour					(72.6)	(72.7)

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 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 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.

### 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.**

### 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.

"WE"—West End.

"S"—Spring Switch.

"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.

### 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

# THIRD DISTRICT

# ALBUQUERQUE DIVISION 5

Westward		Rating Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars	Communications Turn Tables and Wyes	TIME TABLE		Mile Post	Rating Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars	Eastward	
First Class					NO. 16					First Class	
3	19				June 11, 1972					20	4
Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily						
PM 9.40	PM 12.25	31.7	Yard	C-R T	WINSLOW YL	285.5	75.0	Yard	AM 2.10	AM 8.40	
		22.7	n 148	B	28.3 CANYON DIABLO	311.7	75.0	n 148			
		75.0		B	17.0 DARLING	328.6	75.0				
s 10.50	s 1.30	75.0	n 90 s 145	C-R-Y	15.2 FLAGSTAFF	344.2	75.0	n 90 s 145	s 1.00	s 7.33	
		75.0	s 75	B	12.1 BELLEMONT	356.3	64.5	s 75	AM		
		97.7		B	8.0 MAINE	362.5	75.0				
		52.8		B	12.2 WILLIAMS JCT.	374.8	0.0				
		52.8		B	10.8 PERRIN	385.4	0.0				
		52.8		B	9.7 DOUBLEA	395.1	30.6				
		40.9		B	12.2 EAGLE NEST	407.3	52.8				
AM 12.20	3.05 PM	75.0		B	12.2 CROOKTON	419.5	0.0				
Arrive Daily	Arrive Daily		Yard	C-R-Y	9.0 SELIGMAN	428.8		Yard	11.20 PM	5.55 AM	
(51.5)	(53.5)	Average speed per hour.....			(142.7)				(50.0)	(51.9)	

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frts.
<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
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.

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

## 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:

Station	Type	Location	MPH
Winslow		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		Both ends siding	40
		Crossover M.P. 312.6	50
		Crossover M.P. 310.5	50
Darling		Crossover M.P. 326.7	50
		Crossover M.P. 329.5	50
Flagstaff		2 Crossovers M.P. 342.0	50
Maine		2 Crossovers M.P. 362.1	50
Williams Jct.		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		Crossover M.P. 383.1	50
		Crossover M.P. 385.6	50
Doublea		Crossover M.P. 392.0	50
		Crossover M.P. 395.1	50
Eagle Nest		Crossover M.P. 405.5	50
		Crossover M.P. 407.5	50
Crookton		Crossover M.P. 418.3	50
		Crossover M.P. 420.5	50
Seligman		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		
Bellefont 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 Rotating white light at M.P. 292.3 Contact Winslow Yard for location of hot box
M.P. 293.5	Hot Box	Rotating white lights on posts M.P. 312.8 and opposite Signals 3073-3071
Eastward only—both tracks		Rotating white light at scanner and at locator M.P. 312.8
M.P. 305.9	Dragging Equipmt.	Rotating lights M.P. 315.4 and M.P. 312.8
Westward only—both tracks		Rotating lights on posts at Signals 3202-3204
M.P. 315.4	Hot Box	Warning lights and Controlled Signals M.P. 395.1 Automatic Signals 3972-3974
Eastward only—both tracks		Rotating white lights at scanner on posts M.P. 402.6 and at locator M.P. 404.3
M.P. 315.4	Dragging Equipmt.	Warning lights and Automatic Signals 4001-4003 and 4032-4034
Eastward only—both tracks		Warning lights and Automatic Signals 4091-4093 and 4112-4114
M.P. 322.8	Dragging Equipmt.	Red rotating lights at M.P. 409, M.P. 410 and M.P. 411
Eastward only—both tracks		Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7
M.P. 395.5	Rock Slide	
M.P. 401.2	Hot Box	
Westward only—both tracks		
M.P. 402	Rock Slide	
M.P. 409 to M.P. 411	Rock Slide	
M.P. 424.5	Hot Box	
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.

Exception to Special Rule 12 on page 11: 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.

# KINGMAN DISTRICT

# ALBUQUERQUE DIVISION 7

Westward		Communications: Turn Tables and Wyes	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings In 30 ft. Cars	TIME TABLE		Mile Post	Capacity of Sidings In 30 ft. Cars	Ruling Grade Ascending— Feet Per Mile	Eastward		MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		
First Class					NO. 16					First Class		LOCATION	M.P.H. Pgts and Light	Frt.
19	3				June 11, 1972					4	20			
Leave Daily	Leave Daily				STATIONS				Arrive Daily	Arrive Daily				
PM 3.07	AM 12.22	C-R-Y	75.0	Yard	SELIGMAN	428.8	Yard	72.9	AM 5.53	PM 11.18				
3.18	12.32	B	75.0	107	11.2 AUDLEY	439.8	107	75.0	5.33	10.52			1 Curve M.P. 577.2 to 576.8 ..... 55 55	
3.24	12.38	B	69.7	107	7.1 PICA	446.9	107	75.0	5.27	10.45			1 Curve M.P. 576.8 to 575.6 ..... 75 65	
3.31	12.46	B-Y	106.6	142	5.2 YAMPAI	452.2	107	0.0	5.20	10.36			5 Curves M.P. 565.9 to 563.5 .... 50 45	
3.40	12.55	B	75.0	92	7.9 NELSON	460.2	113	0.0	5.10	10.25			3 Curves M.P. 563.5 to 562.3 .... 50 50	
3.46	1.01	B	75.0	107	5.6 PEACH SPRINGS	465.8	168	0.0	5.04	10.18			1 Curve M.P. 554.8 to 554.7 ..... 65 60	
3.56	1.11	B	75.0	107	11.4 TRUXTON	477.3	110	0.0	4.51	10.09			3 Curves M.P. 554.7 to 550.5 .... 70 60	
4.04	1.19	B	75.0		7.0 VALENTINE	484.0	169	0.0	4.41	9.59			1 Curve M.P. 526.8x to 525.9x ... 65 65	
4.08	1.24	B	71.8	95	4.9 HACKBERRY	489.0	105	43.8	4.36	9.54			7 Curves M.P. 525.9x to 520.3x .. 60 50	
4.17	1.34	B	107		12.3 WALAPAI	501.3	115	46.0	4.27	9.45			10 Curves M.P. 520.3x to 516.7x.. 40 40	
4.23	1.42	B-Y	31.7	144	9.2 BERRY	509.4	144	50.2	4.21	9.39			2 Curves M.P. 516.7x to 515.3x ... 55 45	
4.26	1.46	B	0.0		4.5 GETZ	513.9		0.0	4.18	9.35			1 Curve M.P. 515.3x to 514.1x ... 65 65	
4.29	1.58	C-R	95.0	118	2.8 KINGMAN	516.4	107	0.0	4.14	9.31			4 Curves M.P. 499.1 to 492.7 ... 85 70	
		B			5.1 HARRIS	521.5	144	0.0	4.02	9.19			1 Curve M.P. 492.7 to 488.9 ..... 80 70	
4.39	2.09	B	75.0	107	5.5 GRIFFITH	526.8	144	0.0	3.54	9.12			8 Curves M.P. 488.9 to 482.5 .... 65 60	
4.47	2.16	B	75.0		8.8 ATHOS	535.6	143	0.0	3.45	9.04			2 Curves M.P. 482.5 to 481.6 .... 55 55	
4.51	2.20	B	75.0	144	4.6 YUCCA	540.2	105	0.0	3.39	8.57			1 Curve M.P. 481.6 to 481.0 ..... 55 50	
5.01	2.32	B	73.9	105	12.5 FRANCONIA	552.7	144	52.8	3.26	8.45			5 Curves M.P. 479.4 to 479.0 ..... 55 50	
5.11	2.42	B	52.8	107	12.4 TOPOCK	565.1	107	52.8	3.26	8.45			3 Curves M.P. 479.0 to 477.0 .... 65 60	
5.35 PM	3.00 AM	C-R-Y		Yard	NEEDLES YL	578.0	Yard		3.00 AM	8.20 PM			6 Curves M.P. 477.0 to 470.5 .... 70 60	
Arrive Daily	Arrive Daily				WEST (148.7)				Leave Daily	Leave Daily			4 Curves M.P. 470.5 to 469.0 .... 50 45	
(60.6)	(56.4)		Average speed per hour.....						(51.8)	(50.4)			5 Curves M.P. 469.0 to 464.9 .... 50 45	

### 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; WE westward siding	30
	S	EE eastward siding	30
Nelson	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding; WE westward siding	30
Peach Springs	S	EE eastward siding	30
	S	EE eastward siding	30
Truxton	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Valentine	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Hackberry	S	EE eastward siding; WE westward siding	30
	S	EE eastward siding	30
Walapai	S	WE westward siding	15
	S	EE eastward siding; WE westward siding	30
Berry	S	EE eastward 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; WE westward siding	30
Yucca	S	EE eastward siding	30
	S	EE eastward siding	30
Franconia	S	EE eastward siding; WE westward siding	30
	S	EE eastward 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.

### 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

# 8 ALBUQUERQUE DIVISION

# FOURTH DISTRICT

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H. Pagr. 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

Communications, Turn Tables and Wyes	Railing Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Railing Grade Descending— Feet Per Mile	Capacity of Sidings in 50 ft. Cars
		↓	NO. 16 June 11, 1972	↑			
			<b>STATIONS</b>				
			WILLIAMS JCT.		375.2	75.0	Yard
			WILLIAMS	YL	378.2	75.0	Yard
B	75.0		SUPAI		381.6	0.0	
R-C-Y	6.8		SERENO		384.2	0.0	108
B	95.0		CORVA		390.2	0.0	181
B	95.0		DAZE		393.7	0.0	108
C-R	95.0		ASH FORK	YL	401.2	0.0	Yard
B	52.8		CRUICE		3.9	51.7	72
B	83.4		MEATH		9.2	58.3	39
B	81.8		ROK		16.0	38.8	72
B-Y	79.2		DRAKE	YL	21.3	0.0	78
B	79.2		ABRA		28.4	52.8	120
	75.0		KAYFOUR		34.4	12.1	33
	0.0		TUOKER		46.2	72.9	185
B	75.0		SKULL VALLEY		80.8	72.9	116
B	79.2		KIRKLAND		86.8	5.0	62
B	79.2		GRAND VIEW		95.4	79.7	72
C-R	79.2		HILLSIDE	YL	101.5	79.2	102
B	79.2		DATE		109.7	0.0	128
B	79.2		PIEDMONT		116.4	64.3	38
B-Y	79.2		CONGRESS		123.8	79.2	72
B	79.2		FLORES		129.6	0.0	62
B-Y	79.2		MATTHIE	YL	134.9	0.0	E 22 W 21
C-R	79.2		WICKENBURG	YL	139.6	0.0	87
B	63.4		ALLAH		143.5	0.0	70
B	56.5		CASTLE HOT SPRINGS		150.3	79.7	72
B	34.8		WITTMANN		157.6	0.0	72
B	34.8		BEARDSLEY	YL	169.2	0.0	84
B	34.8		ENNIS	YL	173.6	0.0	72
B	34.8		SUN CITY	YL	176.7	31.7	42
B	12.7		PEORIA	YL	179.9	0.0	72
C-R	0.0		GLENDALE	YL	184.2	0.0	Yard
B-Y	18.5		ALHAMBRA	YL	188.3	0.0	Yard
C-R-T	23.2		MOBEST	YL	191.0	0.0	Yard
B-Y	15.8		PHOENIX	YL	193.7	15.8	Yard
			(208.8)				

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.



**PARKER DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes
		↓	NO. 16 June 11, 1972	↑			
			<b>STATIONS</b>				
			MATTHIE YL		0.0		B-Y
46	0.0		DIVIDE		6.2	39.6	B
24	31.7		FOREPAUGH		14.5	0.0	B
108	29.0		AGUILA		22.2	0.0	B
46	31.7		LOVE		40.0	19.8	B
12	31.7		WENDEN		44.8	0.0	B
24	21.1		SALOME		50.0	28.4	B
	84.5		VICKSBURG		60.3	29.0	B
	31.7		McVAY		66.8	0.0	B
14	31.7		UTTING		70.5	0.0	B
17	31.7		BOUSE		79.9	0.0	B
48	31.7		WALL		90.6	0.0	B
94	31.7		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.

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

LOCATION	Psgr. and Light	M.P.H.
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, Beardesley to Phoenix, Parker, Grand Canyon.

**GRAND CANYON DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes
		↓	NO. 16 June 11, 1972	↑			
			<b>STATIONS</b>				
Yard			WILLIAMS YL		0.0		R-C-Y
29	110.9		RED LAKE		9.0	158.4	B
20	105.6		QUIVERO		20.5	132.0	B
32	48.0		VALLE		29.0	116.2	B
21	100.3		WILLAHA		37.7	62.3	B
	79.2		ANITA		44.8	37.0	B-Y
	170.4		APEX		52.0	0.0	B
27	158.4		COCONINO		57.2	117.5	B
30	130.3		GRAND CANYON YL		63.7	39.6	B
Yard			(64.3)				B-Y

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
Cirrus 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

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

## CLARKDALE DISTRICT

Communications and wye	Capacity of Sidings in 50 Ft. Cars	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 16 June 11, 1972	↑		
Y-B	31	105.6		STATIONS			
B	28	105.6		DRAKE YL 18.3		0.0	79.2
C-Y	Yard			PERKINSVILLE YL 19.7		18.3	82.3
				OLARKDALE 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.

## IRON KING DISTRICT

Communications and wye	Capacity of Sidings in 50 Ft. Cars	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 16 June 11, 1972	↑		
Y	Yard	112.4		STATIONS			
B	22	96.1		IRON KING YL 0.3		16.9	50.2
				HUMBOLDT YL 16.6		16.8	84.5
				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	Psg. 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	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 16 June 11, 1972	↑		
B	30	79.2		STATIONS			
B	17	56.0		ABRA YL 4.2		28.4	64.0
C-Y	Yard	66.6		DEL RIO YL 17.4		33.8	79.5
				ENTRO YL 6.1		51.0	79.5
				PRESCOTT YL (27.7)		57.1	

Trains must get clearance card before leaving Prescott.

Yard limits Abra to Prescott inclusive.

## 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 Albuquerque, 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 derails 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, tipple 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)
<b>Diesel Locomotives:</b>			
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 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, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948	5	5	5
<b>Passenger Cars</b>			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

# ALBUQUERQUE DIVISION 11

## SPEED REGULATIONS

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

12. On Belen District and First District between Dalies and Gallup, Second, Third and Kingman Districts 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.

13. 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.

14. 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.

## 15. 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, 5615-5661, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 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		

**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

**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

R. W. WELLS, GENERAL WATCH INSPECTOR, Topeka, Kansas

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.

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

**WESTWARD**

TRAINS	BELEN		GALLUP		WINSLOW		SELIGMAN		NEEDLES		
	Lv.		Lv.		Arr.	Lv.	Lv.	Lv.	Arr.		
109	9:15A	2	1:05P	2	3:35P	4:05P	2	8:10P	2	12:15A	3
118	7:00P	2	10:20P	2	12:40A	1:00A	3	4:45A	3	8:20A	3
119	4:40P	2	7:40P	2	9:50P	10:10P	2	1:15A	3	4:30A	3
129	4:40P	2	7:40P	2	9:50P	10:10P	2	1:15A	3	4:30A	3
198	7:00A	2	9:20A	2	11:10A	11:15A	2	1:55P	2	5:00P	2
307	*9:00P	1	3:00A	2	6:00A	10:00A	2				
308	2:00A	2	5:05A	2	7:15A	7:45A	2	10:50A	2	1:45P	2
309	9:15A	2	1:05P	2	3:35P	4:05P	2	8:10P	2	12:15A	3
318	11:30A	2	3:30P	2	6:00P	6:30P	2	11:05P	2	3:15A	3
328	7:00P	1	10:20P	1	12:40A	1:00A	2	4:45A	2	8:20A	2
329	4:40P	2	7:40P	2	9:50P	10:10P	2	1:15A	3	4:30A	3
368	7:00P	1	10:20P	1	12:40A	1:00A	2	4:45A	2	8:20A	2
378	7:00P	1	10:20P	1	12:40A	1:00A	2	4:45A	2	8:20A	2
379	4:40P	1	7:40P	1	9:50P	10:10P	1	1:15A	2	4:30A	2
408	*11:00A	2	4:00P	2	7:00P	9:00P	2	1:00A	3	5:55A	3
508	3:00P	2	6:40P	2	9:10P	9:40P	2	1:35A	3	5:30A	3
668	4:50A	1	7:35A	1	9:40A	10:00A	1	1:00P	1	3:35P	1
678	6:30A	1	9:35A	1	11:40A	11:59A	1	2:45P	1	5:30P	1
679	9:00A	1	12:34P	1	2:50P	3:10P	1	6:50P	1	10:10P	1
709	9:00A	1	12:34P	1	2:50P	3:10P	1	6:50P	1	10:10P	1
718			1:20A	1		6:00A	1	10:00A	1	5:00P	1
728	11:00A	1	2:50P	1	5:20P	5:50P	1	9:50P	1	1:15A	2
779	9:00A	1	12:34P	1	2:50P	3:10P	1	6:50P	1	10:10P	1

**EASTWARD**

	NEEDLES		SELIGMAN		WINSLOW		GALLUP		BELEN		
	Lv.		Lv.		Arr.	Lv.	Lv.	Lv.	Arr.		
723						10:00A	1	5:10P	1	*10:00P	1
741					11:30A	12:01P	1	2:40P	1	6:30P	1
801	9:00P	1	1:35A	2	4:50A	5:10A	2	7:35A	2	10:30A	2
803	4:35P	1	9:10P	1	12:30A	12:50A	2	3:25A	2	6:30A	2
804	7:05A	1	11:55A	1	4:00P	6:30P	1	9:20P	1	*3:00A	2
805	4:05P	1	8:45P	1	12:20A	12:40A	2	3:35A	2	7:30A	2
813	7:35A	1	12:10P	1	3:30P	3:50P	1	6:25P	1	9:30P	1
816	6:05P	1	10:45P	1	2:45A	3:15A	2	6:10A	2	11:00A	2
817	2:30A	1	9:00A	1	4:00P	6:00P	1	2:00A	2	8:00A	2
841	9:00A	1	2:00P	1	5:45P	6:15P	1	9:00P	1	1:00A	2
843	7:05P	1	11:40P	1	3:00A	3:30A	2	5:55A	2	9:15A	2
863	7:35A	1	12:10P	1	3:30P	3:50P	1	6:25P	1	9:30P	1
891	5:05P	1	8:00P	1	10:40P	10:45P	1	12:35A	2	2:50A	2
901	10:00P	1	2:35A	2	5:50A	6:10A	2	8:35A	2	11:30A	2
905	2:50A	2	8:30A	2	1:15P	1:45P	2	4:50P	2	11:00P	2
917	12:20P	1	6:00P	1	11:00P	11:30P	1	3:00A	2	7:00A	2
943	10:05P	1	2:40A	2	6:00A	6:20A	2	8:55A	2	12:15P	2

\*Indicates time applies at Albuquerque.

**WESTWARD**

708				307			
MOBEST	LV	1:00A	1	ASH FORK	LV	1:30P	2
PARKER	AR	6:00A	1	PHOENIX	AR	11:59P	2

**EASTWARD**

807				741			
PARKER	LV	5:00P	1	GLENDALE	LV	12:01A	1
MOBEST	AR	1:00A	2	ASH FORK	LV	7:25A	1