

# The Atchison, Topeka & Santa Fe Railway Co.



COAST LINES



## ARIZONA DIVISION.

# EMPLOYEES' TIME TABLE No. 38

IN EFFECT

**SUNDAY, FEBRUARY 7, 1915,**

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 37, Dated December 7, 1913, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,  
GENERAL MANAGER,  
Los Angeles, Cal.

J. A. CHRISTIE,  
SUPERINTENDENT,  
Needles, Cal.

W. MATTHIE,  
TRAINMASTER, 1st and 2nd DISTS.,  
Needles, Cal.

J. D. McCULLY,  
TRAINMASTER, 3rd DIST.,  
Bakersfield, Cal.

I. L. HIBBARD,  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.

## SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. Trains Nos. 33, 34, 233, 234, 281 and 282 are annulled. Their schedules are carried in time table principally for statistical purposes.

Trains Nos. 95 and 96 are annulled between Kingman and McConnico.

4. The number of tons shown by rate sheet as ordinary rating for engines, is based on the maximum grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to car limit or to full capacity of their engines.

5. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

6. No freight train will run more than thirty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade and of thirty cars or more on ascending grade, the engines must be detached before spotting to take water or fuel.

7. In addition to instructions contained in Rule 91 the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes, a light engine must not follow a freight train within less than ten minutes, and light engines moving in same direction must keep five minutes apart except in closing up at stations or where some form of block signal is used.

8. Rule 567 is abrogated and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed" and the lamp left burning. When the light is not displayed, trains will reduce speed and if necessary to ascertain position of signal must be stopped. If no operator is on duty, the position of the signal will govern.

9. Rule 93: Yard limit boards are located as follows: Seligman, Peach Springs, Hackberry, Kingman, Needles, Goffs, Cadiz, Bagdad, Ludlow, Newberry, Daggett, Barstow, Kramer, Mojave and Parker.

First-class trains when ten minutes or more late are required to approach and leave Mojave, Barstow, Needles and Seligman under control and responsibility for accident will rest with the first-class train. In case of fog or its equivalent such first-class trains and all other trains of whatever class will use the bell and whistle freely, and if necessary send a flagman ahead to protect against possible obstructions and engines in yards. Yard engines will give away to all such trains at earliest moment possible.

At Peach Springs, Hackberry, Kingman, Goffs, Cadiz, Bagdad, Ludlow, Newberry, Daggett and Kramer yard limits are applicable to second-class and extra trains only.

The S. F. P. & P. Ry. Co. yard limit rule will govern at Parker. It reads as follows: "All trains must approach and pass through yard limits under control. This rule does not excuse the obstruction of the main track unnecessarily or the failure to send out proper signals for regular trains."

10. The third and fourth paragraphs of Rule 85 are amended to read as follows: Extras may pass and run

ahead of second and third-class trains without special instructions.

11. The following addition is made to Rule 86-A: An inferior train must clear the schedule arriving time of a first-class train in the same direction, not less than ten minutes.

Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

12. In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

13. Look out at all sidings for derailing switches, normal position of which will cause derailment. At all sidings where grade is one per cent. or more the derailleurs are connected with main track switch. It must be known that derailer is cleared before closing main track switch.

Party opening main track switches that have pipe-connected derails will lock switch open, this to prevent closing before train has cleared derailer.

14. Rule 5-B and last paragraph of Rule D-5. All trains will register at Register Stations.

At Kramer first-class trains except Nos. 93 and 94, will register by Form 903 and will not check register. Extra trains will not register and will check register only against Nos. 93 and 94.

At Cadiz all trains except Nos. 17 and 18, and Parker District trains, will register by use of Form 903; Second District trains, eastward, will not check register; Second District trains, westward, will check register only against Nos. 17 and 18.

At Daggett eastward trains may register by Form 903 but must check register against opposing superior trains unless the arrival of such trains was indicated on the register at Barstow. Santa Fe trains westward will register by Form 903 and check register only for superior trains originating at Daggett.

This rule does not abrogate requirements of Special Rule 23.

At Topock westward trains may register by Form 903 and will not check register. Eastward trains may register by Form 903 but must check register for opposing superior trains unless the arrival of such trains was indicated on the register at Needles.

At Yampai eastward trains may register by Form 903 and will not check register. Westward trains may register by Form 903 but must check register for opposing superior trains unless the arrival of such trains was indicated on the register at Seligman.

15. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit the trainmen to observe every wheel and know that brakes are not sticking.

16. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

17. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad cross-

ings, etc., but only as a means of communicating to train crew an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

18. Rule 1 (B): Standard clocks are located as follows: Seligman, Kingman, Needles, Goffs, Bagdad, Daggett, Barstow, Mojave, Bakersfield, Cadiz and Parker.

19. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required in Rule 3.

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.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure and use whistle freely as warning signal.

Unless otherwise instructed by the trainmaster, trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile.

CLASS	MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
649-728.....	1	46	2	00	2	00
769-788.....	1	46	2	00	2	00
789-824.....	1	46	2	00	2	00
825-864.....	2	30	2	30	2	30
900-989.....	2	30	2	30	2	30
900-989 (Recounterbalanced).....	2	00	2	00	2	00
990-999.....	2	00	2	00	2	00
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	2	00	2	00	2	00
1674-1693.....	2	00	2	00	2	00
1798-1799.....	2	30	2	30	2	30
1950-1989.....	1	46	2	00	2	00
3000-3009.....	2	30	2	30	2	30
3200-3203.....	2	30	2	30	2	30
All Other Classes.....	2	00	1	30		

LOCATION	MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
10 degree curves between Mileposts 450 and 451.....	2	30	4	00	3	00
Between Fields and Nelson.....	2	30	4	00	3	00
Between Mile Posts 468½ and 470.....	2	30	4	00	3	00
Between Mile Posts 479 and 480.....	2	30	4	00	3	00
Between Mile Posts 544½ and 545½.....	2	30	4	00	3	00
Over Bridge A567 (Topock).....	6	00	6	00	6	00
10 degree curves between Ash Hill and Bagdad.....	2	30	4	00	3	00
Between Mile Posts 789 and 790.....	1	30	3	00	3	00

21. Passengers may be carried on extra trains and Nos. 33, 233, 34 and 234, but only to and from stations designated as regular stops with reference to the schedules of trains Nos. 33, 233, 34 and 234.

Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of

the Company or the Association may be carried on all freight trains to and from any station.

22. Trainmen, enginemen or other employes having occasion to place fuses on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

23. No train will leave Seligman, Kingman, Chloride, Needles, Goffs, Barnwell, Searchlight, Parker, Bagdad, Daggett, Barstow, Mojave and Johannesburg without receiving a clearance card, Form 902.

Nos. 93 and 94 will not leave Kramer without receiving a clearance card, Form 902.

No. 95 will not leave McConnico without receiving clearance card, Form 902.

No. 17 and no train on Parker District will leave Cadiz without receiving clearance card, Form 902.

24. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

25. In making air test under conditions stipulated in Rule 876, of Rules and Regulations, conductor or rear brakeman will watch last car in train and if brakes apply and release properly, proceed signal will be given. Such test will be made on all trains immediately before departure from Goffs and all westward trains from Yampai. All trains must stop before making test.

Rule 882: In making this service test the speed of the train must not be less than 15 miles per hour, and the engine brakes must be released during the test so that the engineer will know that the speed of the train is reduced by application of the brakes upon the train.

26. Rule 311: There is not sufficient overhead clearance at Colorado River Bridge to permit of a man standing on top of a furniture car or cupola of caboose while passing through this bridge, and all employes are warned against so doing.

27. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

28. Where upper quadrant three-position signals are installed the following indications will be provided:  
STOP—Arm horizontal, or red light.

PROCEED, UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.  
Signals operated under automatic signal rules will be designated by a number plate.

29. The exception noted under Rule 221-A is abrogated.

30. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signal to approaching trains.

31. For movement of trains between Mojave and Kern Junction see Southern Pacific Co.'s time table.

For movement of trains between Kern Junction and Bakersfield see Valley Division time table.

32. Nos. 7, 9 and 21 will stop at any point to let off passengers from east of Albuquerque and Belen or from south of Barstow.

No. 18 will stop on flag at any station to take on passengers for points on Parker District and east.

No. 10 will stop on flag at McConnico for revenue passengers only.

Nos. 4 and 22 will stop at any point between Mojave and Barstow to let off passengers from north of Bakersfield.

33. S. P., L. A. & S. L. crossing at South Ivanpah. All trains must come to a stop before crossing, and be governed by rules 98b and 98c. In the event of trains of same class, on each road, arriving at the crossing at the same time S. P., L. A. & S. L. trains will be given preference over crossing.

S. P. Co. crossing at Kern Junction; controlled by interlocking, home signals.

34. Trains will not enter or leave Barstow yard via Los Angeles Division or Third District (Arizona Division) until given signal by switch tender.

Trains leaving yard will call for Los Angeles Division by one long blast and for Third District by one long and one short blast of whistle.

35. Movements of trains on double track between Barstow and Daggett, Goffs and Needles, Needles and Topock, and Seligman and Yampai will be made in accordance with the requirements of Rule D-151.

At Goffs, west end of double track is crossover switch at telegraph office, and normal position of same gives unbroken rail for eastward trains.

At Yampai, west end of double track is first crossover switch west of station, and normal position of same gives unbroken rail for eastward trains.

Extra trains, the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon, are authorized to move with the current of traffic on eastward main track from Barstow to Daggett, Goffs to Needles, Needles to Topock, and on westward main track from Daggett to Barstow, Needles to Goffs and Seligman to Yampai without Form "G" orders; but if provision has been made for the use of a section of double track as single track, no extra train may move over such section in either direction without having an order Form "G," as provided by the "Rules and Regulations, Operating Department."

36. Automatic signals of upper quadrant type control train movements between junction of Los Angeles and Arizona Division main tracks at west end of Barstow yard and Daggett; Goffs and Topock; Yampai and Seligman.

At Needles first signal east of passenger station will be respected by eastward trains leaving on both eastward and westward main tracks.

37. At Goffs the first signal east of the station building and the first three signals west of the station building are

interlocking signals. Eastward trains finding "Stop" signal and siding sign displayed will take siding.

38. At Daggett interlocking plant (upper quadrant signals) controls all switches east of station.

Following whistle signals will be used:  
Eastward and westward Santa Fe and westward Salt Lake trains to their respective main tracks: —

Eastward Salt Lake trains to Salt Lake main track: — o.

Transfer No. 2: o o o o —

For passing, industry and transfer No. 1 tracks, see Rule 820.

39. At Topock time table schedules and train order rights will apply at double track junction switch just west of Bridge A-567.

Interlocking plant (upper quadrant signals) will govern train movements across Bridge A-567 between double track junction switch and west passing track switch superseding right or schedule between these points.

Eastward trains advanced through Bridge A-567 against opposing trains must take siding unless expected trains are seen to be into clear or orders are received advancing eastward trains beyond Topock.

Westward trains finding "Stop" signal and siding sign displayed at east passing track switch will take siding.

40. At Cadiz Nos. 17 and 18 will use passing track between extreme west switch and junction of Parker District main track; other trains using this track on the time of Nos. 17 and 18 will be governed by Rule 99.

Normal position of Parker District junction switch will leave unbroken rail for Parker District main track.

Eastward trains taking siding at Cadiz will use crossover east of station, and westward trains will not foul this cross-over until trains to be met shall have cleared.

41. No. 15 will back out of Barstow and turn on the wye at west end of Bridge A-748.

No. 16 will turn on the wye at west end of Bridge A-748 and back into Barstow.

42. All eastward freight trains will stop five (5) minutes at Ibis for inspection of train and cooling of wheels.

43. Nos. 15 and 93 are superior to No. 94.

SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Venero	436.7	2	East	
Mojave Gap	545.1	53	West	Freight only
<b>SECOND DISTRICT</b>				
Saltus	658.5			
<b>RANDSBURG DISTRICT</b>				
Penshaw	6.9	4	West	Freight only
Oedick	26.8	2	West	Freight only

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Yampai	245.5	Newberry	724.0
Crosier	168.0	Barstow (mile 747.3)	926.0
Kingman	425.0	Chloride	370.0
Needles	1584.5	Barnwell	239.7
Goffs	Barnwell District	Searchlight	545.0
Cadiz	1020.0	Kramer	494.3
Bagdad	470.0	Johannesburg	306.3
Lavie	377.1		

WESTWARD								Capacity of Seating	Fuel, Water Turn Tables and Wys	Distance from Albuquerque.	Ealing Grade Ascending	TIME TABLE NO. 38 February 7, 1915
Second Class	First Class											
33	95	3	7	19	9	1	21	No. Cars	Miles.	STATIONS		
FREIGHT	MIXED	California Limited	Fargo Fast	De Luxe	Tourist Flyer	The Overland	The Missionary					
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Thursday Only	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY			
AM 2.45		PM 11.32	PM 10.20	PM 7.05	PM 1.45	PM 12.45	AM 5.05			423.3		SELIGMAN 3.7
8.02		11.37	10.25	7.11	1.51	f 12.53	5.11	71		432.5	73.3	CHINO 7.0
8.25		11.46	10.34	7.20	2.01	f 1.06	5.20	153		439.5	74.5	AUDLEY 7.2
8.50		11.55	10.43	7.29	2.11	f 1.20	5.30	46	W	446.7	75.0	PICA 5.3
s 4.30		AM 12.10	s 10.58	7.43	s 2.30 <sup>10</sup>	s 1.40	s 5.44	130	Y	452.0	75.0	YAMPAI 3.1
4.40		12.16	11.04	7.48	2.36	f 1.46	5.50	80		455.1	0	FIELDS 4.3
5.00		12.27	11.17 <sup>2</sup>	7.59	2.47	s 2.03 <sup>10</sup>	6.01	74		459.4	0	NELSON 6.4
5.20		12.35	11.27	8.07	2.56	s 2.15	6.10	190	W	465.9	0	PEACH SPRINGS 5.7
5.40		12.44 <sup>8</sup>	11.35	8.15	3.05	f 2.25	6.19 <sup>20</sup>	82		471.5	0	CHEROKEE 6.3
6.07 <sup>20</sup>		12.52	11.43	8.23	3.14	f 2.35	6.27	45		477.3	0	TRUXTON 3.5
6.33 <sup>21</sup>		12.59	11.50	8.30	3.21	f 2.42	6.33 <sup>33</sup>	84	WY	481.3	0	CROZIER 2.7
6.55 <sup>22</sup>		1.03	11.54	8.34	3.25	f 2.47	6.37	80		484.0	0	VALENTINE 5.0
s 7.20		1.10	f 12.03 <sup>8</sup>	8.40	3.36	s 3.01	6.45 <sup>22</sup>	70	FW	489.0	0	HACKBERRY 6.1
7.40		1.17	12.18	8.48	3.46	f 3.11	6.55	45		495.1	43.8	ANTARES 6.1
8.00 <sup>34</sup>		1.26 <sup>4</sup>	12.27	8.55	3.54	f 3.20	7.02	80		501.2	0	HUALAPAI 3.9
8.10		1.31	12.32	9.00	3.59	f 3.25	7.07	82		505.1	0	SOMBRA 4.9
8.25		1.37	12.39	9.05	4.05	f 3.33	7.13	45		510.0	0	BERRY 3.9
8.45		1.42	12.45	9.10	4.11	f 3.40	7.20 <sup>34</sup>	80		513.9	50.2	LOUISE 2.6
s 9.00 9.35	AM 11.50	1.52	s 12.55 <sup>4</sup>	9.20 <sup>2</sup>	s 4.21	s 3.50	s 7.30	120	WY	516.5	0	KINGMAN 4.3
9.50	12.02 PM	1.59	1.05	9.28	4.29	f 3.59	7.37	56	W	520.3	0	McCONNICO 3.0
10.00		2.03	1.09	9.32	4.33	f 4.05	7.41	46		523.3	0	HANCOCK 3.3
10.10		2.07	1.14	9.36	4.37	f 4.10	7.45	82		527.1	0	DRAKE 4.1
10.33 <sup>10</sup>		2.12	1.19	9.41	4.42	f 4.16	7.50	46		531.2	0	KASTER 4.0
10.50		2.17	1.25	9.46	4.47	f 4.22	7.55	82		535.2	0	ATHOS 5.2
11.10		2.23	f 1.33	9.55 <sup>8</sup>	4.54	s 4.33	8.01	79	W	540.4	0	YUCCA 5.8
11.25		2.31	1.41	10.03	5.02	f 4.42	8.09	47	W	546.2	0	HAVILAND 7.0
11.45		2.40	1.51	10.13	5.14	f 4.54	8.19	80		553.2	0	FRANCONIA 5.8
11.59		2.48 <sup>34</sup>	2.00	10.21	5.22	f 5.03	8.26	82		559.0	0	POWELL 6.8
PM 12.20		2.56	2.10 <sup>34</sup>	10.31	5.32	s 5.15	8.36	80	W	565.3	26.4	TOPOCK 5.1
12.40		3.04	2.18	10.38	5.39	f 5.25	8.43	62		570.9	48.6	BEAL 7.1
1.10 PM		3.15 AM	2.30 AM	10.50 PM	5.50 PM	5.40 PM	8.55 AM	Yard	FW TY	578.0	52.8	NEEDLES
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Thursday Only	Arrive Daily	Arrive Daily	Arrive Daily					(149.2)
(15.2)	(21.5)	(40.1)	(35.8)	(39.9)	(36.5)	(30.3)	(38.9)	Average speed per hour.				

ARIZONA DIVISION—FIRST DISTRICT

TIME TABLE NO. 38 February 7, 1915	Rating Grade Accounting.	Telegraph and Telephone Offices	EASTWARD							Second Class	
			First Class								
			20	22	10	2	8	4	96		34
			DeLuxe	Texan	The Overland	Tourist Flyer	Santa Fe Eight	California Limited	MIXED		FREIGHT
STATIONS		Arrive Wednesday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		
SELICMAN 3.7	37.8	P	AM 7.50	AM 9.00	PM 3.20	AM 12.20	AM 2.40	AM 4.15	PM 1.55		
CHINO 7.0	91.5		7.44	8.54	f 3.13	12.14	f 2.30	4.08	1.25		
AUDLEY 7.2	69.2		7.32	8.43	f 2.58	12.03 AM	f 2.15	3.56	12.55		
PICA 5.3	0		7.20	8.32	f 2.43	11.52	f 2.01	3.44	12.35		
YAMPAI 3.1	95.0	P	7.12	8.23	f 2.30 <sup>9</sup>	11.42	f 1.50	3.35	12.20		
FIELDS 4.3	95.0		7.04	8.14	f 2.20	11.32	f 1.40	3.26	12.01 PM		
NELSON 6.4	92.4	DP	6.50	8.00	s 2.03 <sup>1</sup>	11.17 <sup>7</sup>	f 1.25	3.12	11.30		
PEACH SPRINGS 5.7	75.0	P	6.38	7.42	s 1.44	11.00	s 1.06	2.54	11.00		
CHEROKEE 6.3	75.0		6.19 <sup>21</sup>	7.22	f 1.24	10.40	f 12.44 <sup>3</sup>	2.34	10.10		
TRUXTON 3.5	95.0		6.07 <sup>33</sup>	7.11	f 1.10	10.27	f 12.30	2.23	9.50		
CROZIER 2.7	95.0	DP	5.58	7.02	f 1.00	10.17	f 12.20	2.13	9.25		
VALENTINE 5.0	75.0		5.52	6.55 <sup>33</sup>	f 12.53	10.10	f 12.13	2.06	9.05		
HACKBERRY 6.1	29.0	P	5.42	6.45 <sup>21</sup>	s 12.40	10.02	s 12.03 <sup>7</sup> AM	1.56	s 8.45		
ANTARES 6.1	71.8		5.33	6.35	f 12.24	9.54	f 11.47	1.41	8.20		
HUALAPAI 3.9	71.8		5.23	6.25	f 12.10	9.44	f 11.34	1.26 <sup>3</sup>	8.00 <sup>33</sup>		
SOMBRA 4.9	71.8		5.17	6.20	12.04 PM	9.39	11.28	1.17	7.45		
BERRY 3.9	0		5.10	6.14	f 11.57	9.33	f 11.21	1.10	7.30		
LOUISE 2.6	95.0		5.04	6.09	f 11.50	9.28	f 11.15	1.04	7.20 <sup>21</sup>		
KINGMAN 4.3	95.0	P	4.55	s 6.00	f 11.40 s 11.20	s 9.20 <sup>19</sup>	s 11.05	12.55 <sup>7</sup>	PM 3.45 s 7.00 s 6.25		
McCONNICO 3.0	92.4	DP	4.35	5.40	f 11.00	8.59	f 10.43	12.32	3.30 PM 5.55		
HANCOCK 3.3	75.0		4.29	5.32	f 10.52	8.52	f 10.35	12.25	5.40		
DRAKE 4.1	75.0	NP	4.23	5.26 <sup>34</sup>	f 10.45	8.46	f 10.28	12.18	5.26 <sup>22</sup>		
KASTER 4.0	73.9		4.15	5.17	f 10.33 <sup>38</sup>	8.37	f 10.18	12.09	5.00		
ATHOS 5.2	75.0		4.07	5.08	f 10.21	8.28	f 10.08	12.01 AM	4.45		
YUCCA 5.8	75.0	P	3.56	4.56	s 10.06	8.16	s 9.55 <sup>19</sup>	11.48	s 4.25		
HAVILAND 7.0	75.0		3.41	4.42	f 9.46	8.02	f 9.35	11.33	3.50		
FRANCONIA 5.8	61.2		3.27 <sup>34</sup>	4.27	f 9.26	7.47	f 9.17	11.18	3.27 <sup>20</sup>		
POWELL 6.8	74.4		3.16	4.14	f 9.11	7.34	f 9.03	11.05	2.48 <sup>3</sup>		
TOPOCK 5.1	52.8	P	3.03	4.00	f 8.57	7.20	f 8.48	10.50	2.10 <sup>7</sup>		
BEAL 7.1	63.4		2.55	3.51	f 8.48	7.11	f 8.37	10.42	1.50		
NEEDLES		P	2.43 AM	3.40 AM	8.35 AM	7.00 PM	8.25 PM	10.30 PM	1.30 AM		
(149.2)			Leave Wednesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		
Average speed per hour.....			(29.1)	(27.9)	(23.3)	(27.9)	(23.9)	(25.9)	(17.2)	(12.6)	

WESTWARD												Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Albuquerque	Selling Grade Ascending.	TIME TABLE NO. 38 February 7, 1915
Second Class					First Class											
33	281	207	219	201	19	17	1	9	21	3	7	No. Cars.	Yard	Miles	STATIONS	
FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	DeLuxe	Phoenix Express	The Overland	Tourist Flyer	The Missionary	California Limited	Fargo Fast		FW TY			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Thursday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
PM 3.10					PM 11.00		PM 6.25	PM 6.15	AM 9.20	AM 3.25	AM 2.40	70		578.0	NEEDLES 3.7	
3.30					11.09		f 6.35	6.25	9.29	3.34	2.49	155		581.7	HARTOUM 3.8	
3.50					11.18		f 6.44	6.34	9.38	3.43	2.59	0	W	585.5	JAVA 3.0	
							f 6.53					81	W	589.5	KLINFELTER 3.9	
s 4.30					11.35		f 7.10	7.00	9.56	3.59	3.18	150		592.4	IBIS 4.6	
4.55					11.46		f 7.25	7.14	10.07	4.10	3.29	70		597.0	BANNOCK 4.9	
5.20					11.57		f 7.40	7.29	10.20	4.20	3.40	200	WY	601.9	HOMER 7.3	
s 6.10					AM 12.15		s 8.05	s 7.54	\$10.45	4.45	s 4.05	82		609.2	COFFS 5.0	
6.25					12.22		f 8.14	8.02	10.52	4.53	4.13	82	W	614.2	PIUTE 4.6	
6.43 <sup>3</sup>					12.28		f 8.22	8.09	10.58	4.59	4.19	78		618.8	FENNER 6.8	
7.10					12.37		f 8.36 <sup>34</sup>	8.20 <sup>34</sup>	11.06	5.09	4.29	79		625.8	ESSEX 4.7	
7.25 <sup>34</sup>					12.44		f 8.48 <sup>4</sup>	8.27	11.12	5.16	4.36	79		630.3	ARIMO 4.4	
7.37					12.50		s 9.00	8.38 <sup>4</sup>	11.17	5.22	4.42	79	W	634.7	DANBY 7.0	
7.55					1.00		f 9.12	8.50	11.26	5.33	4.53	79	W	641.7	SIAM 6.4	
8.13 <sup>4</sup>					1.09	AM 12.34	s 9.22	9.00	11.34	5.44 <sup>10</sup>	5.02	80	Y	649.1	CADIZ 3.3	
8.25					1.14	12.40 <sup>20</sup>	f 9.28	9.06	11.38	5.50	5.07	68		651.5	ALTURA 4.8	
8.40					1.21 <sup>22</sup>	12.45	f 9.35	9.14	11.44	5.57	5.13	82		656.2	BOLO 5.4	
9.00					1.28	f 12.52	s 9.46	9.23	11.50	6.04	f 5.23 <sup>10</sup>	82		661.6	AMBOY 7.7	
s 9.25 <sup>19</sup>					1.42	s 1.05 <sup>22</sup>	s 10.02 <sup>33</sup>	s 9.37 <sup>33</sup>	PM 12.05	6.19	s 5.40	132	FWY	669.3	BAGDAD 3.6	
10.10 <sup>18</sup>					1.51	1.18	f 10.13	9.50 <sup>18</sup>	12.14	6.28	5.50	67		672.9	HAYNES 3.8	
10.30					2.00	1.27	f 10.23	10.05	12.24	6.37	5.59	93		676.7	SIBERIA 5.3	
10.50					2.14	1.40	f 10.38	10.20	12.39	6.52	6.14	80	W	682.0	KLONDIKE 4.7	
11.15					2.25	1.51	f 10.52	10.35	12.52	7.04	6.26	79		686.7	ASH HILL 6.7	
11.43 <sup>20</sup>					2.36	s 2.06	s 11.01	10.52	s 1.05	7.15	s 6.40	79	W	693.4	LUDLOW 5.1	
AM 12.23 <sup>22</sup>					2.46	2.16	f 11.25 <sup>20</sup>	11.06	1.16	7.26	6.51	82		698.5	ARGOS 4.0	
12.55					2.54	2.23	f 11.36	11.19 <sup>20</sup>	1.24	7.34	6.59	80	Y	702.5	LAVIC 4.6	
1.20					3.01	2.30	f 11.43	11.26	1.29	7.40	7.05	80		707.1	PISGAH 5.6	
1.40					3.09	2.38	f 11.56 <sup>22</sup>	11.35	1.36	7.47	7.12	82		712.7	HECTOR 6.6	
2.00					3.17 <sup>38</sup>	2.47 <sup>33</sup>	f 12.10	11.48 <sup>22</sup>	1.44 <sup>34</sup>	7.55	7.20	47		719.3	TROY 6.4	
2.37 <sup>19</sup>					3.26 <sup>10</sup>	2.56	f 12.21	AM 12.01	1.52	8.03	7.28	60	WY	725.7	NEWBERRY 5.9	
3.35 <sup>10</sup>					3.34	3.05	f 12.31	12.10	1.58	8.11	7.36	47		731.6	MINNEOLA 3.6	
s 4.10					3.39	3.12 <sup>10</sup>	12.37	12.16	2.03	8.16	7.41	75		735.2	GALE 2.4	
4.25	AM 10.25	AM 10.50	AM 4.35	AM 1.25	3.43	f 3.18	\$12.45	12.20	f 2.09	8.20	s 7.47	289		737.6	DAGGETT 4.2	
4.35					3.49	3.25	12.55	12.30	2.15	8.28	7.54	158		741.3	NEBO 5.2	
4.45					5.00	3.25	12.55	12.30	2.15	8.28	7.54	158		741.3	BARSTOW (169.0)	
5.00	11.00 AM	11.05 AM	4.50 AM	1.40 AM	4.00 AM	3.35 AM	1.10 AM	12.45 AM	f 2.25 PM	8.40 AM	8.05 AM	Yard	FW TY	747.0		
5.30 AM					Arrive Friday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
(13.3)	(16.1)	(37.6)	(37.6)	(37.6)	(33.8)	(32.8)	(25.0)	(26.0)	(33.2)	(32.2)	(31.2)	Average speed per hour				

ARIZONA DIVISION—SECOND DISTRICT

TIME TABLE NO. 38 February 7, 1915		Rating Grade According.	Telegraph and Telephone Offices	EASTWARD.											
				First Class.								Second Class.			
				10	2	8	4	18	20	22	202	220	208	282	34
				The Overland	Tourist Flyer	Santa Fe Eight	California Limited	Phoenix Express	De Luxe	Texan	PASSENGER	PASSENGER	PASSENGER	FREIGHT	FREIGHT
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
NEEDLES 3.7	0	P	AM 8.10	PM 6.35	PM 8.00	PM 10.20		AM 2.35	AM 3.30					PM 11.50	
HARTOUM 3.8	0		f 8.02	6.28	f 7.52	10.13		2.28	3.23					11.38	
JAVA 3.0	0		f 7.55	6.21	f 7.45	10.07		2.22	3.17					11.20	
KLINFELTER 3.9	0		f 7.50		f 7.40										
IBIS 4.6	0	DP	f 7.43	6.11	f 7.33	9.57		2.11	3.06					10.55	
BANNOCK 4.9	0		f 7.37	6.05	f 7.27	9.50		2.05	3.00					\$10.50	
HOMER 7.3	26.4		f 7.30	5.59	f 7.20	9.44		1.59	2.54					10.20	
COFFS 5.0	52.8	P	s 7.20	s 5.50	s 7.10	9.35		1.50	s 2.45					\$10.00	
PIUTE 4.6	52.8		f 7.04	5.36	f 6.54	9.20		1.37	2.30					9.30	
FENNER 6.8	52.8	DP	f 6.54	5.28	f 6.43 <sup>33</sup>	9.11 <sup>34</sup>		1.30	2.21					9.11 <sup>4</sup>	
ESSEX 4.7	52.8		f 6.38	5.16	f 6.27	8.58		1.19	2.08					8.36 <sup>1</sup> 8.20 <sup>9</sup>	
ARIMO 4.4	52.8		f 6.28	5.08	f 6.17	8.48 <sup>1</sup>		1.12	2.01					7.25 <sup>33</sup>	
DANBY 7.0	52.8	P	f 6.18	5.00	s 6.07	8.38 <sup>9</sup>		1.04	1.53					7.10	
SIAM 6.4	48.9		f 6.00	4.45	f 5.49	8.23		12.53	1.39					6.50	
CADIZ 3.3	52.8	P	f 5.44 <sup>3</sup>	4.36	f 5.38	8.13 <sup>33</sup>	PM 10.40	12.45	1.30					6.25	
ALTURA 4.8	10.6		5.37	4.32	f 5.31	8.08	10.32	12.40 <sup>17</sup>	1.26					6.15	
BOLO 5.4	47.5		f 5.31	4.26	f 5.24	8.02	10.25	12.34	1.21 <sup>19</sup>					6.00	
AMBOY 7.7	10.6	P	s 5.23 <sup>7</sup>	4.20	s 5.17	7.55	10.15	12.27	1.15					5.45	
BACDAD 3.6	0	P	s 5.12	s 4.10	s 5.05 <sup>34</sup>	7.45	\$10.02 <sup>33</sup> <sub>1</sub>	12.17	s 1.05 <sup>17</sup>					s 5.25 <sup>8</sup> 4.50	
HAYNES 3.8	0		f 5.02	4.00	f 4.54	7.36	9.50 <sup>9</sup>	12.07	12.55					4.40	
SIBERIA 5.3	0		f 4.56	3.55	f 4.48	7.31	9.41	12.01 AM	12.50					4.25	
KLONDIKE 4.7	0	P	f 4.46	3.45	f 4.38	7.22	9.31	11.51	12.41					4.10	
ASH HILL 6.7	52.8		f 4.38	3.37	f 4.30	7.14	9.22	11.43 <sup>33</sup>	12.33					3.55	
LUDLOW 5.1	0	P	s 4.26 4.16	3.27 <sup>34</sup>	s 4.19	7.05	s 9.12	11.33	12.23 <sup>33</sup>					s 3.27 <sup>2</sup>	
ARGOS 4.0	44.0		f 4.09	3.20	f 4.07	6.57	8.58	11.25 <sup>1</sup>	12.16					3.00	
LAVIC 4.6	52.8	DP	f 4.03	3.14	f 4.01	6.52	8.51	11.19 <sup>9</sup>	12.10					2.45	
PISGAH 5.6	52.8		f 3.55	3.08	f 3.54	6.46	8.43	11.13	12.04 AM					2.30	
HECTOR 6.6	39.6	P	f 3.45	3.00	f 3.44	6.37	8.33	11.05	11.56 <sup>1</sup>					2.05	
TROY 6.4	15.8		f 3.35 <sup>33</sup>	2.52	f 3.35	6.29	8.24	10.57	11.48 <sup>9</sup>					1.44 <sup>21</sup>	
NEWBERRY 5.9	0	P	f 3.26 <sup>19</sup>	2.45	f 3.26	6.21	f 8.15	10.49	11.40					s 1.10	
MINNEOLA 3.6	0		f 3.17	2.38	f 3.17	6.13	8.06	10.42	11.33					12.53	
GALE 2.4	13.0		3.12 <sup>17</sup>	2.33	3.12	6.08	8.01	10.38	11.28					12.40	
DACGETT 4.2	31.7	P	s 3.08	f 2.30	s 3.08	6.05	s 7.57	10.35	11.25	AM 2.00	PM 2.45	PM 6.20	AM 11.10	12.30	
NEBO 5.2	31.7		f 2.59	2.23	f 2.59	5.58	7.48	10.27	11.18	1.53	2.38	6.13	10.55	12.18	
BARSTOW (169.0)		P	2.50 AM	2.15 PM	2.50 PM	5.50 PM	7.40 PM	10.20 PM	11.10 PM	1.45 AM	2.30 PM	6.05 PM	10.40 AM	12.01 PM	
Average speed per hour.....			(31.7)	(39.0)	(32.7)	(37.5)	(32.9)	(39.8)	(39.0)	(37.6)	(37.6)	(37.6)	(18.8)	(15.5)	





ARIZONA DIVISION—THIRD DISTRICT

WESTWARD						EASTWARD												
Second Class	First Class					Capacity of Slidings	Fuel, Water, Turb Tables and Wyes	Distance from Albuquerque	Rolling Grade Ascending	TIME TABLE NO. 38 February 7, 1915	Rolling Grade Ascending	Telegraph and Telephone Offices	First Class					Second Class
33	15	21	93	3	9								16	2	4	94	22	34
FREIGHT	The Saint	The Missionary	MIXED	California Limited	Tourist Flyer	No. Cars		Miles	STATIONS			The Angel	Tourist Flyer	California Limited	MIXED	Texan	FREIGHT	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
AM 7.30	PM 9.10	PM 2.50	PM 1.15	AM 8.50	AM 2.55	Yard	FW TY	747.0	BARSTOW		P	AM 4.20	PM 11.40	PM 2.40	PM 9.00	PM 10.50	AM 11.00	
7.46	9.25	2.58	f 1.30 <sup>2</sup>	8.58	3.04	70		752.0	5.0	0		4.05	f 1.30 <sup>93</sup>	2.31	f 8.45	10.42	10.47	
8.00	9.31	3.06	s 1.40 1.55	9.04	f 3.12	84	W	757.0	5.0	7.7		3.59	f 1.21	2.25	s 8.35 8.25	10.36	10.34	
8.17	9.37	3.12	f 2.19 <sup>4</sup>	9.11	3.20	80		762.2	5.2	24.5		3.53	f 1.12	2.19 <sup>93</sup>	f 8.15	10.30	10.20	
8.35	9.42	3.18	f 2.32	9.16	f 3.28	80		766.7	4.5	0		3.47	f 1.05	2.14	f 8.05	10.25	10.05	
8.52	9.49	3.26	f 2.50	9.22	f 3.40 <sup>16</sup>	80		772.3	5.6	12.2		3.40 <sup>9</sup>	f 12.57	2.07	f 7.50	10.19	9.50	
s 9.32 <sup>34</sup>	9.58	s 3.40	3.10 PM	9.32 <sup>33</sup>	s 3.55	80	WY	780.1	7.8	10.6		3.30	s 12.45	s 1.58	7.30 PM	s 10.10	s 9.32 <sup>33</sup>	
9.50	10.03 <sup>22</sup>	3.46		9.37	4.02	82		784.3	4.2	35.4		3.24	f 12.34	1.50		10.03 <sup>15</sup>	9.07	
10.05	10.08	f 3.52		9.42	f 4.09	81		788.7	4.4	35.4		3.19	f 12.27	1.45		9.55	8.53	
10.20	10.18	3.58		9.47	4.15	80		793.4	4.7	34.8		3.14	f 12.19	1.40		9.50	8.38	
10.35	10.18	f 4.05		9.52	f 4.22	82	W	797.9	4.5	1.6		3.09	f 12.13	1.35		9.45	8.25	
10.55	10.24	f 4.12		9.58	4.29	80		802.9	5.0	0		3.03	f 12.04 PM	1.29		9.39	8.12	
11.15	10.30	f 4.18		10.04	f 4.37	80		807.2	4.3	0		2.57	f 11.58	1.24		9.34	8.00	
11.49 <sup>2</sup>	10.37	f 4.26		10.11	f 4.45	80		812.9	5.7	0		2.52	f 11.49 <sup>33</sup>	1.17		9.27	7.45	
PM 12.20	PM 10.45	s 4.35		PM 10.20	s 4.55	Yard	FW TY	818.2	5.3	0		2.45 AM	s 11.40 AM	s 1.10 PM		s 9.20 PM	s 7.30 AM	
PM 7.43	AM 1.25	PM 7.33		PM 1.00	AM 7.43	59		825.2	67.0	136.2		AM 12.10	AM 8.30	AM 10.25		PM 6.33	PM 10.10	
7.50 PM	AM 1.33	PM 7.40		PM 1.05	AM 7.50	Yard	WTF	827.7	2.5	15.8		AM 12.01	AM 8.20	AM 10.15		PM 6.25	PM 10.00	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				MOJAVE		P	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(11.4)	(32.1)	(29.1)	(19.8)	(33.1)	(28.6)	Average speed per hour						(32.6)	(26.4)	(31.8)	(24.8)	(31.8)	(10.8)	

RANDBURG DISTRICT

WESTWARD				EASTWARD							
First Class		Capacity of Slidings	Fuel, Water, Turb Tables and Wyes	Distance from Randburg	Rolling Grade Ascending	TIME TABLE NO. 38 February 7, 1915	Rolling Grade Ascending	Telegraph and Telephone Offices	First Class		
93	MIXED								94	MIXED	
Leave Daily	No. Cars			Miles		STATIONS			Arrive Daily		
PM 3.50	80	WY				KRAMER	P		PM 7.20		
f 4.20	6	14.4		105.6	14.4	FREMONT			f 6.45		
f 4.40	10	22.5		121.4	8.1	ST. ELMO			f 6.27		
f 4.45	2	24.0		132.9	1.5	ATOLIA			f 6.25		
5.00 PM	30	Y	28.5	132.9	4.5	JOHANNESBURG	DP		6.10 PM		
Arrive Daily						(28.5)			Leave Daily		
(24.4)				Average speed per hour						(24.4)	

CHLORIDE DISTRICT

WESTWARD				EASTWARD							
First Class		Capacity of Slidings	Fuel, Water and Wyes	Distance from McClanico	Rolling Grade Ascending	TIME TABLE NO. 38 February 7, 1915	Rolling Grade Ascending	Telegraph and Telephone Offices	Second Class		
95	MIXED								96	MIXED	
Leave Daily Ex. Sunday	No. Cars			Miles		STATIONS			Arrive Daily Ex. Sunday		
PM 12.05	59	W	0.0			McCONNICO		DP	PM 3.20		
f 12.30	6	8.3		100.3	8.3	UNION			f 2.55		
f 12.45	4	13.9		100.3	5.6	CERBAT			f 2.36		
f 12.55	10	16.0		100.3	2.1	MINERAL			f 2.30		
f 1.00	4	17.9		100.3	1.9	KEYSTONE			f 2.20		
1.20 PM	59	Y	22.3	121.4	4.9	CHLORIDE		DP	2.00 PM		
Arrive Daily Ex. Sunday						(22.8)			Leave Daily Ex. Sunday		
(18.2)				Average speed per hour						(17.1)	

BARNWELL DISTRICT

WESTWARD		Capacity of Blings	Fuel, Water, Turn Tables and Wyes	Distance from Goffs	Ruling Grade Ascending	TIME TABLE NO. 38 February 7, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
First Class									Second Class	
97	91								92	98
MIXED	MIXED	MIXED	MIXED							
Leave Sunday only	Leave Daily Ex. Sunday	No. Cars	Miles	STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday only			
AM 7.45	AM 7.45	60	WY			P	PM 3.30	PM 3.30		
f 8.15	f 8.15	5		9.1	116.2	0	f 3.00	f 3.00		
f 8.25	f 8.25			12.8	118.8	0	f 2.50	f 2.50		
f 8.34	f 8.34	5		16.0	105.6	0	f 2.40	f 2.40		
f 8.45	f 8.50	5		22.2	105.6	0	f 2.20	f 2.20		
f 8.50	f 8.58	5		24.8	105.6	0	f 2.12	f 2.12		
s 9.10	s 9.10 9.20	33	Y	29.5	118.8	158.4	DP	2.00 PM		
	s 9.35	2		35.4	52.8	132.0		s 1.40		
	f 9.50	19		40.4	52.8	132.0		f 1.25		
	10.15 AM	28	WY	52.1	52.8	132.0	DP	1.00 PM		
9.30		33	Y	29.5	60.3	158.4	DP	AM 11.50		
f 9.50		15		34.2	0	158.4		f 11.30		
10.10 AM				38.4	0	158.4		11.10 AM		
Arrive Sunday only	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	Leave Sunday only		

(18.4) (22.3) ----- Average speed per hour ----- (20.8) (17.7)

CHLORIDE DISTRICT

RANDOLPH DISTRICT

WESTWARD		Capacity of Blings	Fuel, Water, Turn Tables and Wyes	Distance from Goffs	Ruling Grade Ascending	TIME TABLE NO. 38 February 7, 1915	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
First Class									Second Class	
97	91								92	98
MIXED	MIXED	MIXED	MIXED							
Leave Sunday only	Leave Daily Ex. Sunday	No. Cars	Miles	STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday only			
AM 7.45	AM 7.45	60	WY			P	PM 3.30	PM 3.30		
f 8.15	f 8.15	5		9.1	116.2	0	f 3.00	f 3.00		
f 8.25	f 8.25			12.8	118.8	0	f 2.50	f 2.50		
f 8.34	f 8.34	5		16.0	105.6	0	f 2.40	f 2.40		
f 8.45	f 8.50	5		22.2	105.6	0	f 2.20	f 2.20		
f 8.50	f 8.58	5		24.8	105.6	0	f 2.12	f 2.12		
s 9.10	s 9.10 9.20	33	Y	29.5	118.8	158.4	DP	2.00 PM		
	s 9.35	2		35.4	52.8	132.0		s 1.40		
	f 9.50	19		40.4	52.8	132.0		f 1.25		
	10.15 AM	28	WY	52.1	52.8	132.0	DP	1.00 PM		
9.30		33	Y	29.5	60.3	158.4	DP	AM 11.50		
f 9.50		15		34.2	0	158.4		f 11.30		
10.10 AM				38.4	0	158.4		11.10 AM		
Arrive Sunday only	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	Leave Sunday only		

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

Dr. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles, Cal.

**ARIZONA DIVISION**

DR. F. H. CARTMELL, - - Seligman, Ariz.  
 DR. A. TILTON, - - - - Kingman, Ariz.  
 DR. W. H. BUCHER, - - - -  
     Consulting Surgeon, - - Kingman, Ariz.  
 DR. A. S. PARKER, - - - - Needles, Cal.  
 DR. A. E. BOLAND, - - - -  
     Consulting Surgeon, - - - Needles, Cal.  
 DR. W. L. YEAGER, - - - - Ludlow, Cal.  
 DR. CHAS. GARVIN, - { Johannesburg, Cal.  
                           { Randsburg, Cal.  
 DR. N. J. BROWN, Jr. - - Tehachapi, Cal.

DR. L. D. RIGGS, - - - - Valentine, Ariz.  
 DR. B. C. ANDERSON, - - - Barstow, Cal.  
 DR. E. M. ELWOOD, - - - - Mojave.  
 DR. N. N. BROWN, - - - Bakersfield, Cal.  
 DR. N. J. BROWN, Sr., - - - -  
     Assistant Surgeon, - - Bakersfield, Cal.  
 DR. G. C. SABICHI, - - - -  
     Consulting Surgeon, - - Bakersfield, Cal.  
 DR. F. A. HAMLIN, Oculist, Bakersfield, Cal.  
 DR. W. L. FULLER, - - Searchlight, Nev.  
 DR. M. A. ISRAEL, - - - - Parker, Ariz

# SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition.”

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

