

**SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO.
COAST LINES AND SANTA FE COAST LINES
HOSPITAL ASSOCIATION**

- DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Bldg., Los Angeles, Cal.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg., Los Angeles, Cal.
 DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Bldg., Los Angeles, Cal.
 DR. H. W. GOELITZ, Local Surgeon.....Albuquerque
 DR. W. R. LOVELACE, Consulting Surgeon.....Albuquerque
 DR. E. C. MATTHEWS, Eye, Ear, Nose and Throat.....Albuquerque
 DR. A. E. BESSETTE, Local Surgeon.....Belen
 DR. W. M. PARKINSON, Assistant Local Surgeon.....Belen
 DR. H. T. WATSON, Local Surgeon.....Gallup
 DR. W. BRUCE CENTER, Assistant Local Surgeon.....Gallup
 DR. WALTER P. WHITTED, Eye, Ear, Nose and Throat.....Gallup
 DR. H. W. WILSON, Local Surgeon.....Holbrook
 DR. W. G. MORTON, Division Surgeon.....Winslow
 DR. M. G. WRIGHT, Consulting Local Surgeon.....Winslow
 DR. A. H. SCHERMANN, Consulting Surgeon.....Flagstaff
 DR. C. A. MACDONALD, Local Surgeon.....Grand Canyon
 DR. F. H. CARTMELL, Local Surgeon.....Ash Fork
 DR. J. W. CONNOR, Local Surgeon.....Seligman
 DR. C. E. YOUNT, Local Surgeon.....Prescott
 DR. R. N. LOONEY, Division Surgeon.....Prescott
 DR. C. R. SWETNAM, Ear, Nose and Throat.....Prescott
 DR. GEO. O. BASSETT, Consulting Surgeon.....Prescott
 DR. FLOYD B. BRALLIAR, Local Surgeon.....Wickenburg
 DR. H. S. DENNINGER, Local Surgeon.....Glendale
 DR. H. K. BEAUCHAMP, Local Surgeon.....Phoenix
 DR. HOWELL RANDOLPH, Local Surgeon.....Phoenix
 DR. WM. A. SCHWARTZ, Eye, Ear, Nose and Throat Specialist.....Phoenix
 DR. B. L. MELTON, Assistant Eye, Ear, Nose and Throat Specialist.....Phoenix
 DR. R. L. CURRIE, Local Surgeon.....Parker

First Aid Kits are located at Dalies, Grants, Houck, Adamana, Holbrook, Angell, Ash Fork, Drake, Prescott and with all regularly assigned extra gangs.

NOAH BRIDGES, Asst. Superintendent, Winslow, Ariz.	R. C. KLINE, Asst. Superintendent, Prescott, Ariz.
S. D. COREY, Trainmaster, Gallup, N. M.	
T. B. SMITH,	H. G. WOOD, Trainmasters, Winslow, Ariz.
A. M. MORGAN, Chief Dispatcher, Winslow, Ariz.	J. R. POE, C. M. SCOTT, S. ALBRIGHT, J. B. RUDERT, H. W. SCHWENCKERT, T. R. JENKINS, T. J. RUTH, P. L. COLLINS, Dispatchers, Winslow, Ariz.
H. R. RUSSELL, Night Chief Dispatcher, Winslow, Ariz.	B. R. LORING, L. H. RICHARDS, A. C. PETRONAVICH, A. J. WILLIS, G. E. YOUNG, L. L. SAGE, R. E. GUY, H. E. KELLY,
O. M. BALCH, J. S. ARMSTRONG, Asst. Chief Dispatchers, Winslow, Ariz.	

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



ALBUQUERQUE DIVISION

**EMPLOYES'
TIME TABLE No.**

83

IN EFFECT

Sunday, October 15, 1944

**At 12:01 O'Clock A. M.
Mountain Standard Time**

Superseding Time Table No. 82, Dated Nov. 29, 1942,
and any Supplements thereto.

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

E. E. McCARTY,
General Manager,
Los Angeles, Cal.

F. A. BAKER,
Asst. General Manager,
Los Angeles, Cal.

A. B. ENDERLE,
Superintendent,
Winslow, Ariz.

*Timetable 82 was last saddleblanket
84 eff 2 June 46, probably*

2 ALBUQUERQUE DIVISION

FIRST DISTRICT

WESTWARD							TIME TABLE	NO. 83	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Car Capacity of Sidings
FIRST CLASS													
23	19	21	17	3	1	7							
Grand Canyon Limited	The Chief	El Capitan	Super Chief	California Limited	The Scout	Fast Mail Express	Oct. 15, 1944						
Leave Daily	Leave Daily	Leave Wednesday and Sunday	Leave Wednesday and Sunday	Leave Daily	Leave Daily	Leave Daily	STATIONS						
	PM 4.00	PM 3.57	PM 3.50	PM 12.01		AM 1.55	ALBUQUERQUE	0.0				FW TY	Yard
	PM 4.14	PM 4.11	PM 4.04	PM 12.15		AM 2.09	12.6	21.1	26.4				60
	4.20	4.17	4.10	12.23 ¹⁸		2.15	ISLETA	12.6	52.8	0.0			39
	4.26	4.22	4.15	12.29		2.20	PAQUITA	18.2	52.8	0.0			38
PM 10.47	4.32	4.26	4.19	12.34	AM 9.57	2.25	SANDIA	22.8	52.8	31.7		W	55
10.58	4.41	4.34	4.27	12.45	10.08	2.34	DALIES	27.4	0.0	31.7			87
11.09	4.51	4.43	4.36	12.56	10.18	2.43	RIO PUERCO	33.9	31.7	0.0			116
11.16	4.56	4.48	4.41	1.02	10.24	2.48	SOUTH GARCIA	43.3	31.7	0.0			114
11.24	5.02	4.54	4.47	1.09	10.31	2.55	SUWANEE	47.3	31.7	0.0			88
11.30	5.07	4.58	4.51	1.15	10.37	3.00	ARMJO	53.4	31.7	0.0			121
11.36	5.12	5.03	4.56	1.21	10.43	3.06	MARMON	58.0	31.7	0.0	FW		87
11.43	5.17	5.08	5.00	1.27	10.51	3.11	QUIRK	63.3	31.7	0.0			114
11.55	5.27	5.17	5.09	1.40	11.03	3.22	LAGUNA	68.7	31.7	0.0			96
AM 12.01	5.31	5.21	5.13	1.46	11.09	3.26	ACOMITA	77.6	31.7	0.0			89
12.05	5.35	5.25	5.17	1.51	11.14	3.30	McCARTYS	82.3	31.7	0.0	W		114
12.20	5.46	5.35	5.27	2.05	11.30	3.42	ANZAO	86.0	31.7	0.0			130
12.30	5.52	5.40	5.32	2.13	11.38	3.48	GRANTS	95.5	31.7	0.0	FW		87
12.37	5.58	5.46	5.37	2.22	11.47	3.54	REID	101.1	31.7	0.0			114
12.47	6.06	5.54	5.45	2.32	11.58	4.02	BLUEWATER	107.2	31.7	0.0			87
12.57	6.13	6.01	5.51	2.42	12.08	4.10	BACA	114.9	31.7	0.0			114
1.02	6.18	6.05	5.55	2.50	12.15	4.15	SOUTH CHAVES	121.7	31.7	0.0	W		114
1.07	6.22	6.10	6.00	2.56	12.23	4.20	THOREAU	125.6	31.7	0.0	Y		70
1.15	6.29	6.17	6.07	3.05	12.33	4.27	GONZALES	129.3	0.0	56.3			114
							SOUTH GUAM	136.2	0.0	31.7			114
	1.21	6.34	6.22	6.12	3.12	12.43	PEREA	141.9	0.0	31.7			114
	1.26	6.38	6.27	6.17	3.17	12.50	WINGATE	146.1	0.0	31.7	W		
	1.31	6.41	6.30	6.20	3.22	12.55	McCUNE	149.3	0.0	31.7	Y		101
	1.35	6.43	6.32	6.22	3.26	1.00	ZUNI	151.6	0.0	31.7			114
	1.45	6.50	6.40	6.30	3.35	1.10	ZUNI	151.6	0.0	31.7			
	AM 1.45	PM 6.50	PM 6.40	PM 6.30	PM 3.35	PM 1.10	GALLUP	157.6				FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Wednesday and Sunday	Arrive Wednesday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily	(160.3)						
(44.8)	(56.6)	(59.0)	(60.1)	(44.9)	(41.3)	(55.0)	..... Average speed per hour						

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17 and 21 not less than ten minutes.

BELEN DISTRICT					
WESTWARD		TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes
FIRST CLASS					
23	1				
Grand Canyon Limited	The Scout	NO. 83			
		Oct. 15, 1944			
Leave Daily	Leave Daily	STATIONS			
PM 10.25	AM 9.35	BELEN	0.0		FW TY
10.35	9.45	6.1 FELIPE	5.9	66.0	
10.47	9.57	4.2 DALIES	10.1	66.2	W
Arrive Daily	Arrive Daily	(10.3)			
(28.1)	(28.1)	..... Average speed per hour			

FIRST DISTRICT

ALBUQUERQUE DIVISION

Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Office of Communication and Booth Phones	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE								
					NO. 83								
					Oct. 15, 1944								
					STATIONS								
					EASTWARD								
					FIRST CLASS								
					22	20	18	4	2	8	24		
					El Capitan	The Chief	Suor Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited		
					Arrive Wednesday and Saturday	Arrive Daily	Arrive Wednesday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	FW TY	O			ALBUQUERQUE	AM 6:15	AM 8:50	PM 12:45	PM 7:55		PM 8:45		
60		O	21.1	26.4	12.6	AM 6:01	AM 8:25	PM 12:31	PM 7:30		PM 8:20		
89		B	52.8	0.0	ISLETA								
88		B	52.8	0.0	PAQUITA	5:55	8:19	12:23 ^s	7:22		8:13		
55	W	O	52.8	31.7	SANDIA	5:50	8:14	12:18	7:16		8:08		
114		B	0.0	31.7	DALIES	5:45	8:10	12:14	7:10	PM 7:50	8:03	AM 2:20	
58		B	52.8	0.0	RIO PUERCO	5:36	8:01	12:06	6:59	7:37	7:53	2:07	
114		O	52.8	0.0	NORTH GARCIA	5:29	7:54	11:59	6:49	7:29	7:46	1:57	
		B	31.7	0.0	SUWANE	5:22	7:47	11:53	6:41	7:20	7:39	1:48	
114	FW	O	31.7	0.0	ARMIJO	5:16	7:41	11:47	6:33	7:11	7:33	1:40	
		B	31.7	0.0	MARMON	5:12	7:37	11:43	6:27	7:04	7:28	1:33	
106		O	31.7	0.0	QUIRK	5:06	7:31	11:38	6:20	6:58	7:22	1:26	
114		B	31.7	0.0	LAGUNA	5:02	7:26	11:33	6:14	6:50	7:16	1:20	
		B	31.7	0.0	ACOMITA	4:53	7:17	11:24	6:03	6:38	7:05	1:07	
	W	B	31.7	0.0	McCARTYS	4:49	7:13	11:20	5:57	6:32	7:00	12:55	
114		B	31.7	0.0	ANZAO	4:45	7:09	11:16	5:52	6:27	6:56	12:49	
114	FW	O	31.7	0.0	GRANTS	4:35	6:59	11:07	5:40	6:15	6:44	12:35	
		B	31.7	0.0	REID	4:30	6:53	11:02	5:32	6:03	6:37	12:20	
121		O	31.7	0.0	BLUEWATER	4:24	6:47	10:57	5:24	5:55	6:29	12:12	
87		B	52.8	0.0	BACA	4:17	6:38	10:50	5:15	5:45	6:20	12:02	
114	W	B	52.8	0.0	NORTH CHAVES	4:10	6:31	10:44	5:06	5:36	6:12	11:53	
	Y	O	31.7	0.0	THOREAU	4:06	6:27	10:40	5:01	5:30	6:07	11:48	
114		B	21.1	31.7	GONZALES	4:02	6:22	10:36	4:55	5:23	6:02	11:42	
127		B	0.0	31.7	NORTH GUAM	3:55	6:14	10:29	4:46	5:13	5:54	11:32	
88		B	0.0	31.7	OINZA	3:49	6:08	10:24	4:39	5:05	5:47	11:24	
		B	0.0	31.7	PEREA	3:47	6:06	10:22	4:36	5:02	5:45	11:21	
114	W	O	0.0	31.7	WINGATE	3:43	6:02	10:18	4:30	4:55	5:40	11:14	
	Y	B	0.0	31.7	McCUNE	3:40	5:59	10:15	4:25	4:50	5:36	11:09	
114		B	0.0	31.7	ZUNI	3:38	5:57	10:13	4:21	4:46	5:33	11:05	
Yard	FW TY	O			GALLUP	3:32 AM	5:50 AM	10:07 AM	4:12 PM	4:37 PM	5:25 PM	10:55 PM	
					(160.7)	Leave Wednesday and Saturday	Leave Daily	Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour (59.2) (53.8) (61.0) (43.2) (41.4) (48.2) (39.0)

BELEN DISTRICT

Car Capacity of Sidings	Office of Communication and Booth Phones	TIME TABLE			
		NO. 83			
		Oct. 15, 1944			
		STATIONS			
		EASTWARD			
		FIRST CLASS			
		24	2		
		Grand Canyon Limited	The Scout		
		Arrive Daily	Arrive Daily		
Yard	O	BELEN	AM 2:40	PM 8:10	
87	B	FELIPE	2:28	7:58	
E. 99 W. 106	O	DALIES	2:20 AM	7:50 PM	
		(10.3)	Leave Daily	Leave Daily	
Average speed per hour (30.9) (30.9)					

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18 and 22 not less than ten minutes.

WESTWARD								TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Car Capacity of Stings
FIRST CLASS												
19	21	17	3	1	7	23	NO. 83					
The Chief	El Capitan	Super Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited	Oct. 15, 1944					
Leave Daily	Leave Wednesday and Sunday	Leave Wednesday and Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 6:57	PM 6:42	PM 6:32	PM 3:45	PM 1:20	AM 4:55	AM 1:55	GALLUP	157.6		FW TY	Yard	
7:02	6:47	6:37	3:51	1:26	5:00	2:02	WEST YARD	162.2	0.0			
7:07	6:51	6:41	3:56	1:32	5:04	2:09	DEFIANCE	166.9	0.0		110	
7:14	6:57	6:47	4:04	1:40	5:11	2:18	MANUELITO	174.2	3.2		65	
7:20	7:03	6:53	4:10	1:47	5:17	2:26	LUPTON	180.4	15.8		75	
7:26	7:08	6:58	4:17	1:55	5:23	2:34	ALLANTOWN	187.2	0.0		75	
7:30	7:12	7:02	4:22	2:00	5:27	2:40	HOUCK	191.2	0.0	FW	110	
7:38	7:20	7:10	4:32	2:09	5:35	2:50	CHEYO	199.7	15.8		78	
7:43	7:25	7:15	4:38	2:18	5:40	2:58	CHAMBERS	205.7	15.8	W	70	
7:50	7:32	7:22	4:46	2:28	5:47	3:06	NAVAJO	213.0	5.8		110	
7:56	7:37	7:27	4:53	2:35	5:53	3:13	PINTA	219.2	0.0	WY	71	
8:02	7:42	7:32	5:00	2:42	5:59	3:20	BIBO	225.4	0.0		80	
8:08	7:49	7:39	5:07	2:49	6:05	3:28	ADAMANA	232.3	0.0	FW	110	
8:14	7:55	7:45	5:13	2:55	6:11	3:35	CARRIZO	238.3	0.0		78	
8:20	8:02	7:52	5:20	3:02	6:17	3:42	ARNITZ	245.5	0.0		77	
8:27	8:08	7:58	5:30	3:12	6:25	3:52	HOLBROOK	253.0	7.9	W	110	
8:32	8:14	8:04	5:36	3:20	6:31	3:59	PENZANCE	258.6	26.4		148	
8:36	8:18	8:08	5:41	3:25	6:35	4:04	JOSEPH CITY	263.5	0.0		68	
8:41	8:22	8:12	5:47	3:30	6:40	4:10	MANILA	268.8	0.0			
8:47	8:27	8:17	5:52	3:36	6:46	4:16	HAVRE	274.8	17.4		110	
8:53	8:31	8:21	5:57	3:42	6:52	4:22	HOBSON	280.1	19.5			
9:00 PM	8:37 PM	8:27 PM	6:05 PM	3:50 PM	7:00 AM	4:30 AM	WINSLOW	285.5	8.4	FW TY	Yard	
Arrive Daily	Arrive Wednesday and Sunday	Arrive Wednesday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(127.7)					

(62.3) (66.6) (66.6) (54.7) (51.1) (61.3) (49.4) Average speed per hour

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17 and 21 not less than ten minutes.

Car Capacity of Stings	Office of Communication and Booth Phones	Fulling Grade Ascending	EASTWARD							
			FIRST CLASS							
			NO. 83							
			22	20	18	4	2	8	24	
			Oct. 15, 1944	El Capitan	The Chief	Super Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited
			STATIONS	Arrive Wednesday and Saturday	Arrive Daily	Arrive Wednesday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	O		GALLUP	AM 3.30	AM 5.45	AM 10.05	PM 4.05	PM 4.30	PM 5.18	PM 10.45
68	B	28.8	WEST YARD	3.24	5.37	9.58	3.55	4.20	5.10	10.35
100	B	31.7	DEFIANCE	3.20	5.31	9.54	3.48	4.13	5.05	10.28
80	B	31.7	MANUELITO	3.14	5.23	9.47	3.39	4.04	4.58	10.19
100	B	31.7	LUPTON	3.08	5.17	9.42	3.33	3.57	4.52	10.12
68	B	31.7	ALLANTOWN	3.02	5.10	9.35	3.26	3.48	4.45	10.03
96	O	31.7	HOUOK	2.59	5.06	9.31	3.21	3.43	4.41	9.58
66	B	31.7	CHEYO	2.52	4.57	9.23	3.12	3.33	4.32	9.48
68	O	31.7	CHAMBERS	2.46	4.51	9.18	3.06	3.27	4.26	9.42
112	B	31.7	NAVAJO	2.39	4.43	9.11	2.58	3.19	4.18	9.34
132	B	31.7	PINTA	2.33	4.37	9.05	2.52	3.12	4.12	9.27
68	B	31.7	BIBO	2.27	4.30	8.59	2.45	3.05	4.06	9.20
111	O	19.0	ADAMANA	2.21	4.23	8.53	f 2.37	2.58	3.59	9.13
68	B	31.7	CARRIZO	2.16	4.17	8.48	2.30	2.52	3.53	9.07
79	B	31.7	ARNTZ	2.10	4.09	8.41	2.23	2.44	3.45	8.59
112	O	31.7	HOLBROOK	2.04	4.01	8.34	s 2.15	s 2.35	s 3.38	s 8.50
	B	31.7	PENZANCE	1.59	3.55	8.29	2.05	2.25	3.29	8.40
70	B	16.9	JOSEPH CITY	1.55	3.50	8.25	1.59	2.19	3.24	8.34
	B	12.9	MANILA	1.50	3.44	8.20	1.52	2.12	3.18	8.27
100	B	31.7	HAVRE	1.44	3.38	8.15	1.45	2.05	3.12	8.20
78	B	10.0	HOBSON	1.39	3.32	8.10	1.38	1.58	3.07	8.13
Yard	O		WINSLOW	AM 1.33	AM 3.25	AM 8.05	PM 1.30	PM 1.50	PM 3.00	PM 8.05
			(127.7)	Leave Wednesday and Saturday	Leave Daily	Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....				(65.5)	(54.7)	(63.8)	(49.4)	(47.9)	(55.5)	(47.9)

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18 and 22 not less than ten minutes.

WESTWARD							TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Office of Communication and Booth, Phones	Fuel, Water, Turn Tables and Wyes	Car Capacity of Sidings
FIRST CLASS													
19	21	17	3	1	7	23							
The Chief	El Capitan	Super Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited	NO. 83						
Leave Daily	Leave Wednesday and Sunday	Leave Wednesday and Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Oct. 15, 1944						
PM 9.10	PM 8.45	PM 8.35	PM 6.15	PM 4.00	AM 7.05	AM 4.40	STATIONS						
9.23	8.49	8.39	6.28	4.13	7.18	4.53	WINSLOW	285.5			O	FW TY	Yard
9.30	8.54	8.44	6.35	4.20	7.25	5.00	WEST WINSLOW	288.5	75.0	66.0	O		
9.37	9.00	8.50	6.45	4.30	7.32	5.10	MOQUI	293.0	75.0	66.0	B		58
9.45	9.09	8.59	6.57	4.43	7.41	5.23	DENISON	298.3	70.4	73.1	B		100
9.54	9.17	9.07	7.08	4.54	7.49	5.34	SUNSHINE	305.9	75.0	0.0	B		68
10.00	9.24	9.14	7.17	5.03	7.55	5.44	CANYON DIABLO	312.1	60.7	23.8	O		111
10.07	9.31	9.21	7.26	5.12	8.02	5.54	HIBBARD	317.3	69.7	22.7	B		68
10.15	9.40	9.30	7.36	5.23	8.10	6.06	ANGELL	322.7	75.0	0.0	O	WY	92
10.21	9.46	9.36	7.44	5.32	8.17	6.15	WINONA	328.6	75.0	0.0	B		66
10.28	9.53	9.43	7.54	5.43	8.25	6.27	COSNINO	333.2	75.0	75.0	B		92
10.35	10.00	9.50	s 8.10	s 6.00	f 8.35	s 6.45	CLIFFS	339.1	75.0	70.4	B		68
10.44	10.09	9.59	8.26	6.16	8.44	7.02	FLAGSTAFF	344.2	75.0	47.3	O	WY	101
10.51	10.16	10.06	8.37	6.27	8.52	7.13	RIORDAN	350.8	75.0	0.0	B	Y	92
10.53	10.18	10.08	8.40	6.30	8.54	7.16	BELLEMONT	356.3	75.0	75.0	O	WY	95
10.58	10.23	10.13	8.48	6.38	8.59	7.24	NEVIN	358.2	61.6	0.0	B		
11.06	10.29	10.19	9.00	6.50	9.06	7.35	MAINE	362.5	64.5	75.0	B		
f 11.20	f 10.40	10.30	s 9.20	s 7.10	s 9.20	s 8.00	CHALENDER	368.0	75.8	97.0	B		104
11.29	10.47	10.37	9.30	7.20	9.29	8.10	WILLIAMS	378.2	75.0	75.0	O	FW TY	95
11.40	10.58	10.48	9.41	7.31	9.40	8.21	SUPAI	381.6	0.0	6.8	B	Y	
							McLELLAN	386.3	0.0	137.3	B	W	108
									0.0	161.0			
11.53	11.11	11.01	9.55	7.45	9.53	8.36	WELCH	391.7			O		
11.57	11.15	11.05	9.59	7.49	9.57	8.40	DAZE	393.7	0.0	95.0	B		108
s 12.10	11.28	11.18	s 10.15	s 8.05	s 10.13	s 9.00	ASH FORK	401.2	14.8	95.0	O	FW Y	304
12.25			10.20		10.20		PINEVETA	408.8	75.0	75.0	B		104
12.36	11.36	11.26	10.32	8.17	10.32	9.12	GLEED	414.7	75.0	39.6	B		78
12.46	11.47	11.37	10.42	8.30	10.42	9.25	CROOKTON	419.1	75.0	61.8	C	Y	106
12.55	11.53	11.43	10.52	8.40	10.52	9.35	PAN	423.5	0.0	75.0	B		
1.02	12.02	11.52	11.00	8.50	11.00	9.45	SELIGMAN	428.8	0.0	95.0	O	FW TY	Yard
1.10	12.09	11.59	11.10	9.00	11.10	9.55							
AM	AM	PM	PM	PM	AM	AM	(142.7)						
Arrive Daily	Arrive Thursday and Monday	Arrive Wednesday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							

(38.1) (42.0) (42.0) (29.0) (28.5) (34.9) (27.2) Average speed per hour

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17 and 21 not less than ten minutes.

THIRD DISTRICT

ALBUQUERQUE DIVISION

Car Capacity of Siding	Fuel, Water, Turn Tables and Wyes	Office of Communication and Booth Phones	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 83 Oct. 15, 1944		EASTWARD						
							FIRST CLASS						
							18	4	2	8	24	22	20
							Super Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited	El Capitan	The Chief
Yard	FW TY	O			STATIONS	Arrive Wednesday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wednesday and Saturday	Arrive Daily	
			75.0	31.7	WINSLOW 3.1	AM 7:55	PM 1:20	PM 1:40	PM 2:55	PM 7:55	AM 1:25	AM 3:15	
		O	75.0	31.7	WEST WINSLOW 4.5	7:51	1:05	1:25	2:40	7:40	1:21	3:00	
		B	70.4	31.4	MOQUI 5.3	7:46	1:00	1:20	2:35	7:35	1:16	2:55	
92		B	75.0	23.8	DENNISON 7.6	7:42	12:51	1:11	2:29	7:26	1:12	2:48	
		B	60.7	0.0	SUNSHINE 6.2	7:36	12:43	1:03	2:20	7:18	1:06	2:38	
105		O	69.7	22.7	CANYON DIABLO 5.2	7:30	12:36	12:56	2:13	7:11	1:00	2:30	
		B	75.0	0.0	HIBBARD 5.4	7:25	12:29	12:49	2:07	7:04	12:55	2:22	
92	WY	O	75.0	0.0	ANGELL 6.0	7:21	12:22	12:42	2:01	6:57	12:51	2:15	
		B	75.0	75.0	WINONA 4.4	7:15	12:15	12:35	1:54	6:50	12:45	2:07	
94		B	75.0	70.4	COSNINO 5.8	7:11	12:09	12:29	1:49	6:44	12:41	2:02	
		B	75.0	47.3	CLIFFS 5.0	7:05	12:02	12:22	1:43	6:37	12:35	1:54	
92	WY	O	75.0	0.0	FLAGSTAFF 6.5	6:59	11:55 PM	12:15	1:37	6:30	12:29	1:48	
		B	75.0	75.0	RIORDAN 5.6	6:52	11:42	12:04	1:25	6:14	12:22	1:38	
83	WY	O	61.6	0.0	BELLEMONTE 1.8	6:45	11:34	11:56	1:18	6:05	12:15	1:30	
67		B	64.5	75.0	NEVIN 4.2	6:43	11:31	11:53	1:15	6:02	12:13	1:27	
104		B	52.8	75.0	MAINE 5.6	6:38	11:25	11:48	1:09	5:55	12:08	1:22	
115		B	75.0	75.0	CHALENDER 10.1	6:31	11:16	11:40	1:02	5:45	12:01 AM	1:14	
114	FW TY	O	75.0	6.8	WILLIAMS 3.4	6:18	11:00	11:25	12:48	5:25	11:48	1:00	
23	Y	B	0.0	95.0	SUPAI 2.5	6:12	10:50	11:15	12:39	5:15	11:42	12:51	
104		B	0.0	95.0	SERENO 6.2	6:07	10:45	11:10	12:35	5:10	11:36	12:46	
127	W	B	0.0	95.0	COORVA 4.7	5:54	10:31	10:56	12:22	4:56	11:23	12:33	
		O	0.0	95.0	WELCH 2.0	5:44	10:19	10:44	12:12	4:44	11:12	12:23	
104		B	14.8	95.0	DAZE 7.5	5:41	10:15	10:40	12:08 PM	4:40	11:09	12:20	
116	FW Y	O	75.0	75.0	ASH FORK 7.6	5:25	9:55	10:20	11:52 AM 11:47	4:20	10:54	12:01 AM 11:55	
		B	147.8	39.6	PINEVETA 7.1	5:15	9:35	10:05	11:37	4:00	10:46	11:46	
105	Y	O	0.0	75.0	CROOKTON 5.0	5:05	9:24	9:54	11:27	3:49	10:36	11:35	
68		B	0.0	75.0	PAN 5.3	4:59	9:12	9:42	11:20	3:37	10:29	11:28	
Yard	FW TY	O			SELIGMAN	4:52 AM	9:00 AM	9:30 AM	11:12 AM	3:25 PM	10:22 PM	11:20 PM	
					(143.6)	Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	
Average speed per hour							(47.1)	(33.1)	(34.5)	(39.5)	(31.9)	(47.1)	(36.1)

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18 and 22 not less than ten minutes.

		WESTWARD				TIME TABLE		Mile Posts	Ruling Grade Ascending	Office of Communication and Booth Phones	Fuel, Water, Turn Tables and Wyes
		SECOND CLASS		FIRST CLASS		NO. 83					
		209	25	181	47	Oct. 15, 1944					
		MIXED	MIXED	PASSENGER	PASSENGER	STATIONS					
		Leave Daily	Leave Friday Only	Leave Daily	Leave Daily						
					AM 1.00	ASH FORK	0.0			O	FW Y
					1.12	3.9 CRUCE	3.9	51.7		B	
					1.22	5.3 MEATH	9.2	53.3		B	
					1.34	6.8 ROK	16.0	33.8		B	
					f 1.46	5.3 DRAKE	21.3	0.0		O	WY
					2.01	8.1 ABBA	29.4	52.8		B	
					f 2.09	4.2 DEL RIO	33.6	64.9		B	Y
					f 2.12	1.5 PURO	35.1	79.2		B	W
					f 2.19	3.8 COPPER	38.9	79.2		B	
					2.32	5.7 GRANITE	44.6	79.2		B	
					f 2.44	6.4 ENTRO	51.0	79.5		B	
						6.1 PRESCOTT	57.1	79.5		O	FW TY
					s 3.00	2.9 POWDER SPUR	60.0	158.4			
					s 3.10 ²¹⁶	5.6 ALTO	65.6	158.4		B	Y
					3.18	2.0 IRON SPRINGS	67.6	0.0		B	
					3.37	5.5 RAMSGATE	73.1	0.0		B	
					f 3.44	7.5 SKULL VALLEY	80.6	0.0		O	WY
					f 3.59	6.2 KIRKLAND	86.8	5.0		O	
					s 4.21	8.6 GRAND VIEW	95.4	79.7		B	
					4.51	6.1 HILLSIDE	101.5	79.2		O	
					s 5.07	8.2 DATE	109.7	0.0		B	W
					f 5.22	6.7 PIEDMONT	116.4	64.3		B	
					f 5.34	6.8 CONGRESS	123.2	79.2		O	Y
					s 5.47	6.4 FLORES	129.6	0.0		B	
					5.56	5.3 MATTHIE	134.9	0.0		B	Y
					AM 9.20	4.7 WICKENBURG	139.6	8.2		O	FW
						3.9 ALLAH	143.5	0.0		B	
					s 9.50	6.8 CASTLE HOT SPRINGS	150.3	79.7		O	
					9.59	7.3 WITTMANN	157.6	0.0		B	
					f 10.12	11.5 BEARDSLEY	169.1	0.0		B	Y
					10.22	4.5 ENNIS	173.6	0.0		B	
					f 7.07	3.1 MARINETTE	176.7	52.8		B	
					10.44	3.2 PEORIA	179.9	0.0		O	
					f 7.17	4.3 GLENDALE	184.2	0.0		O	
					f 10.53	4.1 ALHAMBRA	188.3	3.4		B	
					s 11.04	2.7 MOBEST	191.0	0.0		O	FWT
					11.12	2.7 PHOENIX	193.7	26.4		O	Y
					11.17	(193.7)					
					11.30 AM						
					8.00 AM						
					Arrive Daily						
					Arrive Friday Only						
					Arrive Daily						
					Arrive Daily						
					(18.8)						
					(18.3)						
					(30.7)						
					(28.3)						
										
					Average speed per hour						

At Ash Fork, No. 47 has no time table superiority between east switch of west wye and station.

Water Tanks Between Stations at: M. P. 89.1
 M. P. 146.3
 M. P. 175.0

Car Capacity of Stings	Ruling Grade Ascending	TIME TABLE NO. 83 Oct. 15, 1944	EASTWARD					
			FIRST CLASS			SECOND CLASS		
			42	170		26	216	210
			PASSENGER	PASSENGER		MIXED	FREIGHT	MIXED
		STATIONS	Arrive Daily	Arrive Daily		Arrive Friday Only	Arrive Daily	Arrive Daily
Yard		ASH FORK						
	52.8	3.9	PM 10.30					
68	83.4	5.3	CRUICE 10.20					
35	81.8	6.8	MEATH 10.11					
68	79.2	5.3	ROK 9.59					
69	79.2	8.1	f DRAKE 9.46					
69	79.2	4.2	ABRA 9.31					
26	56.0	1.5	f DEL RIO 9.24					
37	56.0	3.8	f PURO 9.21					
31	13.2	5.7	f COPPER 9.12					
34	39.6	6.4	GRANITE 9.02					
13	66.5	6.1	f ENTRO 8.51			AM 9.20		
Yard	0.0	2.9	s PRESCOTT 8.40			9.00	AM 3.05 ⁴⁷	
	79.2	5.8	POWDER SPUR 8.25			AM	2.58	
30	158.4	2.0	ALTO 8.14				2.35	
	158.4	5.5	f IRON SPRINGS 8.05				2.22	
57	158.4	7.5	f RAMSGATE 7.47				2.00	
58	79.2	6.2	s SKULL VALLEY 7.28				s 1.38	
58	79.7	8.6	s KIRKLAND 7.10				1.10	
68	79.2	6.1	GRAND VIEW 6.56				12.50	
58	79.2	8.2	s HILLSIDE 6.43				12.30	
58	79.2	6.7	f DATE 6.25				12.10	
34	79.2	6.8	f PIEDMONT 6.15				AM 11.40	
68	79.2	6.4	s CONGRESS 6.04				11.20	
58	79.2	5.3	FLORES 5.53				11.00	
E. 18 W. 19	81.0	4.7	PM MATTHIE 5.42	7.40			10.45	AM 12.20
83	79.2	3.9	s WICKENBURG 5.32	s 7.30			s 10.35	AM 12.05
69	79.2	6.8	ALLAH 5.21	7.16			10.25	
68	78.9	7.3	s CASTLE HOT SPRINGS 5.10	f 7.05			10.11	
68	79.2	11.5	f WITTMANN 4.59	6.56			9.56	
80	39.6	4.5	f BEARDSLEY 4.43	6.41			9.35	
68	42.3	3.1	ENNIS 4.37	6.35			9.20	
38	0.0	3.2	f MARINETTE 4.33	6.30			9.10	
68	0.0	4.3	s PEORIA 4.28	s 6.25			9.04	
Yard	26.4	4.1	s GLENDALE 4.21	s 6.15			s 8.50	
Yard	35.9	2.7	ALHAMBRA 4.12	6.05			8.30	
Yard	15.8	2.7	f MOBEST 4.06	6.00			PM 8.20	
Yard			PM PHOENIX 4.00	5.50				
		(193.7)	Leave Daily	Leave Daily		Leave Friday Only	Leave Daily	Leave Daily

Average speed per hour..... (30.2) (32.1) (18.3) (19.8) (18.8)

At Ash Fork, No. 42 has no time table superiority between east switch of west wye and station.

Water Tanks Between Stations at : M. P. 89.1
M. P. 146.3
M. P. 175.0

PARKER DISTRICT										
Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 83 Oct. 15, 1944	EASTWARD		Mile Posts	Ruling Grade Ascending	Office of Communication and Booth Phones
			Second Class	First Class		First Class	Second Class			
			233	117		118	234			
			MIXED	PASSENGER		PASSENGER	MIXED			
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
E. 18 W. 19	Y	39.6	AM 12.25	PM 7.40	MATTHIE 6.2	AM 9.35	PM 9.10	0.0		B
41		0.0	f 12.37	f 7.48	DIVIDE 8.3	f 9.25	f 8.45	6.2	0.0	B
20		0.0	f 12.51	f 7.58	FOREPAUGH 7.7	f 9.12	f 8.30	14.5	31.7	B
39	W	19.8	f 1.04	s 8.15 ²³⁴	AGUILA 8.9	s 9.00	f 8.15 ¹¹⁷	22.2	29.0	O
38		0.0	f 1.17	f 8.31	GOLDEN 8.9	f 8.45	f 7.45	31.1	21.1	B
41		0.0	f 1.30	8.45	LOVE 8.9	8.33	f 7.25	40.0	31.7	B
8		26.4	f 1.40	f 8.52	WENDEN 4.8	f 8.25	f 7.15	44.8	31.7	B
20	W	29.0	s 2.00	s 9.01	SALOME 5.2	s 8.17	s 7.00	50.0	21.1	O
19		0.0	2.05	9.05	HARCUVAR 2.6	8.12	6.46	52.6	0.0	B
10		0.0	f 2.20	f 9.17	VICKSBURG 7.7	f 7.54	f 6.27	60.3	84.5	B
42	Y	0.0	2.22	9.18	BUSH PIT 0.8	7.52	6.25	61.1	31.7	B
10		0.0	f 2.36	9.31	UTTING 9.4	7.39	f 6.08	70.5	31.7	B
13	W	0.0	s 2.50	s 9.45	BOUSE 9.4	s 7.25	s 5.49	79.9	31.7	B
44		0.0	f 3.10	9.59	WALL 10.7	7.08	f 5.30	90.6	31.7	B
9		5.8	f 3.25	10.13	DENNY 9.0	6.55	f 5.15	99.6	31.7	B
28	WF Y	31.7	3.35 AM	10.25 PM	PARKER 6.2	6.45 AM	5.00 PM	105.8	31.7	O
			Arrive Daily	Arrive Daily	(105.8)	Leave Daily	Leave Daily			
			(33.4)	(38.5)	..... Average speed per hour	(37.3)	(25.4)			
Water Tank at McVay Spur M. P. 66.8										

GRAND CANYON DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 83			
			Oct. 15, 1944			
			STATIONS			
Yard			GRAND CANYON		63.7	
26	39.6		6.5 COCONINO		57.2	130.3
23	117.5		5.2 APEX		52.0	158.4
	0.0		2.0 HOPI		50.0	158.4
	0.0		5.3 ANITA		44.8	170.4
17	37.0		7.0 WILLAHA		37.7	79.2
28	62.3		8.8 VALLE		29.0	100.3
16	116.2		8.4 QUIVERO		20.5	48.0
25	132.0		11.6 RED LAKE		9.0	105.6
	114.3		2.4 PITT		6.5	73.9
	158.4		7.1 WILLIAMS		0.0	110.9
Yard						
			(64.3)			

At Grand Canyon, switch leading from main track to east leg of wye must be left lined and locked for the wye and switch at stem of the wye lined for the east leg.

No switch lights on Grand Canyon District.
Phones in booths at all sidings.
Water and wye at Anita.
Fuel, water and wye at Grand Canyon.

CLARKDALE DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS	NO. 83	SECOND CLASS		
		235	Oct. 15, 1944	236		
		MIXED	STATIONS	MIXED		
		Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday		
27	64.0	PM 12.20	DRAKE	AM 11.30	0.0	105.6
23	79.2	f 12.41	6.8 MACK	f 11.08	6.7	105.6
24	0.0	f 12.55	3.9 BEAR	f 10.50	10.6	105.6
19	0.0	s 1.25	7.6 PERKINSVILLE	s 10.15	18.3	75.5
13	82.3	f 2.00	9.6 SYCAMORE	f 9.41	27.8	39.6
12	0.0	f 2.11	3.9 CREST	f 9.30	31.8	105.6
	79.2	f 2.20	3.8 TAPOO	f 9.18	35.5	105.6
Yard		2.40 PM	CLARKDALE	9.10 AM	38.0	
		Arrive Daily Ex. Sunday	(38.0)	Leave Daily Ex. Sunday		

(16.3) . . . Average speed per hour . . . (16.3)

No switch lights on Clarkdale District.
Water at Perkinsville; fuel, water and wye at Clarkdale.
Booth phone at Bear, Perkinsville and Sycamore; office of communication at Clarkdale.

CROWN KING DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS	NO. 83	SECOND CLASS		
		25	Oct. 15, 1944	26		
		MIXED	STATIONS	MIXED		
		Leave Friday Only		Arrive Friday Only		
Spur 7		AM 11.55	BLUE BELL	AM 11.40	28.0	158.4
	158.4	PM 12.05	2.2 MAYER	11.30	25.8	0.0
	158.9	12.25	4.2 POLAND JCT.	11.15	21.6	110.9
	0.0	f 12.30	1.1 HURON	s 11.10	20.5	112.4
	50.2	s 1.00	3.9 HUMBOLDT	s 10.50	16.6	98.0
	53.3	f 1.10	1.8 CHERRY CREEK	f 10.30	14.8	0.0
9	73.9	f 1.40	7.1 YAEGER	f 10.00	7.7	96.1
8	84.5	2.20 PM	ENTRO	9.25 AM	0.0	
18		Arrive Friday Only	(28.0)	Leave Friday Only		

(11.5) . . . Average speed per hour . . . (12.4)

No switch lights on Crown King District.
Water and wye at Mayer; wye at Humboldt.
Office of communication at Mayer.

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka and Santa Fe Railway System, Rules and Regulations of the Operating Department," revised 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," revised 1940, must be in the hands of all employees whose duties are in any way prescribed thereby.

2. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. Rule 1 (B): Standard clocks are located at Belen (station and yard offices), Gallup (station and yard offices), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Prescott, Mobest, Phoenix and Parker.

4. Rule 5: On single track, time applies at the siding switch where opposing trains enter siding. On double track, time applies at station sign. When a section of double track is used as single track, time and train orders apply at end of double track, or crossover. When more than one crossover, train order will specify which one to be used. Trains handling passengers or mail must not pass point where such traffic is received or discharged before scheduled time.

At following stations, designated switches are "heading-in" points:

Isleta siding west of station.
Kirkland, Hillside siding west of station.
Peoria siding east of station.
Aguila crossover east of station.

5. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains.

Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of a green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

6. Rule 82 (A): Bulletin boards and books are located at Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork, Seligman, Clarkdale, Prescott, Wickenburg, Mobest, Phoenix and Parker.

7. Rule S-83 is amended to read: A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Rule 83 (A): The second paragraph is amended to read: Before leaving a register station at which it is necessary for the conductor to check the train register, he must fill out Form 1514 and deliver same personally to each engineman of his train.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except as provided in the following:

Dalies—Westward inferior trains from Belen District may accept check of register at Belen as applying at Dalies.

Williams, Ash Fork and Wickenburg, trains originating and terminating only will register.

Supai, westward first-class trains only will register.

Matthie, first class and second class trains only will register.

Mobest, first class trains may register by Form 903 and will not check register.

8. Rule 86: In addition to the provisions thereof, where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

9. Rule 93: Yard limits are located at Belen, Dalies, Grants, Gallup, Holbrook, Winslow, Flagstaff, Riordan, Williams—Supai, Grand Canyon, Ash Fork, Crookton, Seligman, Drake, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Alhambra, Phoenix-Mobest, Clarkdale, Parker, and on Crown King District, Entro.

10. Rule 97: In addition to the provisions thereof, on double track, with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card, Form 902.

11. Rule 104 (A): The first paragraph is amended as follows:

At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

12. Rule 204: In addition to the provisions thereof, additional copy of train orders and clearance cards shall be furnished for delivery to rear brakemen.

13. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except where office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

No train will leave Prescott, Wickenburg or Parker without clearance card, Form 902.

At Isleta, westward trains having received Albuquerque Division clearance card, Form 902, at Albuquerque or Abajo, will be governed by indication given by the train order signal.

At Dalies, trains to and from the Belen District will be governed by indication given by the train order signal.

At Williams, all trains, except Third District trains passing on main tracks, must secure clearance card, Form 902.

Enginemen must show train orders and clearance cards to firemen, and, when practicable, to head brakemen; conductors, when practicable, must show them to brakemen. Brakemen and firemen are required to read orders, see that the information on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

14. Rule 221: The second paragraph is abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

15. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen except on freight trains as follows:

Supai to Daze, westward track, on steam or diesel operated freight trains without dynamic brake, one retainer for each 70 tons; eastward track, one retainer for each 100 tons. On diesel operated freight trains with dynamic brake in operation, one retainer for each 100 tons on westward track and no retainers on eastward track.

Daze to Ash Fork, on steam or diesel operated freight trains without dynamic brake, one retainer for each 100 tons; on diesel operated freight trains with dynamic brake, no retainers.

On diesel operated freight trains with dynamic brakes, retainers will be manipulated from engine toward rear end of train; on other freight trains, retainers will be manipulated from caboose toward head end of train on required number of cars.

From Prescott to MP 78 and on Crown King District, one retainer for each 70 tons; and on Clarkdale District, one retainer for each 80 tons on descending grades.

Retainers should be used on heavy loads regardless of location in train and on short heavy trains high pressure position of retaining valve must be used.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

16. Rule 310: Following is list of structures:

Johnson Canyon Tunnel between McLellan and Daze on Third District, tunnel between Perkinsville and Sycamore on Clarkdale District, and tunnel between Vicksburg and Harcuvar on Parker District.

At Gallup Mines, the tipples, bins, pipe lines, wires and other obstructions located at Gallup American, Black Star, Mentmore, Southwestern, Allison and Coal Basin, will not clear an engine or a man on top or side of car.

17. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once each forty-five minutes to safeguard the comfort of passengers.

New Mexico statutes 1929 Section 116-202 provide that any railroad shall have the following powers:

"To expel from its cars at any stopping place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous, or disorderly manner towards other passengers, or the employes of such corporation in charge of such cars, or, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars."

Arizona: The 1928 Revised Code provides:

"Sec. 4790: Confidence game; bogus check. Every person who, with intent to cheat and defraud, shall obtain or attempt to obtain from any other person, any money, property, or valuable thing whatever, by means or by use of any trick or deception, or false or fraudulent representation, or statement or pretense, or by any other means or instruments, or device, commonly called the "confidence game," or by means or by use of any false or bogus check, or by any other printed, written or engraved instrument, or spurious coin or metal, shall be guilty of a felony, and shall be punished by imprisonment in the state prison for a term of not less than one nor more than five years.

"Sec. 4791: Bunko games. Whoever shall deal, play or practice, the confidence game or the game called top and bottom swindle, three card monte, bunko, or any similar play, game or practice, or practice any confidence trick or game not mentioned in this section, shall be deemed guilty of a felony.

"Sec. 4792: Venue of confidence game when committed on train; duty of trainmen. Whenever any of the offenses mentioned in the two preceding sections are committed on any railroad car, coach or train, the venue shall lie, and the person be tried in any county in this state through which said railroad may run. Railroad conductors and brakemen on railroad trains cognizant of the violation of the provisions of the two preceding sections, shall immediately arrest the person so offending without warrant or other process, and failure to make such arrest or attempt in good faith to do so shall be a misdemeanor."

18. Rule 360 is modified as follows: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

19. Rule 382: Revenue passengers and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

SPEED LIMITATIONS

20. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

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

Locations

Passenger—30 MPH; Freight—20 MPH

- Dalies, Eastward main track to first district main track.
- Eastward main track to Belen district Eastward main track.
- First district main track to Westward main track.
- East and West end Westward siding.
- East end Eastward siding Belen district.
- Gallup, West end Eastward freight lead.
- West end Westward freight lead.
- Extreme west crossover between main tracks.

Passenger—25 MPH; Freight—20 MPH

- Gallup, East end Eastward freight lead.
- Winslow, Westward main track to Westward freight lead.
- Extreme east crossover between main tracks.
- West Winslow, Westward freight lead to Westward main track.

Passenger—40 MPH; Freight—30 MPH

- Canyon Diablo, Eastward main track over gantlet.
- Trains moving against the current of traffic on double track must not exceed twenty miles per hour around sharp curves, approaching and passing over spring switches and where view is obscured, and use whistle freely.
- Trains handling wrecking derricks, steam shovels, piledrivers or hoists must not exceed twenty-four miles per hour (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third, Fourth, Belen, Parker, and Grand Canyon Districts, and fifteen miles per hour (one mile in four minutes), on the Clarkdale and Crown King Districts. This rule is not applicable to machines mounted on flat cars with booms tied down.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour (six minutes for each mile);

With rods down or disconnected, but with all drivers on rail, fifteen miles per hour (four minutes for each mile);

With all rods up and connected, twenty miles per hour (three minutes for each mile).

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	
0-4-0	2-6-2	2-10-0	Mountain Type Includes	All Locomotives Except Mountain Type Include
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2

SPRING SWITCHES

21. In heading in or out over the following spring switches, trains or engines must not exceed indicated speed. Trailing movements through spring switches must not be reversed until switch has been properly lined. Trains finding signals, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

SPEED LIMIT 15 MILES PER HOUR:

- GrantsWest switch westward siding.
- HolbrookEast switch eastward siding.
West switch westward siding.
- WinslowEast end of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between eastward and westward main tracks both normally lined for main track.
- Ash ForkEast switch eastward siding.
- SeligmanEast yard lead to eastward main track.

SPEED LIMIT 25 MILES PER HOUR:

- GallupSwitch from eastward freight lead to eastward main track east of passenger station.
- West WinslowSwitch from yard lead to westward main track.

22. Rule 872: The second and third paragraphs are amended to read:

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

Rules 875-876: In addition, trains must stop and make the test prescribed:

- At Supai—westward trains.
- At Prieta—trains in both directions.

In making this test before descending heavy grades be governed as follows: When trains are brought to stop by the use of automatic air brakes, the brakes shall be released and when fully released on rear car an application must then be made to know that brakes are working through train and applied on rear car, when they shall be again released and when fully released and recharged on rear car, train may proceed.

SPEED RESTRICTIONS

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile	Sec.	Miles per Hr.	Time per Mile	Sec.
PARKER DISTRICT						
Curves M.P. 0.0 to 2.4.....	40	1	30	30	2	..
Curves M.P. 53.3 to 55.0.....	40	1	30	25	2	24
Curves M.P. 55.0 to 58.1.....	30	2	..	20	3	..
Curves M.P. 95.2 to 102.9.....	45	1	20	30	2	..
GRAND CANYON DISTRICT						
Curves M.P. 0.8 to 3.9.....	20	3	..	15	4	..
Curves M.P. 3.9 to 12.7.....	20	3	..	20	3	..
Curves M.P. 53.4 to 57.8.....	20	3	..	20	3	..
Curves M.P. 60.0 to 62.1.....	30	2	..	20	3	..
CLARKDALE DISTRICT						
Curves M.P. 13.2 to 15.1.....	15	4	..	15	4	..
Curves M.P. 22.2 to 23.7.....	15	4	..	15	4	..
Curves M.P. 29.9 to 33.6.....	15	4	..	15	4	..
BEARDSLEY SPUR						
Dip M.P. 1.3 to 1.4.....	10	6	..	10	6	..
Dip M.P. 5.3 to 5.4.....	10	6	..	10	6	..
Dip M.P. 8.9 to 9.0.....	10	6	..	10	6	..

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2439	2	00	2	00	2	00
797-813	1	43	1	43	1	43
885	2	00	2	00	3	00
909-989	1	53	1	53	1	53
990	1	43	1	43	1	43
1226-1265	0	48	1	12	1	30
1297-1308	0	48	1	12	1	30
1322-1379	0	48	1	12	1	30
1413-1468	0	40	1	12	1	30
1621-1673	1	53	1	53	1	53
1674-1705	1	43	1	43	1	43
1798-1799	1	06	1	12	1	30
1800	1	12	1	12	1	30
1950	1	43	1	43	1	43
3129	1	43	1	43	1	43
3228-3257	1	06	1	12	1	30
3400	0	45	1	06	1	20
3456	0	36	1	12	1	30
3500	0	48	1	12	1	30
3700	0	51	1	12	1	30
2900, 3751, 3765	0	40	1	12	1	30
3800-3940	1	06	1	12	1	30
4000	1	06	1	12	1	30
5001	1	06	1	12	1	30
Passenger Diesels (except Motor 7).....	0	36	.....	.....	1	20
Passenger Diesel 7.....	0	40	.....	.....	1	20
Freight Diesels 100-101.....	0	45	1	06	1	20
Freight Diesels 102-103-104.....	0	51	1	06	1	20
Freight Diesels 105 and above.....	0	55	1	06	1	20
Switch, no truck.....	.....	.....	.....	.....	3	00
All other classes.....	.....	.....	.....	.....	1	43
All classes, backing up.....	3	00	3	00	3	00
Fourth District, all Pacific type power.....	0	48	1	12	1	30
Grand Canyon Dist. 3800 Class.....	1	30	1	30	1	30

23. Rule 10(f) and 701: Red lights will be used in dwarf signals to indicate "Stop."

Rules 705 and 706: Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

RULES GOVERNING MOVEMENT UNDER RULE D-152

24. Between Belen and Seligman trains will be run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher, who will issue such instructions to conductors, enginemen and operators as required. When

necessary to single a portion of the track, or operate trains against current of traffic, movement must be authorized by train order.

The dispatcher may authorize the running of extra trains, except work extras, from initial or intermediate stations, and sections of a schedule train from initial stations by numbered and O.K.'d clearance card, Form 902. Signals will be displayed as required by Rules 20 and 21.

When a train shown as first-class in time table has been cleared with clearance card, Form 902, and displaying signals in accordance with Rule 20, and track is singled for short distance between intermediate stations, it will not be necessary to issue Form F orders. Extra trains must have Form G orders for all single track movements.

When the provisions of Rule 830 are suspended by train order, extra trains must clear trains shown in time table as first-class, as prescribed by Rule 86.

A train that is being delayed or is overtaken by another train must permit such train to pass with least possible delay.

Trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track.

At district terminals, freight trains must secure permission from dispatcher, operator or signalman before occupying main track.

FIRST AND BELEN DISTRICTS

25. New Mexico Division time table and rules govern between Albuquerque and Isleta and Pecos Division rules govern between Belen Station and Junction with Albuquerque Division west end of yard.

Between Belen Station and home signal of interlocking plant at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, trains have no superiority. All trains and engines moving between these points must run at restricted speed expecting to find track occupied. Responsibility for accident rests with the approaching train.

26. Double track with automatic signals between Belen and Gallup. Trains must keep to the left.

Double track extends through Gallup passenger yard.

No. 1 is westward main track.

No. 3 is eastward main track.

Automatic signals between Isleta and Dalies.

At meeting points between Isleta, Dalies and Belen train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

SECOND DISTRICT

27. Double track with automatic signals between Gallup and Winslow. Trains must keep to the left.

28. At Winslow, interlocking plant controls switch from westward main track to freight lead. Trains held by signals governing this switch will call on telephone. Westward trains will sound whistle signal per Rule 820-A or 820-B at microphone sign 4000 feet west of MP 280.

THIRD AND GRAND CANYON DISTRICTS

29. Double track with automatic signals between Winslow and Seligman.

Trains must keep to the left between Winslow and overhead bridge No. A-412-A near Mile Post 411, and to the right between this bridge and Seligman.

Rule 703 (A): On eastward track, automatic signals indicate "Proceed," "Medium Speed," or "Restricted Speed," only, from Signal 3992, east of Ash Fork, to Signal 3832-A, west of Supai, inclusive.

Double track extends through following passenger yards:

Winslow, No. 1 is eastward freight lead,
No. 2 is eastward main track,
No. 3 is westward main track.

Williams, No. 1 is Grand Canyon District main track,
No. 2 is eastward main track,
No. 3 is westward main track.

Ash Fork, No. 1 is Fourth District main track,
No. 2 is westward main track,
No. 3 is eastward main track.

Seligman, No. 1 is westward main track,
No. 2 is eastward main track.

30. Rule 830 (b): At Supai, westward trains finding Signal 3821 and at Crookton eastward trains finding Signal 4142-A in "Stop" position must wait five minutes before proceeding, unless signals change to indicate proceed.

31. Rule 711: Automatic block signals govern train movements through gantlet Bridge A-313, Canyon Diablo. The indications given by Signals 3121, 3122, 3123 and 3124 are superior to right, class and direction, subject to provisions of Rule 830 (a). If necessary to flag across bridge, flagman must proceed entirely across bridge, before being followed by train.

32. At Canyon Diablo, Bridge A-313, 5001 class engines must not be coupled, and not more than two steam engines of any other class may be coupled together over this bridge.

33. The maximum tonnage per operative brake in freight service Supai to Ash Fork and on the Grand Canyon District is seventy tons.

34. Westward freight trains must stop ten minutes at Daze and eastward freight trains ten minutes at any station, Cliffs to Angell inclusive, for inspection of train and cooling wheels, except these stops may be omitted when train is handled by Diesel locomotive on which dynamic brake is operative and in use.

35. Ash Fork: Fourth District freight trains entering yard use west crossover and long lead. West switch of crossover and west switch of crossover between westward and eastward Third District main tracks electrically locked, controlled by operator in station. If no Third District train closely approaching, operator will release lock and permit train to enter yard. If delayed in crossing over, train must protect as prescribed by Rule D-99.

Further instructions inside locking case; if unable to operate use telephone and advise operator.

36. Rule D-99: At Riordan crossover movements are permitted governed by signal indication.

Trains and engines turning at Riordan to proceed westward, when leaving westward leg of wye will be governed by the

indication given by dwarf signal located at west end, and must receive a "proceed" signal before proceeding or fouling the circuit in advance of the signal.

A telephone and siren are located on opposite side of the wye track from dwarf signal. Enginemen failing to receive proceed indication or upon sound of siren will promptly communicate with the operator at Flagstaff.

37. Rule 97 and Special Rule 9: Yellow indication of the dwarf signal will authorize the movement, with current of traffic, on westward track Riordan to Williams without clearance card, Form 902, or Form "G" train order, except if provision has been made for the use of a section of double track as single track between these points, a Form G train order must be obtained before proceeding.

Operator at Flagstaff must be authorized by train order before giving a proceed indication at Riordan and will maintain on Form 862 Standard a record of all westward trains passing Riordan.

FOURTH, CLARKDALE AND CROWN KING DISTRICTS

38. At Prescott and Alto, switches on stems of wyes must be left lined for west leg.

At Skull Valley and Congress switches on stems of wyes must be left lined for east leg.

39. Westward freight trains must consume ten minutes at Ramsgate for inspection of trains and cooling wheels.

40. Train movements on Beardsley and Bumstead Spurs must be authorized by train order.

41. At Clarkdale, a spring derail switch is located in upper yard below station, which is trailed through when entering yard and when leaving must be lined for movement and afterwards restored to derail.

42. Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Depot at Phoenix.

Yard and light engines must take every precaution to avoid delaying first-class trains on all tracks within Union Depot zone. Trains will approach switch at entrance to Union Depot tracks prepared to stop and will proceed only when track is known to be clear.

43. At Phoenix, engine or train crossing Southern Pacific main line on the tail of the wye, will first occupy the short track circuit north of the derailing switch; member of crew will then operate push button located on post south of the Southern Pacific main track, which will automatically release the electrically locked derail unless there is a Southern Pacific train occupying the track circuits approaching the crossing.

Rule 632 is revised as follows: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

INTERLOCKING PLANTS

ISLETA

Junction and east switches of sidings and west switch Coast Lines siding are controlled by interlocker.

The following whistle signals will be used:

- Coast Lines Main Track, _____
- Coast Lines Siding, _____ o _____
- New Mexico Main Track, _____ o _____
- New Mexico siding, _____ o o _____

BELEN

West Switch of freight main track and Junction Switches controlled by interlocker.

DALIES

Superior route to Sandia.

Inferior route to Belen.

Junction switch and switches both sidings controlled by interlocker.

The following whistle signals will be used:

Westward:

- To Westward Main Track, _____
- To Eastward Main Track, _____ o _____

Eastward:

- To Sandia Main Track, _____
- To Belen Main Track, _____ o _____
- To North Siding, _____ o _____
- To South Siding, _____ o o _____

Rule 711: The indication given by interlocking signals at Isleta, Dalies and Belen will be superior to right, class or direction for movements within home signal limits.

Trains held by signals governing switches Belen west siding switch at Isleta or east siding switches at Dalies will call on telephone.

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

- Williams for Third District trains.
- Ash Fork for Third District trains.
- Drake for Fourth District trains.
- Entro for Fourth District trains.
- Matthie for Fourth District trains.
- Ennis for Fourth District trains.
- Beardsley for Fourth District trains.

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Thoreau	369.0	Seligman	910.0
McCune	Gov. Spur	Drake	Main Track
Gallup	5900.0	Del Rio	405.0
Pinta	491.0	Prescott	316.0
Winslow	341.8	Alto	201.0
Angell	557.5	Skull Valley	726.0
Flagstaff	170.2	Congress	812.0
Riordan	506.0	Matthie	Main Track
Bellemont	376	Beardsley	Main Track
Williams	1479.1	Phoenix	638.0
Anita	400.0	Humboldt	1859
Grand Canyon	1549.2	Mayer	208.0
Supai	282.0	Clarkdale	769.0
Ash Fork—North Wye	910.0	Parker	564.0
Ash Fork—West Wye	2640.0	Bush Pit	200.0
Crookton	190.1		

Column in time table showing capacity of sidings is on basis of 50 feet per car plus 200 feet for engine and caboose.

TIME SERVICE

A. J. STROBEL, General Watch Inspector Topeka, Kan.

LOCAL WATCH INSPECTORS

- FRANK MINDLIN Albuquerque, N. M.
- E. PARKE SELLARD Gallup, N. M.
- J. C. MAY Winslow, Ariz.
- O. A. HESLA Prescott, Ariz.
- F. C. BUMB Clarkdale, Ariz.
- R. I. LAWRENCE Wickenburg, Ariz.
- H. H. HOWARD Phoenix, Ariz.

W. E. TOWNSEND, Traveling Watch Inspector, Flagstaff, Arizona

- At Seligman { 1st, 8:00 a.m. to 9:00 p.m.
15th, 8:00 a.m. to 9:00 p.m.
- At Ash Fork { 2nd, 8:00 a.m. to 9:00 p.m.
16th, 8:00 a.m. to 8:00 p.m.
- At Williams 3rd and 17th, 8 a.m. to 10:50 p.m.

CONDITIONAL FLAG STOPS — ALBUQUERQUE DIVISION

FLAG STOPS TO PICK UP REVENUE PASSENGERS

Train	STATION	PASSENGERS DESTINED
1	Bellemont	Sleeping car passengers, any station.
2	Bellemont	Sleeping car passengers, any station. Coach passengers, east of Winslow.
4	Any station Ash Fork to Albuquerque	Albuquerque and east.
22	Ash Fork	From Prescott and south, to Albuquerque and east.
24	Any station	Belen, Albuquerque and east or south.

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	STATION	PASSENGERS FROM
1	Bellemont	Sleeping car passengers, any station. Coach passengers, east of Winslow.
2	Bellemont	Sleeping car passengers, any station.
3	Any station	Albuquerque and east or south.
21	Ash Fork	Albuquerque and east, destined south of Ash Fork.

Sidings, Spurs and Flag Stops Not Shown on Face of Time Table

Location	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Cubero	71.9	5	East	None
Section House	88.2	0	None	None
SECOND DISTRICT				
Black Star	160.7	1.1 mile	West	None
Dileo	163.4	128	East	None
GRAND CANYON DISTRICT				
	Miles from Williams			
Woodin	43.8	7	West	Freight only
FOURTH DISTRICT				
	Miles from Ash Fork			
Prairie	10.9	7	East-West	None
Siding	20.3	10	East-West	Freight
Whipple Spurs	56.0	36	East	42-47
Prieta	66.2	5	West	All
Doce	69.9	17	East	Freight
Spur	144.8	6	East-West	Freight
Beardsley Spur	169.0	13 miles	Wye	Freight
Waddell	173.6	35	East-West	Freight
Fennemore	176.6	35	East-West	Freight
Citruspark	179.0	35	East-West	Freight
Litchfield	181.6	64	East-West	Freight
Ennis	174.1	7.3 miles	West	Freight
Bumstead	178.4	23	East-West	Freight
Webb	181.4	50	East	Freight
Agua Fria Tank	175.0	.....	.....	42-47
Burnt Ranch	187.1	13	East	Freight
Dolan	189.5	23	West	Freight
Spur	189.7	2	East	Freight
CROWN KING DISTRICT				
	Miles from Entro			
Iron King	17.2	5	West	25-26
Poland Spur	21.7	6	West	25-26
Mayer Stock Yard	27.4	Main	.....	Freight
PARKER DISTRICT				
	Miles from Matthie			
McVay	66.8	7	West	233-234



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

