

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

....., Chief Surgeon, Los Angeles, Cal.

DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Los Angeles, Cal.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Cal.

DR. ROBERT W. MAHER, Local Surgeon	Albuquerque
DR. A. E. BESSETTE, Local Surgeon	Belen
DR. D. T. WEIR, Local Surgeon	Belen
DR. E. A. HEFFNER, Assistant Local Surgeon	Belen
DR. F. W. PARKER, Local Surgeon	Gallup
DR. H. T. WATSON, Assistant Local Surgeon	Gallup
DR. C. E. MOLHOLM, Local Surgeon	Grants
....., Local Surgeon	Holbrook
DR. H. S. BECKWITH, Division Surgeon	Winslow
DR. LEO L. LEWIS, Local Surgeon	Winslow
DR. A. H. SCHERMANN, Consulting Surgeon	Flagstaff
DR. LEO SCHNUR, Local Surgeon	Grand Canyon
DR. ROGER D. LAWSHE, Local Surgeon	Williams
DR. JOHN H. CALLEY, Assistant Local Surgeon	Williams
DR. F. H. CARTMELL, Local Surgeon	Ash Fork
DR. E. J. GUNGLER, Local Surgeon	Seligman
DR. R. N. LOONEY, Division Surgeon	Prescott
DR. C. E. YOUNT, Local Surgeon	Prescott
DR. E. A. BORN, Assistant Local Surgeon	Prescott
DR. C. R. SWETNAM, Ear, Nose and Throat	Prescott
DR. FLOYD B. BRALLIAR, Local Surgeon	Wickenburg
DR. JEROME E. ANDES, Assistant Local Surgeon	Wickenburg
DR. M. E. FULK, Local Surgeon	Glendale
DR. JOSEPH M. GREER, District Surgeon and Consultant	Phoenix
DR. HOWELL RANDOLPH, Local Surgeon	Phoenix
DR. H. J. FELCH, Local Surgeon	Phoenix
DR. C. E. HENDERSON, Assistant Local Surgeon	Phoenix
DR. L. D. BECK, Assistant Local Surgeon	Phoenix
DR. B. L. MELTON, Eye, Ear, Nose and Throat Specialist	Phoenix
DR. J. W. BERG, Local Surgeon	Clarkdale
DR. R. L. CURRIE, Local Surgeon	Parker

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

R. J. BRETON Asst. Superintendent, Phoenix, Ariz.		
H. C. BAUGHN Trainmaster, Gallup, N. M.		
H. G. WOOD	S. ROGERS	
Trainmasters, Winslow, Ariz.		
A. M. MORGAN , Chief Dispatcher, Winslow, Ariz.	J. R. POE , C. M. SCOTT , H. W. SCHWENCKERT , T. J. RUTH , P. L. COLLINS , L. H. RICHARDS , J. S. ARMSTRONG ,	A. C. PETRANOVICH , A. J. WILLIS , G. E. YOUNG , H. E. KELLY , N. JUAREZ , R. C. VAN AUSSDALL , J. D. RICHARDS , F. W. PLEASANTS , R. L. BARNARD
H. R. RUSSELL , T. R. JENKINS , Asst. Chief Dispatchers, Winslow, Ariz.	Dispatchers, Winslow, Ariz.	

The Atchison, Topeka and Santa Fe Railway Co.



COAST Santa Fe LINES

ALBUQUERQUE DIVISION

TIME TABLE No.

90

IN EFFECT

Sunday, February 20, 1949

At 12:01 A. M.
Mountain Standard Time

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

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

L. M. OLSON,
Asst. General Manager,
Los Angeles, Cal.

R. D. SHELTON,
Superintendent,
Winslow, Ariz.

*Timetable 89 eff 28 Nov 48
91 2 Apr 50*

2 ALBUQUERQUE DIVISION

FIRST DISTRICT

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
17	21	23	19	3	7						
Super Chief	El Capitan	The Grand Canyon	The Chief	California Limited	Fast Mail Express	NO. 90					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	February 20, 1949					
PM 5.05	PM 3.55		PM 2.30	AM 10.50	AM 1.15	STATIONS	0.0	21.1	26.4	FW TY	Yard
PM 5.20	PM 4.10		PM 2.45	AM 11.05	AM 1.30						
5.25	4.15		2.50	11.11	1.35	ALBUQUERQUE					
5.30	4.20		2.55	11.17	1.40	ISLETA	12.6	52.8	0.0		64
5.34	4.24	PM 3.55	2.59	11.23	1.45	PAQUITA	18.2	52.8	0.0		43
5.42	4.32	4.03	3.07	11.33	1.53	SANDIA	22.8	52.8	31.7	W	42
5.50	4.40	4.12	3.15	11.43	2.01	DALIES	27.4	52.8	31.7	W	59
5.54	4.44	4.17	3.20	11.49	2.06	RIO PUERCO	33.9	0.0	31.7		91
6.03	4.53	4.26	3.29	12.01	2.15	SOUTH GARCIA	43.3	31.7	0.0		120
6.08	4.58	4.32	3.34	12.07	2.20	SUWANEE	47.3	31.7	0.0		118
6.12	5.02	4.37	3.38	12.14	2.25	MARMON	58.0	31.7	0.0	W	125
6.20	5.10	4.46	3.46	12.24	2.34	QUIRK	63.3	31.7	0.0		83
6.23	5.13	4.50	3.50	12.30	2.39	LAGUNA	68.7	31.7	0.0		118
6.27	5.17	4.54	3.54	12.35	2.43	ACOMITA	77.6	31.7	0.0		118
6.35	5.25	5.03	4.02	12.50	2.51	McCARTYS	82.3	31.7	0.0		
6.40	5.30	5.08	4.07	12.56	2.56	ANZAC	86.0	31.7	0.0		118
6.45	5.35	5.14	4.12	1.02	3.01	GRANTS	95.5	31.7	0.0	FW	134
6.52	5.42	5.21	4.18	1.10	3.08	REID	101.1	31.7	0.0		91
6.58	5.48	5.28	4.24	1.17	3.15	BLUEWATER	107.2	31.7	0.0		118
7.01	5.51	5.32	4.28	1.23	3.20	BACA	114.9	31.7	0.0		91
7.04	5.54	5.36	4.32	1.28	3.24	SOUTH CHAVES	121.7	31.7	0.0	W	118
7.10	6.00	5.42	4.38	1.34	3.30	THOREAU	125.6	31.7	0.0	Y	118
7.15	6.05	5.48	4.42	1.38	3.34	GONZALES	129.3	0.0	56.3		
7.19	6.09	5.52	4.46	1.42	3.38	SOUTH GUAM	136.2	0.0	31.7		118
7.21	6.11	5.55	4.49	1.46	3.41	PEREA	141.5	0.0	31.7		118
7.23	6.13	5.57	4.51	1.49	3.43	WINGATE	146.1	0.0	31.7	W	
s 7.30 PM	s 6.20 PM	s 6.05 PM	s 5.00 PM	s 2.00 PM	s 3.55 AM	McCUNE	149.3	0.0	31.7	Y	105
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	ZUNI	151.6	0.0	31.7		118
						GALLUP	157.6	0.0	31.7	FW TY	Yard
						(160.3)					

(66.3) (66.3) (61.7) (64.1) (50.6) (60.1) Average speed per hour

First and Belen Districts—Signal System 1 in effect, except that Rule 275 not applicable at interlocking Dalies. When yellow-over-yellow aspect displayed for eastward movements at Dalies the interlocking is lined for movements to Belen District.

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.

(Continued on Page 3)

BELEN DISTRICT

WESTWARD		TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS							
23							
	The Grand Canyon	NO. 90					
	Leave Daily	February 20, 1949					
		STATIONS					
	PM 3.40	A. B. S. { BELEN YL } TWO TRACKS	0.0	66.0	FW TY	Yard	
	PM 3.48						{ FELIPE } 5.9
	PM 3.55						{ DALIES YL } 10.1
	Arrive Daily	(10.3)					

(41.2) Average speed per hour

FIRST DISTRICT

ALBUQUERQUE DIVISION

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE		EASTWARD					
					NO. 90		FIRST CLASS					
					February 20, 1949		22	20	24	18	4	8
					STATIONS		El Capitan	The Chief	The Grand Canyon	Super Chief	California Limited	Fast Mail Express
Yard	FW TY	C			ALBUQUERQUE	AM 6.55	AM 8.40		PM 1.25	PM 6.05	PM 9.10	
64		C	21.1	26.4	12.6	AM 6.40	AM 8.25		PM 1.10	PM 5.50	PM 8.55	
43		B	52.8	0.0	ISLETA 5.4	6.34	8.19		1.04	5.44	8.50	
42		B	52.8	0.0	PAQUITA 4.7	6.30	8.14		1.00	5.40	8.45	
59	W	C	52.8	31.7	SANDIA 3.9	6.27	8.09	AM 9.55	12.57	5.36	8.40	
118		B	0.0	31.7	DALIES 3.8	6.19	8.00	9.46	12.49	5.23	8.29	
			52.8	0.0	RIO PUERCO 13.5							
118		B			SUWANEE 10.7	6.08	7.48	9.33	12.38	5.04	8.14	
118	W	C	31.7	0.0	MARMON 5.3	5.59	7.39	9.24	12.29	4.50	8.03	
		B	31.7	0.0	QUIRK 4.8	5.54	7.33	9.18	12.24	4.44	7.57	
110		C	31.7	0.0	LAGUNA 9.1	5.49	7.28	9.13	12.19	4.39	7.52	
118		B	31.7	0.0	ACOMITA 4.6	5.41	7.20	9.05	12.11	4.29	7.44	
		B	31.7	0.0	McCARTYS 3.8	5.37	7.16	8.59	12.07	4.24	7.38	
132		B	31.7	0.0	ANZAC 9.9	5.33	7.12	8.53	12.03	4.20	7.33	
118	FW	C	31.7	0.0	GRANTS 5.6	5.24	7.03	8.42	11.54 PM	4.10 s	7.22 s	
		B	31.7	0.0	REID 6.1	5.19	6.58	8.36	11.49	4.02	7.13	
118		B	31.7	0.0	BLUEWATER 7.7	5.14	6.53	8.31	11.44	3.56	7.07	
91		B	31.7	0.0	BACA 6.9	5.07	6.46	8.24	11.37	3.49	7.00	
118	W	B	52.8	0.0	NORTH CHAVES 3.8	5.01	6.40	8.19	11.31	3.42	6.53	
	Y	C	52.8	0.0	THOREAU 3.7	4.57	6.37	8.16	11.27	3.38	6.50	
118		B	31.7	0.0	GONZALES 7.4	4.53	6.33	8.12	11.23	3.32	6.46	
131		B	21.1	31.7	NORTH GUAM 5.2	4.46	6.26	8.05	11.16	3.23	6.39	
92		B	0.0	31.7	CINIZA 5.7	4.40	6.20	8.01	11.10	3.16	6.33	
117	W	B	0.0	31.7	WINGATE 3.2	4.34	6.14	7.56	11.04	3.09	6.27	
	Y	B	0.0	31.7	McCUNE 2.3	4.31	6.11	7.53	11.01	3.06	6.24	
118		B	0.0	31.7	ZUNI 6.0	4.28	6.08	7.50	10.58	3.03	6.21	
Yard	FW TY	C			GALLUP	4.22 AM	6.02 AM	7.43 AM	10.52 AM	2.55 PM	6.15 PM	
					(160.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (63.0) (61.0) (61.0) (63.0) (50.7) (55.1)

BELEN DISTRICT

(Continued from Page 2)

Capacity of Sidings in 50 ft. Cars	Communications	TIME TABLE		EASTWARD		
		NO. 90		FIRST CLASS		
		February 20, 1949		24		
		STATIONS		The Grand Canyon		
Yard	O			Arrive Daily		
	B	BELEN YL	AM 10.10			
	A. B. S.	FELIPE 4.2	AM 10.00			
103	O	DALIES YL	9.55 AM			
		(10.3)	Leave Daily			

Average speed per hour..... (41.2)

Between Belen station and home signal of interlocking at junction of Albuquerque-New Mexico-Pecos Divisions, 0.2 miles west of passenger station, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Belen and Gallup trains must keep to the left.

Two tracks extend through Gallup passenger yard:

No. 1 is westward main track,

No. 3 is eastward main track.

Rule 251 is in effect between Belen and Gallup.

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS											
17	21	23	19	3	7						
Super Chief	El Capitan	The Grand Canyon	The Chief	California Limited	Fast Mail Express	NO. 90					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	February 20, 1949					
PM 7.32	PM 6.22	PM 6.08	PM 5.05	PM 2.10	AM 4.00	STATIONS GALLUP YL 9.4 DEFIANCE 7.2 MANUELITO 6.2 LUPTON 10.9 HOUCK 8.0 CHETO 5.9 CHAMBERS 7.3 NAVAJO 6.2 PINTA 13.1 ADAMANA 6.1 CARRIZO 7.2 ARNTZ 7.4 HOLBROOK YL 5.6 PENZANCE 4.8 JOSEPH CITY 11.1 HIBBARD 10.8 WINSLOW YL	157.6		FW TY	Yard	
7.41	6.31	6.18	5.15	2.21	4.09		166.9	0.0		114	
7.47	6.37	6.24	5.21	2.28	4.15		174.2	3.2			
7.52	6.42	6.29	5.26	2.34	4.20		180.4	15.8		79	
8.01	6.51	6.38	5.36	2.45	4.29		191.2	0.0	W	114	
8.07	6.57	6.48	5.44	2.53	4.35		199.7	15.8		88	
8.11	7.01 ²³	7.01 ²¹	5.49	2.59	4.39		205.7	15.8	W	85	
8.16	7.06	7.11	5.55	3.05	4.44		213.0	5.8		114	
8.21	7.11	7.16	6.00	3.11	4.49		219.2	0.0	Y	75	
8.31	7.21	7.26	6.11	3.22	4.59		232.3	0.0	FW	114	
8.36	7.26	7.31	6.16	3.27	5.04		238.3	0.0		82	
8.42	7.32	7.37	6.22	3.34	5.10		245.5	0.0		81	
8.48	7.38	7.43	6.29	s 3.44	s 5.19		253.0	7.9	W	114	
8.53	7.43	7.48	6.34	3.49	5.24		258.6	26.4		152	
8.57	7.47	7.52	6.38	3.54	5.28		263.5	0.0		72	
9.06	7.56	8.01	6.47	4.06	5.37		274.8	17.4		114	
s 9.17 PM	s 8.07 PM	s 8.15 PM	s 7.00 PM	s 4.20 PM	s 5.50 AM		285.5	19.5	FW TY	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(127.2)				
(72.7)	(72.7)	(60.1)	(66.6)	(58.9)	(69.4)	 Average speed per hour				

Second District—Signal System 1 in effect.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between Gallup and Winslow, trains must keep to the left.

Two tracks extend through following passenger yards:

Gallup, No. 1 is westward main track,
No. 3 is eastward main track.

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

Rule 251 in effect between Gallup and Winslow.

SECOND DISTRICT

ALBUQUERQUE DIVISION

Capacity of Sidings in 50 ft. Cars	Communications	Ruling Grade Ascending	TIME TABLE NO. 90 February 20, 1940		EASTWARD					
					FIRST CLASS					
					22	20	24	18	4	8
					El Capitan	The Chief	The Grand Canyon	Super Chief	California Limited	Fast Mail Express
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	O		GALLUP YL	AM s 4.20	AM s 5.57	AM s 7.40	AM s 10.50	PM s 2.45	PM s 6.10	
104	B	31.7	9.4 DEFIANCE	4.09	5.45	7.27	10.39	2.33	5.58	
84	B	31.7	7.2 MANUELITO	4.03	5.38	7.21	10.33	2.26	5.51	
104	B	31.7	6.2 LUPTON	3.58	5.32	7.15	10.28	2.20	5.45	
100	C	31.7	10.9 HOUCK	3.50	5.22	7.07	10.20	2.09	5.35	
44	B	31.7	8.0 CHETO	3.44	5.13	6.59	10.14	2.00	5.26	
74	C	31.7	5.9 CHAMBERS	3.40	5.08	6.53	10.10	1.54	5.20	
116	B	31.7	7.3 NAVAJO	3.34	5.01	6.47	10.04	1.47	5.13	
130	B	31.7	6.2 PINTA	3.29	4.55	6.42	9.59	1.41	5.07	
115	C	31.7	13.1 ADAMANA	3.20	4.45	6.31	9.50	1.28	4.55	
	B	19.0	6.1 CARRIZO	3.15	4.40	6.26	9.45	1.22	4.50	
83	B	31.7	7.2 ARNTZ	3.09	4.34	6.18	9.39	1.15	4.43	
116	C	31.7	7.4 HOLBROOK	3.03	4.27	6.11	9.33	s 1.06	s 4.34	
	B	31.7	5.6 PENZANCE	2.58	4.20	6.04	9.28	12.56	4.24	
74	B	31.7	4.8 JOSEPH CITY	2.54	4.16	6.00	9.24	12.52	4.20	
104	B	16.9	11.1 HIBBARD	2.45	4.06	5.50	9.15	12.42	4.10	
Yard	O	31.7	10.8 WINSLOW YL	2.35 AM	3.57 AM	5.40 AM	9.05 AM	12.30 PM	4.00 PM	
			(127.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour				(72.7)	(63.9)	(63.6)	(72.7)	(56.5)	(58.7)	

Second District—Signal System 1 in effect.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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Rule 251 in effect between Gallup and Winslow.

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS												
17	23	21	19	3	7	NO. 90						
Super Chief	The Grand Canyon	El Capitan	The Chief	California Limited	Fast Mail Express	February 20, 1949						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 9.22	PM 8.25	PM 8.12	PM 7.10	PM 4.30	AM 5.55	WINSLOW YL	285.5			C	FW TY	Yard
9.28	8.31	8.18	7.20	4.36	6.02	WEST WINSLOW YL	288.5	75.0	66.0	C		
9.38	8.41	8.28	7.31	4.47	6.12	DENNISON	298.3	75.0	73.1	B		104
9.46	8.50	8.36	7.41	4.55	6.21	SUNSHINE	305.9	75.0	0.0	B		72
9.53	8.58	8.43	7.49	5.02	6.28	CANYON DIABLO	312.1	60.7	23.8	C		115
10.05	9.10	8.55	8.02	5.19	6.40	ANGELL	322.7	75.0	22.7	B	WY	96
10.12	9.18	9.02	8.10	5.28	6.48	WINONA	328.6	75.0	0.0	B		
10.18	9.25	9.08	8.18	5.35	6.55	COSNINO	333.2	75.0	75.0	B		96
10.24	9.32	9.14	8.25	5.44	7.03	CLIFFS	339.1	75.0	70.4	B		72
10.31	9.40	9.21	8.33	s 5.58 f 7.13		FLAGSTAFF YL	344.2	75.0	47.3	C	WY	105
10.41	9.50	9.31	8.44	6.11	7.24	RIORDAN YL	350.8	75.0	0.0	B	Y	96
10.46	9.56	9.36	8.49	6.17	7.30	BELLEMONT	356.3	75.0	75.0	C	WY	99
10.53	10.04	9.43	8.56	6.25	7.37	MAINE	362.5	64.5	75.0	B		
10.59	10.10	9.49	9.02	6.33	7.44	CHALENDER	368.0	75.8	97.0	B		108
11.10	s 10.30	10.00	s 9.15	s 6.50	7.55	WILLIAMS YL	378.2	75.0	75.0	C	FW TY	99
11.15	10.36	10.05	9.23	6.58	8.01	SUPAI YL	381.6	0.0	6.8	B	Y	
11.25	10.49	10.15	9.34	7.09	8.12	MCLELLAN	386.3	0.0	137.3	B	W	112
11.39	11.05	10.29	9.48	7.23	8.26	WELCH	391.7	0.0	95.0	C		
11.42	11.11	10.32	9.52	7.27	8.30	DAZE	393.7	14.8	95.0	B		112
11.55	s 11.30	10.45	s 10.05	s 7.47	s 8.45	ASH FORK YL	401.2			C	FW Y	308
AM 12.03	11.40	10.53	10.29	7.58	9.04	PINEVETA	408.8	75.0	75.0	B		108
12.14	11.50	11.04	10.40	8.10	9.15	GLEED	414.7	75.0	39.6	B		82
12.20	11.58	11.10	10.49	8.20	9.23	CROOKTON YL	419.1	0.0	61.8	B	Y	110
s 12.35	s 12.15	s 11.25	s 11.05	s 8.40	s 9.40	SELIGMAN YL	428.8			C	FW TY	Yard
AM	AM	PM	PM	PM	AM	(142.7)						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							

(44.4) (37.2) (44.4) (38.9) (34.2) (39.8) Average speed per hour

Third District—Signal System 2 in effect.

Between M.P. 285 and eastward automatic Block Signal 2856, Winslow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

Rules 281, 285 and 290, Rules, Operating Department. On eastward track automatic signals indicate "Proceed", "Proceed preparing to stop at next signal. If exceeding medium speed, immediately reduce to that speed", and "Proceed at restricted speed", only, from Signal 3982 east of Ash Fork to Signal 3832-A west of Supai, inclusive; except if yellow light not burning or if red and yellow lights not burning, these signals must be regarded as "Stop and Proceed" signals.

Two tracks extend 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 westward siding, 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.

Rule 509 (c): 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.

(Continued on Page 7)

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE		EASTWARD					
					NO. 90		FIRST CLASS					
					February 20, 1949		24	18	4	8	22	20
					STATIONS	The Grand Canyon	Super Chief	California Limited	Fast Mail Express	El Capitan	The Chief	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	FW TY	C	75.0	31.7	WINSLOW YL	AM 5:30	AM 9:00	PM 12:15	PM 3:55	AM 2:30	AM 3:47	
		C	75.0	31.7	WEST WINSLOW YL	5:20	8:54	12:05	3:45	2:24	3:37	
96		B	75.0	23.8	DENNISON	5:10	8:46	11:57	3:37	2:16	3:28	
		B	60.7	0.0	SUNSHINE	5:03	8:40	11:50	3:30	2:10	3:20	
109		C	75.0	22.7	CANYON DIABLO	4:57	8:35	11:44	3:24	2:05	3:14	
96	WY	B	75.0	0.0	ANGELL	4:46	8:28	11:34	3:10	1:58	3:03	
		B	75.0	75.0	WINONA	4:40	8:23	11:28	3:06	1:53	2:57	
98		B	75.0	70.4	COSMINO	4:34	8:18	11:22	3:00	1:48	2:50	
		B	75.0	47.3	CLIFFS	4:27	8:11	11:15	2:53	1:41	2:41	
96	WY	C	75.0	0.0	FLAGSTAFF YL	4:20	8:05	11:08	2:46	1:35	2:34	
	Y	B	75.0	75.0	RIORDAN YL	4:08	7:55	10:54	2:32	1:25	2:21	
87	WY	C	64.5	75.0	BELLEMONT	4:00	7:50	10:47	2:25	1:20	2:15	
108		B	52.8	75.0	MAINE	3:53	7:45	10:38	2:16	1:15	2:07	
119		B	75.0	75.0	CHALENDER	3:45	7:38	10:29	2:06	1:08	1:59	
118	FW TY	C	75.0	6.8	WILLIAMS YL	3:30	7:25	10:13	1:50	12:55	1:44	
27	Y	B	0.0	95.0	SUPAI YL	3:05	7:20	10:01	1:37	12:50	1:33	
108		B	0.0	95.0	SERENO	3:00	7:16	9:56	1:32	12:46	1:27	
131	W	B	0.0	95.0	CORVA	2:48	7:05	9:43	1:19	12:35	1:15	
		C	0.0	95.0	WELCH	2:38	6:56	9:32	1:08	12:26	1:04	
108		B	14.8	95.0	DAZE	2:33	6:53	9:28	1:03	12:23	1:00	
120	FW Y	C	75.0	75.0	ASH FORK YL	2:15	6:40	9:10	12:45	12:10	12:42	
		B	147.8	39.6	PINEVETA	2:00	6:31	8:53	12:29	12:01 AM	12:17	
109	Y	B	0.0	75.0	CROOKTON YL	1:50	6:22	8:43	12:17	11:52	12:06	
Yard	FW TY	C			SELIGMAN YL	1:33 AM	6:09 AM	8:25 AM	12:01 PM	11:39 PM	11:48 PM	
					(143.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour (36.4) (50.4) (36.2) (37.6) (50.4) (38.5)

(Continued from Page 6)

Westward freight trains must stop ten minutes at Daze and eastward freight trains ten minutes at any station, Cliffs to Angell inclusive, to cool wheels and inspect train, except these stops may be omitted when train is handled by diesel locomotive with dynamic brakes in operation on all units.

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" indication 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 operator at Flagstaff.

Rule 97. At Riordan, light engines receiving yellow indication of dwarf signal are authorized to move, with current of traffic, to Williams.

Operator at Flagstaff must be authorized by train dispatcher before giving yellow indication at Riordan and must record on Form 862 Std. all westward trains passing Riordan.

Rule 97. Clearance card not required for helper engines operating light Supai to Ash Fork.

Rule 251 in effect between Winslow and Seligman.

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

At Ash Fork, No. 47 and No. 42 have no superiority between east switch of west wye and station, and will move between such limits prepared to stop short of train, obstruction or switch not properly lined.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE	EASTWARD		Mile Posts	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
			181	47		42	170			
			Passenger	Passenger		Passenger	Passenger			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
Yard	FW Y	51.7		AM 1:00	ASH FORK	YL	PM 11:30	0.0		O
72		53.3		1:12	3.9		11:18	3.9	52.8	B
39		33.8		1:22	5.3		11:10	9.2	83.4	B
72		0.0		1:34	6.8		10:58	16.0	81.8	B
73	WY	52.8	f	1:46	8.3		10:46	21.3	79.2	O
73		64.9		2:01	10.3	YL	10:31	29.4	79.2	B
30	Y	70.2	f	2:09	12.2		10:24	33.6	79.2	B
41	W	70.2	f	2:12	14.1		10:21	35.1	56.0	B
35		70.2	f	2:19	16.0		10:10	38.9	56.0	B
38		70.2		2:32	17.9		10:01	44.6	13.2	B
17		70.5	f	2:44	19.8		9:50	51.0	39.6	B
		70.5			21.7			66.5		
Yard	FW TY	158.4	s	3:00	23.6	YL	9:40	57.1		O
				3:10	25.5		9:35	60.0	0.0	
		158.4		3:18	27.4		9:26	65.6	79.2	B
34	Y	158.4		3:37	29.3		9:14	68.2	0.0	
		0.0		3:39	31.2		9:10	67.6	158.4	B
		0.0	f	3:44	33.1		9:05	73.1	158.4	B
61		0.0	f	3:59	35.0		8:47	80.6	158.4	O
62	WY	5.0	s	4:21	36.9	YL	8:28	79.2		
62		79.7	s	4:35	38.8		8:09	88.8	79.2	O
72		79.2		4:51	40.7		7:54	95.4	79.2	B
62		0.0	s	5:07	42.6		7:40	101.5	79.2	O
76	W	64.3	f	5:22	44.5		7:23	109.7	79.2	B
38		79.2	f	5:34	46.4		7:12	116.4	79.2	B
72	Y	0.0	s	5:47	48.3		7:01	123.2	79.2	O
62		0.0		5:56	50.2		6:50	129.6	79.2	B
E. 22 W. 23	Y	8.2		AM 7:30	52.1	YL	6:40	134.9	79.2	B
87	FW	0.0	s	7:40	54.0	YL	6:30	139.6	81.0	O
73		0.0		7:48	55.9		6:21	143.5	79.2	B
72		79.7	f	8:02	57.8		6:10	150.3	79.2	O
72		0.0	f	8:10	59.7		6:01	157.6	78.9	B
84	Y	0.0	f	8:23	61.6		5:46	169.1	79.2	B
72		0.0		8:29	63.5		5:41	173.6	39.6	B
42		52.8	f	8:35	65.4		5:37	176.7	42.3	B
72		0.0	f	8:40	67.3		5:30	179.9	0.0	O
Yard		0.0	s	8:50	69.2	YL	5:22	184.2	0.0	O
Yard		3.4		8:56	71.1	YL	5:12	188.3	26.4	B
Yard	FWT	0.0	f	9:01	73.0	YL	5:06	191.0	35.9	O
Yard	Y	26.4		9:10	74.9	YL	5:00	193.7	15.8	O
				AM 9:10	76.8		PM 6:45			
			Arrive Daily	Arrive Daily	(193.7)		Leave Daily	Leave Daily		

(35.4) (28.3) ... Average speed per hour... (29.8) (36.4)

Westward freight trains must consume ten minutes at Rams-gate for inspection of trains and cooling wheels, except these stops may be omitted when train is handled by diesel locomotive with dynamic brakes in operation on all units.

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

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 avoid delaying first-class trains 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.

At Phoenix, before crossing S.P. tracks on tail of wye, be governed by instructions in box on north side of S.P. tracks.

PARKER DISTRICT								
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 90 February 20, 1949	EASTWARD	Mile Posts	Ruling Grade Ascending	Communications
			First Class		First Class			
			117		118			
			Passenger		Passenger			
			Leave Daily	STATIONS	Arrive Daily			
	Y		PM 8.25	MATTHIE YL	AM 7.30	0.0		B
45		39.6	f 8.35	6.2 DIVIDE	f 7.22	6.2	0.0	B
24		0.0	f 8.46	8.3 FOREPAUGH	f 7.12	14.5	31.7	B
43	W	0.0	s 8.57	7.7 AGUILA	s 7.02	22.2	29.0	C
42		19.8	f 9.08	8.9 GOLDEN	f 6.51	31.1	21.1	B
45		0.0	9.19	8.9 LOVE	6.40	40.0	31.7	B
12		0.0	f 9.25	4.8 WENDEN	f 6.34	44.8	31.7	B
24	W	26.4	s 9.34	5.2 SALOME	s 6.27	50.0	21.1	C
23		29.0	9.37	2.6 HARCUVAR	6.21	52.6	0.0	B
14		0.0	f 9.48	7.7 VICKSBURG	f 6.03	60.3	84.5	B
46	Y	0.0	9.49	0.8 BUSH PIT	6.00	61.1	31.7	
8	W	0.0	9.56	5.7 MCVAY	5.52	66.8	31.7	
14		0.0	10.01	3.7 UTTING	5.47	70.5	31.7	B
17	W	0.0	s 10.13	9.4 BOUSE	s 5.34	79.9	31.7	B
48		0.0	10.27	10.7 WALL	5.20	90.6	31.7	B
13		5.8	10.39	9.0 DENNY	5.08	99.6	31.7	B
32	WF Y	31.7	s 10.50 PM	6.2 PARKER YL	5.00 AM	105.8	31.7	C
			Arrive Daily	(105.8)	Leave Daily			
			(43.8)	..... Average speed per hour	(42.3)			

GRAND CANYON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 90 February 20, 1949	EASTWARD	Mile Posts	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		15		14		
		Passenger		Passenger		
		Leave Daily	STATIONS	Arrive Daily		
Yard		PM 8:00	GRAND CANYON YL	AM 7:00	63.7	
30	39.6	8:15	6.5 COCONINO	f 6:35	57.2	130.3
27	117.5	f 8:27	5.2 APEX	f 6:20	52.0	158.4
	0.0	f 8:43	7.3 ANITA	f 6:01	44.8	170.4
21	37.0	f 8:54	7.0 WILLAHA	5:48	37.7	79.2
32	62.3	f 9:09	3.8 VALLE	f 5:30	29.0	100.3
20	116.2	f 9:25	8.4 QUIVERO	f 5:10	20.5	48.0
29	132.0	f 9:48	11.6 RED LAKE	f 4:45	9.0	105.6
Yard	158.4	10:20 PM	9.5 WILLIAMS YL	4:15 AM	0.0	110.9
		Arrive Daily	(64.3)	Leave Daily		

(27.6) Average Speed per hour (23.4)

At Grand Canyon, switches leading from main track to east and west legs of wye must be left lined for wye and switch at stem of wye lined for east leg.
 No. 14 will turn on wye and back into Grand Canyon.
 No. 15 will turn on wye and back into Williams.
 Office of communication at Grand Canyon; phones in booths at all sidings.
 Water and wye at Anita.
 Fuel, water and wye at Grand Canyon.

CLARKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 90 February 20, 1949	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		235		236		
		Mixed		Mixed		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
31		PM 12:20	DRAKE YL	AM 11:00	0.0	
27	64.0	f 12:41	6.8 MACK	f 10:38	6.7	105.6
28	79.2	f 12:55	3.9 BEAR	f 10:20	10.6	105.6
23	0.0	s 1:25	7.6 PERKINSVILLE	s 9:45	18.3	105.6
17	0.0	f 2:00	9.6 SYCAMORE	f 9:11	27.8	75.5
16	82.3	f 2:11	3.9 CREST	f 9:00	31.8	39.6
6	0.0	f 2:20	3.8 TAPCO	f 8:48	35.5	105.6
Yard	79.2	2:40 PM	2.4 CLARKDALE YL	8:40 AM	38.0	105.6
		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.
 At Clarkdale, spring point derail switch, normally lined for derail, located in upper yard below station.

MAYER DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 90 February 20, 1949	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Mixed		Mixed		
		Leave Monday Only	STATIONS	Arrive Monday Only		
Yard	158.4	AM 11:55 PM 12:05	BLUE BELL 2.2 MAYER	AM 11:40	28.0	158.4
Yard	158.9	s 12:25	4.2 POLAND	s 11:30	25.8	0.0
Yard	50.2	s 1:00	5.0 HUMBOLDT	s 10:50	16.6	112.4
13	53.3	f 1:10	1.8 CHERRY CREEK	f 10:30	14.8	98.0
12	73.9	f 1:40	7.1 YAAGER	f 10:00	7.7	0.0
22	84.5	2:20 PM	7.7 ENTRO YL	9:25 AM	0.0	96.1
		Arrive Monday Only	(28.0)	Leave Monday Only		

(11.5) Average speed per hour (12.4)

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

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

2. Rule 2: Standard clocks are located at Belen (station and yard offices), Gallup (station, yard offices, and roundhouse), Winslow (telegraph office and roundhouse), Williams, Ash Fork, Seligman, Prescott, Mobest (telegraph office and roundhouse), Phoenix and Parker.

3. Rule 5: At Matthie time applies at west junction switch.

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

5. Rule 83 (A): Check of train register at Belen will be accepted as applying at Dalies.

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

Matthie, only first class trains will register.

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

Gallup and Seligman, trains 7, 8, 17, 18, 19, 20, 21, 22, 23, and 24 may register by Form 903.

6. Rule 93: Yard limits are located at Belen, Dalies, Grants, Gallup, Holbrook, Winslow-West Winslow, Flagstaff, Riordan, Williams, Supai, Grand Canyon, Ash Fork, Crookton, Seligman, Drake, Prescott, Skull Valley, Matthie, Wickenburg, Glendale-Phoenix, Clarkdale, Parker, and Entro, Mayer District only.

7. Rule 104 (E): In addition to the provisions thereof, at certain sidings on heavy descending grades, hand throw derails will be normally locked off rail, except when engines or cars are left unattended on siding.

9. Rule 211: In addition to the provisions thereof, no train will leave its initial station on any district, except when office is closed or not maintained, without receiving numbered clearance card.

No train will leave Wickenburg or Prescott without receiving clearance card.

At Isleta, westward trains having received Albuquerque Division numbered clearance card, at Albuquerque or Abajo, will be governed by indication of train order signal.

At Isleta, eastward Albuquerque Division trains having received New Mexico Division numbered clearance card at Dalies will be governed by indication of train order signal. Trains receiving New Mexico Division numbered clearance card must also receive Albuquerque Division clearance card before leaving Dalies.

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

10. On all districts where Rule 251 is in effect, 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. Operators will show on clearance card the number of instruction messages (Form 934 Spl) delivered therewith.

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

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Supai to Daze, Westward track	1 retainer per 70 tons	1 retainer per 100 tons
Supai to Daze, Eastward track	1 retainer per 100 tons	No retainers.
Daze to Ash Fork, Both tracks	1 retainer per 100 tons	No retainers.
Mayer Dist. and Prescott to MP 78 on descending grades	1 retainer per 70 tons	1 retainer per 100 tons
Clarkdale Dist. on descending grades	1 retainer per 80 tons	_____

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.

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

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

12. Rule 761: 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, and Southwestern will not clear an engine or a man on top or side of car.

13. Rule 831: New Mexico statues 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."

14. Rule 862: 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.

15. Rule 945: Prescribed test must be made on passenger trains at:

Supai, westward.

Prieta, westward and eastward.

16. Rule 947: Prescribed test must be made on freight trains at:

Supai, westward.

Prieta, westward and eastward.

SPEED REGULATIONS

17. 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:

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.
- Gallup, west end eastward freight lead.
- West end westward freight lead.
- Extreme west crossover between main tracks.
- Winslow, westward main track to westward freight lead.
- Ash Fork, east end westward siding.
- Seligman, east crossover between main tracks, M.P. 428.

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 Mayer 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	
			Mountain Type	All Locomotives Except Mountain Type Include
0—4—0	2—6—2	2—10—0		
0—6—0	2—8—0	2—10—2	4—8—2	
0—8—0	2—8—2	2—10—4	4—8—4	4—4—0
2—6—0	2—8—4			4—4—2
				4—6—0
				4—6—2
				4—6—4

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:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger	3	5	5
Freight	5	5	5
44-Ton Yard	2	5	5
Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars...	3	5	5
Steam Engines:			
Roller Bearing	9	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
Belen District, East & West.....	75	..	48	55	1	06
First District, Westward:						
Isleta to Dalies.....	75	..	48	55	1	06
Dalies to Marmon.....	100	..	36	55	1	06
Marmon to Gonzales.....	75	..	48	55	1	06
Gonzales to Gallup.....	100	..	36	55	1	06
First District, Eastward:						
Gallup to Gonzales.....	75	..	48	55	1	06
Gonzales to Anzac.....	100	..	36	55	1	06
Anzac to Marmon.....	75	..	48	55	1	06
Marmon to Dalies.....	100	..	36	55	1	06
Dalies to Isleta.....	75	..	48	55	1	06
Second District, West & East.....	100	..	36	55	1	06

LOCATION

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
Third District, Westward.....	75	..	48	55	1	06
Third District, Eastward:						
Seligman to Winona.....	75	..	48	55	1	06
Winona to Winslow.....	100	..	36	55	1	06
Grand Canyon District.....	35	1	43	25	2	24
Fourth District.....	55	1	06	45	1	20
Parker District.....	55	1	06	40	1	30
Clarkdale District.....	20	3	..	20	3	..
Mayer District.....	15	4	..	15	4	..
Beadsley and Bumstead Spurs.....	20	3	..	20	3	..

Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour. Maximum speed, freight trains with steam engines, 50 miles per hour.

In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile) except diesel operated freight trains with dynamic brakes in operation, as follows:

Winona to Winslow.....	..	..	..	45	1	20
Dalies to Belen.....	..	..	..	45	1	20

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

BELEN DISTRICT WESTWARD:

Curve and switch Belen to M.P. 0.3.....	15	4	..	10	6	..
Curves M.P. 6.7 to 8.4.....	70	..	51	50	1	12
Curves M.P. 8.4 to 10.2.....	60	1	..	50	1	12

BELEN DISTRICT EASTWARD:

Dalies Jct. switch M.P. 10.2 to 10.0.....	30	2	..	20	3	..
Curves M.P. 10.0 to 6.7.....	75	..	48	40	1	30
Curve and switch M.P. 0.3 to Belen.....	15	4	..	10	6	..

FIRST DISTRICT WESTWARD:

Curves M.P. 12.5 to 13.6.....	75	..	48	50	1	12
Curves M.P. 13.6 to 19.4.....	75	..	48	50	1	12
Curves M.P. 19.4 to 22.8.....	75	..	48	50	1	12
Curve M.P. 22.8 to 26.8.....	75	..	48	50	1	12
Curves and switches M.P. 26.8 to 27.5.....	30	2	..	20	3	..
Curve M.P. 27.7A to 27.4B.....	80	..	45	50	1	12
Curve M.P. 29.1 to 32.5.....	80	..	45	50	1	12
Curve M.P. 36.8x to 38.7x.....	80	..	45	50	1	12
Curves M.P. 38.7x to 45.1x.....	75	..	48	50	1	12
Curve M.P. 58.2 to 59.1.....	75	..	48	50	1	12
Curve M.P. 59.1 to 60.1.....	75	..	48	50	1	12
Curves M.P. 60.1 to 61.1.....	60	1	..	50	1	12
Curves M.P. 61.1 to 62.9.....	50	1	12	40	1	30
Curves M.P. 62.9 to 65.2.....	75	..	48	50	1	12
Curves M.P. 65.2 to 67.4.....	65	..	55	50	1	12
Curves M.P. 76.8 to 84.0.....	75	..	48	50	1	12
Curves M.P. 84.0 to 88.0.....	55	1	06	45	1	20
Curves M.P. 88.0 to 91.0.....	70	..	51	50	1	12
Curves M.P. 94.4 to 98.6.....	75	..	48	50	1	12
Curves M.P. 105.0 to 109.7.....	75	..	48	50	1	12
Curve M.P. 112.7 to 117.5x.....	75	..	48	50	1	12
Curve M.P. 117.5x to 119.8x.....	75	..	48	50	1	12
Curve M.P. 119.8x to 127.5.....	75	..	48	50	1	12
Curve M.P. 127.5 to 130.3.....	75	..	48	50	1	12
Curves M.P. 144.5 to 145.2.....	85	..	42	50	1	12
Curves M.P. 149.4 to 157.2.....	85	..	42	50	1	12
Curve M.P. 157.2 to Gallup.....	30	2	..	20	3	..

FIRST DISTRICT EASTWARD:

Curve Gallup to M.P. 157.2.....	30	2	..	20	3	..
Curve M.P. 157.2 to 149.4.....	75	..	48	50	1	12
Curves M.P. 145.2 to 144.5.....	75	..	48	50	1	12
Curve M.P. 141.1x to 136.3x.....	75	..	48	50	1	12
Curve M.P. 136.3x to 135.3x.....	70	..	51	50	1	12
Curves M.P. 135.3x to 133.4x.....	65	..	55	45	1	20
Curves M.P. 130.7x to 130.0x.....	65	..	55	45	1	20
Curves M.P. 130.0x to 127.5.....	85	..	42	50	1	12
Curves M.P. 114.0 to 112.7.....	95	..	38	50	1	12
Curves M.P. 109.7 to 105.0.....	85	..	42	50	1	12
Curve M.P. 98.6 to 94.4.....	90	..	40	50	1	12
Curve M.P. 91.0 to 88.0.....	70	..	51	50	1	12
Curves M.P. 88.0 to 84.0.....	55	1	06	45	1	20
Curve M.P. 84.0 to 76.8.....	75	..	48	50	1	12
Curve M.P. 67.4 to 66.0.....	65	..	55	50	1	12
Curve M.P. 66.0 to 62.9.....	75	..	48	50	1	12
Curve M.P. 62.9 to 61.1.....	50	1	12	40	1	30
Curve M.P. 61.1 to 60.1.....	60	1	..	50	1	12
Curve M.P. 60.1 to 59.1.....	75	..	48	50	1	12
Curve M.P. 59.1 to 58.2.....	75	..	48	50	1	12
Curve M.P. 39.1 to 38.6.....	95	..	38	50	1	12
Curve M.P. 32.5 to 27.5.....	80	..	45	50	1	12
Switch and curve M.P. 27.5 to 27.3.....	30	2	..	20	3	..
Curves M.P. 27.3 to 22.8.....	75	..	48	50	1	12
Curves M.P. 22.8 to 19.4.....	75	..	48	50	1	12
Curves M.P. 19.4 to 13.6.....	75	..	48	50	1	12
Curves M.P. 13.6 to 12.5.....	75	..	48	50	1	12

Table with columns for LOCATION, Passenger (Miles per Hr., Time per Mile Min., Sec.), and Freight (Miles per Hr., Time per Mile Min., Sec.). Includes sections for SECOND DISTRICT WESTWARD, SECOND DISTRICT EASTWARD, THIRD DISTRICT WESTWARD, and THIRD DISTRICT EASTWARD.

Table with columns for LOCATION, Passenger (Miles per Hr., Time per Mile Min., Sec.), and Freight (Miles per Hr., Time per Mile Min., Sec.). Includes sections for FOURTH DISTRICT, PARKER DISTRICT, GRAND CANYON DISTRICT, CLARKDALE DISTRICT, and BEARDSLEY SPUR.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

ENGINES	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
641-899, except 6-w and 8-w switch	1	43	1	43	1	43
6-w and 8-w switch					3	00
900-984, 1600-1705	1	43	1	43	1	43
1211-1399, 3501-3534	0	48	1	12	1	30
1413-1468	0	40	1	12	1	30
1798-1799, 3160-3287, 4000-4099	1	06	1	12	1	30
1800-1886	1	12	1	12	1	30
1950-1991, 3011-3016, 3100-3158	1	43	1	43	1	43
2917-2929	0	40	1	12	1	30
Other 2900 Class	0	45	1	12	1	30
3409, 3411, 3443-3445 and 3449	0	45	1	12	1	20
Other 3400 Class	0	40	1	12	1	20
3450-3459	0	40	1	12	1	20
3460-3465	0	36	1	12	1	30
3700-3750	0	51	1	12	1	30
3751-3775	0	45	1	12	1	30
3776-3785	0	40	1	12	1	30
3800-3940	1	06	1	12	1	30
5000-5035	1	00	1	12	1	30
9440-9442	2	00	2	00	2	00
Diesels 1-35, 51-62, 90 and 159	0	36	1	06	1	20
Diesels 158, 162-164, 166-168	0	38	1	06	1	20
Diesels 100-157, 160, 161, 165, 169-185, 200, 201, 2600, 2611	0	55	1	06	1	20
All classes, backing up	3	00	3	00	3	00
Steam engines, and diesels without dynamic brakes in use					4	00
Supai-Welch					3	00
Welch-Ash Fork					4	00
Crookton-Pineveta					4	00
Prieta-Prescott					4	00
Prieta-Skull Valley					2	24
Diesels with dynamic brakes in use					1	43
Supai-Welch					2	24
Welch-Ash Fork					2	24
Crookton-Pineveta					2	24
Prieta-Prescott					2	24
Prieta-Skull Valley					2	24

18. Spring switches.

SPEED LIMIT 10 MILES PER HOUR:

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

SPEED LIMIT 15 MILES PER HOUR:

Felipe West end westward siding.
Suwanee West end westward siding.
Marmon West end westward siding.
Laguna West end westward siding.
Grants East end eastward siding.
West end westward siding.
Bluewater East end eastward siding.
West end westward siding.
South Chaves West end westward siding.
Ciniza East end eastward siding.
Holbrook East end eastward siding.
West end westward siding.
Winslow East end passenger track No. 1 at depot.
Dennison East end eastward siding.
Angell West end westward siding.
Cosnino West end westward siding.
Flagstaff West end westward siding.
Riordan West end westward siding.
Chalender East end eastward siding.
West end westward siding.
Williams East end eastward siding.
West end westward siding.

McLellan West end westward siding.
Sereno East end eastward siding.
Corva East end eastward siding.
Daze East end eastward siding.
West end westward siding.
Ash Fork East end eastward siding.
Crookton East end eastward siding.
West end westward siding.
Seligman East yard lead to eastward main track.

SPEED LIMIT 25 MILES PER HOUR:

Dalies East end eastward siding.
Rio Puerco East end eastward siding.
South Garcia West end westward siding.
Suwanee East end eastward siding.
Marmon East end eastward siding.
Laguna East end eastward siding.
Anzac East end eastward siding.
West end westward siding.
Baca West end westward siding.
North Chaves East end eastward siding.
Gonzales East end eastward siding.
North Guam East end eastward siding.
South Guam West end westward siding.
Perea West end westward siding.
Wingate East end eastward siding.
Gallup Eastward freight lead to eastward main track east of passenger station.
Defiance East end eastward siding.
West end westward siding.
Lupton East end eastward siding.
Houck East end eastward siding.
West end westward siding.
Cheto West end westward siding.
Chambers East end eastward siding.
West end westward siding.
Navajo East end eastward siding.
West end westward siding.
Pinta East end eastward siding.
Adamana East end eastward siding.
West end westward siding.
Hibbard East end eastward siding.
West end westward siding.
Winslow East end of yard, switch from eastward freight lead south side of yard to westward main track and east end of crossover between main tracks, both normally lined for main tracks. West switch of crossover normally lined for movements thru crossover. Westward trains on westward main track must trail thru this spring switch at M.P. 284.8, speed limit 25 miles per hour.
West Winslow Switch from yard lead to westward main track.
Dennison West end westward siding.
Canyon Diablo East end eastward siding.
West end westward siding.
Angell East end eastward siding.
Cosnino East end eastward siding.
Flagstaff East end eastward siding.
Bellemont East end eastward siding.
Ash Fork West end westward siding.
Pineveta West end westward siding.

19. 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.
Beardsley for Fourth District trains.
Ennis for Fourth District trains.

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Thoreau	369	Bellemont	376	Seligman	910	Beardsley	Main Track
McCune	Gov. Spur	Williams	1620	Drake	Main Track	Phoenix	11th Ave. Spur
Gallup	5900	Anita	400	Del Rio	405	Humboldt	1859
Pinta	491	Grand Canyon	1617	Prescott (normally lined for west leg)	316	Mayer	208
Winslow	343	Supai	282	Alto (normally lined for west leg)	201	Clarkdale	769
Angell	558	Ash Fork—North Wye	910	Skull Valley (normally lined for east leg)	726	Parker	564
Flagstaff	170	Ash Fork—West Wye	2640	Congress (normally lined for east leg)	812	Bush Pit	200
Riordan	506	Crookton	190	Matthie	Main Track		

INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
Belen	West switch of freight main track and junction switches.	Interlocking.	
Isleta	Junction and east switches of sidings and west switch Coast Lines siding.	Interlocking.	Coast Lines Main Track, — Coast Lines Siding, —0— New Mexico Main Track, ———0 New Mexico Siding, —00—
Dalles	Junction switch and switches both sidings.	Interlocking. Superior route to Sandia; inferior route to Belen.	Westward: To Westward Main Track, — To Eastward Main Track, ———0 Eastward: To Sandia Main Track, — To Belen Main Track, ———0 To North Siding, —0— To South Siding, —00—
Gallup	Switch west end westward freight lead, extreme west crossover between main tracks and west switch of eastward freight lead.	Interlocking.	Eastward trains will sound whistle signal at microphone sign 3800 feet west of M.P. 165.
Winslow	Switch from westward main track to freight lead.	Interlocking.	Westward trains will sound whistle signal at microphone sign 4000 feet west of M.P. 280.
West Winslow	Signals on westward main track and west end westward freight lead.	Signals interlocked controlling movement from westward freight lead to westward main track.	None.
Ash Fork	East switch of westward siding M.P. 400 plus 0275 feet, both switches of crossover west end of eastward siding M.P. 400 plus 3855 feet, between M.P. 401 plus 5000 feet and M.P. 402 plus 0550 feet, extreme west crossover between main tracks, crossover between westward main track and siding, extreme west switch eastward main track to switching lead, switch to Fourth District from westward siding.	Interlocking. At Ash Fork, electric switch locks on east and west switches of crossover between eastward and westward main tracks, 4200 ft. west of M.P. 400 and west switch of crossover between eastward main track and yard lead 4600 ft. west of M.P. 400. Train or engine crews will call operator for instructions before using these switches. Instructions inside locking case.	Westward trains will sound following whistle signals at microphone sign 2600 feet west of M.P. 394: Westward Main Track, — Westward Siding, East End, ———0 Crossover Westward Track M.P. 400 plus 4130 feet to Yard, ———0 Eastward trains will sound following whistle signals at microphone sign 3500 feet east of M.P. 407: Eastward Main Track, — Extreme West Yard Switch M.P. 401 plus 5000 ft., ———00— Eastward Siding, M.P. 400 plus 3855 ft., ———0 Fourth District eastward trains will sound following whistle signals at microphone sign 800 feet west of M.P. 1: Eastward Main Track, Third District, — Entering yard at Extreme West Switch M.P. 401 plus 5000 ft., ———00— Westward Third District Siding, ———0

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

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

Location	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
SECOND DISTRICT				
Black Star	160.7	1.1 mile	West	None
Dilco	163.4	128	East	None
GRAND CANYON DISTRICT				
Woodin	Miles from Williams 43.8	7	West	Freight
FOURTH DISTRICT				
Prairie	Miles from Ash Fork 10.9	7	East-West	None
Siding	20.3	10	East-West	Freight
Whipple Spurs	56.0	36	East	42-47
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

FOURTH DISTRICT (Continued)

Location	Miles from Ash Fork	Car Capacity	Switch Connection	Flag Stops for Trains
Lizard	172.5	17	East-West	Freight
Ennis Spur	174.1	7.3 miles	West	Freight
Goldbadge	175.1	18	East	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

MAYER DISTRICT

Location	Miles from Entro	Car Capacity	Switch Connection	Flag Stops for Trains
Iron King	17.2	5	West	25-26
Mayer Stock Yard	27.4	Main	....	Freight

**CONDITIONAL STOPS SHOWN WILL BE MADE
ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
3	Albuquerque to Barstow		Albuquerque and beyond
	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	
	San Bernardino to Los Angeles		Barstow and beyond
4	Los Angeles to San Bernardino	Barstow and beyond	
	Oakley Knightsen	Beyond Bakersfield	Richmond and beyond
	Madera	Beyond Bakersfield	Stockton and beyond
	Bakersfield to Seligman	Albuquerque and beyond	Bakersfield and beyond San Bernardino and beyond
19	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
	Kingman		Newton and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
20	Monrovia Pomona Claremont Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Flagstaff	Kansas City and beyond	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond and for south of Ash Fork
22	Ash Fork	Albuquerque and beyond from Prescott and south	
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook	Prescott and beyond Barstow and beyond	Clovis and beyond
	Flagstaff	Barstow and beyond	Belen and beyond
	Kingman		Clovis and beyond
	Muroc	Beyond Bakersfield	Beyond Seligman
	Laton, Madera, Planada, Winton, Ballico, Denair, Holt, Knightsen, Oakley		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville	Williams and beyond	Los Angeles
	Muroc	Beyond Albuquerque and Belen	Beyond Bakersfield
	Kingman	Clovis and beyond	
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Prescott and beyond Barstow and beyond
60	Empire	Fresno and beyond	Stockton and beyond
61	Empire	Stockton and beyond	Fresno and beyond
62	Pittsburg	Fresno and beyond	
	Corcoran Shafter Wasco		Stockton and beyond
72	Fullerton		East of Barstow West of Bakersfield
73	Fullerton		Fourth District points, destined Williams, also Belen and beyond
71-73 77-79	Del Mar	Santa Ana, also Los Angeles and beyond	
72-74 76-78	Del Mar		Los Angeles or Santa Ana
103	San Bernardino		To discharge passengers

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

LOCAL WATCH INSPECTORS

FRANK MINDLIN 314 W. Central Ave., Albuquerque
 C. L. CARROLL 712 Dalies St., Belen
 M. E. TREMBLY 122 N. Third St., Belen
 E. PARKE SELLARD Gallup
 E. E. STARR Winslow
 MICHAEL MIGNELLA 135 N. Cortez St., Prescott
 H. H. HOWARD 14 W. Adams St., Phoenix



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, F, and M, Book of Rules.)

