

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



DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Bldg., Los Angeles, Cal.

DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg., Los Angeles, Cal.

DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Bldg., Los Angeles, Cal.



DR. J. W. CONNOR, Local Surgeon.....Seligman

DR. T. R. WHITE, Local Surgeon.....Kingman

DR. L. E. DALY, Division Surgeon.....Needles

DR. C. L. HARRINGTON, Consulting Surgeon.....Needles

DR. LYLE GRAHAM, Local Surgeon.....Newberry

DR. R. J. MACDONALD, Local Surgeon.....Barstow

DR. C. A. GRAYBILL, Assistant Local Surgeon.....Barstow

DR. H. L. HORSWILL, Local Surgeon.....Mojave

DR. JOE SMITH, Local Surgeon.....Bakersfield

DR. G. S. LAMBETH, Assistant Local Surgeon.....Bakersfield

DR. S. O. HARRIS, Assistant Local Surgeon.....Bakersfield

DR. R. M. JONES, Eye, Ear, Nose and Throat Specialist.....Bakersfield

DR. K. S. McKEE, Oculist and Aurist.....Bakersfield

DR. E. J. GARRISON, Local Surgeon.....Blythe

DR. ROBERT L. CURRIE, Local Surgeon.....Parker

First Aid Kits are located at Peach Springs, Yucca, Cadiz, Rice and Boron, on all locomotives, and with all regularly assigned extra gangs.

M. M. KILLEN  
Assistant Superintendent,  
Needles, Cal.

F. N. STUPPI, O. R. HAMMIT,  
Trainmasters,  
Needles, Cal.

E. R. ROBERTSON, H. G. CRAWFORD,  
Trainmasters,  
Barstow, Cal.

E. O. BAGENSTOS,  
Trainmaster,  
Bakersfield, Cal.

LEROY DUNCAN,  
Chief Dispatcher,  
Needles, Cal.

C. S. SORENSON,  
Night Chief Dispatcher,  
Needles, Cal.

W. A. ROEBUCK,  
W. F. MOHR,  
Asst. Chief Dispatchers,  
Needles, Cal.

L. W. PARSONS,  
C. W. LOWEN,  
G. C. ATWILL,  
J. T. DAWE,  
H. W. WITSKEN,

A. B. DAVIDSON,  
Dispatchers,  
Needles, Cal.

I. L. CRAWFORD,  
G. M. YOUNG,  
J. A. DIETZ,  
C. O. MINKLER,  
R. B. CALHAMER,

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



COAST **Santa Fe** LINES

**ARIZONA DIVISION**

**EMPLOYES'**

**TIME TABLE No.**

**101**

**IN EFFECT**

**Sunday, November 12, 1944**

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

**Superseding Time Table No. 100, Dated March 28, 1943  
and any Supplements thereto.**

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

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

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

**A. J. SMITH,  
Superintendent,  
Needles, Cal.**

*Timetable 100 was last saddleblanket  
102 eff 2 June 46*

2 ARIZONA DIVISION

FIRST DISTRICT

WESTWARD								TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Car Capacity of Sidings
FIRST CLASS													
21	17	3	1	7	23	19	NO. 101						
El Capitan	Super Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited	The Chief	November 12, 1944						
Leave Sunday and Wednesday	Leave Sunday and Wednesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 11.11	PM 11.01	PM 10.20	PM 8.10	AM 10.15	AM 9.05	AM 12.20	SELIGMAN	428.8			FW TY	Yard	
11.18	11.07	10.27	8.16	10.22	9.13	12.26	3.9 CHINO	432.7	72.9	49.6		59	
11.24	11.12	10.34	8.23	10.30	9.21	12.33	6.9 AUDLEY	439.5	70.8	75.0		103	
11.31	11.18	10.41	8.32	10.38	9.30	12.40	7.4 PICA	446.9	75.0	75.0	W	103	
11.40	11.26	10.50	8.40	10.46	9.40	12.47	5.0 YAMPAL	451.9	75.0	69.7	Y	103	
11.44	11.29	10.53	8.44	10.49	9.43	12.50	2.8 FIELDS	454.7	0.0	75.0			
11.50	11.35	10.59	8.53	10.56	9.51	12.56	5.3 NELSON	460.2	0.0	105.6		88	
11.53	11.38	11.03	8.56	10.59	9.55	12.59	3.0 SHIPLEY	463.2	0.0	75.0			
11.56 AM	11.41	11.06	9.01	11.02	9.58	1.02	2.6 PEACH SPRINGS	465.8	0.0	75.0	W	103	
12.02	11.47	11.12	9.09	11.08	10.06	1.08	5.6 CHEROKEE	471.5	0.0	75.0			
12.08	11.53	11.18	9.17	11.14	10.13	1.14	6.1 TRUXTON	477.6	0.0	75.0		103	
12.15	11.59 AM	11.25	9.25	11.21	10.22	1.21	6.7 VALENTINE	484.0	0.0	75.0			
12.20	12.05	11.32	9.30	11.27	10.31	1.26	5.0 HACKBERRY	489.0	0.0	74.5	FW	91	
12.25	12.10	11.42	9.38	11.33	10.40	1.32	6.1 ANTARES	495.1	43.8	22.7		68	
12.30	12.15	11.48	9.45	11.39	10.46	1.38	6.2 WALAPAI	501.3	0.0	71.8		67	
12.37	12.22	11.57 AM	9.55	11.48	10.55	1.47	8.2 BERRY	509.4	46.0	33.3	Y	103	
12.40	12.25	12.01 AM	10.00	11.52	11.00	1.51	4.4 LOUISE	513.9	50.2	0.0			
12.45	12.30	12.10	10.12	11.59	11.05	1.57	2.5 KINGMAN	516.4	0.0	95.0	WY	114	
12.50	12.35	12.15	10.22	12.05	11.12	2.03	4.4 McCONNICO	520.7	0.0	95.0	B	47	
12.55	12.40	12.21	10.30	12.11	11.18	2.10	6.2 GRIFFITH	527.0	0.0	75.0		103	
12.59	12.44	12.25	10.36	12.15	11.22	2.14	4.1 KASTER	531.1	0.0	75.0			
1.03	12.48	12.29	10.42	12.19	11.28	2.18	4.1 ATHOS	535.2	0.0	73.5		68	
1.08	12.53	12.34	10.48	12.23	11.36	2.23	5.0 YUCCA	540.2	0.0	75.0	W	103	
1.13	12.58	12.40	10.56	12.30	11.45	2.29	5.8 HAVILAND	546.1	0.0	75.0	W	75	
1.20	1.05	12.46	11.05	12.37	11.53	2.36	6.6 FRANCONIA	552.7	0.0	75.0		91	
1.26	1.11	12.53	11.15	12.43	12.01	2.43	6.2 POWELL	558.9	0.0	63.4		67	
1.35	1.20	1.03	11.25	12.50	12.10	2.51	6.9 TOPOCK	565.8	32.5	73.9		103	
1.44	1.29	1.13	11.35	12.59	12.18	2.59	5.4 BEAL	571.3	46.5	68.4		66	
1.55 AM	1.40 AM	1.25 AM	11.50 PM	1.10 PM	12.30 PM	3.10 AM	6.6 NEEDLES	578.0	53.9	62.3	FW TY	Yard	
							(149.0)						

(54.5) (56.2) (48.3) (40.6) (51.1) (43.6) (54.1) ..... Average speed per hour

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

**FIRST DISTRICT**

**ARIZONA DIVISION**

Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyss	Office of Communication and Booth Phones	Ruling Grade Descending	Ruling Grade Ascending	EASTWARD							
					TIME TABLE							
					FIRST CLASS							
					NO. 101							
					November 12, 1944							
					18	4	2	8	24	22	20	
					Super Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited	El Capitan	The Chief	
					STATIONS	Arrive Wednesday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily
Yard	FW TY	C			<b>SELIGMAN</b>	<b>AM</b>	<b>AM</b>	<b>AM</b>	<b>AM</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>
		B	49.6	52.8	3.9	3:50	7:50	8:20	10:05	2:15	9:20	10:15
		B	70.8	52.8	7.1	3:45	7:38	8:08	9:57	2:03	9:15	10:08
108		B	75.0	75.0	7.4	3:38	7:28	7:58	9:48	1:52	9:08	10:00
108	W	B	75.0	69.7	5.0	3:31	7:17	7:49	9:40	1:43	9:02	9:53
108	Y	C	0.0	75.0	2.8	3:25	7:07	7:37	9:33	1:32	8:56	9:46
67		B	0.0	75.0	5.3	3:21	7:02	7:32	9:28	1:27	8:53	9:43
109		C	0.0	75.0	3.0	3:12	6:50	7:20	9:19	1:16	8:45	9:34
68		B	0.0	75.0	2.6	3:07	6:45	7:15	9:12	1:11	8:40	9:30
108	W	C	0.0	75.0	5.6	3:03	6:40	7:10	9:07	1:06	8:36	9:26
58		B	0.0	75.0	6.1	2:55	6:30	7:00	8:58	12:56	8:28	9:16
106		B	0.0	75.0	6.7	2:46	6:19	6:49	8:49	12:45	8:19	9:08
57		B	0.0	75.0	5.0	2:33	6:05	6:35	8:37	12:31	8:07	8:56
101	FW	C	43.8	22.7	6.1	2:27	5:54	6:24	8:25	12:21	8:02	8:45
108		B	0.0	71.8	6.2	2:21	5:38	6:08	8:11	12:06	7:56	8:34
68		B	46.0	33.3	8.2	2:15	5:29	5:59	8:05	11:57	7:50	8:28
108	Y	B	50.2	0.0	4.4	2:07	5:17	5:47	7:56	11:46	7:43	8:21
84		B	0.0	75.0	2.8	2:03	5:11	5:41	7:52	11:41	7:38	8:17
108	WY	C	0.0	75.0	5.1	1:58	5:03	5:33	7:46	11:33	7:33	8:12
64	W	B	0.0	75.0	5.7	1:49	4:40	5:15	7:31	11:17	7:23	8:02
108		B	0.0	75.0	4.1	1:39	4:31	5:04	7:22	11:06	7:14	7:52
60		B	0.0	73.5	4.1	1:33	4:22	4:57	7:15	10:57	7:07	7:46
67		B	0.0	75.0	5.0	1:26	4:13	4:48	7:08	10:48	7:00	7:41
101	W	C	0.0	75.0	5.8	1:18	4:03	4:38	6:59	10:37	6:52	7:33
68	W	B	0.0	75.0	6.6	1:10	3:51	4:26	6:49	10:26	6:44	7:26
101		B	0.0	63.4	6.2	1:01	3:39	4:14	6:39	10:13	6:35	7:19
67		B	32.5	73.9	6.9	12:52	3:31	4:02	6:30	10:02	6:26	7:11
108		C	46.5	68.4	5.4	12:43	3:21	3:51	6:21	9:51	6:18	7:03
		B	53.9	62.3	6.6	12:37	3:10	3:40	6:11	9:40	6:12	6:54
Yard	FW TY	C			<b>NEEDLES</b>	<b>AM</b>	<b>AM</b>	<b>AM</b>	<b>AM</b>	<b>AM</b>	<b>PM</b>	<b>PM</b>
					(149.7)	Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily
Average speed per hour.....						(44.5)	(31.0)	(31.0)	(37.0)	(31.5)	(45.6)	(42.8)

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

TIME TABLE

NO. 101

November 12, 1944

WESTWARD

FIRST CLASS

7 23 19 21

Fast Mail Express Grand Canyon Limited The Chief El Capitan

Leave Daily Leave Daily Leave Daily Leave Monday and Thursday

STATIONS

NEEDLES

7.4

JAVA

6.8

IBIS

4.3

BANNOCK

4.8

HOMER

7.6

GOFFS

5.2

PIUTE

4.4

FENNER

7.5

ESSEX

4.1

ARIMO

4.4

DANBY

7.1

SIAM

6.3

CADIZ

6.9

BOLO

3.4

SALTUS

3.1

AMBOY

7.8

BAGDAD

4.1

TROJAN

3.2

SIBERIA

5.2

KLONDIKE

4.3

ASH HILL

6.7

LUDLOW

5.1

ARGOS

8.1

PISGAH

6.2

HECTOR

6.7

TROY

6.1

NEWBERRY

6.1

MINNEOLA

3.6

GALE

2.3

DAGGETT

4.0

NEBO

4.8

BARSTOW

5.05 PM

5.35 PM

7.05 AM

5.35 AM

(167.6)

7	23	19	21
Fast Mail Express	Grand Canyon Limited	The Chief	El Capitan
Leave Daily	Leave Daily	Leave Daily	Leave Monday and Thursday
PM 1.15	PM 12.40	AM 3.20	AM 2.05
1.30	12.56	3.35	2.22
1.42	1.09	3.47	2.35
1.51	1.19	3.56	2.44
2.00	1.29	4.04	2.53
2.14	1.44	4.18	3.08
2.19	1.50	4.23	3.13
2.23	1.56	4.27	3.18
2.31	2.05	4.34	3.24
2.35	2.10	4.38	3.28
2.40	2.16	4.42	3.32
2.48	2.24	4.49	3.38
2.58	2.40 <sup>s</sup>	4.57	3.44 <sup>s</sup>
3.06	2.51	5.04	3.50
3.13	3.00	5.09	3.56
3.21 <sup>23</sup>	3.21 <sup>17</sup>	5.16	4.03
3.25	3.31	5.22	4.08
3.31	3.39	5.27	4.13
3.41	3.52	5.37	4.23
3.50	4.01	5.46	4.32
3.57	4.10	5.52	4.39
4.05	4.18	5.58	4.46
4.13	4.34	6.09	4.56
4.19	4.44	6.18	5.02
4.26	4.53	6.25	5.08
4.33	5.02	6.31	5.13
4.40	5.10	6.38	5.18
4.49	5.19	6.46	5.24
4.55	5.25	6.54	5.28
5.05 PM	5.35 PM	7.05 AM	5.35 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday and Thursday

Average speed per hour..... (43.7) (33.6) (44.7) (47.8)

★NOTE. No. 203 will be operated only on the schedule due to leave Daggett on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 21 and 203 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 21 and 203 not less than ten minutes.

**SECOND DISTRICT**

**ARIZONA DIVISION**

WESTWARD							TIME TABLE	Mile Points	Ruling Grade Ascending	Ruling Grade Descending	Office of Communication and Booth Phones	Fuel, Water, Turn Tables and Wyes	Car Capacity of Sidings
FIRST CLASS													
17	3	207	203	1	237	223							
Super Chief	California Limited	PASSENGER	PASSENGER	The Scout	PASSENGER	PASSENGER	NO. 101						
November 12, 1944													
Leave Monday and Thursday	Leave Daily	Leave Daily	★See Note	Leave Daily	Leave Daily	Leave Daily	STATIONS						
AM 1:50	AM 1:35			AM 12:01			<b>NEEDLES</b>	578.0			O	FW TY	Yard
2:07	1:49			12:19			7.4 JAVA	585.6	78.7	0.0	B		103
2:20	2:01			12:32			6.8 IBIS	592.4	76.3	0.0	C	W	103
2:29	2:10			12:42			4.3 BANNOCK	596.7	76.2	0.0	B		103
2:38	2:19			12:55			4.8 HOMER	601.5	74.6	0.0	B		93
2:53	2:35			1:10			7.6 GOFFS	609.1	74.6	42.2	C	WY	103
2:58	2:41			1:15			5.2 PIUTE	614.3	0.0	52.8	B		
3:03	2:47			1:20			4.4 FENNER	618.7	0.0	52.8	B	W	108
3:09	2:57			1:30			7.5 ESSEX	626.2	0.0	52.8	C		60
3:13	3:03			1:36			4.1 ARIMO	630.3	0.0	52.8	B		
3:17 <sup>3</sup>	3:17 <sup>17</sup>			1:42			4.4 DANBY	634.7	0.0	52.8	B	W	103
3:23	3:28			1:52			7.1 SIAM	641.8	0.0	52.8	B		
3:29	3:44 <sup>21</sup>			2:10			6.3 CADIZ	648.1	0.0	48.0	C	FWY	103
3:35	3:54			2:21			6.9 BOLO	655.0	26.4	52.8	B		
							3.4 SALTUS	658.4	0.0	49.6	B		
3:41	4:02			2:30			3.1 AMBOY	661.5	0.0	15.8	C		103
3:48	4:12			2:40			7.8 BAGDAD	669.3	37.0	11.6	B		103
3:53	4:19			2:47			4.1 TROJAN	673.5	73.9	0.0	B		83
3:58	4:26			2:54			3.2 SIBERIA	676.7	73.9	0.0	B		103
4:08	4:39			3:04			5.2 KLONDIKE	682.0	73.9	0.0	B		68
4:17	4:51			3:16			4.3 ASH HILL	686.7	73.9	0.0	B	Y	103
4:24	5:01			3:26			6.7 LUDLOW	693.4	26.4	52.8	C	W	113
4:31	5:12			3:41			5.1 ARGOS	698.5	52.8	0.0	B		67
4:41	5:25			3:58			8.1 PISGAH	706.6	52.8	44.0	B		103
4:47	5:33			4:07			6.2 HECTOR	712.8	0.0	52.8	B		69
4:53	5:42			4:15			6.7 TROY	719.5	0.0	39.6	B		68
4:58	5:50			4:23			6.1 NEWBERRY	725.6	26.4	0.0	C	WY	103
5:03	5:58			4:32			6.1 MINNEOLA	731.7	26.4	0.0	B		103
		AM 6:00	AM 5:50		AM 4:00	AM 12:50	3.6 GALE	735.3	38.2	0.0	B		
5:09	6:07	6:00	5:50	4:42	4:00	12:50	2.3 DAGGETT	737.6	31.7	13.0	C		103
5:13	6:14	6:06	5:55	4:50	4:06	12:55	4.0 NEBO	741.6	31.7	31.7	B		64
5:20 AM	6:25 AM	6:15 AM	6:02 AM	5:00 AM	4:15 AM	1:05 AM	4.8 BARSTOW	746.4	31.7	31.7	C	FW TY	Yard
Arrive Monday and Thursday	Arrive Daily	Arrive Daily	★See Note	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)						
(47.8)	(34.7)	(35.2)	(48.0)	(33.6)	(35.2)	(35.2)	Average speed per hour						

★NOTE. No. 203 will be operated only on the schedule due to leave Daggett on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 21 and 203 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 21 and 203 not less than ten minutes.

Car Capacity of Siding	Fuel, Water, Turn Tables and Wyes	Office of Communication and Booth Phones	Ruling Grade Descending	Ruling Grade Ascending	Mile Posts	TIME TABLE NO. 101 November 12, 1944	EASTWARD						
							FIRST CLASS						
							8	24	224	22	20	204	18
							Fast Mail Express	Grand Canyon Limited	PASSENGER	EI Capitan	The Chief	PASSENGER	Super Chief
						STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	★See Note	Arrive Wednesday and Saturday
Yard	FW TY	O			578.0	NEEDLES	AM 5.52	AM 9.20		PM 5.55	PM 6.40		AM 12.18
103		B	78.7	0.0	585.6	7.4 JAVA	5.41	9.09		5.44	6.29		12.07
	W	B	76.3	0.0	592.4	6.8 IBIS	5.33	9.00		5.34	6.22		AM 11.58
103		B	76.2	0.0	596.7	4.3 BANNOCK	5.28	8.53		5.29	6.17		11.53
		B	74.6	0.0	601.5	4.8 HOMER	5.24	8.47		5.24	6.13		11.49
103	WY	C	74.6	42.2	609.1	7.6 GOFFS	5.16	8.38		5.16	6.05		11.41
87		B	0.0	52.8	614.3	5.2 PIUTE	5.09	8.28		5.09	5.57		11.34
103	W	B	0.0	52.8	618.7	4.4 FENNER	5.03	8.21		5.02	5.51		11.28
103		B	0.0	52.8	626.2	7.5 ESSEX	4.53	8.09		4.52	5.43		11.17
86		B	0.0	52.8	630.3	4.1 ARIMO	4.48	8.03		4.47	5.39		11.12
111	W	B	0.0	52.8	634.7	4.4 DANBY	4.42	7.56		4.42	5.34		11.07
88		B	0.0	52.8	641.8	7.1 SIAM	4.34	7.46		4.33	5.27		10.58
103	FWY	C	0.0	48.0	648.1	6.3 CADIZ	4.26	7.35		4.27	5.21		10.52
87		B	26.4	52.8	655.0	6.9 BOLO	4.18	7.24		4.22	5.14		10.47
47		B	0.0	49.6	658.4	3.4 SALTUS							
103		C	0.0	15.8	661.5	3.1 AMBOY	4.12	7.16		4.17	5.08		10.42
96		B	35.9	11.6	669.3	7.8 BAGDAD	4.05	7.07		4.12	5.01		10.37
		B	73.9	0.0	673.5	4.1 TROJAN	4.01	7.03		4.08	4.58		10.34
103		B	73.9	0.0	676.7	3.2 SIBERIA	3.58	6.59		4.05	4.55		10.31
			121.4	0.0	682.0	4.1 SOUTH KLONDIKE	3.54	6.54		4.01	4.51		10.27
103	Y	B	75.8	0.0	686.7	3.5 ASH HILL	3.50	6.50		3.58	4.48		10.23
97	W	O	26.4	52.8	693.4	6.7 LUDLOW	3.43	6.42		3.51	4.42		10.17
88		B	52.8	0.0	698.5	5.1 ARGOS	3.37	6.36		3.45	4.37		10.11
103		B	52.8	52.8	706.6	3.1 PISGAH	3.29	6.27		3.37	4.29		10.04
69		B	0.0	52.8	712.8	6.2 HECTOR	3.21	6.18		3.31	4.23		9.58
88		B	0.0	39.6	719.5	6.7 TROY	3.14	6.10		3.26	4.16		9.53
103	WY	C	26.8	0.0	725.6	5.1 NEWBERRY	3.09	6.04		3.21	4.11		9.49
88		B	26.4	0.0	731.7	6.1 MINNEOLA	3.04	5.58		3.17	4.06		9.45
63		B	38.2	0.0	735.3	3.6 GALE							
100		O	31.7	13.0	737.6	2.3 DAGGETT	2.58	5.52	PM 12.50	3.12	4.01	PM 8.05	9.41
67		B	31.7	31.7	741.6	4.0 NEBO	2.52	5.47	12.43	3.08	3.56	8.01	9.38
Yard	FW TY	O	31.7	31.7	746.4	4.8 BARSTOW	2.45 AM	5.40 AM	12.35 PM	3.02 PM	3.50 PM	7.55 PM	9.32 PM
						(165.7)	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	★See Note	Leave Tuesday and Friday
Average speed per hour . . . . .							(53.2)	(45.2)	(35.2)	(57.5)	(58.5)	(52.8)	(59.9)

★NOTE. No. 204 will be operated only on the schedule due to leave Barstow on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and last day of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18, 22 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18, 22 and 204 not less than ten minutes.

**SECOND DISTRICT**

**ARIZONA DIVISION**

**EASTWARD**

**FIRST CLASS**

**TIME TABLE**

NO. 101

November 12, 1944

**STATIONS**

**NEEDLES**

**SOUTH KLONDIKE**

**BARSTOW**

4	238	2	208
California Limited	PASSENGER	The Scout	PASSENGER
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
AM 2:50		AM 3:20	
2:36		3:09	
2:26		3:01	
2:19		2:55	
2:14		2:49	
2:05		2:40	
1:56		2:31	
1:48		2:23	
1:35		2:12	
1:28		2:05	
1:20		1:57	
1:10		1:46	
1:00		1:35	
12:50		1:23	
12:43		1:16	
12:36		1:07	
12:28		1:02	
12:23		12:58	
12:20		12:53	
12:16		12:49	
12:12		12:41	
12:04		12:35	
AM 11:58		12:27	
11:49		12:19	
11:41		12:11	
11:33		12:05	
11:27		AM 11:58	
11:20			
	PM 11:40	11:51	PM 11:59
	11:07	11:47	11:52
	11:00	11:40	11:45
	PM 11:25	PM 11:40	PM 11:45
Leave Daily	Leave Daily	Leave Daily	Leave Daily

(43.2) (35.2) (45.2) (35.2) ..... Average speed per hour

★NOTE. No. 204 will be operated only on the schedule due to leave Barstow on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and last day of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18, 22 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18, 22 and 204 not less than ten minutes.

**PARKER DISTRICT**

**WESTWARD**

**TIME TABLE**

**EASTWARD**

NO. 101

November 12, 1944

**STATIONS**

**PARKER**

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		FIRST CLASS	NO. 101	FIRST CLASS		
		117	NO. 101	118		
		PASSENGER	November 12, 1944	PASSENGER		
		Leave Daily		Arrive Daily		
Yard		PM 9:35		AM 5:35	105.8	
Spur	31.7	f 9:41	1.5	f 5:27	107.3	0.0
24	31.7	9:53	6.8	f 5:15	114.1	31.7
18	31.7	f 10:05	5.9	f 5:03	120.0	0.0
41	31.7	f 10:21	11.6	f 4:42	131.6	0.0
45	10.5	10:35	8.8	f 4:25	140.4	21.1
		10:50	3.6	s 4:10	144.0	31.7
89	0.0	f 11:00	7.0	f 4:01	151.0	30.6
58	0.0	11:12	4.8	3:47	155.8	31.7
29	0.0	f 11:22	8.3	f 3:37	164.1	5.8
29	31.7	f 11:37	5.1	f 3:21	169.2	0.0
59	31.7	11:46	4.4	3:11	178.6	14.8
29	31.7	f 11:55	6.0	f 3:02	179.6	31.7
30	15.8	f 12:05	5.5	f 2:50	185.1	31.7
29	23.2	12:14	5.4	2:40	190.5	31.7
72	31.7	12:30		2:30		
		AM		AM		
		Arrive Daily	(84.7)	Leave Daily		

(31.8) ..... Average speed per hour ..... (30.0)

At Cadiz, Nos. 117 and 118 have no time table superiority between east wye switch, Parker District, and station.

No. 117 is superior to No. 118.

Fuel, water and wye at Parker and Cadiz; water at Vidal and Saltmarsh; water and wye at Rice.

Office of Communication at Parker, Rice, and Cadiz; booth phones at all sidings.

**ARVIN DISTRICT**

**WESTWARD**

**TIME TABLE**

**EASTWARD**

NO. 101

November 12, 1944

**STATIONS**

Ruling Grade Ascending	Miles from Magunden	WESTWARD	TIME TABLE	EASTWARD	Ruling Grade Ascending
			NO. 101		
			NO. 101		
			November 12, 1944		
39.6			ARVIN	16.5	0.0
42.2			2.4	14.1	37.0
			GIFFEN JCT.	12.2	42.2
0.0			1.9	10.2	43.3
0.0			DI GIORGIO	8.0	43.3
0.0			2.0	0.3	43.3
0.0			RIBIER	0.0	43.3
0.0			2.2		
0.0			LAMONT		
0.0			7.7		
0.0			ALGOSO		
			0.3		
			MAGUNDEN		
			(16.5)		

No switch lights on Arvin District.

Wye at Arvin.

Car capacity of sidings: Arvin, 16; Di Giorgio, 36; Ribier, 63.

THIRD DISTRICT

Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 101 November 12, 1944	EASTWARD		Mile Posts	Ruling Grade Ascending	Office of Communication and Booth Phones
			FIRST CLASS			FIRST CLASS				
			23	1		24	2			
			Grand Canyon Limited	The Scout		Grand Canyon Limited	The Scout			
Yard	FW TY	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
		84.3	PM 6.10	AM 7.40	BARSTOW	AM 4.55	PM 10.20	746.4		O
219		12.1			HUTT			749.6	0.0	O
88		5.3	6.18	7.47	MACE	4.42	10.09	752.0	0.0	B
108	W	5.3	f 6.26	f 7.54	HINKLEY	f 4.32	10.01	757.0	7.7	O
67		31.7	6.33	8.00	EADS	4.22	9.53	762.0	24.5	B
94		34.3	6.39	8.05	HAWES	4.13	9.45	766.7	0.0	O
94		34.3	6.47	8.12	JIMGREY	4.04	9.36	772.3	12.2	B
109		28.1	6.57	f 8.23	KRAMER	3.52	9.24	780.1	12.2	B
68	Y	24.3	f 7.04	f 8.30	BORON	f 3.43	9.18	784.4	29.0	O
94		0.0	7.10	8.36	RICH	3.35	9.11	788.7	35.4	B
68		0.0	7.16	8.42	SILT	3.27	9.03	793.4	34.8	B
115	WY	23.2	s 7.28	s 8.56	MUROO	f 3.20	f 8.55	797.8	6.6	O
68		21.1	7.34	9.02	FLUHR	3.06	8.38	802.7	0.0	B
94		21.1	7.40	9.09	BISSELL	2.59	8.29	807.6	0.0	O
94		29.6	7.46	9.17	SANBORN	2.50	8.20	813.0	0.0	B
Yard	FW TY	50.2	7.55 PM	9.30 AM	MOJAVE	2.40 AM	8.10 PM	818.2	0.0	O
			Arrive Daily	Arrive Daily	(71.4)	Leave Daily	Leave Daily			

(40.8) (38.9) ..... Average speed per hour ..... (31.7) (32.0)

Rule 711: Between West Tower Barstow and Signal 7492, located west end of siding Hutt, trains will be operated by signal indication which will be authority for train movement and supersede time table superiority but will not dispense with the use or observance of other rules. Siding signs located on Signals 7482 and 7492 will display an illuminated letter "S" when trains are to take siding at location of siding signs. When Signals 7492, 7481 and 7482 are in stop position, trains or engines on main track may proceed in accordance with Rule 830 (a).

When interlocking signals located east end Hutt siding are found in stop position, a member of the crew will call towerman on telephone located in box near switch and be governed by instructions.

RIPLEY DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 101 November 12, 1944	EASTWARD		Mile Posts	Ruling Grade Ascending
		SECOND CLASS			SECOND CLASS			
		25	26					
		MIXED	MIXED					
Leave Daily Ex. Monday	STATIONS	Arrive Daily Ex. Monday						
45	83.4	AM 4.45	RICE	AM 2.00	0.0			
9	0.0		STYX		16.5			
30	0.0	s 5.45 6.00	MIDLAND	s 12.01 AM	17.8			
18	0.0	6.10	COX	f 10.20	20.4			
Spur 12	0.0		INCA		22.6			
Spur 6	0.0		MESAVILLE		38.8			
18	0.0	6.55	TOSCO	f 9.50	35.9			
	5.3		FERTILLA		37.0			
Yard	10.6	7.30 AM	BLYTHE	9.30 PM	42.2			
Spur 8	7.4		MILLER FARMS		44.9			
	42.8		RIPLEY		49.6			
		Arrive Daily Ex. Monday	(49.6)	Leave Daily Ex. Sunday				

(21.1) ..... Average speed per hour ..... (17.5)

No switch lights on Ripley District.  
Water and wye at Blythe.  
Office of Communication at Midland and Blythe.



## ALL DISTRICTS

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

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

3. Rule 1 (B): Standard clocks are located at Seligman, Needles, Barstow (telegraph and roundhouse foreman's offices), Bakersfield, and Parker.

Rule 3: Crews of Union Pacific trains, having complied with that Company's time regulations, may proceed over joint track.

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

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

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

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

6. Rule 82 (A): Bulletin boards and books are located at Seligman, Kingman, Needles, Cadiz, Ludlow, Barstow, Mojave, Bakersfield, Parker and Rice.

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

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

At Barstow: Eastward Union Pacific trains are relieved from the provisions of Rule 83 (A) as amended.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except at Seligman, trains 17, 18, 21 and 22, and at Barstow, trains 17, 18, 21, 22, 203 and 204 may register by Form 903.

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

9. Rule 93: Yard limits are located at Seligman, Yampai, Hackberry, Kingman, Needles, Goffs, Cadiz, Ash Hill, Ludlow, Barstow, Mojave, Magunden-Algoso, Parker, Earp, Ripley-Blythe, Midland, Rice and Freda.

Within the following limits there is no superiority of trains;

all trains and engines must move at restricted speed; responsibility for accident will rest with the approaching train:

Barstow: Between west tower and automatic block signal 7453.

Second class, extra trains, and yard engines moving under these provisions will be expected to avoid delay to first class trains.

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

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

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

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

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

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

No train will leave Rice or Blythe, except when office closed, without receiving clearance card.

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

14. Rule 221: The second paragraph is abrogated.

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

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

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

16. Rule 310: Following is list of structures:

Colorado River Bridge at Topock.

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

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."

California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

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

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

**SPEED LIMITATIONS**

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

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

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH.

Trains moving against the current of traffic on double track will reduce speed to twenty miles per hour around sharp curves, approaching and passing over spring switches and where view is obscured, and use whistle freely.

Trains handling wrecking derricks, steam shovels, pile-drivers 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 and Parker Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule 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 Includes	All Locomotives Except Mountain Types Includes
0-4-0	2-6-2	2-10-0	4-8-2	4-4-0
0-6-0	2-8-0	2-10-2	4-8-4	4-4-2
0-8-0	2-8-2	2-10-4		4-6-0
2-6-0	2-8-4			4-6-2
				4-6-4

**SPRING SWITCHES**

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

**SPEED LIMIT 10 MILES PER HOUR:**

Seligman ..... Switch leading from west end yard to eastward main track and through crossover from eastward to westward main tracks, (east switch normally lined for crossover).

**SPEED LIMIT 15 MILES PER HOUR:**

Yampai ..... East end, eastward siding  
 Hackberry ..... East end, eastward siding  
 Yucca ..... West end, westward siding  
 Needles ..... West end, west switch freight lead  
 Goffs ..... East end, eastward siding  
 Fenner ..... East end, eastward siding  
 Cadiz ..... East end, eastward siding  
 Daggett ..... West end, westward siding  
 Hutt ..... West end siding

**SPEED LIMIT—PASSENGER, 25 MPH; FREIGHT, 20 MPH:**

Seligman ..... East switch of crossover from eastward to westward main track (eastward main line trains only).

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

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

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

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

Rules 875-876: In addition, eastward freight trains must stop and make the prescribed test at Ash Hill.

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

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

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

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

SPEED RESTRICTIONS

LOCATION	Passenger			Freight			LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.		Miles per Hr.	Time per Mile Min.	Time per Mile Sec.	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.
First District .....	100	..	36	50	1	12	Curve M.P. 465.3 to 465.4 Eastward..	65	..	55	50	1	12
Second District .....	100	..	36	50	1	12	Curve M.P. 466.1 to 466.3 Westward..	80	..	45	40	1	30
Third District .....	70	..	51	50	1	12	Curve M.P. 466.1 to 466.3 Eastward..	65	..	55	50	1	12
Parker District .....	55	1	05	40	1	30	Curve M.P. 466.6 to 466.8 Westward..	80	..	45	40	1	30
Ripley District .....	30	2	00	30	2	00	Curve M.P. 466.6 to 466.8 Eastward..	65	..	55	50	1	12
Arvin District .....	25	2	24	25	2	24	Curve M.P. 467.8 to 468.2 Westward..	80	..	45	40	1	30
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).													
*Track Chino to M.P. 436.7 West .....	..	..	..	50	1	12	Curve M.P. 467.8 to 468.2 Eastward..	65	..	55	50	1	12
Track Yampai to Nelson West .....	..	..	..	30	2	00	Curve M.P. 468.4 to 468.7 Westward..	65	..	55	50	1	12
Track Truxton to M.P. 482.0 West .....	..	..	..	30	2	00	Curve M.P. 469.0 to 469.3 Westward..	50	1	12	40	1	30
*Track Antares to Walapai West .....	..	..	..	50	1	12	Curve M.P. 469.0 to 469.3 Eastward..	45	1	20	45	1	20
Track Louise to McConnico West .....	..	..	..	24	2	30	Curve M.P. 469.5 to 469.8 Westward..	50	1	12	40	1	30
Track McConnico to Franconia West .....	..	..	..	30	2	00	Curve M.P. 469.5 to 469.8 Eastward..	45	1	20	45	1	20
*Track McConnico to Topock West .....	..	..	..	45	1	20	Curve M.P. 469.9 to 470.1 Westward..	50	1	12	40	1	30
Track Goffs to Needles East .....	60	1	00	24	2	30	Curve M.P. 469.9 to 470.1 Eastward..	45	1	20	45	1	20
Track Ash Hill to Siberia East .....	..	..	..	20	3	00	Curve M.P. 470.2 to 470.4 Westward..	50	1	12	40	1	30
Track Vidal to Earp .....	45	1	20	36	1	40	Curve M.P. 470.2 to 470.4 Eastward..	55	1	05	50	1	12
Track Blythe to Ripley .....	20	3	00	20	3	00	Curve M.P. 471.7 to 471.9 Westward..	80	..	45	40	1	30
*Indicates freight diesel trains with dynamic brakes operative.													
<b>FIRST DISTRICT</b>													
Curve M.P. 429.7 to 429.9 .....	90	..	40	50	1	12	Curve M.P. 472.0 to 472.6 Westward..	80	..	45	40	1	30
Curve M.P. 432.8 to 433.2 Westward..	90	..	40	40	1	30	Curve M.P. 472.0 to 472.6 Eastward..	75	..	48	50	1	12
Curve M.P. 432.7 to 433.1x Eastward..	85	..	42	50	1	12	Curve M.P. 473.1 to 473.1 Westward..	90	..	38	40	1	30
Curve M.P. 433.2 to 434.7x Eastward..	90	..	40	50	1	12	Curve M.P. 473.0 to 473.1 Eastward..	90	..	40	50	1	12
Curve M.P. 433.9 to 434.4 Westward..	90	..	40	40	1	30	Curve M.P. 474.2 to 474.4 Westward..	95	..	38	40	1	30
Curve M.P. 434.6 to 434.9 Westward..	90	..	40	40	1	30	Curve M.P. 474.2 to 474.4 Eastward..	90	..	40	50	1	12
Curve M.P. 444.0 to 444.2 .....	85	..	42	50	1	12	Curve M.P. 474.9 to 475.3 Westward..	95	..	38	40	1	30
Curve M.P. 447.4 to 447.6 Westward..	70	..	51	50	1	12	Curve M.P. 474.9 to 475.3 Eastward..	80	..	45	50	1	12
Curve M.P. 447.4 to 447.6 Eastward..	90	..	40	40	1	30	Curve M.P. 475.5 to 476.1 Westward..	95	..	38	40	1	30
Curve M.P. 447.7 to 447.9 Westward..	70	..	51	50	1	12	Curve M.P. 475.5 to 476.1 Eastward..	80	..	45	50	1	12
Curve M.P. 447.7 to 447.9 Eastward..	90	..	40	40	1	30	Curve M.P. 477.0 to 477.7 Westward..	85	..	42	50	1	12
Curve M.P. 448.3 to 448.7 Westward..	60	1	..	50	1	12	Curve M.P. 477.7 to 477.8 Eastward..	65	..	55	50	1	12
Curve M.P. 448.3 to 448.7 Eastward..	60	1	..	40	1	30	Curve M.P. 477.7 to 477.8 Westward..	85	..	42	50	1	12
Curve M.P. 449.0 to 449.2 Westward..	60	1	..	50	1	12	Curve M.P. 478.2 to 478.3 Eastward..	65	..	55	50	1	12
Curve M.P. 449.0 to 449.2 Eastward..	60	1	..	40	1	30	Curve M.P. 478.2 to 478.3 Westward..	60	1	..	30	2	..
Curve M.P. 449.5 to 449.8 Westward..	60	1	..	50	1	12	Curve M.P. 479.0 to 479.2 Eastward..	55	1	05	35	1	43
Curve M.P. 449.5 to 449.8 Eastward..	60	1	..	40	1	30	Curve M.P. 479.0 to 479.2 Westward..	45	1	20	30	2	..
Curve M.P. 450.1 to 450.2 .....	35	1	43	24	2	30	Curve M.P. 479.4 to 479.5 Eastward..	30	2	..	30	2	..
Curve M.P. 450.3 to 450.4 .....	35	1	43	24	2	30	Curve M.P. 479.5 to 480.0 .....	30	2	..	30	2	..
Curve M.P. 450.5 to 450.7 .....	35	1	43	24	2	30	Curve M.P. 480.1 to 480.3 .....	30	2	..	30	2	..
Curve M.P. 450.7 to 451.2 .....	35	1	43	24	2	30	Curve M.P. 480.1 to 480.6 .....	30	2	..	30	2	..
Curve M.P. 451.2 to 451.4 .....	35	1	43	24	2	30	Curve M.P. 480.6 to 481.0 .....	30	2	..	30	2	..
Curve M.P. 451.5 to 451.8 Westward..	55	1	05	30	2	..	Curve M.P. 481.2 to 481.6 Westward..	55	1	05	30	2	..
Curve M.P. 451.5 to 451.8 Eastward..	40	1	30	40	1	30	Curve M.P. 481.2 to 481.6 Eastward..	55	1	05	50	1	12
Curve M.P. 451.8 to 452.0 Eastward..	40	1	30	40	1	30	Curve M.P. 481.9 to 482.0 Westward..	75	..	48	40	1	30
Curve M.P. 451.9 to 452.1 Westward..	65	..	55	30	2	..	Curve M.P. 481.9 to 482.0 Eastward..	55	1	05	50	1	12
Curve M.P. 452.9 to 453.2 Westward..	60	1	..	30	2	..	Curve M.P. 482.1 to 482.5 Westward..	75	..	48	40	1	30
Curve M.P. 452.9 to 453.2 Eastward..	55	1	05	50	1	12	Curve M.P. 482.1 to 482.5 Eastward..	55	1	05	50	1	12
Curve M.P. 454.2 to 454.4 Westward..	60	1	..	30	2	..	Curve M.P. 483.3 to 483.5 Westward..	85	..	42	40	1	30
Curve M.P. 454.2 to 454.4 Eastward..	65	..	55	50	1	12	Curve M.P. 483.3 to 483.5 Eastward..	70	..	51	50	1	12
Curve M.P. 455.1 to 455.2 Westward..	60	1	..	30	2	..	Curve M.P. 483.6 to 483.9 Westward..	85	..	42	40	1	30
Curve M.P. 455.1 to 455.2 Eastward..	65	..	55	50	1	12	Curve M.P. 483.6 to 483.9 Eastward..	70	..	51	50	1	12
Curve M.P. 455.5 to 455.6 Westward..	50	1	12	30	2	..	Curve M.P. 485.0 to 485.5 Westward..	85	..	42	40	1	30
Curve M.P. 455.5 to 455.6 Eastward..	50	1	12	50	1	12	Curve M.P. 485.0 to 485.5 Eastward..	70	..	51	50	1	12
Curve M.P. 455.7 to 456.1 Westward..	50	1	12	30	2	..	Curve M.P. 486.1 to 486.9 Westward..	85	..	42	40	1	30
Curve M.P. 455.7 to 456.1 Eastward..	50	1	12	50	1	12	Curve M.P. 486.1 to 486.9 Eastward..	70	..	51	50	1	12
Curve M.P. 456.6 to 456.8 Westward..	50	1	12	30	2	..	Curve M.P. 487.0 to 487.3 Westward..	85	..	42	40	1	30
Curve M.P. 456.6 to 456.8 Eastward..	45	1	20	45	1	20	Curve M.P. 487.0 to 487.3 Eastward..	70	..	51	50	1	12
Curve M.P. 456.9 to 457.2 Westward..	50	1	12	30	2	..	Curve M.P. 487.6 to 487.9 Westward..	85	..	42	40	1	30
Curve M.P. 456.9 to 457.2 Eastward..	45	1	20	45	1	20	Curve M.P. 487.6 to 487.9 Eastward..	70	..	51	50	1	12
Curve M.P. 457.3 to 457.6 Westward..	50	1	12	30	2	..	Curve M.P. 488.2 to 488.6 Westward..	85	..	42	40	1	30
Curve M.P. 457.3 to 457.6 Eastward..	45	1	20	45	1	20	Curve M.P. 488.2 to 488.6 Eastward..	70	..	51	50	1	12
Curve M.P. 457.9 to 458.2 Westward..	50	1	12	30	2	..	Curve M.P. 488.7 to 488.8 Westward..	85	..	42	40	1	30
Curve M.P. 457.9 to 458.2 Eastward..	45	1	20	45	1	20	Curve M.P. 488.7 to 488.8 Eastward..	70	..	51	50	1	12
Curve M.P. 458.4 to 458.5 Westward..	45	1	20	45	1	20	Curve M.P. 489.8 to 490.2 Westward..	85	..	42	40	1	30
Curve M.P. 458.4 to 458.5 Eastward..	45	1	20	45	1	20	Curve M.P. 489.8 to 490.2 Eastward..	85	..	42	50	1	12
Curve M.P. 458.6 to 458.8 Westward..	50	1	12	30	2	..	Curve M.P. 492.7 to 493.0 Westward..	95	..	38	50	1	12
Curve M.P. 458.6 to 458.8 Eastward..	45	1	20	45	1	20	Curve M.P. 492.7 to 493.0 Eastward..	90	..	40	50	1	12
Curve M.P. 459.2x to 459.4x Westward..	50	1	12	30	2	..	Curve M.P. 493.8 to 495.7 Westward..	95	..	38	50	1	12
Curve M.P. 459.2x to 459.4x Eastward..	45	1	20	45	1	20	Curve M.P. 493.8 to 495.7 Eastward..	90	..	40	50	1	12
Curve M.P. 459.5x to 459.7x Westward..	50	1	12	30	2	..	Curve M.P. 497.0 to 497.4 Westward..	95	..	38	50	1	12
Curve M.P. 459.5x to 459.7x Eastward..	45	1	20	45	1	20	Curve M.P. 497.0 to 497.4 Eastward..	90	..	40	50	1	12
Curve M.P. 459.9x to 460.0x Westward..	45	1	20	45	1	20	Curve M.P. 498.9 to 499.1 Westward..	95	..	38	50	1	12
Curve M.P. 459.9x to 460.0x Eastward..	50	1	12	30	2	..	Curve M.P. 498.9 to 499.1 Eastward..	90	..	40	50	1	12
Curve M.P. 460.1 to 460.2 Westward..	50	1	12	30	2	..	Curve M.P. 514.1 to 514.5 Westward..	70	..	51	50	1	12
Curve M.P. 460.1 to 460.2 Eastward..	50	1	12	30	2	..	Curve M.P. 514.4 to 514.7 Westward..	75	..	48	24	2	30
Curve M.P. 460.6 to 460.7 Westward..	60	1	..	50	1	12	Curve M.P. 515.3x to 516.2x Eastward..	55	1	05	50	1	12
Curve M.P. 460.6 to 460.7 Eastward..	65	..	55	40	1	30	Curve M.P. 516.3x to 516.7x Eastward..	40	1	30	40	1	30
Curve M.P. 460.8 to 461.3 Westward..	60	1	..	50	1	12	Kingman St. Xing M.P. 516.7x to						
Curve M.P. 460.8 to 461.3 Eastward..	65	..	55	40	1	30	516.7x Eastward .....	24	2	30	24	2	30
Curve M.P. 461.8 to 461.9 Westward..	60	1	..	50	1	12	Curve M.P. 516.9x to 517.2x Eastward..	40	1	30	40	1	30
Curve M.P. 461.8 to 461.9 Eastward..	65	..	55	40	1	30	Curve M.P. 517.4x to 517.5x Eastward..	40	1	30	40	1	30
Curve M.P. 462.1 to 462.7 Westward..	65	..	55	40	1	30	Curve M.P. 517.5x to 517.6x Eastward..	40	1	30	40	1	30
Curve M.P. 462.1 to 462.7 Eastward..	60	1	..	50	1	12	Curve M.P. 517.8x to 518.0x Eastward..	4					

SPEED RESTRICTIONS

LOCATION	Passenger			Freight			LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.		Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
Curve M.P. 525.0x to 525.2x Eastward	60	1	..	50	1	12	Curve M.P. 583.3 to 583.6 Westward	55	1	05	50	1	12
Curve M.P. 525.4x to 525.9x Eastward	60	1	..	50	1	12	Curve M.P. 583.3 to 583.6 Westward	55	1	05	50	1	12
Curve M.P. 526.4x to 526.7x Eastward	70	..	51	50	1	12	Curve M.P. 583.9 to 584.1 Westward	60	1	..	24	2	30
Curve M.P. 515.1 to 515.7 Westward	50	1	12	24	2	30	Curve M.P. 583.9 to 584.1 Eastward	60	1	..	24	2	30
Curve M.P. 516.2 to 516.4 Westward	50	1	12	24	2	30	Curve M.P. 584.4 to 584.5 Westward	55	1	05	50	1	12
Kingman St. Xing M.P. 516.5 to 516.5 Westward	24	2	30	24	2	30	Curve M.P. 584.4 to 584.5 Eastward	60	1	..	24	2	30
Curve M.P. 516.7 to 516.8 Westward	50	1	12	24	2	30	Curve M.P. 584.9 to 585.2 Westward	55	1	05	50	1	12
Curve M.P. 516.8 to 517.1 Westward	45	1	20	24	2	30	Curve M.P. 584.9 to 585.2 Eastward	60	1	..	24	2	30
Curve M.P. 517.6 to 517.8 Westward	45	1	20	24	2	30	Curve M.P. 585.8 to 586.2 Westward	55	1	05	50	1	12
Curve M.P. 518.0 to 518.1 Westward	45	1	20	24	2	30	Curve M.P. 585.8 to 586.2 Eastward	60	1	..	24	2	30
Curve M.P. 518.3 to 518.7 Westward	45	1	20	24	2	30	Curve M.P. 586.4 to 586.5 Westward	55	1	05	50	1	12
Curve M.P. 518.8 to 518.9 Westward	60	1	..	24	2	30	Curve M.P. 586.4 to 586.5 Eastward	60	1	..	24	2	30
Curve M.P. 519.7 to 520.1 Westward	90	..	40	24	2	30	Curve M.P. 586.8 to 586.9 Westward	55	1	05	50	1	12
Curve M.P. 520.2 to 520.4 Westward	90	..	40	24	2	30	Curve M.P. 586.8 to 586.9 Eastward	60	1	..	24	2	30
Curve M.P. 522.5 to 522.8 Westward	90	..	40	30	2	..	Curve M.P. 587.1 to 587.2 Westward	55	1	05	50	1	12
Curve M.P. 523.0 to 523.2 Westward	90	..	40	30	2	..	Curve M.P. 587.1 to 587.2 Eastward	40	1	30	24	2	30
Curve M.P. 523.9 to 524.3 Westward	90	..	40	30	2	..	Curve M.P. 587.3 to 587.5 Westward	35	1	43	35	1	43
Curve M.P. 524.7 to 524.8 Westward	90	..	40	30	2	..	Curve M.P. 587.3 to 587.5 Eastward	40	1	30	24	2	30
Curve M.P. 525.4 to 525.7 Westward	90	..	40	30	2	..	Curve M.P. 587.9 to 587.9 Westward	35	1	43	35	1	43
Curve M.P. 542.1 to 542.6 Eastward	90	..	40	50	1	12	Curve M.P. 587.9 to 587.9 Eastward	40	1	30	24	2	30
Curve M.P. 543.7 to 545.2 Eastward	90	..	40	50	1	12	Curve M.P. 588.1 to 588.3 Westward	55	1	05	50	1	12
Curve M.P. 545.8 to 546.6 Eastward	90	..	40	50	1	12	Curve M.P. 588.1 to 588.3 Eastward	60	1	..	24	2	30
Curve M.P. 547.0 to 547.2 Eastward	90	..	40	50	1	12	Curve M.P. 588.6 to 588.6 Westward	55	1	05	50	1	12
Curve M.P. 547.8 to 548.1 Eastward	75	..	48	50	1	12	Curve M.P. 588.4 to 588.6 Eastward	60	1	..	24	2	30
Curve M.P. 547.8 to 548.1 Westward	95	..	38	30	2	..	Curve M.P. 589.0 to 589.2 Westward	55	1	05	50	1	12
Curve M.P. 548.6 to 548.8 Westward	95	..	38	30	2	..	Curve M.P. 589.0 to 589.2 Eastward	60	1	..	24	2	30
Curve M.P. 548.6 to 548.8 Eastward	75	..	48	50	1	12	Curve M.P. 589.9 to 590.3 Westward	65	..	55	50	1	12
Curve M.P. 549.6 to 549.7 Westward	95	..	38	30	2	..	Curve M.P. 589.9 to 590.3 Eastward	60	1	..	24	2	30
Curve M.P. 549.6 to 549.7 Eastward	75	..	48	50	1	12	Curve M.P. 591.4 to 591.5 Westward	65	..	55	50	1	12
Curve M.P. 550.5 to 550.7 Westward	90	..	40	30	2	..	Curve M.P. 591.4 to 591.5 Eastward	60	1	..	24	2	30
Curve M.P. 550.5 to 550.7 Eastward	75	..	48	50	1	12	Curve M.P. 592.3 to 592.3 Westward	65	..	55	50	1	12
Curve M.P. 551.1 to 551.4 Westward	90	..	40	30	2	..	Curve M.P. 592.3 to 592.4 Westward	65	..	55	50	1	12
Curve M.P. 551.1 to 551.4 Eastward	75	..	48	50	1	12	Curve M.P. 592.4 to 592.4 Westward	65	..	55	50	1	12
Curve M.P. 552.3 to 552.6 Westward	90	..	40	30	2	..	Curve M.P. 592.7 to 593.0 Westward	65	..	55	50	1	12
Curve M.P. 552.3 to 552.6 Eastward	75	..	48	50	1	12	Curve M.P. 592.7 to 593.0 Eastward	60	1	..	24	2	30
Curve M.P. 554.7 to 554.8 Westward	95	..	38	40	1	30	Curve M.P. 593.3 to 593.8 Westward	45	1	20	45	1	20
Curve M.P. 554.7 to 554.8 Eastward	65	..	55	50	1	12	Curve M.P. 593.3 to 593.8 Eastward	45	1	20	24	2	30
Curve M.P. 560.2 to 560.6 Eastward	80	..	45	50	1	12	Curve M.P. 594.8 to 595.1 Westward	55	1	05	50	1	12
Curve M.P. 562.3 to 562.7 Westward	50	1	12	50	1	12	Curve M.P. 594.8 to 595.1 Eastward	60	1	..	24	2	30
Curve M.P. 562.3 to 562.7 Eastward	60	1	..	50	1	12	Curve M.P. 595.6 to 595.8 Westward	65	..	55	50	1	12
Curve M.P. 562.8 to 563.0 .....	50	1	12	50	1	12	Curve M.P. 595.6 to 595.8 Eastward	60	1	..	24	2	30
Curve M.P. 563.1 to 563.2 .....	50	1	12	50	1	12	Curve M.P. 596.5 to 596.9 Westward	65	..	55	50	1	12
Curve M.P. 563.5 to 563.7 .....	50	1	12	50	1	12	Curve M.P. 596.5 to 596.9 Eastward	60	1	..	24	2	30
Curve M.P. 564.6 to 564.7 .....	50	1	12	50	1	12	Curve M.P. 597.0 to 597.2 Westward	65	..	55	50	1	12
Curve M.P. 564.9 to 565.0 .....	50	1	12	50	1	12	Curve M.P. 597.0 to 597.2 Eastward	60	1	..	24	2	30
Curve M.P. 565.1 to 565.2 .....	50	1	12	50	1	12	Curve M.P. 597.8 to 598.0 Westward	65	..	55	50	1	12
Curve M.P. 565.5 to 565.7 Westward	50	1	12	50	1	12	Curve M.P. 597.8 to 598.0 Eastward	60	1	..	24	2	30
Curve M.P. 565.5 to 565.7 Eastward	40	1	30	40	1	30	Curve M.P. 598.2 to 598.5 Westward	65	..	55	50	1	12
Colorado River Bridge M.P. 566.0 to 566.2 .....	10	6	..	10	6	..	Curve M.P. 598.2 to 598.5 Eastward	60	1	..	24	2	30
Curve M.P. 566.2 to 566.5 .....	10	6	..	10	6	..	Curve M.P. 598.8 to 599.0 Westward	65	..	55	50	1	12
Curve M.P. 566.5 to 566.7 Westward	35	1	43	35	1	43	Curve M.P. 598.8 to 599.0 Eastward	60	1	..	24	2	30
Curve M.P. 566.5 to 566.7 Eastward	55	1	05	40	1	30	Curve M.P. 599.3 to 599.5 Westward	65	..	55	50	1	12
Curve M.P. 566.8 to 567.4 Westward	55	1	05	50	1	12	Curve M.P. 599.3 to 599.5 Eastward	60	1	..	24	2	30
Curve M.P. 566.8 to 567.4 Eastward	55	1	05	40	1	30	Curve M.P. 600.3 to 600.6 Westward	65	..	55	50	1	12
Curve M.P. 567.6 to 567.9 Westward	70	..	51	50	1	12	Curve M.P. 600.3 to 600.6 Eastward	60	1	..	24	2	30
Curve M.P. 567.6 to 567.9 Eastward	65	..	55	50	1	12	Curve M.P. 601.2 to 601.4 Westward	65	..	55	50	1	12
Curve M.P. 568.5 to 569.2 Westward	70	..	51	50	1	12	Curve M.P. 601.2 to 601.4 Eastward	60	1	..	24	2	30
Curve M.P. 568.5 to 569.2 Eastward	65	..	55	50	1	12	Curve M.P. 603.0 to 603.3 Westward	65	..	55	50	1	12
Curve M.P. 569.3 to 569.7 .....	65	..	55	50	1	12	Curve M.P. 603.0 to 603.3 Eastward	60	1	..	24	2	30
Curve M.P. 570.9 to 571.2 .....	75	..	48	50	1	12	Curve M.P. 608.3 to 608.6 Westward	75	..	48	50	1	12
Curve M.P. 571.2 to 571.3 Eastward	95	..	38	50	1	12	Curve M.P. 608.3 to 608.6 Eastward	80	..	45	50	1	12
Curve M.P. 571.4 to 571.5 Eastward	95	..	38	50	1	12	Curve M.P. 608.8 to 609.1 Westward	75	..	48	50	1	12
Curve M.P. 572.5 to 572.7 .....	95	..	38	50	1	12	Curve M.P. 608.8 to 609.1 Eastward	80	..	45	50	1	12
Curve M.P. 574.2 to 574.4 .....	95	..	38	50	1	12	Curve M.P. 609.1 to 609.2 Eastward	80	..	45	50	1	12
Curve M.P. 575.1 to 575.3 .....	95	..	38	50	1	12	Curve M.P. 609.4 to 609.7 Eastward	80	..	45	50	1	12
Curve M.P. 575.7 to 576.0 Westward	30	2	..	30	2	..	Curve M.P. 610.3 to 610.5 Eastward	70	..	51	50	1	12
Curve M.P. 575.7 to 576.0 Eastward	45	1	20	45	1	20	Curve M.P. 611.0 to 611.4 Eastward	70	..	51	50	1	12
Curve M.P. 576.1 to 576.2 Westward	30	2	..	30	2	..	Curve M.P. 611.9 to 612.2 Eastward	70	..	51	50	1	12
Curve M.P. 576.1 to 576.2 Eastward	45	1	20	45	1	20	Curve M.P. 613.2 to 613.4 Eastward	70	..	51	50	1	12
Curve M.P. 576.6 to 576.7 Westward	30	2	..	30	2	..	Curve M.P. 613.7 to 614.0 Eastward	70	..	51	50	1	12
Curve M.P. 576.6 to 576.7 Eastward	45	1	20	45	1	20	Curve M.P. 614.5 to 614.7 Eastward	70	..	51	50	1	12
Curve M.P. 576.7 to 577.2 Westward	30	2	..	30	2	..	Curve M.P. 615.2 to 615.4 Eastward	70	..	51	50	1	12
Curve M.P. 576.7 to 577.2 Eastward	45	1	20	45	1	20	Curve M.P. 617.8 to 618.0 Eastward	70	..	51	50	1	12
							Curve M.P. 619.0 to 619.2 Eastward	70	..	51	50	1	12
							Curve M.P. 620.1 to 620.3 Eastward	70	..	51	50	1	12
							Curve M.P. 622.0 to 622.3 Eastward	70	..	51	50	1	12
							Curve M.P. 622.2 to 623.5 Eastward	70	..	51	50	1	12
							Curve M.P. 624.2 to 624.6 Eastward	70	..	51	50	1	12
							Curve M.P. 625.2 to 625.5 Eastward	70	..	51	50	1	12
							Curve M.P. 628.7 to 629.0 Eastward	80	..	45	50	1	12
							Curve M.P. 629.8 to 630.1 Eastward	80	..	45	50	1	12
							Curve M.P. 630.6 to 631.0 Eastward	80	..	45	50	1	12
							Curve M.P. 631.9 to 632.1 Eastward	80	..	45	50	1	12
							Curve M.P. 634.0 to 634.3 Eastward	80	..	45	50	1	12
							Curve M.P. 634.4 to 634.5 Eastward	80	..	45	50	1	12
							Curve M.P. 634.6 to 634.7 Eastward	80	..	45	50	1	12
							Curve M.P. 634.8 to 634.9 Eastward	80	..	45	50	1	12
							Curve M.P. 635.4 to 635.6 Eastward	80	..	45	50	1	12
							Curve M.P. 638.8 to 639.3 Eastward	80	..	45	50	1	12
							Curve M.P. 640.6 to 640.9 Eastward	80	..	45	50	1	12
							Curve M.P. 641.4 to 641.6 Eastward	85	..	42	50	1	12
							Curve M.P. 642.3 to 642.7 Eastward	85	..	42	50	1	12
							Curve M.P. 643.0 to 643.4 Eastward	85	..	42	50	1	12
							Curve M.P. 644.2 to 644.4 Eastward	85	..	42	50	1	12
							Curve M.P. 644.8 to 645.1 Eastward	85	..	42	50	1	12

On double track territory where direction is omitted, restrictions apply to both tracks.

SECOND DISTRICT

Needles St. Xing M.P. 578.1 to 578.1.	20	3	..	20	3	..
Curve M.P. 578.6 to 578.8 Westward	65					

SPEED RESTRICTIONS

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.
Curve M.P. 645.6 to 646.1 Eastward..	85	..	42	50	1	12
Curve M.P. 648.0 to 648.0 Eastward..	65	..	55	45	1	20
Curve M.P. 648.1 to 648.1 Eastward..	65	..	55	45	1	20
Curve M.P. 648.2 to 648.2 Eastward..	65	..	55	45	1	20
Curve M.P. 648.3 to 648.3 Eastward..	65	..	55	45	1	20
Curve M.P. 668.9 to 669.0 Eastward..	95	..	38	40	1	30
Curve M.P. 669.1 to 669.2 Eastward..	95	..	38	40	1	30
Curve M.P. 669.4 to 669.5 Eastward..	95	..	38	40	1	30
Curve M.P. 669.6 to 669.8 Eastward..	95	..	38	40	1	30
Curve M.P. 669.6 to 669.8 Westward..	90	..	40	50	1	12
Curve M.P. 670.0 to 670.2 Westward..	90	..	40	50	1	12
Curve M.P. 670.0 to 670.2 Eastward..	95	..	38	40	1	30
Curve M.P. 670.5 to 670.8 Westward..	80	..	45	50	1	12
Curve M.P. 670.5 to 670.8 Eastward..	95	..	38	40	1	30
Curve M.P. 671.4 to 671.6 Westward..	65	..	55	50	1	12
Curve M.P. 671.4 to 671.6 Eastward..	75	..	48	40	1	30
Curve M.P. 672.1 to 672.4 Westward..	65	..	55	50	1	12
Curve M.P. 672.1 to 672.4 Eastward..	75	..	48	50	1	12
Curve M.P. 672.5 to 672.7 Westward..	65	..	55	40	1	30
Curve M.P. 672.5 to 672.7 Eastward..	75	..	48	40	1	30
Curve M.P. 673.3 to 673.8 Westward..	65	..	55	50	1	12
Curve M.P. 673.3 to 673.8 Eastward..	75	..	48	40	1	30
Curve M.P. 674.0 to 674.6 Westward..	65	..	55	50	1	12
Curve M.P. 674.0 to 674.6 Eastward..	75	..	48	40	1	30
Curve M.P. 674.9 to 675.1 Eastward..	75	..	48	40	1	30
Curve M.P. 675.3 to 675.5 Westward..	65	..	55	50	1	12
Curve M.P. 675.3 to 675.5 Eastward..	75	..	48	40	1	30
Curve M.P. 675.7 to 675.9 Westward..	65	..	55	50	1	12
Curve M.P. 675.7 to 675.9 Eastward..	75	..	48	40	1	30
Curve M.P. 676.2 to 676.5 Westward..	65	..	55	50	1	12
Curve M.P. 676.2 to 676.5 Eastward..	75	..	48	40	1	30
Curve M.P. 676.9 to 677.1 Westward..	65	..	55	50	1	12
Curve M.P. 676.9 to 677.1 Eastward..	75	..	48	40	1	30
Curve M.P. 677.3 to 677.4 Westward..	55	1	05	50	1	12
Curve M.P. 678.1 to 678.5 Westward..	40	1	30	40	1	30
Curve M.P. 677.8 to 678.3x Eastward..	75	..	48	40	1	30
Curve M.P. 679.7x to 680.6x Eastward..	90	..	40	20	3	..
Curve M.P. 680.8x to 681.0x Eastward..	55	1	05	20	3	..
Curve M.P. 679.1 to 679.3 Westward..	55	1	05	50	1	12
Curve M.P. 679.9 to 680.3 Westward..	40	1	30	40	1	30
Curve M.P. 680.9 to 681.0 Westward..	40	1	30	40	1	30
Curve M.P. 681.3 to 681.5 Westward..	40	1	30	40	1	30
Curve M.P. 681.5 to 681.8 Westward..	40	1	30	40	1	30
Curve M.P. 682.7 to 683.0 Westward..	40	1	30	40	1	30
Curve M.P. 683.1 to 683.4 Westward..	40	1	30	40	1	30
Curve M.P. 683.1 to 683.4 Eastward..	55	1	05	20	3	..
Curve M.P. 685.2 to 685.4 Westward..	65	..	55	50	1	12
Curve M.P. 685.2 to 685.4 Eastward..	80	..	45	20	3	..
Curve M.P. 685.9 to 686.2 Westward..	65	..	55	50	1	12
Curve M.P. 685.9 to 686.2 Eastward..	80	..	45	20	3	..
Curve M.P. 686.8 to 687.4 .....	80	..	45	50	1	12
Curve M.P. 687.8 to 688.1 .....	80	..	45	50	1	12
Curve M.P. 688.4 to 688.9 .....	65	..	55	50	1	12
Curve M.P. 689.2 to 689.5 Westward..	65	..	55	50	1	12
Curve M.P. 689.2 to 689.5 Eastward..	75	..	48	50	1	12
Curve M.P. 689.9 to 690.3 .....	95	..	38	50	1	12
Curve M.P. 692.1 to 692.4 .....	95	..	38	50	1	12
Curve M.P. 692.9 to 693.2 Westward..	65	..	55	50	1	12
Curve M.P. 692.9 to 693.2 Eastward..	75	..	48	50	1	12
Curve M.P. 693.6 to 694.0 Westward..	45	1	20	45	1	20
Curve M.P. 693.6 to 694.0 Eastward..	50	1	12	50	1	12
Curve M.P. 694.0 to 694.2 Westward..	45	1	20	45	1	20
Curve M.P. 694.0 to 694.2 Eastward..	50	1	12	50	1	12
Curve M.P. 694.3 to 694.7 Westward..	45	1	20	45	1	20
Curve M.P. 694.3 to 694.7 Eastward..	50	1	12	50	1	12
Curve M.P. 694.7 to 694.9 Westward..	45	1	20	45	1	20
Curve M.P. 694.7 to 694.9 Eastward..	50	1	12	50	1	12
Curve M.P. 695.4 to 695.7 .....	65	..	55	50	1	12
Curve M.P. 695.8 to 696.1 .....	65	..	55	50	1	12
Curve M.P. 696.7 to 696.8 Westward..	65	..	55	50	1	12
Curve M.P. 696.7 to 696.8 Eastward..	85	..	42	50	1	12
Curve M.P. 697.2 to 697.3 Westward..	65	..	55	50	1	12
Curve M.P. 697.2 to 697.3 Eastward..	85	..	42	50	1	12
Curve M.P. 697.6 to 697.9 Westward..	65	..	55	50	1	12
Curve M.P. 697.6 to 697.9 Eastward..	85	..	42	50	1	12
Curve M.P. 698.0 to 698.3 Westward..	65	..	55	50	1	12
Curve M.P. 698.0 to 698.3 Eastward..	85	..	42	50	1	12
Curve M.P. 698.8 to 699.1 Westward..	65	..	55	50	1	12
Curve M.P. 698.8 to 699.1 Eastward..	85	..	42	50	1	12
Curve M.P. 699.4 to 699.6 Westward..	65	..	55	50	1	12
Curve M.P. 699.4 to 699.6 Eastward..	85	..	42	50	1	12
Curve M.P. 700.5 to 700.8 Westward..	65	..	55	50	1	12
Curve M.P. 700.5 to 700.8 Eastward..	80	..	45	50	1	12
Curve M.P. 701.5 to 702.0 .....	65	..	55	50	1	12
Curve M.P. 702.3 to 702.5 .....	95	..	38	50	1	12
Curve M.P. 704.3 to 704.5 .....	95	..	38	50	1	12

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.
Curve M.P. 706.0 to 706.3 Westward..	95	..	38	50	1	12
Curve M.P. 706.0 to 706.3 Eastward..	85	..	42	50	1	12
Curve M.P. 707.4 to 707.7 Westward..	95	..	38	50	1	12
Curve M.P. 707.4 to 707.7 Eastward..	75	..	48	50	1	12
Curve M.P. 707.9 to 708.2 Westward..	80	..	45	50	1	12
Curve M.P. 707.9 to 708.2 Eastward..	75	..	48	50	1	12
Curve M.P. 709.2 to 709.4 Westward..	80	..	45	50	1	12
Curve M.P. 709.2 to 709.4 Eastward..	75	..	48	50	1	12
Curve M.P. 709.6 to 710.0 .....	65	..	55	50	1	12
Curve M.P. 710.1 to 710.3 .....	65	..	55	50	1	12
Curve M.P. 710.4 to 710.6 .....	65	..	55	50	1	12
Curve M.P. 711.3 to 711.6 .....	95	..	38	50	1	12
Curve M.P. 711.9 to 712.1 .....	95	..	38	50	1	12
Curve M.P. 714.6 to 714.8 .....	95	..	38	50	1	12
Curve M.P. 725.3 to 725.4 Eastward..	95	..	38	50	1	12
Curve M.P. 725.5 to 725.6 Eastward..	95	..	38	50	1	12
Curve M.P. 725.6 to 725.7 Eastward..	95	..	38	50	1	12
Curve M.P. 725.8 to 725.9 Eastward..	95	..	38	50	1	12
Curve M.P. 737.3 to 737.3 Westward..	95	..	38	50	1	12
Curve M.P. 737.4 to 737.4 Westward..	95	..	38	50	1	12
Curve M.P. 738.8 to 739.1 .....	95	..	38	50	1	12
Curve M.P. 739.7 to 740.3 .....	95	..	38	50	1	12
Curve M.P. 741.2 to 741.6 .....	95	..	38	50	1	12
Curve M.P. 741.9 to 742.2 .....	95	..	38	50	1	12
Curve M.P. 742.4 to 742.7 .....	95	..	38	50	1	12
Curve M.P. 743.8 to 744.8 .....	95	..	38	50	1	12
Curve M.P. 745.0 to 745.3 Westward..	50	1	12	30	2	..
Curve M.P. 745.0 to 745.3 Eastward..	40	1	30	20	3	..
Curve M.P. 745.4 to 745.5 .....	40	1	30	20	3	..
Curve M.P. 745.6 to 745.7 .....	40	1	30	20	3	..

On double track territory where direction is omitted, restrictions apply to both tracks.

THIRD DISTRICT

Curve M.P. 747.2 to 747.6 .....	60	1	..	50	1	12
Curve M.P. 749.3 to 749.6 .....	70	..	51	50	1	12
Curve M.P. 758.7 to 759.0 .....	55	1	05	50	1	12
Curve M.P. 759.5 to 760.2 .....	55	1	05	50	1	12
Curve M.P. 767.3 to 768.1 .....	70	..	51	50	1	12
Curve M.P. 770.3 to 770.8 .....	55	1	05	50	1	12
Curve M.P. 771.4 to 771.6 .....	55	1	05	50	1	12
Curve M.P. 771.9 to 772.1 .....	55	1	05	50	1	12
Curve M.P. 774.8 to 775.1 .....	55	1	05	50	1	12
Curve M.P. 785.0 to 786.4 .....	70	..	51	50	1	12
Curve M.P. 789.0 to 789.4 .....	60	1	..	40	1	30
Curve M.P. 789.6 to 789.9 .....	60	1	..	40	1	30
Curve M.P. 798.2 to 798.4 .....	70	..	51	50	1	12
Curve M.P. 799.1 to 800.6 .....	70	..	51	50	1	12
Curve M.P. 804.3 to 804.6 .....	70	..	51	50	1	12
Curve M.P. 805.2 to 805.5 .....	70	..	51	50	1	12
Curve M.P. 806.0 to 806.2 .....	70	..	51	50	1	12
Curve M.P. 806.3 to 806.5 .....	65	..	55	50	1	12
Curve M.P. 806.8 to 807.3 .....	70	..	51	50	1	12
Curve M.P. 807.8 to 808.1 .....	70	..	51	50	1	12
Curve M.P. 808.5 to 808.7 .....	70	..	51	50	1	12
Curve M.P. 810.1 to 810.3 .....	70	..	51	50	1	12
Curve M.P. 811.6 to 811.9 .....	70	..	51	50	1	12
Curve M.P. 817.5 to 817.7 .....	30	2	..	30	2	..
S.P. Co. Jct. Switch M.P. 817.8 to 817.9	5	12	..	5	12	..

PARKER DISTRICT

Colorado River Bridge M.P. 106.8 to 107.2 .....	20	3	..	20	3	..
Curve M.P. 165.2 to 165.5 .....	45	1	20	30	2	..

RIPLEY DISTRICT

Curves M.P. 15.6 to 16.4 .....	20	3	..	20	3	..
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Rule 632 is revised as follows: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
797-813	1	43	1	43	1	43
909-989	1	53	1	53	1	53
1226-1265	0	48	1	12	1	30
1297-1308	0	48	1	12	1	30
1309-1379	0	48	1	12	1	30
1413-1468	0	40	1	12	1	30
1621-1673	1	53	1	53	1	53
1674-1705	1	43	1	43	1	43
1798-1799	1	06	1	12	1	30
1800	1	12	1	12	1	30
1950	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3160-3287, 4000, 4100	1	06	1	12	1	30
3400-3449	0	45	1	12	1	20
3450-3459	0	40	1	12	1	30
3460-3465	0	36	1	12	1	30
3500	0	48	1	12	1	30
3700-3750	0	51	1	12	1	30
2900, 3751-3785	0	40	1	12	1	30
3800-3940	1	06	1	12	1	30
5001	1	06	1	12	1	30
Passenger Diesels (except Motor 7)	0	36	..	..	1	20
Passenger Diesel 7	0	40	..	..	1	20
Freight Diesels 100 and above	0	55	1	12	1	20
Gas Electric Motors	1	00	1	30	1	00
5010-5400-5500-6000 Union Pacific	1	20	1	20	1	30
2210 Union Pacific	1	00	1	20	1	30
2708-2714 Union Pacific	1	30	1	30	1	30
Other 2700 Union Pacific	1	20	1	20	1	30
3100 Union Pacific	0	51	1	20	1	30
3500 Union Pacific	1	43	1	43	1	43
8800 Union Pacific	1	12	1	30	1	30
3800-3900 Union Pacific	1	00	1	20	1	30
7800 Union Pacific	0	51	1	20	1	30
Diesel Motors Union Pacific	0	40	..	..	1	20
Switch, no truck	..	..	..	..	3	00
All other Classes	..	..	1	43	1	43
All Classes, backing up	3	00	3	00	3	00

**RULES GOVERNING MOVEMENT UNDER RULE D-152**

24. Between Seligman and Barstow trains will be run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher, who will issue such instructions to conductors, enginemen and operators as required. When necessary to single a portion of the track, or operate trains against current of traffic, movement must be authorized by train order.

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

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

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

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

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

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

**FIRST DISTRICT**

25. Double track with automatic signals between Seligman and Needles. Trains must keep to right.

Double track extends through Needles passenger yard.

No. 1 is eastward main track.

No. 3 is westward main track.

26. Rule 711: Automatic block signals govern train movements through gantlet bridge A-567 over the Colorado River at Topock.

The indications given by Signals 5651, 5653, 5662 and 5664 are superior to right, class, and direction, subject to provisions of Rule 830 (a). If necessary to flag across bridge, flagman must proceed entirely across bridge, before being followed by train. Dwarf signals located between tracks control movement against the current of traffic.

27. Rule 830 (b): Eastward trains leaving siding Yampai finding Signal 4512 in stop position must wait five minutes before proceeding unless signal changes to proceed.

At Nelson, westward trains, finding Signal 4591 in stop position, must be governed by single track block signal Rule 830 (a).

Dwarf Signal 4602, located just east of crossover at Nelson, controls movement on westward track against the current of traffic. On proceed indication of this signal, movement may be made from crossover to west switch of westward siding.

28. Not more than two engines of any class may be moved coupled together over Colorado River Bridge A-567 at Topock. The maximum loading allowed on this bridge is two 3800 class engines coupled. Engines of 3460, 3751, 3765, 3776, 5000 and 5001 classes must not be doubleheaded when both engines are of the same class or a combination of these classes, and no engine of these classes will doublehead with 3800 class. Satisfactory to doublehead freight diesel locomotive with another diesel or steam locomotive over this bridge. When engines moving contrary to these restrictions, stop to separate and space not less than five hundred feet.

29. Westward freight trains must stop at Walapai and Yucca for inspection.

**SECOND DISTRICT**

30. Double track with automatic signals between Needles and Barstow. Trains must keep to right.

Double track extends through Barstow passenger yard.

No. 1 is westward main track.

No. 4 is eastward main track.

31. Rule 830 (b): At South Klondike, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

32. Westward freight trains will make one inspection stop at some point between Cadiz and Bagdad; eastward freight trains will stop for inspection and air test at Ash Hill, and inspection at some point between Cadiz and Goffs.

**THIRD DISTRICT**

33. Rule S-89 (A): Automatic signals between Barstow and Mojave: At meeting points within these limits, train holding main track will not line switch for opposing train to enter siding until such train has passed next opposing signal.

34. Southern Pacific time table and rules govern movement of trains between Mojave and Kern Junction.

Valley Division time table and rules govern movement of trains between Kern Junction and Bakersfield.

**PARKER DISTRICT**

35. Not more than two engines of any class may be coupled together over Colorado River bridge at Parker.

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

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops For Trains
<b>SECOND DISTRICT</b>				
Larlie	702.7	10	East	Freight only
<b>THIRD DISTRICT</b>				
P. C. Borax Co.	784.7	3.4 miles	East	Freight only
<b>ARVIN DISTRICT</b>				
Harpertown	4.4	3	West	Freight only
Patch	9.2	4	East	Freight only
Giffen	15.6	1.4 miles	East	Freight only
Vaccaro	17.7	1.3 miles	East	Freight only

**RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS**

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Kern Junction	Santa Fe double track connection to and from S. P. double track. Santa Fe main track to Sunset track.	Interlocker: Color light signals, semi-automatic; approach locking.	Crossover — 0 — 0 Main track to Sunset — 0 — S. P.-West Main to A. T. & S. F. 0 — —
Daggett	All switches east of station except transfer tracks No. 1 and No. 2.	Interlocker: Upper quadrant signals, semi-automatic; approach locking. Indications superior to right, class or direction, for movements within home signal limits.  Westward trains on main track finding interlocked signal at west end of westward siding in "stop" position or without light must stop and examine switch, and if found properly lined may proceed at restricted speed to the next governing signal. This modifies Rule 782.	Eastward U. P. trains, U. P. main track — — 0 Transfer track No. 2, 000 — — Against current of traffic — 0
Barstow (West end)	Main line and connecting crossovers.	Interlocker: Color light type; semi-automatic; approach locking. Ten miles per hour; indications superior to right, class or direction for movements within home signal limits.	To Third District — — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 10 incl. 0 — 00 Tracks 11 to 19 incl. — 0 — 0

Microphones identified by signboards are located on posts adjacent to tracks, as shown below, and all trains must sound route signal for route desired when approaching same:

For westward trains:

- Daggett—At Signal 7341, east of Gale.
- Barstow—Four poles west of Signal 7421.

For eastward trains:

- Barstow—Ten poles east of M. P. 750.
- Daggett—Five poles east of Signal 7402.

At Barstow: West and south passenger trains, when ready to depart, will sound route signal with buzzer located on engine supply house. In event route not obtained promptly, whistle signal may be used.

**FLAG STOPS TO PICK UP REVENUE PASSENGERS**

TRAIN	STOPS	PASSENGERS DESTINED
1	Any station	Parker District
	Ludlow	Any regular or flag stop west thereof
	Daggett	Sleeping car passengers, any station
3	Cadiz	Sleeping car passengers, any station
23	Any station	North of Barstow
	Nelson, Peach Springs, Valentine, Yucca, Topock, Fenner, Essex, Amboy, Ludlow, Newberry, Daggett	Sleeping car passengers, any station
2	Yucca, Peach Springs, Nelson	Sleeping car passengers, any station Coach passengers, east of Winslow
4	Ludlow	Sleeping car passengers, any station Coach passengers, east of Winslow
24	Daggett, Ludlow, Amboy, Cadiz, Goffs, Berry	Sleeping car passengers, any station Coach passengers, east of Winslow
1-23	Tehachapi, Woodford, Caliente	West of Kern Jct.
2-24	Caliente, Woodford, Tehachapi	East of Mojave

**FLAG STOPS TO DISCHARGE REVENUE PASSENGERS**

TRAIN	STOPS	PASSENGERS FROM
1	Any station	Parker District
	Ludlow	Any regular or flag stop east thereof
	Daggett	Sleeping car passengers, any station Coach passengers, east of Winslow
3-23	Any station	Albuquerque and east
3	Cadiz	Sleeping car passengers, any station Coach passengers, east of Winslow
23	Nelson, Peach Springs, Valentine, Yucca, Topock, Fenner, Essex, Amboy, Ludlow, Newberry, Daggett	Sleeping car passengers, any station Coach passengers, east of Winslow
2	Yucca, Peach Springs, Nelson	Sleeping car passengers, any station
	Berry	West of Barstow
4	Ludlow	Sleeping car passengers, any station
24	Daggett, Ludlow, Amboy, Cadiz, Goffs, Berry	Sleeping car passengers, any station
1-3-23	Berry	Albuquerque and east
1-23	Tehachapi, Woodford, Caliente	East of Mojave
2-24	Caliente, Woodford, Tehachapi	West of Kern Jct.

**LENGTH OF STEMS OF WYES**

Location	Feet	Location	Feet
Seligman	910	Ash Hill	410
Yampai	685	Newberry	640
Berry	Army Spur	Barstow (MP 747.3)	2796
Kingman	446	Boron	Mine Spur
Needles	728	Muroc	Army Spur
Goffs	1458	Rice	1039
Cadiz	Parker District	Blythe	504

**JUNCTION SWITCHES**

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

- Rice.....For Parker District
- Cadiz.....From track No. 1 to Parker District

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

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

**W. A. TOWNSEND, Traveling Watch Inspector, Flagstaff, Ariz.**  
At Seligman.....1st, 8:00 a.m. to 9:00 p.m.

**LOCAL WATCH INSPECTORS**

**J. N. CHENEY.....1425 19th St., Bakersfield**  
**WILLIAMS & WILLIAMS.....839 Front St., Needles**



# SANTA FE SAFETY FIRST



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

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

