The Atchison, Topeka & Santa Fe Railway Co.

Coast Lines

ALBUQUERQUE DIVISION.

EMPLOYES' TIME TABLE

77

IN EFFECT

Sunday, June 2, 1940,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 76, Dated January 14, 1940, and any Supplements thereto.

77

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

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

F. J. MacKIE,
Assistant General Manager,
Los Angeles, Cal.

O. L. GRAY,
Superintendent,
Winslow, Ariz.

E. E. FOULKS,
Assistant Superintendent,
Fourth and Parker Districts,
Prescott, Ariz.

P. T. COLLINS,
Trainmaster,
First and Second Districts,
Winslow, Ariz.

W. L. MORE,
Trainmaster,
Third and Grand Canyon Districts,
Winslow, Ariz.

L. M. SHIPLEY,
Chief Dispatcher,

G. H. CUMMING,
Night Chief Dispatcher,
Winslow, Ariz.

A. R. WOODS,
C. J. TRIMBLE,
J. R. POE,
C. M. SCOTT,
S. ALBRIGHT,
J. B. RUDERT,
K. I. SCHELL,
Dispatchers,
Winslow, Ariz.

First timetable showing no single track on Second District

Timetable 78 eff 27 October 1940

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 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

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

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

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

5. Rule 5: At stations named below, schedule time and train orders apply at switch where opposing train enters siding. First class trains must not pass the point where traffic is received or discharged before time shown in schedule.

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

When a section of double track is used as single track, time will apply at end of double track, usually the crossover. When more than one crossover, train order will specify which one to be used.

6. Rule 88: At Aguila, the crossover east of station is the "heading-in" point for eastward trains required to take siding. Westward train holding main track must remain clear until opposing train has entered siding.

7. 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.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by train on main track after switch has been lined for opposing train to enter siding, as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient when trains are approaching from opposite direction.

Headlight will be displayed through tunnels.

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

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

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

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

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

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

Supai, westward first-class trains only will register.

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

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

11. Rule 86 is amended to read: Within automatic block signal territory, except when signals are inoperative, an inferior train must clear a first class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

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

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train 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.

A Form G order will be required for all short movements between intermediate stations, except helper engines, running light from Supai to Ash Fork, are authorized to move with the current of traffic as extra trains, without Form G train orders or clearance cards.

14. Rule 103: In addition to the provisions thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

Rule 103 (A): The second paragraph is abrogated.

15. Rule 104 (A) 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.

16. 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 Ash Fork, Prescott, Wickenburg, or Parker without clearance card, Form 902.

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

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

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

17. 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.

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

Supai to Daze, westward track, one retainer for each 50 tons; eastward track, one retainer for each 100 tons.

Daze to Ash Fork, one retainer for each 100 tons.

Retainers are to be manipulated from caboose toward head end of train on number of cars required, the total to be obtained by dividing tonnage of train by 50 or 100, as case may be.

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

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

19. Rule 310: Following is list of structures:

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

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

20. Rule 313: The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

21. Rule 314: No freight train will run more than 75 miles without stopping for inspection, except between Grants and Belen.

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

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

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

Arizona: The 1928 Revised Code provides:

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

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

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

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

24. 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.

25. Rule 391: Standard thermometers are located at Seligman, Ash Fork, Williams, Flagstaff, Angell, Winslow, Holbrook, Adamana, Chambers, Houck, Gallup, Wingate, Thoreau, Grants, Laguna, Belen, Puro, Prescott, Skull Valley, Wickenburg, Glendale, Mobest, Salome, and Parker.

Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-I, supplements thereto, and special bulletins with respect to handling ventilators.

SPEED LIMITATIONS

26. 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 of passenger trains, forty miles per hour, freight trains, twenty miles per hour, over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted.

Maximum speed permitted through turnouts is as follows:
No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.
No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.

On No. 14 turnouts freight trains must reduce speed to 20 m.p.h., and on No. 20 turnouts to 30 m.p.h.

No. 8 turnouts are located within yards.

No. 10 turnouts are located on sidings, crossovers and junctions.

No. 14 turnouts are located at:
Dalies
Eastward main track to Sandia main track;
Eastward main track to Belen District main track;
Sandia main track to westward main track;
Belen main track to westward main track.
Winslow westward main track to westward freight lead;
Extreme east crossover between main tracks.
No. 20 turnouts are located at:
Canyon Diablo, eastward main track over gantlet.
Williams, west yard lead into westward main.

Maximum speed of all trains entering or leaving all other turnouts and crossovers, fifteen miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty miles per hour around sharp curves 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, Fourth, Belen, Parker, and Grand Canyon Districts, and fifteen miles per hour, (one mile in four minutes), on the Clarkdale and Crown King Districts. This rule is not applicable to machines mounted on flat cars with booms tied down.

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

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

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

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

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

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

Passenger trains will consume not less than:
8 min. from Supai to McLellan,
13 min. McLellan to Daze,
12 min. Daze to Ash Fork,
2 min. Prieta to Alto,
21 min. Alto to Prescott,
4 min. Prieta to Iron Springs,
13 min. Iron Springs to Ramsgate,
18 min. Ramsgate to Skull Valley,
and if stopped between stations will add the duration of such stops plus one minute to the minimum time prescribed.

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Gallup, Second and Third Streets.	2	00	2	00	2	00
Holbrook, Porter Street.....	2	00	2	00	2	00
Over Canyon Diablo Bridge.....	1	30	2	00	2	00
Supai to Daze, westward track....	.....		4	00	2	30
Daze to Ash Fork.....	.....		3	00	2	00
Grand Canyon District.....	1	20	2	25	2	25
Eastward Track MP 414A to MP-410	1	30	3	00	2	00
Between Prescott and MP-78, descending	.....		4	00	3	00
Between Skull Valley and Congress	1	00	2	00	2	00
Matthie, east and west wye switches	3	00	3	00	3	00
Clarkdale District	3	00	3	00	3	00
Between Entro and Blue Bell.....	4	00	4	00	4	00
Beardsley Spur and Bumstead Spur	3	00	3	00	3	00
Between Mobest and Phoenix.....	3	00	3	00	3	00
Parker District	1	05	1	30	1	30

27. 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.

(Continued on Page 14)

WESTWARD

First Class

123	23	17	19	21	3	1	7	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 77 June 2, 1940
El Tovar	Grand Canyon Limited	Super Chief	The Chief	El Capitan	California Limited	The Scout	Fast Mail Express						
Leave Daily	Leave Daily	Leave Wednesday and Sunday	Leave Daily	Leave Wednesday and Sunday	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles			STATIONS
	PM 6.50	PM 4.40	PM 4.15	PM 3.05	PM 1.35		AM 1.45	Yard	FW TY	0.0	26.4	21.1	**ALBUQUERQUE**
													12.6
	PM 7.04	PM 4.54	PM 4.29	PM 3.19	PM 1.58		AM 1.59	64		12.6			ISLETA
												52.8	5.4
	7.11	4.59	4.35	3.24	2.04		2.05	43		18.2			PAQUITA
												52.8	4.7
	7.17	5.04	4.40	3.29	2.10		2.10	42		22.8			SANDIA
											31.7	52.8	3.9
PM 9.30	7.23	5.08	4.44	3.33	2.16	AM 9.05	2.15	59	W	27.4			DALIES
											31.7		8.8
9.39	7.35	5.17	4.53	3.42	2.25	9.14	2.24	91		33.9			RIO PUERCO
											0.0	31.7	9.4
9.49	7.45	5.25	5.02	3.50	2.34	9.23	2.33	82		43.3			SOUTH GARCIA
											0.0	31.7	5.1
9.54	7.52	5.30	5.07	3.55	2.40	9.32	2.38	91		47.3			SUWANEE
												31.7	6.1
10.01	8.01	5.36	5.13	4.01	2.46	9.37	2.45	92		53.4			ARMIJO
												31.7	4.6
10.06	8.07	5.41	5.18	4.06	2.51	9.43	2.50	103	FW	58.0			MARMON
												31.7	5.3
10.13	8.15	5.47	5.24	4.12	2.57	9.48	2.56	91		63.3			QUIRK
												31.7	4.8
10.19	8.22	5.52	5.29	4.17	3.04	f 9.56	3.01	91		68.7			LAGUNA
												31.7	9.1
10.29	8.31	5.59	5.38	4.25	3.14	10.09	3.11	100		77.6			ACOMITA
												31.7	4.6
10.34	8.38	6.03	5.43	4.29	3.20	10.15	3.15	93	W	82.3			McCARTYS
												31.7	3.8
10.38	8.44	6.07	5.47	4.33	3.25	10.20	3.19	92		86.0			ANZAC
												31.7	9.9
s10.51	s 9.00	6.17	f 6.00	4.42	s 3.40	s10.35	3.32	118	FW	95.5			GRANTS
												31.7	5.6
11.00	9.09	6.22	6.09	4.47	3.49	10.45	3.40	91		101.1			TOLTEC
												31.7	6.1
11.07	9.16	6.28	6.15	4.53	3.56	10.55	3.46	92		107.2			BLUEWATER
												31.7	7.7
11.15	9.25	6.35	6.23	5.00	4.05	11.06	3.54	91		114.9			BACA
											0.0	31.7	6.8
11.23	9.33	6.42	6.30	5.07	4.13	11.15	4.01	92	W	121.7			SOUTH CHAVES
											0.0	31.7	4.0
11.28	9.39	6.46	6.35	5.11	f 4.19	f11.23	4.05	80	Y	125.6			THOREAU
											0.0	31.7	3.7
11.34	9.45	6.51	6.40	5.16	4.25	11.31	4.10	69		129.3			GONZALES
											56.3	0.0	6.9
11.42	9.54	6.57	6.47	5.22	4.32	11.38	4.17	92		136.2			SOUTH GUAM
											31.7	0.0	5.7
11.49	10.04	7.02	6.53	5.27	4.39	11.45	4.23	92		141.9			PEREA
											31.7	0.0	4.2
11.54	10.10	7.06	6.58	5.31	4.44	11.52	4.27		W	146.1			WINGATE
											31.7	0.0	5.5
AM 12.01	10.18	7.11	7.03	5.36	4.50	PM 12.01	4.32	92		151.6			ZUNI
											31.7	0.0	6.0
12.10 AM	10.30 PM	7.20 PM	7.15 PM	5.45 PM	5.00 PM	12.10 PM	4.40 AM	Yard	FW T	157.6			**CALLUP**
													(160.3)
Arrive Daily	Arrive Daily	Arrive Wednesday and Sunday	Arrive Daily	Arrive Wednesday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily						
(50.2)	(43.7)	(60.2)	(53.5)	(60.2)	(46.9)	(43.4)	(55.0)						.....Average speed per hour

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

TIME TABLE
NO. 77
June 2, 1940

EASTWARD

First Class

STATIONS	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Office of Communication or Phone Booth	Capacity of Sidings No. Cars	124 El Tovar Arrive Daily	24 Grand Canyon Limited Arrive Daily	22 El Capitan Arrive Wednesday and Saturday	20 The Chief Arrive Daily	18 Super Chief Arrive Wednesday and Saturday	4 California Limited Arrive Daily	2 The Scout Arrive Daily	8 Fast Mail Express Arrive Daily
ALBUQUERQUE			FW TY	C	Yard		AM 8.15	AM 7.30	AM 8.30	PM 2.00	PM 6.05		PM 9.10
12.6	26.4	21.1											
ISLETA				C	64		**AM 7.50**	**AM 7.16**	**AM 8.05**	**PM 1.46**	**PM 5.40**		**PM 8.45**
5.4	0.0	52.8											
PAQUITA				B	43		7.41	7.10	8.00	1.40	5.30		8.38
4.7	0.0	52.8											
SANDIA				B	42		7.34	7.05	7.55	1.35	5.24		8.33
3.9	31.7	52.8											
DALIES			W	C	59	AM 6.52	7.28	7.00	7.50	1.30	5.19	PM 7.55	8.28
8.8	31.7	0.0											
RIO PUERCO				B	95	6.42	7.18	6.52	7.41	1.22	5.09	7.44	8.19
7.0	0.0	52.8											
NORTH GARCIA				B	62	6.33	7.08	6.46	7.34	1.16	5.02	7.35	8.13
6.5	0.0	52.8											
SUWANEE				B	92	6.25	7.00	6.40	7.29	1.12	4.57	7.28	8.07
6.1	0.0	31.7											
ARMIJO				B		6.17	6.52	6.35	7.23	1.07	4.51	7.20	8.01
4.6	0.0	31.7											
MARMON			FW	B	91	6.10	6.45	6.31	7.18	1.03	4.46	7.14	7.57
5.3	0.0	31.7											
QUIRK				B		6.04	6.38	6.26	7.12	12.58	4.40	7.07	7.51
4.8	0.0	31.7											
LAGUNA				C	91	5.58	f 6.31	6.22	7.07	12.53	4.35	f 7.00	7.45
9.1	0.0	31.7											
ACOMITA				B	91	5.47	6.20	6.14	6.58	12.44	4.26	6.48	7.35
4.6	0.0	31.7											
McCARTYS			W	B		5.42	6.15	6.10	6.54	12.40	4.22	6.43	7.29
3.8	0.0	31.7											
ANZAC				B	92	5.36	6.10	6.06	6.50	12.36	4.18	6.37	7.24
9.9	0.0	31.7											
GRANTS			FW	C	91	s 5.25	s 5.57^{22}	5.57^{24}	6.40	12.27	4.08	s 6.25	s 7.15
5.6	0.0	31.7											
TOLTEC				B		5.14	5.44	5.52	6.33	12.22	3.59	6.14	7.05
6.1	0.0	31.7											
BLUEWATER				B	91	5.07	5.36	5.46	6.27	12.16	3.53	6.07	6.58
7.7	0.0	31.7											
BACA				B	92	4.59	5.27	5.40	6.19	12.10	3.45	5.58	6.50
6.9	0.0	63.4											
NORTH CHAVES			W	B	94	4.52	5.19	5.34	6.12	12.04	3.38	5.50	6.42
3.8	0.0	52.8											
THOREAU			Y	C		4.48	5.15	5.31	6.08	12.01 PM	3.34	f 5.46	6.38
3.7	0.0	31.7											
GONZALES				B	92	4.43	5.10	5.27	6.02	11.57	3.29	5.40	6.33
7.4	31.7	21.1											
NORTH GUAM				B	92	4.34	5.00	5.20	5.55	11.50	3.21	5.31	6.26
5.2	31.7	0.0											
CINIZA				B	92	4.27	4.53	5.15	5.49	11.45	3.15	5.23	6.20
1.5	31.7	0.0											
PEREA				B		4.25	4.51	5.13	5.47	11.43	3.13	5.21	6.18
4.2	31.7	0.0											
WINGATE			W	C	91	4.20	4.46	5.09	5.43	11.39	3.07	f 5.16	6.14
5.5	31.7	0.0											
ZUNI				B	91	4.14	4.40	5.04	5.37	11.34	3.01	5.09	6.08
6.0	31.7	0.0											
GALLUP			FW T	C	Yard	4.05 AM	4.30 AM	4.57 AM	5.30 AM	11.27 AM	2.53 PM	5.00 PM	6.00 PM
(160.7)						Leave Daily	Leave Daily	Leave Wednesday and Saturday	Leave Daily	Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(48.2)	(42.9)	(63.0)	(53.6)	(63.0)	(50.2)	(46.0)	(50.7)

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

WESTWARD First Class 123	WESTWARD First Class 1	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Belen	Ruling Grade Ascending	TIME TABLE NO. 77 June 2, 1940 STATIONS	Office of Communication or Phone Booth	EASTWARD First Class 124	EASTWARD First Class 2
El Tovar	The Scout							El Tovar	The Scout
Leave Daily	Leave Daily	No. Cars		Miles				Arrive Daily	Arrive Daily
PM 9.10	AM 8.45	Yard	FW TY	0.0		BELEN	C	AM 7.10	PM 8.10
					66.0	6.1			
9.20	8.55	91		5.9		FELIPE	B	7.00	8.01
					66.2	4.2			
9.30 PM	f 9.05 AM	122	W	10.1		DALIES	C	6.52 AM	7.55 PM
Arrive Daily	Arrive Daily					(10.3)		Leave Daily	Leave Daily
(30.9)	(30.9)			Average speed per hour				(34.3)	(41.2)

INTERLOCKING PLANTS

ISLETA

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

The following whistle signals will be used:

Coast Lines Main Track, ———
Coast Lines Siding, ———o———
New Mexico Main Track, ——— ———o
New Mexico Siding, ——— o o———

DALIES

Superior route to Sandia.

Inferior route to Belen.

Junction switch and east and west switches both sidings controlled by interlocker.

The following whistle signals will be used:

Westward:
To Westward Main Track, ———
To Eastward Main Track, ——— ———o

Eastward:
To Sandia Main Track, ———
To Belen Main Track, ——— ———o
To North Siding, ———o———
To South Siding, ———o o———

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

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

CLARKDALE DISTRICT

WESTWARD Second Class 235 MIXED	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles From Drake	Rising Grade Ascending	TIME TABLE NO. 77 June 2, 1940	Rising Grade Ascending	Office of Communication or Booth Phone	EASTWARD Second Class 236 MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
AM 11.40	Yard	W Y	0.0		DRAKE		C	AM 10.50
				64.0	6.8	105.6		
PM f12.01	27		6.7		MACK			f10.28
				79.2	3.9	105.6		
f12.15	28		10.6		BEAR		B	f10.10
				0.0	7.6	105.6		
s12.45	23	W	18.3		PERKINSVILLE		B	s 9.35
				0.0	9.6	75.5		
f 1.20	17		27.8		SYCAMORE		B	f 9.01
				82.3	3.9	39.6		
f 1.31	16		31.8		CREST			f 8.50
				0.0	3.8	105.6		
f 1.42	6		35.5		TAPCO			f 8.38
				79.2	2.4	105.6		
2.00 PM	Yard	FW Y	38.0		CLARKDALE		C	8.30 AM
Arrive Daily Ex. Sunday					(38.0)			Leave Daily Ex. Sunday
(16.3)					.....Average speed per hour.....			(16.3)

No switch lights on Clarkdale District.

CROWN KING DISTRICT

WEST-WARD Second Class 25 MIXED	Capacity of Sidings	Fuel, Water Turntables and Wyes	Miles From Entro	Rising Grade Ascending	TIME TABLE NO. 77 June 2, 1940	Rising Grade Ascending	Office of Communication or Booth Phone	EAST-WARD Second Class 26 MIXED
Leave Friday only	No. Cars		Miles		STATIONS			Arrive Friday only
	Spur 7		28.0		BLUE BELL			
				158.4	2.1	158.4		
PM 12.05	31	W Y	25.8		MAYER		C	AM 11.30
				158.9	4.2	0.0		
12.25	16	Y	21.6		POLAND JCT.			11.15
				0.0	1.1	110.9		
f12.30	Spur 7		20.5		HURON			f11.10
				50.2	3.9	112.4		
s 1.00	20	Y	16.6		HUMBOLDT		B	s10.50
				53.3	1.8	98.0		
f 1.10	12		14.8		CHERRY CREEK			f10.30
				73.9	7.1	0.0		
f 1.40	12		7.7		YAEGER			f10.00
				84.5	7.7	96.1		
2.20 PM	22		0.0		ENTRO		B	9.25 AM
Arrive Friday only					(28.2)			Leave Friday only
(11.5)					....Average speed per hour....			(12.4)

No switch lights on Crown King District.

PARKER DISTRICT

WESTWARD Second Class 233 MIXED	WESTWARD First Class 117 MOTOR	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles From Matthie	Rising Grade Ascending	TIME TABLE NO. 77 June 2, 1940	Rising Grade Ascending	Office of Communication or Booth Phone	EASTWARD First Class 118 MOTOR	EASTWARD Second Class 234 MIXED
Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily
AM 12.01	PM 8.35	E. 22 W. 23	Y	0.0		MATTHIE		B	AM 7.35	PM 9.10
					39.6	6.2	0.0			
f12.13	f 8.45[234]	45		6.2		DIVIDE		B	f 7.25	f 8.45[117]
					0.0	8.3	31.7			
f12.29	f 8.57	24		14.5		FOREPAUGH		B	f 7.12	f 8.25
					0.0	7.7	29.0			
f12.44	s 9.12	46	W	22.2		AGUILA		C	s 7.00	f 7.57
					19.8	8.9	21.1			
f12.59	f 9.27	42		31.1		GOLDEN		B	f 6.45	f 7.38
					0.0	8.9	31.7			
f 1.14	9.40	45		40.0		LOVE		B	6.33	f 7.20
					0.0	4.8	31.7			
f 1.24	f 9.48	12		44.8		WENDEN		B	f 6.25	f 7.10
					26.4	5.2	21.1			
s 1.39	s 9.58	24	W	50.0		SALOME		C	s 6.17	s 7.00
					29.0	2.6	0.0			
1.46	10.02	23		52.6		HARCUVAR		B	6.12	6.46
					0.0	7.7	84.5			
f 2.06	f10.14	14		60.3		VICKSBURG		B	f 5.54	f 6.27
					0.0	0.8	31.7			
2.08	10.15	45	Y	61.1		BUSH PIT			5.52	6.25
					0.0	9.4	31.7			
f 2.24	10.28	14		70.5		UTTING		B	5.39	f 6.08
					0.0	9.4	31.7			
s 2.39	s10.42	16	W	79.9		BOUSE		C	s 5.25	s 5.49
					0.0	10.7	31.7			
f 2.59	10.57	48		90.6		WALL		B	5.08	f 5.30
					5.8	9.0	31.7			
f 3.20	11.10	13		99.6		DENNY		B	4.55	f 5.15
					31.7	6.2	31.7			
3.35 AM	11.20 PM	Yard	W F Y	105.8		PARKER		C	4.45 AM	5.00 PM
Arrive Daily	Arrive Daily					(105.8)			Leave Daily	Leave Daily
(29.7)	(38.5)					.....Average speed per hour.....			(37.3)	(25.4)

WATER TANK AT McVAY SPUR M. P. 66.8

WESTWARD

First Class

23	19	17	21	3	1	7	123	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 77 June 2, 1940
Grand Canyon Limited	The Chief	Super Chief	El Capitan	California Limited	The Scout	Fast Mail Express	El Tovar					
Leave Daily	Leave Daily	Leave Wednesday and Sunday	Leave Wednesday and Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS
PM 10.40	PM 7.25[17]	PM 7.22[19]	PM 5.47	PM 5.05	PM 12.20	AM 4.45	AM 12.25	Yard	FW T	157.6		CALLUP
											0.0	4.6
10.48	7.30	7.27	5.52	5.12	12.27	4.50	12.30		Y	162.2		WEST YARD
											0.0	4.8
10.54	7.36	7.31	5.56	5.17	12.32	4.54	12.36	72		166.9		DEFIANCE
											3.2	7.2
11.02	7.43	7.37	6.02	5.25	12.40	5.01	12.43	69		174.2		MANUELITO
											15.8	6.2
11.10	7.49	7.42	6.07	5.32	12.47	5.06	12.49	79		180.4		LUPTON
											0.0	6.8
11.17	7.55	7.47	6.12	5.39	12.54	5.12	12.56	77		187.2		ALLANTOWN
											0.0	4.1
11.23	7.59	7.50	6.15	5.44	12.59	5.16	1.00	72	FW	191.2		HOUCK
											15.8	8.5
11.33	8.08	7.58	6.23	5.53	1.08	5.24	1.09	82		199.7		CHETO
											15.8	5.9
11.40	8.14	8.03	6.28	5.59	f 1.14	5.29	1.15	74	W	205.7		CHAMBERS
											5.8	7.3
11.47	8.21	8.08	6.34	6.06	1.21	5.35	1.22	72		213.0		NAVAJO
											0.0	6.2
11.54	8.27	8.13	6.38	6.13	1.28	5.40	1.28	75	W Y	219.2		PINTA
											0.0	6.2
AM 12.01	8.34	8.18	6.43	6.20	1.35	5.46	1.35	82		225.4		BIBO
											0.0	6.9
12.08	8.41	8.23	6.48	6.27	1.42	5.52	1.42	79	FW	232.3		ADAMANA
											0.0	6.1
12.14	8.46	8.28	6.53	6.33	1.48	5.58	1.48	82		238.3		CARRIZO
											0.0	7.2
12.22	8.53	8.35	7.01	6.41	1.55	6.05	1.55	81		245.5		ARNTZ
											7.9	7.4
s12.37	9.01	8.41	7.07	s 6.50	s 2.04	s 6.16	s 2.07	166	W	253.0		HOLBROOK
											26.4	5.6
12.46	9.08	8.46	7.12	6.58	2.14	6.21	2.14	152		258.6		PENZANCE
											0.0	4.8
12.54	9.13	8.50	7.16	7.03	2.19	6.26	2.18	72		263.6		JOSEPH CITY
											0.0	5.2
1.00	9.18	8.55	7.21	7.08	2.24	6.31	2.23			268.8		MANILA
											17.4	5.9
1.06	9.23	9.00	7.26	7.14	2.30	6.37	2.28	82		274.8		HAVRE
											19.5	5.4
1.11	9.28	9.05	7.31	7.19	2.35	6.42	2.33			280.1		HOBSON
											8.4	5.4
1.20 AM	9.35 PM	9.12 PM	7.37 PM	7.30 PM	2.45 PM	6.50 AM	2.40 AM	Yard	FW TY	285.5		WINSLOW
Arrive Daily	Arrive Daily	Arrive Wednesday and Sunday	Arrive Wednesday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(127.7)
(47.9)	(58.9)	(69.7)	(69.7)	(52.8)	(52.8)	(61.3)	(56.8)					.....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.

TIME TABLE
NO. 77
June 2, 1940

EASTWARD

First Class

STATIONS	Ruling Grade Ascending	Capacity of Sidings	Office of Communication or Booth Phone	124 El Tovar Arrive Daily	24 Grand Canyon Limited Arrive Daily	22 El Capitan Arrive Wednesday and Saturday	20 The Chief Arrive Daily	18 Super Chief Arrive Wednesday and Saturday	4 California Limited Arrive Daily	2 The Scout Arrive Daily	8 Fast Mail Express Arrive Daily
		No. Cars									
GALLUP		Yard	C	AM 3.50	AM 4.20	AM 4.55	AM 5.25	AM 11.25	PM 2.45	PM 4.55	PM 5.55
4.6	28.8										
WEST YARD		73	B	3.43	4.13	4.48	5.16	11.18	2.35	4.45	5.45
4.8	31.7										
DEFIANCE		72	B	3.38	4.08	4.44	5.10	11.14	2.27	4.39	5.40
7.2	31.7										
MANUELITO		72	B	3.31	4.00	4.37	5.02	11.07	f 2.17	4.30	5.32
6.2	31.7										
LUPTON		72	B	3.25	3.53	4.32	4.56	11.02	2.09	4.23	5.26
6.8	31.7										
ALLANTOWN		72	B	3.18	3.45	4.26	4.49	10.56	2.01	4.15	5.19
4.1	31.7										
HOUCK		89	B	3.13	3.39	4.23	4.44	10.52	1.56	4.10	5.15
8.5	31.7										
CHETO		70	B	3.03	3.28	4.15	4.34	10.44	1.46	3.59	5.05
5.9	31.7										
CHAMBERS		72	C	2.57	3.21	4.10	4.28	10.39	1.40	3.52	4.59
7.3	31.7										
NAVAJO		72	B	2.49	3.13	4.04	4.21	10.33	1.33	3.44	4.52
6.2	31.7										
PINTA		72	B	2.43	3.06	3.59	4.15	10.28	1.26	3.37	4.46
6.2	31.7										
BIBO		72	B	2.36	2.58	3.54	4.09	10.23	1.19	3.30	4.39
6.9	31.7										
ADAMANA		95	B	2.29	2.50	3.49	4.02	10.17	f 1.12	3.23	4.31
6.1	19.0										
CARRIZO		72		2.23	2.44	3.44	3.56	10.12	1.06	3.17	4.25
7.2	31.7										
ARNTZ		81	B	2.15	2.35	3.38	3.48	10.06	12.58	3.08	4.17
7.4	31.7										
HOLBROOK		166	C	s 2.05	s 2.25	3.32	3.40	10.00	s12.48	s 2.55	s 4.08
5.6	31.7										
PENZANCE		152	B	1.56	2.16	3.27	3.34	9.55	12.39	2.46	3.58
4.8	31.7										
JOSEPH CITY		75	C	1.51	2.11	3.22	3.29	9.50	f12.34	2.41	3.53
5.2	16.9										
MANILA		Spur 8	B	1.45	2.05	3.17	3.23	9.45	12.28	2.35	3.48
5.9	12.9										
HAVRE		72	B	1.39	1.59	3.13	3.17	9.40	12.22	2.29	3.43
5.4	31.7										
HOBSON		82	B	1.33	1.53	3.09	3.12	9.36	12.16	2.23	3.38
5.4	10.0										
WINSLOW		Yard	C	1.25 AM	1.45 AM	3.03[20] AM	3.05[22] AM	9.30 AM	12.08 PM	2.15 PM	3.30 PM
(127.7)				Leave Daily	Leave Daily	Leave Wednesday and Saturday	Leave Daily	Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....				(52.8)	(49.4)	(68.4)	(54.7)	(66.6)	(48.8)	(47.9)	(52.8)

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.

GRAND CANYON DISTRICT

WESTWARD First Class 15 PASSENGER Leave Daily	Capacity of Sidings No. Cars	Miles from Williams Miles	Ruling Grade Ascending	TIME TABLE NO. 77 June 2, 1940 STATIONS	Ruling Grade Ascending	EASTWARD First Class 14 PASSENGER Arrive Daily
PM 8.00	Yard	63.7		GRAND CANYON		AM 8.00
8.15	30	57.2	39.6	6.5 COCONINO 5.2	130.3	f 7.34
f 8.27	27	52.0	117.5	APEX 2.0	158.4	f 7.22
8.31	20	50.0	0.0	HOPI 5.3	158.4	7.16
f 8.43	33	44.8	0.0	ANITA 7.0	170.4	f 7.02
f 8.55	21	37.7	37.0	WILLAHA 8.8	79.2	f 6.49
f 9.11	32	29.0	62.3	VALLE 8.4	100.3	f 6.35
f 9.29	20	20.5	116.2	QUIVERO 11.6	48.0	f 6.20
f 9.50	27	9.0	132.0	RED LAKE 2.4	105.6	f 5.59
f 9.54	31	6.5	114.3	PITT 7.1	73.9	f 5.55
10.20 PM	Yard	0.0	158.4	WILLIAMS	110.9	5.40 AM
Arrive Daily				(64.3)		Leave Daily
(27.6)				Average speed per hour		(27.6)

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

No. 14 will turn on wye and back into Grand Canyon.

No. 15 will turn on wye and back into Williams.

Phones in booths at all sidings.

Wye at Apex and Anita.

Water at Anita.

F. W. Y. at Grand Canyon.

WESTWARD — First Class

19 The Chief Leave Daily	17 Super Chief Leave Wednesday and Sunday	123 El Tovar Leave Daily	3 California Limited Leave Daily	21 El Capitan Leave Wednesday and Sunday	1 The Scout Leave Daily	7 Fast Mail Express Leave Daily	123 El Tovar Leave Daily	23 Grand Canyon Limited Leave Daily	Capacity of Sidings No. Cars	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque Miles	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 77 June 2, 1940 STATIONS
PM 9.40	PM 9.20		PM 7.45[21]	PM 7.42[3]	PM 2.55	AM 6.55	AM 2.45	AM 1.30	Yard	FW TY	285.5			WINSLOW
9.57	9.29		8.03	7.53	3.15	7.10	3.05	1.50	62		293.0	66.0	75.0	7.6 MOQUI
10.02	9.34		8.10	7.58	3.23	7.16	3.11	1.59	61		298.3	73.1	70.4	5.3 DENNISON
10.09	9.41		8.19	8.07	3.33	7.25	3.20	2.10	72		305.9	0.0	75.0	7.6 SUNSHINE
10.16	9.49		8.28	8.13	f 3.41	7.32	3.27	2.19	53		312.1	23.8	60.7	6.2 CANYON DIABLO
10.22	9.54		8.35	8.20	3.49	7.38	3.34	2.27	62		317.3	22.7	69.7	5.2 HIBBARD
10.29	10.02		8.44	8.29	3.59	7.46	3.43	2.36	73	WY	322.7	0.0	75.0	5.4 ANGELL
10.36	10.10		8.52	8.37	4.09	7.53	3.52	2.46	74		328.6	0.0	75.0	6.0 WINONA
10.43	10.17		8.59	8.43	4.18	8.00	4.00	2.54	72		333.2	75.0	75.0	4.4 COSNINO
10.51	10.25		9.09	8.51	4.28	8.09	4.09	3.05	72		339.1	70.4	75.0	5.8 CLIFFS
11.01	10.30		s 9.24	8.59	s 4.45	f 8.19	4.20	s 3.22	Yard	WY	344.2	47.8	75.0	5.0 FLAGSTAFF
11.14	10.40		9.39	9.11	5.02	8.31	4.33	3.37	73	Y	350.8	0.0	75.0	6.5 RIORDAN
11.20	10.45		9.47	9.17	5.12	8.37	4.40	3.47	72	WY	356.3	75.0	75.0	5.6 BELLEMONT
11.22	10.47		9.49	9.19	5.15	8.39	4.42	3.51			358.2	0.0	61.6	1.8 NEVIN
11.27	10.52		9.54	9.24	5.23	8.43	4.48	4.00			362.5	75.0	64.5	4.2 MAINE
11.33	10.58		10.01	9.29	5.33	8.49	4.56	4.12	60		368.0	97.0	75.8	5.6 CHALENDER
s 11.45 11.59	11.10	PM 10.40	s 10.15 10.25	f 9.42	s 5.53	s 9.00	5.10 AM	s 4.30 5.40	Yard	FW TY	378.2	75.0	75.0	10.1 WILLIAMS
AM 12.08	11.17	10.50	10.35	9.49	6.03	9.09		5.50		Y	381.6	6.8	75.0	3.4 SUPAI
12.17	11.26	11.00	10.44	9.58	6.14	9.18		6.00	72	WB	386.3	137.3	0.0	4.7 McLELLAN
												161.0	0.0	7.4
12.31	11.41	11.15	10.58	10.13	6.29	9.33		6.15	77		393.7	95.0	14.8	DAZE 7.5
s 12.45 12.55	11.55	s 11.30	s 11.10 11.20	10.25	s 6.45	s 9.45 9.50		s 6.30 6.35	Yard	FW Y	401.2			ASH FORK
1.04	AM 12.02	11.40	11.30	10.33	6.55	9.59		6.45	72		408.8	75.0	75.0	7.6 PINEVETA
1.16	12.14	11.52	11.42	10.44	7.08	10.10		6.57	82	B	414.7	39.6	75.0	5.8 GLEED
1.25	12.22	AM 12.01	11.51	10.52	7.17	10.16		7.05	62	Y	419.1	61.8	75.0	3.7 CROOKTON
1.32	12.28	12.07	11.58	10.58	7.25	10.23		7.12			423.5	75.0	0.0	5.0 PAN
1.40 AM	12.35 AM	12.15 AM	12.05 AM	11.05 PM	7.35 PM	10.30 AM		7.20 AM	Yard	FW TY	428.8	95.0	0.0	5.3 SELIGMAN
Arrive Daily	Arrive Thursday and Monday	Arrive Daily	Arrive Daily	Arrive Wednesday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(142.7)
(39.6)	(43.9)	(31.8)	(35.7)	(42.2)	(30.6)	(40.8)	(38.2)	(31.1)						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.

TIME TABLE
NO. 77
June 2, 1940

EASTWARD

First Class

STATIONS	Ruling Grade Ascending	Ruling Grade Descending	Fuel, Water, Turn Tables and Wyes	Office of Communication or Booth Phone	Capacity of Siding	124 El Tovar	18 Super Chief	4 California Limited	2 The Scout	8 Fast Mail Express	124 El Tovar	24 Grand Canyon Limited	20 The Chief	22 El Capitan
					No. Cars	Arrive Daily	Arrive Wednesday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wednesday and Saturday
WINSLOW			FW TY	C	Yard		AM 9.20	AM 11.59	PM 2.05	PM 3.25	AM 1.15	AM 1.35	AM 2.50	AM 2.55
7.6	31.7	75.0												
MOQUI				B			9.12	11.39	1.49	3.09	12.57	1.15	2.26	2.45
5.3	31.4	70.4												
DENNISON				B	62		9.08	11.33	1.43	3.03	12.52	1.10	2.21	2.41
7.6	23.8	75.0												
SUNSHINE				B			9.02	11.26	1.35	2.55	12.44	1.02	2.13	2.36
6.2	0.0	60.7												
CANYON DIABLO				C			8.57	11.19	1.28	2.48	12.37	12.55	2.06	2.30
5.2	22.7	69.7												
HIBBARD				B	63		8.52	11.13	1.22	2.42	12.31	12.49	2.00	2.25
5.4	0.0	75.0												
ANGELL			WY	B	72		8.48	11.07	1.16	2.36	12.25	12.43	1.55	2.21
6.0	0.0	75.0												
WINONA				B			8.43	11.00	1.09	2.29	12.18	12.36	1.49	2.17
4.4	75.0	75.0												
COSNINO				B	85		8.38	10.54	1.03	2.23	12.12	12.30	1.43	2.11
5.8	70.4	75.0												
CLIFFS				B			8.32	10.47	12.56	2.16	12.05 AM	12.23	1.36	2.05
5.0	47.3	75.0												
FLAGSTAFF			WY	C	Yard		8.26	s10.39	s12.50	s 2.10	s11.58	s12.15	f 1.30	1.59
6.5	0.0	75.0												
RIORDAN			Y	B			8.17	10.27	12.37	1.56	11.46	12.02 AM	1.19	1.51
5.6	75.0	75.0												
BELLEMONT			WY	B	73		8.12	10.20	12.30	1.50	11.39	11.56	1.12	1.45
1.8	0.0	61.6												
NEVIN				B	70		8.10	10.18	12.28	1.48	11.37	11.53	1.10	1.43
4.2	75.0	64.5												
MAINE				B			8.05	10.13	12.22	1.43	11.32	11.48	1.04	1.37
5.6	75.0	52.8												
CHALENDER				B	63		7.58	10.05	12.14 PM	1.35	11.25	11.40	12.57	1.30
10.1	75.0	75.0												
WILLIAMS			FW TY	C	Yard	s AM 4.55	7.45	s 9.50	s11.59	s 1.20	11.10 PM	11.25 s10.50	s12.40 12.25	1.17
3.4	6.8	75.0												
SUPAI			Y	B	25	4.43	7.40	9.42	11.47	1.10		10.42	12.17	1.12
2.5	95.0	0.0												
SERENO				B	71	4.38	7.35	9.37	11.42	1.05		10.37	12.12 AM	1.06
6.2	95.0	0.0												
CORVA			W	B	72	4.25	7.22	9.24	11.29	12.52		10.24	11.59	12.53
6.7	95.0	0.0												
DAZE				B	86	4.10	7.09	9.08	11.13	12.37		10.08	11.45	12.39
7.5	95.0	14.8												
ASH FORK			FW Y	C	Yard	s 3.55	6.54	s 8.50	s10.55	12.20 s12.15		s 9.50 9.45	s11.30	12.24
7.6	75.0	75.0												
PINEVETA				B		3.41	6.46	8.30	10.35	12.06 PM		9.35	11.15	12.16
7.1	39.6	147.8												
CROOKTON			Y	B	72	3.31	6.36	8.23	10.25	11.55		9.25	11.05	12.06 AM
5.0	75.0	0.0												
PAN				B	72	3.24	6.30	8.17	10.19	11.49		9.19	10.59	11.59
5.3	75.0	0.0												
SELIGMAN			FW TY	C	Yard	3.15 AM	6.22 AM	8.08 AM	10.10 AM	11.40 AM		9.10 PM	10.50 PM	11.52 PM
(143.6)						Leave Daily	Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday
Average speed per hour.....						(30.8)	(48.4)	(37.3)	(36.7)	(39.2)	(44.8)	(38.3)	(38.3)	(47.1)

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

WESTWARD											EASTWARD					
Second Class			First Class						TIME TABLE NO. 77 June 2, 1940			First Class			Second Class		
209	25		181	47	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Ash Fork	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Office of Communication or Booth Phone	42	170		26	216	210
MIXED	MIXED		PASSENGER	PASSENGER								PASSENGER	PASSENGER		MIXED	FREIGHT	MIXED
Leave Daily	Leave Friday Only		Leave Daily	Leave Daily								Arrive Daily	Arrive Daily		Arrive Friday Only	Arrive Daily	Arrive Daily
				AM 1.30	Yard	WF Y	0.0		ASH FORK		C	PM 9.35					
				1.40	71		3.9	51.7	CRUICE	52.8	B	9.26					
				1.48	39		5.3	53.3	MEATH	83.4	B	9.19					
				1.58	72		6.8	33.8	ROK	81.8	B	9.08					
				f 2.10	78	WY	5.3	0.0	DRAKE	79.2	C	f 8.56					
				2.23	78		8.1	52.8	ABRA	79.2	B	8.42					
				f 2.30	30	Y	4.2	64.9	DEL RIO	79.2	B	f 8.36					
				f 2.33	88	W	1.5	79.2	PURO	56.0	B	f 8.34					
				f 2.40	35		3.8	79.2	COPPER	56.0	B	f 8.26					
				2.49	38		5.7	79.2	GRANITE	13.2	B	8.17					
	PM 2.25			f 2.58	17		6.4	79.5	ENTRO	39.6	B	f 8.06			AM 9.20		
	2.45 PM			s 3.10 216 3.20	Yard	WF TY	6.1	79.5	PRESCOTT	66.5	C	s 7.55 7.50			9.00 AM	AM 3.15 47	
				3.27	Spur 2		2.9	158.4	POWDER SPUR	0.0		7.40				3.08	
				3.45	34	Y	5.6	158.4	ALTO	79.2	B	7.29				2.43	
				f 3.51	Spur 12		2.0	0.0	IRON SPRINGS	158.4	B	f 7.20				2.29	
				f 4.05	62		5.5	0.0	RAMSGATE	158.4	B	f 7.02				2.04	
				s 4.25	62	WY	7.5	0.0	SKULL VALLEY	158.4	C	f 6.43				s 1.38	
				s 4.38	61		6.2	5.0	KIRKLAND	79.2	B	s 6.25				1.10	
				4.54	72		8.6	79.7	GRAND VIEW	79.7	B	6.11				12.50	
				s 5.10	62		6.1	79.2	HILLSIDE	79.2	C	s 5.58				12.30	
				f 5.25	62	W	8.2	0.0	DATE	79.2	B	f 5.40				12.10 AM	
				f 5.37	38		6.7	64.3	PIEDMONT	79.2	B	f 5.30				11.40	
				s 5.50	72	Y	6.8	79.2	CONGRESS	79.2	C	s 5.19				11.20	
				5.58	62		6.4	0.0	FLORES	79.2	B	5.08				11.00	
PM 9.20			AM 7.35	6.05	E22 W23	Y	5.3	0.0	MATTHIE	81.0	B	4.57	PM 8.35			10.45	PM 11.55
9.35 PM			s 7.50	s 6.20	Yard	WF	4.7	8.2	WICKENBURG	79.2	C	s 4.47	s 8.25			s10.35	11.35 PM
			7.59	6.27	73		3.9	0.0	ALLAH	79.2	B	4.36	8.11			10.25	
			f 8.12	s 6.40	72		6.8	79.7	CASTLE HOT SPR'GS	79.2	C	s 4.25	f 8.00			10.11	
			8.22	f 6.50	72		7.3	0.0	WITTMANN	78.9	B	f 4.14	7.51			9.56	
			8.38	f 7.05	84	Y	11.5	0.0	BEARDSLEY	79.2	B	f 3.58	7.36			9.35	
			8.44	7.11	72		4.5	0.0	ENNIS	39.6	B	3.52	7.30			9.20	
			8.48	f 7.17	42		3.1	52.8	MARINETTE	42.3	B	f 3.48	7.25			9.10	
			f 8.53	s 7.24	72		3.2	0.0	PEORIA	0.0	C	s 3.43	s 7.20			9.04	
			s 9.04	s 7.36	Yard		4.3	0.0	GLENDALE	0.0	C	s 3.36	s 7.10			s 8.50	
			9.12	7.43	Yard		4.1	3.4	ALHAMBRA	26.4	B	3.27	7.00			8.30	
			9.17	f 7.50	Yard	FWT	2.7	0.0	MOBEST	35.9	C	f 3.21	6.55			8.20 PM	
			9.30 AM	8.00 AM	Yard	Y	2.7	26.4	PHOENIX	15.8	C	3.15 PM	6.45 PM				
Arrive Daily	Arrive Friday Only		Arrive Daily	Arrive Daily			(193.7)					Leave Daily	Leave Daily		Leave Friday Only	Leave Daily	Leave Daily
(18.8)	(18.3)		(30.7)	(30.6)					.....Average speed per hour.....			(31.0)	(32.1)		(18.3)	(19.5)	(14.1)

WATER TANKS BETWEEN STATIONS AT
M. P. 89.1
M. P. 146.3
M. P. 175.0

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

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.)

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2439-2444	2	00	2	00	2	00
797-813	1	43	1	43	1	43
909-989	1	53	1	53	1	53
990-999	1	43	1	43	1	43
1226-1265	0	40	1	12	1	30
1297-1308	0	40	1	12	1	30
1322-1379	0	40	1	12	1	30
1413-1468	0	40	1	12	1	30
3520-3534	0	40	1	12	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1798-1799	1	06	1	12	1	30
1960-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3228-3257	1	06	1	12	1	30
3456	0	36	1	12	1	30
3703-3750	0	51	1	12	1	30
3751-3764	0	48	1	12	1	30
3751, 80" drivers	0	48	1	12	1	30
3765-3775	1	06	1	12	1	30
3830-3940	1	06	1	12	1	30
5001	0	36	.....		1	20
Diesel Motors	.....		.....		3	00
Switch, no truck	.....		.....		3	00
All other classes	.....		1	43	1	43
All classes, backing up	3	00	3	00	3	00
Fourth District, all Pacific type power	0	48	1	12	1	30
Grand Canyon Dist. 3800 Class	1	30	1	30	1	30

A tolerance of ten per cent is allowed on the above locomotives in "Freight and Mixed" service, or running light. No tolerance on 5001 class.

JUNCTION SWITCHES

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

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

LENGTH OF STEMS OF WYES

Thoreau	369.0 feet	Seligman	303.7 feet
West Yard	714.0 feet	Drake	Main track
Pinta	491.0 feet	Del Rio	405.0 feet
Winslow	341.8 feet	Prescott	316.0 feet
Angell	557.5 feet	Alto	201.0 feet
Flagstaff	170.2 feet	Skull Valley	726.0 feet
Riordan	506.0 feet	Congress	812.0 feet
Bellemont	138.8 feet	Matthie	Main track
Williams	1479.1 feet	Beardsley	Main track
Anita	400.0 feet	Phoenix	638.0 feet
Apex	Main track	Humboldt	3075.0 feet
Grand Canyon	1549.2 feet	Poland Junction	500.0 feet
Supai	282.0 feet	Mayer	208.0 feet
Ash Fork—North Wye	910.0 feet	Clarkdale	769.0 feet
Ash Fork—West Wye	1443.0 feet	Parker	564.0 feet
Crookton	190.1 feet	Bush Pit	200.0 feet

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

Location	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
First District				
Rito	59.8	8	East	None
Cubero	71.4	5	East	None
Section House	88.2	0	None	None
McCune	149.3	47	West	None
Second District				
Brentari	160.7	4	West	None
Black Star	160.7	1.1 mile	West	None
Dilco	163.4	128	East	None
Third District				
Welch	391.3	1	West	No. 1
Section House	396.4	0	0	None
Grand Canyon District	Miles from Williams			
Bly	14.9	7	West	Freight only
Section House	18.2	0	None	Freight only
Woodin	43.8	1	West	Freight only
Fourth District	Miles from Ash Fork			
Prairie	10.9	7	East-West	None
Siding	20.3	10	East-West	Freight
Whipple Spurs	56.0	43	East	42-47
Prieta	66.2	5	West	All
Doce	69.9	18	East	Freight
Spur	144.8	6	East-West	Freight
Beardsley Spur	169.0	13 miles	Wye	Freight
Waddell	173.6	62	East-West	Freight
Fennemore	176.6	66	East-West	Freight
Citruspark	179.0	65	East-West	Freight
Litchfield	181.6	127	East-West	Freight
Ennis	174.1	5.0 miles	West	Freight
Bumstead	178.4	20	East-West	Freight
Agua Fria Tank	175.0	3	East-West	42-47
Jack	186.8	8	East	Freight
Burnt Ranch	187.1	13	East	Freight
Dolan	189.5	23	West	Freight
Spur	189.7	2	East	Freight
Crown King District	Miles from Entro			
Iron King	17.2	5	West	25 and 26
Poland Spur	21.7	1 mile	Wye	25 and 26
Stock Yard	27.4	Main	.....	Freight
Parker District	Miles from Matthie			
McVay	66.8	7	West	233 and 234

(Continued from Page 3)

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

At Supai—westward trains.

At Prieta—trains in both directions.

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

28. Rule 701: Red lights will be used in dwarf signals to indicate "Stop."

29. Nos. 1, 2, 3 and 4 will stop on flag at Adamana to pick up or discharge detour passengers.

Train No. 4 stop at any station to pick up passengers for Albuquerque and east.

No. 3 will stop at Isleta to discharge revenue passengers originating east of Albuquerque, and will stop at any station west of Isleta to discharge revenue passengers originating at Albuquerque or east and south thereof.

Nos. 2 and 24 will stop on flag at any station to receive revenue passengers for Belen and Albuquerque, or for points east or south thereof.

SPRING SWITCHES

30. Gallup—Switch from eastward freight lead to eastward main track east of passenger station, normally lined for eastward freight lead.

Holbrook—East switch eastward siding.
West switch westward siding.

Winslow—West end of yard, switch from yard lead to westward main track.

Winslow—East end of yard, switch from eastward freight lead, south side of yard, to westward main track and east end of crossover between eastward and westward main tracks, both normally lined for main track.

Seligman—East yard lead to eastward main track.

Maximum speed trailing through spring switches must not exceed 25 miles per hour.

Reverse movements must not be attempted until switches are properly lined by hand. If stop is made with train on spring switch, care must be taken to control slack action and avoid backward movement.

Trains finding signals or point indicators, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

FIRST AND BELEN DISTRICTS

31. New Mexico Division time table and rules govern between Albuquerque and Isleta, and between Belen station and junction with Albuquerque Division at west end of yard.

Between Signal 8951, east end Belen Yard, and Coast Lines' junction switch, 0.2 miles west of passenger station, there is no superiority of trains. All trains and engines moving between these points must run at restricted speed expecting to find track occupied. Responsibility for accident rests with the approaching train.

32. Double track with automatic signals between Dalies and Gallup. Trains must keep to the left.

Double track extends through Gallup passenger yard.

No. 1 is westward main track.

No. 3 is eastward main track.

Automatic signals between Isleta, Dalies and Belen.

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

At Belen: Automatic signals govern movements over crossing between New Mexico and Albuquerque Divisions main tracks west end of yard.

SECOND DISTRICT

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

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

THIRD AND GRAND CANYON DISTRICTS

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

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

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

Double track extends through following passenger yards:

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

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

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

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

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

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

38. Not more than two engines of any class may be coupled together over Bridge A-313, Canyon Diablo.

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

40. Westward freight trains must stop ten minutes at Daze and eastward freight trains ten minutes at any station, Cliffs to Angell inclusive, for inspection of train and cooling wheels.

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

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

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

Trains and engines turning at Riordan to proceed westward, will be governed by Rule D-152, and when leaving westward leg of wye will be governed by the indication given by dwarf signal located at west end, and must receive a "proceed" signal before proceeding or fouling the circuit in advance of the signal.

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

43. Rule 97 and Special Rule 13: Yellow indication of the dwarf signal will authorize the movement, with current of traffic, on westward track Riordan to Williams without clearance card, Form 902, or Form "G" train order, except if provision has been made for the use of a section of double track as single track between these points, a Form G train order must be obtained before proceeding.

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

FOURTH, CLARKDALE AND CROWN KING DISTRICTS

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

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

45. The maximum tonnage per operative brake in freight service between Prescott and Skull Valley and on the Crown King District is seventy-five tons.

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

47. Over Bridges B-14, west of Prairie, B-22, west of Drake, and E-74, west of Ramsgate, engines heavier than 3700 or 3800 class must not be coupled together; engines of 3700 or 3800 class or lighter may be coupled together over these bridges, but when so coupled must not exceed twenty miles per hour.

48. Trains in which are high rack cars loaded with coke must not exceed 24 miles an hour, (one mile in two minutes and thirty seconds).

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

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

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

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

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

TIME SERVICE

A. J. STROBEL
General Watch Inspector, Topeka, Kan.
J. H. Mace, Assistant General Watch Inspector (Roadway and Station Service), Kansas City, Mo.

LOCAL WATCH INSPECTORS

R. P. HUDDLESTON.....Winslow, Ariz.
E. PARKE SELLARD.....Gallup, N. M.
O. A. HESLA.....Prescott, Ariz.
FRANK MINDLIN.....Albuquerque, N. M.
H. H. HOWARD.....Phoenix, Ariz.

H. W. Schlemer, Traveling Watch Inspector, Pasadena, Calif.

At Seligman	4th, 8:00 p.m. to 5th, 7:30 p.m. 18th, 8:00 p.m. to 19th, 7:30 p.m.
At Ash Fork	1st, 10:55 a.m. to 3rd, 10:55 a.m. 15th, 10:55 a.m. to 17th, 10:55 a.m.
At Williams	3rd, 11:59 a.m. to 4th, 5:50 p.m. 17th, 11:59 a.m. to 18th, 5:50 p.m.
At Drake	2nd, 2:10 a.m. to 8:45 a.m. 16th, 2:10 a.m. to 8:45 a.m.

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 Building.....Los Angeles, Cal.
DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg.....Los Angeles, Cal.
DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building.....Los Angeles, Cal.

DR. H. W. GOELITZ, Local Surgeon.....Albuquerque
DR. W. R. LOVELACE, Consulting Surgeon.....Albuquerque
DR. E. C. MATTHEWS, Eye, Ear, Nose and Throat....Albuquerque
DR. A. E. BESSETTE, Local Surgeon .....Belen
~~DR. EDWIN P. PETERSON, Local Surgeon.....Grants~~
DR. JOHN W. STOFER, Local Surgeon.....Gallup
DR. H. T. WATSON, Assistant Local Surgeon.....Gallup
DR. WM. B. CANTRELL, Consulting Surgeon.....Gallup
DR. J. F. SMITH, Eye, Ear, Nose and Throat.....Gallup
DR. A. E. CAMPBELL, Consulting Surgeon.....Gallup
DR. VINCENT ACCARDI, Local Surgeon.....Gallup
DR. H. K. WILSON, Local Surgeon.....Holbrook
DR. R. L. DAVIS, Assistant Local Surgeon.....Holbrook
DR. W. G. MORTON, Division Surgeon.....Winslow
~~DR. M. G. FRONSKE, Local Surgeon.....Flagstaff~~
DR. A. H. SCHERMANN, Consulting Surgeon.....Flagstaff

DR. FRANK W. EDEL, Local Surgeon.....Williams
DR. W. F. HEIN, Assistant Local Surgeon.....Williams
DR. B. G. CARSON, Local Surgeon.....Grand Canyon
DR. J. W. CONNOR, Local Surgeon.....Seligman
DR. C. E. YOUNT, Local Surgeon.....Prescott
DR. R. N. LOONEY, Division Surgeon.....Prescott
DR. E. A. BORN, Assistant Local Surgeon.....Prescott
DR. C. R. SWETNAM, Ear, Nose and Throat.....Prescott
DR. FLOYD B. BRALLIAR, Local Surgeon.....Wickenburg
DR. H. S. DENNINGER, Local Surgeon.....Glendale
DR. H. K. BEAUCHAMP, Local Surgeon.....Phoenix
DR. WM. A. SCHWARTZ, Eye, Ear, Nose and Throat Specialist .....Phoenix
DR. B. L. MELTON, Assistant Eye, Ear, Nose and Throat Specialist .....Phoenix

First Aid Kits are located at Dalies, Grants, Houck, Adamana, Holbrook, Angell, Ash Fork, Drake and Prescott.

1. ~~Dr. Jack L. Troupin Loc Surg Parker Ariz~~
2. Dr R A Collins Consult Surg Winslow
3. Dr Harry Beckwith Loc Surg Winslow

SANTA FE
SAFETY FIRST

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

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

