



**SANTA FE SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

**TRAINMASTERS**

- W. E. ADAMS .....Gallup, N. Mex.
- G. R. DERKSEN .....Winslow, Ariz.
- F. B. HATFIELD .....Phoenix, Ariz.
- J. L. SCHROEDER .....Needles, Calif.
- W. H. LAWSON (Amtrak) .....Los Angeles, Calif.

**ASSISTANT TRAINMASTERS**

- K. R. HATFIELD .....Phoenix, Ariz.
- J. M. McMILLAN .....Needles, Calif.

**SUPERVISOR OF AIR BRAKES  
GENERAL ROAD FOREMAN OF ENGINES**

- E. F. POLLARD .....Barstow, Calif

**ROAD FOREMEN OF ENGINES**

- P. I. JENSEN .....Gallup, N. Mex.
- W. A. HAWKINS .....Winslow, Ariz.
- F. V. DOBBS (Amtrak) .....Needles, Calif.
- J. L. BOOTMAN, JR. ....Needles, Calif.
- J. H. LANE .....Phoenix, Ariz.

**CHIEF DISPATCHER**

- J. S. ARMSTRONG .....Winslow, Ariz.

**ASSISTANT CHIEF DISPATCHERS**

- D. LA MAR .....Winslow, Ariz.
- I. M. OWSLEY .....Winslow, Ariz.
- D. R. AYRES .....Winslow, Ariz.
- M. E. JONES .....Winslow, Ariz.

**DISPATCHERS - WINSLOW, ARIZ.**

- |                   |                |
|-------------------|----------------|
| A. C. PETRANOVICH | J. C. OWSLEY   |
| E. D. STINSON     | J. D. RICHARDS |
| F. W. PLEASANTS   | T. L. FISHER   |
| B. R. LORING      | L. G. ROWLAND  |
| J. K. HOLT        | R. L. COTTON   |
| H. A. MILLER      | T. T. LAYCOCK  |
|                   | J. L. McELROY  |

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



**COAST Santa Fe LINES**

**ALBUQUERQUE DIVISION  
TIME TABLE No.**

**17**

**IN EFFECT**

**Monday, September 11, 1972**

**At 12:01 A.M.  
Mountain Standard Time**

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

**D. G. RUEGG  
Acting General Manager  
LOS ANGELES, CALIF.**

**C. E. ROLLINS                      F. L. ELTERMAN  
J. G. FRY                              L. B. ENGLISH  
Asst. General Managers  
LOS ANGELES, CALIF.**

**E. L. KIDD  
Superintendent  
WINSLOW, ARIZ.**

## 2 ALBUQUERQUE DIVISION

## FIRST—BELEN DISTRICT

| Westward     |      | Ruling Grade Descending—Feet Per Mile | Capacity of Sidings In Feet | Mile Post              | TIME TABLE                |              |      |        | Mile Post | Capacity of Sidings In Feet | Communications, Turn Tables and Wyes | Ruling Grade Descending—Feet Per Mile | Eastward    |  |
|--------------|------|---------------------------------------|-----------------------------|------------------------|---------------------------|--------------|------|--------|-----------|-----------------------------|--------------------------------------|---------------------------------------|-------------|--|
| First Class  |      |                                       |                             |                        | NO. 17                    |              |      |        |           |                             |                                      |                                       | First Class |  |
| 3            |      |                                       |                             |                        | September 11, 1972        |              |      |        |           |                             |                                      |                                       | 4           |  |
| Leave Daily  |      | STATIONS                              |                             |                        |                           | Arrive Daily |      |        |           |                             |                                      |                                       |             |  |
| PM 5.15      | 14.9 | Yard                                  | 902.4                       | TCS ABS                | ALBUQUERQUE YL            | 902.4        | Yard | C-R TY | 21.1      | PM 1.10                     |                                      |                                       |             |  |
| 5.30         | 26.4 | 2486                                  | 915.0                       |                        | ISLETA                    | 915.0        | 2486 | B      | 52.8      | 12.50                       |                                      |                                       |             |  |
| 5.42         | 26.4 |                                       | 27.4                        | ATS                    | DALIES                    | 27.4         |      | B      | 52.8      | 12.35                       |                                      |                                       |             |  |
| 5.50         | 31.7 |                                       | 33.9                        |                        | RIO PUERCO                | 33.9         | 7007 | B      | 0.0       | 12.25                       |                                      |                                       |             |  |
| 5.58         | 0.0  | 5846                                  | 43.3                        | ATS                    | GABOIA                    |              |      | B      | 52.8      | 12.15                       |                                      |                                       |             |  |
| 6.02         | 0.0  | 6768                                  | 47.3                        |                        | SUWANEE                   | 47.3         | 7808 | B      | 31.7      | 12.07                       |                                      |                                       |             |  |
| 6.11         | 0.0  | 6317                                  | 58.1                        | ATS                    | MARMON                    | 58.1         | 5831 | B      | 31.7      | 12.01                       |                                      |                                       |             |  |
| 6.16         | 0.0  | 4106                                  | 63.3                        |                        | QUIRK                     | 63.3         |      | B      | 31.7      | 11.56                       |                                      |                                       |             |  |
| 6.21         | 0.0  | 6748                                  | 68.7                        | AUTOMATIC BLOCK SYSTEM | LAGUNA                    | 68.7         | 5515 | B      | 31.7      |                             |                                      |                                       |             |  |
| 6.28         | 0.0  | 5879                                  | 77.6                        |                        | ACOMITA                   | 77.6         | 5866 | B      | 31.7      |                             |                                      |                                       |             |  |
| 6.36         | 0.0  | 5862                                  | 85.9                        | S.T.A. TRACKS          | ANZAC                     | 85.9         | 6495 | B      | 31.7      | 11.41                       |                                      |                                       |             |  |
| 6.46         | 0.0  | 6620                                  | 95.5                        |                        | GRANTS                    | 95.5         | 5842 | C-R    | 31.7      | 11.33                       |                                      |                                       |             |  |
| 6.56         | 0.0  | 5844                                  | 107.2                       | S.T.A. TRACKS          | BLUEWATER                 | 107.2        | 6758 | B      | 31.7      | 11.23                       |                                      |                                       |             |  |
|              |      |                                       |                             |                        | NORTH CHAVES              | 121.8        | 5845 | B      | 52.8      | 11.12                       |                                      |                                       |             |  |
| 7.11         | 0.0  | 7128                                  | 125.6                       | ATS                    | THOREAU                   | 125.6        |      | B-Y    | 52.8      | 11.09                       |                                      |                                       |             |  |
|              |      |                                       |                             |                        | NORTH GUAM                | 136.7        | 6716 | B      | 31.7      | 10.58                       |                                      |                                       |             |  |
| 7.23         | 56.3 | 5815                                  | 141.5                       | ATS                    | PEREA                     |              |      | B      | 0.0       |                             |                                      |                                       |             |  |
| 7.29         | 31.7 | 5270                                  | 149.3                       |                        | McCUNE                    | 149.3        |      | B-Y    | 0.0       |                             |                                      |                                       |             |  |
| 7.31         | 31.7 |                                       | 151.6                       | ATS                    | ZUNI                      | 151.6        | 8534 | B      | 0.0       | 10.44                       |                                      |                                       |             |  |
| 7.40 PM      | 31.7 | Yard                                  | 157.6                       |                        | GALLUP YL                 | 157.6        | Yard | C-R Y  | 0.0       | 10.37 AM                    |                                      |                                       |             |  |
| Arrive Daily |      |                                       |                             |                        | WEST (160.3) EAST (160.7) |              |      |        |           | Leave Daily                 |                                      |                                       |             |  |

(66.3)

..... Average speed per hour

(63.0)

Trains must get clearance card before leaving Gallup and Albuquerque.

At Isleta, eastward trains from New Mexico Division will proceed on signal indication in lieu of clearance card.

Rule D-151: Between Gallup and Dalies trains must keep to the left.

Rule 251 in effect between Gallup and Dalies.

Rule 251 and Rule 93(A) in effect at Albuquerque between M.P. 902.0 and end of two tracks M.P. 903.9.

Rule 261 "TCS" in effect on main track between Dalies and end of two tracks Albuquerque, M.P. 903.9.

Eastward trains to be routed via First District from Dalies will sound whistle signal at microphone sign 500 feet west of Automatic Block Signal 302. Trains to Belen District should not whistle.

Rule 93: Yard limits located at Gallup, Belen and Albuquerque.

## BELEN DISTRICT

| Westward |  | Ruling Grade Ascending—Feet Per Mile | Communications, Turn Tables and Wyes | Mile Post | TIME TABLE         |          |          |      | Capacity of Sidings In Feet | Ruling Grade Descending—Feet Per Mile | Eastward |        |
|----------|--|--------------------------------------|--------------------------------------|-----------|--------------------|----------|----------|------|-----------------------------|---------------------------------------|----------|--------|
|          |  |                                      |                                      |           | NO. 17             |          |          |      |                             |                                       |          |        |
|          |  |                                      |                                      |           | September 11, 1972 |          |          |      |                             |                                       |          |        |
|          |  | STATIONS                             |                                      |           |                    |          |          |      |                             |                                       |          |        |
|          |  | 66.2                                 | C-R T-Y                              | 0.0       | TCS                | BELEN YL | 2 TRACKS | Yard | 5314                        | 66.2                                  |          |        |
|          |  |                                      |                                      |           |                    | 10.3     |          |      |                             |                                       |          | DALIES |
|          |  |                                      | B                                    | 10.1      |                    |          |          |      |                             |                                       |          |        |
|          |  |                                      |                                      |           |                    | (10.3)   |          |      |                             |                                       |          |        |

Trains must get clearance card before leaving Belen.

At Dalies, westward trains from Belen District will proceed with current of traffic on proper signal indication in lieu of clearance card and will display classification signals previously authorized.

At Dalies, eastward trains from First District will proceed on signal indication in lieu of clearance card.

Rule 251 and Rule 93(A) in effect at Belen between New Mexico-Albuquerque Division Junction MP 932.4 and end of two tracks, MP 933.7.

Rule 261 "TCS" in effect:

On main tracks between home signal of interlocking west end of Belen and interlocked crossover west end Dalies;

At Belen, between end of two tracks MP 933.7 and junction with New Mexico Division, Second District, MP 934.4;

On freight lead between MP 893.9 and MP 895.4 east end of Belen yard; On tracks 23 and 24 between interlocking west end of Belen yard and sign indicating "End of TCS" located at west end of ice dock.

At Belen, tracks 23 and 24 between sign indicating "End of TCS" at west end ice dock and sign reading "End of circuit" near east end ice dock signalled for eastward movement only unless otherwise authorized by control station.

### Stations or tracks not shown in schedule

| Location              | Mile Post | Capacity in Feet | Switch Connection |
|-----------------------|-----------|------------------|-------------------|
| <b>Eastward Track</b> |           |                  |                   |
| Quirk Spur            | 63.3      | 5 Miles          | West              |
| Reid                  | 101.7     | 4944             | East-West         |
| Baca                  | 114.9     | 347              | East              |
| Gonzales              | 129.3     | 320              | East              |
| Wingate               | 146.1     | 2277             | East              |
| <b>Westward Track</b> |           |                  |                   |
| McCarty's             | 82.3      | 2019             | West              |
| Reid                  | 101.7     | 384              | West              |
| Baca                  | 114.9     | 1053             | West              |
| South Chavez          | 121.7     | 5621             | East-West         |
| South Guam            | 136.2     | 5800             | East-West         |
| Ciniza                | 138.9     | 3093             | East-West         |

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

| LOCATION   | Psg. and Light | M.P.H. | Fr. |
|--|----------------|--------|-----|
| <b>First District Eastward</b>                     |                |        |     |
| Gallup to Gonzales                                 | 79             | 60     | 60  |
| Gonzales to Anzac                                  | 90             | 60     | 60  |
| Anzac to Marmon                                    | 79             | 60     | 60  |
| Marmon to Dalies                                   | 90             | 60     | 60  |
| Dalies to Albuquerque                              | 79             | 60     | 60  |
| Quirk Spur   | 15             | 15     | 15  |
| 2 Street crossings M.P. 157.9 to 157.6             | 20             | 20     | 20  |
| 2 Curves M.P. 157.6 to 156.5                       | 50             | 50     | 50  |
| 3 Curves M.P. 136.4x to 133.4x                     | 65             | 60     | 60  |
| 2 Curves M.P. 130.7x to 129.9x                     | 65             | 60     | 60  |
| 3 Curves M.P. 129.9x to 127.5                      | 80             | 70     | 70  |
| 7 Curves M.P. 109.7 to 105.0                       | 80             | 70     | 70  |
| 1 Curve M.P. 95.5 to 94.4                          | 80             | 70     | 70  |
| 3 Curves M.P. 91.0 to 88.0                         | 70             | 65     | 65  |
| 11 Curves M.P. 88.0 to 83.9                        | 55             | 55     | 55  |
| 2 Curves M.P. 67.6 to 66.0                         | 65             | 60     | 60  |
| 3 Curves M.P. 66.0 to 62.9                         | 70             | 70     | 70  |
| 3 Curves M.P. 62.9 to 61.2                         | 50             | 50     | 50  |
| 4 Curves M.P. 61.2 to 60.1                         | 60             | 60     | 60  |
| 1 Curve M.P. 60.1 to 59.1                          | 70             | 65     | 65  |
| 4 Curves M.P. 32.5 to 27.5                         | 70             | 70     | 70  |
| 1 Switch and 1 Curve M.P. 27.5 to 27.3             | 40             | 40     | 40  |
| 2 Curves M.P. 13.6 to 12.5                         | 70             | 65     | 65  |
| Curve at Jct. Switch Isleta M.P. 914.9             | 70             | 55     | 55  |
| 2 Curves M.P. 905.2 to 905.4                       | 70             | 55     | 55  |
| Street crossings between M.P. 903.4 and M.P. 901.8 | 30             | 30     | 30  |

|  |    |    |    |
|--|----|----|----|
| <b>First District Westward</b>                     |    |    |    |
| Albuquerque to Dalies                              | 79 | 60 | 60 |
| Dalies to Marmon                                   | 90 | 60 | 60 |
| Marmon to Gonzales                                 | 79 | 60 | 60 |
| Gonzales to Gallup                                 | 90 | 60 | 60 |
| Quirk Spur   | 15 | 15 | 15 |
| Street crossings between M.P. 901.8 and M.P. 903.4 | 30 | 30 | 30 |
| 2 Curves M.P. 905.2 to 905.4                       | 70 | 55 | 55 |
| Curve at Jct. switch M.P. 914.9                    | 70 | 55 | 55 |
| 2 Curves M.P. 12.5 to 13.6                         | 70 | 60 | 60 |
| 1 Curve & 3 switches M.P. 26.8 to 27.5             | 40 | 40 | 40 |
| 4 Curves M.P. 27A.5 to 32.5                        | 70 | 70 | 70 |
| 7 Curves M.P. 36.8 to 45.2x                        | 70 | 65 | 65 |
| 1 Curve M.P. 59.1 to 60.1                          | 70 | 60 | 60 |
| 3 Curves M.P. 60.1 to 60.9                         | 60 | 60 | 60 |
| 4 Curves M.P. 60.9 to 62.9                         | 50 | 50 | 50 |
| 3 Curves M.P. 62.9 to 66.0                         | 70 | 70 | 70 |
| 2 Curves M.P. 66.0 to 67.4                         | 65 | 60 | 60 |
| 11 Curves M.P. 83.9 to 88.0                        | 55 | 55 | 55 |
| 3 Curves M.P. 88.0 to 91.0                         | 70 | 65 | 65 |
| 6 Curves M.P. 149.3 to 156.5                       | 80 | 70 | 70 |
| 1 Curve M.P. 156.5 to 157.6                        | 30 | 30 | 30 |
| 2 Street crossings M.P. 157.6 to M.P. 157.9        | 20 | 20 | 20 |

|  |    |    |    |
|--|----|----|----|
| <b>Belen District Eastward</b>                     |    |    |    |
| Dalies to Belen                                    | 79 | 60 | 60 |
| Dalies Jct. Switch M.P. 10.2 to 10.0 (North Track) | 40 | 40 | 40 |
| 1 Curve M.P. 10.2 to 9.5 (South Track)             | 70 | 60 | 60 |
| 1 Curve M.P. 9.5 to 8.5 (South Track)              | 60 | 50 | 50 |
| 2 Curves M.P. 8.5 to 6.7 (South Track)             | 70 | 60 | 60 |
| 6 Curves M.P. 10.0 to 0.5 (North Track)            | 75 | 60 | 60 |
| 2 Curves M.P. 0.5 to Belen (Both Tracks)           | 30 | 30 | 30 |
| Switch to track 23 and 24 (Belen)                  | 30 | 30 | 30 |

|  |    |    |    |
|--|----|----|----|
| <b>Belen District Westward</b>           |    |    |    |
| Belen to Dalies                          | 79 | 60 | 60 |
| West Switch Tracks 23 and 24, Belen, and |    |    |    |
| 2 Curves Belen to M.P. 0.5               | 30 | 30 | 30 |
| 2 Curves M.P. 6.7 to 8.3 (South Track)   | 70 | 60 | 60 |
| 2 Curves M.P. 8.3 to 10.2 (South Track)  | 60 | 55 | 55 |
| 3 Curves M.P. 6.7 to 9.5 (North Track)   | 75 | 60 | 60 |
| 1 Curve M.P. 9.5 to 10.2 (North Track)   | 60 | 50 | 50 |

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

**WESTWARD**

Gonzales-Gallup

**EASTWARD**

Gonzales-Anzac  
 Suwanee-Rio Puerco  
 Dalies-Belen

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

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

"I"—Interlocked Switch. "WE"—West End.  
 "S"—Spring Switch. "EE"—East End.

| Station      | Type | Location                                 | MPH |
|--------------|------|--|-----|
| Albuquerque  | I    | End of Two Tracks                        | 40  |
| Isleta       | I    | Both ends of siding                      | 15  |
| Belen        | I    | Crossover MP 0.5 (Albuq. Divn.)          | 50  |
|              | I    | Crossover Albuq. Divn. Jct. (932.4)      | 15  |
|              | I    | Switch to Albuq. (932.4)                 | 15  |
|              | I    | Switch Albuq. Divn. Jct. (932.4)         | 30  |
|              | I    | Switches WE tracks 23 and 24             | 30  |
|              | I    | Switch end of 2 tracks (MP 933.7)        | 30  |
|              | I    | EE storage yard M.P. 894.0               | 15  |
|              | I    | EE freight lead M.P. 893.9               | 40  |
| Dalies       | I    | Switch M.P. 27.4                         | 40  |
|              | I    | Crossover M.P. 27.5                      | 40  |
|              | I    | Crossover M.P. 27.6                      | 50  |
| Rio Puerco   | S    | EE eastward siding                       | 30  |
| Garcia       | S    | WE westward siding                       | 30  |
| Suwanee      | S    | WE westward siding—EE eastward siding    | 30  |
| Marmon       | S    | WE westward siding                       | 15  |
|              | S    | EE eastward siding                       | 30  |
| Laguna       | S    | WE westward siding—EE eastward siding    | 30  |
| Acoma        | S    | WE westward siding                       | 30  |
| Anzac        | S    | WE westward siding—EE eastward siding    | 30  |
| Grants       | S    | WE westward siding—EE eastward siding    | 30  |
| Bluewater    | S    | WE westward siding—EE eastward siding    | 30  |
| North Chaves | S    | EE eastward siding                       | 30  |
| Thoreau      | S    | WE westward siding                       | 30  |
| North Guam   | S    | EE eastward siding                       | 30  |
| Perea        | S    | WE westward siding                       | 30  |
| Gallup       | S    | EE eastward freight lead East of station | 30  |

NOTE: Trains or engines using siding must not exceed maximum turnout speed for that siding.

**TRACK SIDE WARNING DEVICES**

| Location                       | Type      | Signals Affected   |
|--------------------------------|-----------|--|
| M.P. 908.7                     | Highwater | Eastward Signal 9092<br>Westward-Controlled Signal<br>M.P. 906.4       |
| M.P. 51.6<br>(Eastward only)   | Hot Box   | Rotating white lights at scanner<br>and at Locator M.P. 48.2           |
| Bridge 69.8                    | Highwater | Signals 681 and 702  |
| Bridge 70.1                    | Highwater | Signals 681 and 702  |
| Bridge 72.6                    | Highwater | Signals 711 and 732  |
| Bridge 91.5                    | Highwater | Signals 901 and 922  |
| M.P. 131.3X<br>(Eastward only) | Hot Box   | Rotating light at scanner, at M.P.<br>130X and at locator at M.P. 129. |

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

**ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.**

# 4 ALBUQUERQUE DIVISION

# SECOND DISTRICT

| MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS |                          |      | Westward     |                                      | TIME TABLE         |      | Eastward           |       |      |             |
|--|--------------------------|------|--------------|--------------------------------------|--------------------|------|--------------------|-------|------|-------------|
| LOCATION                                     | M.P.H.<br>Pgr. and Light | Frt. | First Class  |                                      | NO. 17             |      | First Class        |       |      |             |
|  |                          |      | 3            |                                      | September 11, 1972 |      | 4                  |       |      |             |
|  |                          |      | Leave Daily  | Communications, Turn Tables and Wyes | STATIONS           |      | Arrive Daily       |       |      |             |
| Second District Westward and Eastward        | 90                       | 60   | PM<br>7.43   | Y-R-C                                | Yard               | 31.7 | GALLUP YL          | 157.6 | Yard | AM<br>10.35 |
| Defiance Spur                                | 15                       | 15   |              |                                      |                    |      | 7.55               |       |      |             |
| <b>Second District Westward</b>              |                          |      | 8.06         | B                                    | 3939               | 31.7 | 13.4<br>LUPTON     | 180.4 | 6737 | 10.12       |
| 2 Street Crossings M.P. 157.6 to 157.9..     | 20                       | 20   | 8.14         | B                                    | 5561               | 31.7 | 10.9<br>HOOUK      | 191.2 | 6753 | 10.04       |
| 2 Curves M.P. 157.9 to 158.2                 | 30                       | 30   | 8.20         | B                                    | 5259               | 31.7 | 8.0<br>CHETO       | 199.7 |      | 9.58        |
| 1 Curve M.P. 160.7 to 160.9                  | 80                       | 70   | 8.24         | B                                    | 3958               | 31.7 | 5.9<br>CHAMBERS    | 205.7 | 5322 | 9.54        |
| 1 Curve M.P. 188.4 to 188.9                  | 80                       | 70   | 8.29         | B                                    | 5639               | 31.7 | 7.3<br>NAVAJO      | 213.0 | 5748 | 9.49        |
| 5 Curves M.P. 215.6 to 219.2                 | 80                       | 70   | 8.34         | Y-B                                  | 7107               | 31.7 | 6.2<br>PINTA       | 219.2 | 6437 | 9.44        |
| 2 Curves M.P. 250.5 to 252.1                 | 80                       | 70   | 8.43         | B                                    | 5687               | 31.7 | 13.1<br>ADAMANA    | 232.3 | 7107 | 9.35        |
| 1 Street Crossing M.P. 253.1                 | 60                       | 60   | 8.52         | B                                    | 4066               | 31.7 | 13.3<br>ARNTZ      | 245.6 | 4151 | 9.25        |
| 1 Curve M.P. 264.2 to 264.4                  | 80                       | 70   | 8.57         | R-C                                  | 5718               | 31.7 | 7.4<br>HOLBROOK    | 253.0 | 6769 | 9.19        |
| 4 Curves M.P. 284.6 to 285.5                 | 65                       | 55   | 9.01         | B                                    | 7505               | 31.7 | 5.6<br>PENZANCE    | 258.6 |      | 9.14        |
| <b>Second District Eastward</b>              |                          |      | 9.04         | B                                    | 3599               | 31.7 | 3.7<br>JOSEPH CITY | 262.4 |      | 9.10        |
| 4 Curves M.P. 285.5 to 284.6                 | 65                       | 55   | 9.13         | B                                    | 5621               | 16.9 | 12.2<br>HIBBARD    | 274.8 | 7155 | 9.00        |
| 1 Curve M.P. 264.4 to 264.2                  | 80                       | 70   | 9.30<br>PM   | T<br>R-C                             | Yard               | 31.7 | 10.8<br>WINSLOW YL | 285.5 | Yard | 8.50<br>AM  |
| 2 Curves M.P. 160.9 to 158.2                 | 80                       | 70   | Arrive Daily |                                      |                    |      | (127.2)            |       |      | Leave Daily |
| 2 Curves M.P. 158.2 to 157.9                 | 30                       | 30   |              |                                      |                    |      |                    |       |      |             |
| 2 Street Crossings M.P. 157.9 to 157.6..     | 20                       | 20   |              |                                      |                    |      |                    |       |      |             |

(71.3)

..... Average speed per hour

(72.7)

Trains must get clearance card before leaving Winslow and Gallup.  
 Rule D-151: Between Winslow and Gallup trains must keep to the left.  
 Rule 251 in effect between Winslow M.P. 284.5 and Gallup.  
 Three main tracks between M.P. 288.1 and M.P. 284.5, Winslow:  
 North track signalled for eastward movements,  
 South track signalled for westward movements, Rule 251 governs.  
 Middle track signalled for movements in both directions, Rule 261 "TCS" governs.  
 At Winslow, all switches middle main track equipped with electric switch locks. Be governed by instructions posted in phone box.  
 At Winslow, between controlled signals located M.P. 284.5 and M.P. 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand thrown switches.  
 Yardmaster may give permission to line switches via radio after obtaining authority from control station.  
 Rule 93: Yard Limits Located At:  
 Winslow and Gallup.

### TRACK SIDE WARNING DEVICES

| Location          | Type       | Signals Affected   |
|-------------------|------------|--|
| M.P. 174.8        | Rock Slide | Signals 1741 and 1752  |
| M.P. 187          | Hot Box    | Rotating white lights at scanner and on locator M.P. 189.6                     |
| (Westward only)   |            |  |
| M.P. 201.6        | Hot Box    | Rotating white lights at scanner and on locator M.P. 199.7                     |
| (Eastward only)   |            |  |
| M.P. 214.7        | Hot Box    | Rotating white lights at scanner and on locator M.P. 217.1                     |
| (Westward only)   |            |  |
| M.P. 236.5        | Hot Box    | Rotating white lights at scanner and on locator M.P. 234.3                     |
| (Eastward only)   |            |  |
| Bridge M.P. 239.4 | Highwater  | Signals 2391-2392  |
| M.P. 280.2        | Hot Box    | Rotating white light M.P. 281.4. Contact Winslow yard for location of hot box. |
| (Westward only)   |            |  |

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.  
 When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.  
 When hot box signals activated, trains must stop, check locator and inspect train.  
**ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.**

**SWITCHES—MAXIMUM AUTHORIZED SPEED**  
 Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:  
 "I"—Interlocked Switch. "WE"—West End.  
 "S"—Spring Switch. "EE"—East End.

| Station  | Type | Location                              | MPH |
|----------|------|---------------------------------------|-----|
| Gallup   | I    | Freight lead M.P. 159.6               | 30  |
|          | I    | Crossover M.P. 159.7                  | 30  |
|          | I    | WE freight lead M.P. 161.3            | 30  |
| Defiance | S    | EE eastward siding                    | 30  |
| Lupton   | S    | EE eastward siding                    | 30  |
| Houck    | S    | WE westward siding—EE eastward siding | 30  |
| Cheto    | S    | WE westward siding                    | 30  |
| Chambers | S    | WE westward siding—EE eastward siding | 30  |
| Navajo   | S    | WE westward siding—EE eastward siding | 30  |
| Pinta    | S    | WE westward siding—EE eastward siding | 30  |
| Adamana  | S    | WE westward siding—EE eastward siding | 30  |
| Holbrook | S    | WE westward siding—EE eastward siding | 30  |
| Penzance | S    | WE westward siding                    | 30  |
| Hibbard  | S    | WE westward siding—EE eastward siding | 30  |
| Winslow  | I    | Crossover M.P. 284.5                  | 50  |
|          | I    | Crossover M.P. 284.7                  | 50  |
|          | I    | Inbound freight lead M.P. 284.7       | 50  |
|          | I    | Outbound freight lead M.P. 284.8      | 50  |
|          | S    | South main track M.P. 284.9           | 50  |
|          | S    | EE passenger track No. 1              | 15  |

NOTE: Trains or engines using siding must not exceed maximum speed for that turnout.

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location      | Mile Post | Capacity in Feet | Switch Connection |
|---------------|-----------|------------------|-------------------|
| Defiance Spur | 166.9     | 13.5 Miles       | West              |
| Manuelito     | 174.2     | 727              | East              |

| Westward       |             | Rolling Grade Descending—Feet Per Mile | Capacity of Sidings in Feet | Communications—Turn Tables and Wyes | TIME TABLE<br>NO. 17<br>September 11, 1972 |       | Mile Post | Rolling Grade Descending—Feet Per Mile | Capacity of Sidings in Feet | Eastward    |              |
|----------------|-------------|--|-----------------------------|-------------------------------------|--|-------|-----------|--|-----------------------------|-------------|--------------|
| First Class    |             |  |                             |                                     | STATIONS                                   |       |           |  |                             | First Class |              |
| 3              | Leave Daily |  |                             |                                     |  |       |           |  |                             | 4           | Arrive Daily |
|                | PM 9.40     | 31.7                                   | Yard                        | C-R T                               | WINSLOW YL                                 | 285.5 |           | Yard                                   | AM 8.40                     |             |              |
|                |             | 22.7                                   | n 7106                      | B                                   | 26.3<br>CANYON DIABLO                      | 311.7 | 75.0      | n 7106                                 |                             |             |              |
|                |             | 75.0                                   |                             | B                                   | 17.0<br>DARLING                            | 328.6 | 75.0      |  |                             |             |              |
|                | 10.50       | 75.0                                   | n 4419<br>s 7266            | C-R-Y                               | 15.2<br>FLAGSTAFF                          | 344.2 | 75.0      | n 4419<br>s 7266                       | 7.33                        |             |              |
|                |             | 75.0                                   | s 7241                      | B                                   | 12.1<br>BELLEMONT                          | 356.3 | 75.0      | s 7241                                 |                             |             |              |
|                |             | 75.0                                   |                             | B                                   | 6.0<br>MAINE                               | 362.5 | 64.5      |  |                             |             |              |
|                |             | 97.7                                   |                             | B                                   | 12.2<br>WILLIAMS JCT.                      | 374.6 | 75.0      |  |                             |             |              |
|                |             | 52.8                                   |                             | B                                   | 10.8<br>PERRIN                             | 385.4 | 0.0       |  |                             |             |              |
|                |             | 52.8                                   |                             | B                                   | 9.7<br>DOUBLEA                             | 395.1 | 0.0       |  |                             |             |              |
|                |             | 52.8                                   |                             | B                                   | 12.2<br>EAGLE NEST                         | 407.3 | 30.6      |  |                             |             |              |
|                |             | 40.9                                   |                             | B                                   | 12.2<br>CROOKTON                           | 419.5 | 52.8      |  |                             |             |              |
| AM 12.20<br>AM | 75.0        |  | B                           | 9.0<br>SELIGMAN                     | 428.8                                      | 0.0   |           | Yard                                   |                             |             |              |
| Arrive Daily   |             |  |                             | (142.7)                             |  |       |           | Yard                                   | 5.55<br>AM                  | Leave Daily |              |

(51.5)

Average speed per hour.....

(51.9)

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

LOCATION M.P.H. Psgr. and Light Frt.

**THIRD DISTRICT, EASTWARD:**

|                            |    |    |
|----------------------------|----|----|
| Seligman to Crookton ..... | 79 | 60 |
| Crookton to Maine .....    | 90 | 60 |
| Maine to Darling .....     | 79 | 60 |
| Darling to Winslow .....   | 90 | 60 |

**THIRD DISTRICT, WESTWARD:**

|                            |    |    |
|----------------------------|----|----|
| Winslow to Maine .....     | 79 | 60 |
| Maine to Crookton .....    | 90 | 60 |
| Crookton to Seligman ..... | 79 | 60 |

**EASTWARD AND WESTWARD:**

|  |    |    |
|--|----|----|
| 5 Curves M.P. 285.5 to 287.3 ...           | 65 | 55 |
| 2 Curves M.P. 301.9 to 303.3 ...           | 80 | 70 |
| 3 Curves M.P. 328.6 to 330.7 ...           | 50 | 50 |
| 2 Curves M.P. 330.7 to 331.8 ...           | 40 | 40 |
| 9 Curves M.P. 331.8 to 336.2 ...           | 50 | 45 |
| 3 Curves M.P. 336.2 to 338.0 ...           | 60 | 50 |
| 3 Curves M.P. 341.6 to 343.6 ...           | 55 | 50 |
| 19 Curves M.P. 343.6 to 350.2 ...          | 40 | 40 |
| 7 Curves M.P. 350.2 to 352.6 ...           | 50 | 50 |
| 2 Curves M.P. 352.6 to 353.9 ...           | 70 | 60 |
| 4 Curves & Grade M.P. 364.1 to 366.7 ..... | 55 | 50 |
| 13 Curves M.P. 366.7 to 371.8 ..           | 50 | 50 |
| 9 Curves & Grade M.P. 421.6 to 425.4 ..... | 55 | 50 |

Trains must get clearance card before leaving Winslow and Seligman.

Trains to Fourth District secure clearance card at Flagstaff.

Rule 261 "TCS" in effect on main tracks between Winslow, M.P. 288 and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo and on Yard track No. 1 Seligman.

Three main tracks between M.P. 284.5 and M.P. 288.1, Winslow:

- North track signalled for eastward movements,
- South track signalled for westward movements, Rule 251 governs.
- Middle track signalled for movements in both directions, Rule 261 "TCS" governs.

Rule 85: Between Winslow and Seligman exchange of train orders, signals and numbers is not required.

At Winslow, between controlled signals located M.P. 284.5 and M.P. 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand throw switches.

Yardmaster may give permission to line switches via radio after obtaining authority from control station.

Rule 93: Yard limits located at:  
Winslow.

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

- Williams Jct. to Eagle Nest
- Crookton to Seligman
- Riordan to Flagstaff
- M. P. 337 to West Crossover Darling
- East Crossover Darling to Dennison

**SWITCHES—MAXIMUM AUTHORIZED SPEED.**

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

- "I"—Interlocked Switch.
- "S"—Spring Switch.
- "EE"—East End.
- "WE"—West End.

| Station       | Type | Location  | MPH |
|---------------|------|---|-----|
| Winslow       | I    | Freight leads to eastward main track .....        | 50  |
|               | I    | Crossover M.P. 288.1 .....                        | 50  |
|               | I    | Crossover M.P. 288.3 .....                        | 50  |
|               | I    | Crossover M.P. 288.5 .....                        | 50  |
| Canyon Diablo | I    | Switch north main track M.P. 287.9 .....          | 50  |
|               | I    | Both ends siding .....                            | 40  |
| Darling       | I    | Crossover M.P. 312.6 .....                        | 50  |
|               | I    | Crossover M.P. 310.5 .....                        | 50  |
|               | I    | Crossover M.P. 326.7 .....                        | 50  |
| Flagstaff     | I    | Crossover M.P. 329.5 .....                        | 50  |
|               | I    | 2 Crossovers M.P. 342.0 .....                     | 50  |
| Maine         | I    | 2 Crossovers M.P. 362.1 .....                     | 50  |
|               | I    | Crossover M.P. 374.3 .....                        | 50  |
| Williams Jct. | I    | EE passenger track 1 .....                        | 30  |
|               | I    | WE passenger track 1 .....                        | 30  |
|               | I    | Crossover M.P. 375 .....                          | 50  |
|               | I    | Switch from Third District to Fourth District ... | 50  |
| Perrin        | I    | Crossover M.P. 383.1 .....                        | 50  |
|               | I    | Crossover M.P. 385.6 .....                        | 50  |
| Doublea       | I    | Crossover M.P. 392.0 .....                        | 50  |
|               | I    | Crossover M.P. 395.1 .....                        | 50  |
| Eagle Nest    | I    | Crossover M.P. 405.5 .....                        | 50  |
|               | I    | Crossover M.P. 407.5 .....                        | 50  |
| Crookton      | I    | Crossover M.P. 418.3 .....                        | 50  |
|               | I    | Crossover M.P. 420.5 .....                        | 50  |
| Seligman      | I    | Crossover M.P. 427.7 .....                        | 50  |
|               | I    | Crossover M.P. 429.6 .....                        | 50  |
|               | I    | Crossover M.P. 429.9 .....                        | 50  |
|               | I    | EE and WE No. 1 Track .....                       | 50  |

Third District continued on page 6

# 6 ALBUQUERQUE DIVISION

# THIRD—KINGMAN DISTRICTS

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location              | Mile Post | Capacity In Feet | Switch Connection |
|-----------------------|-----------|------------------|-------------------|
| Dennison North Track  | 298.3     | 520              | East-West         |
| South Track           | 298.2     | 505              | East-West         |
| Sunshine South Track  | 305.9     | 3617             | East-West         |
| Angell North Track    | 322.7     | Wye              | East-West         |
| South Track           | 322.7     | 330              | East-West         |
| Cosnino North Track   | 333.1     | 430              | East-West         |
| South Track           | 333.3     | 1044             | East-West         |
| Railhead North Track  | 339.9     | 4735             | East-West         |
| Riordan               | 350.8     |                  |                   |
| Bellemont North Track | 356.3     | 412              | East-West         |
| Spur South Track      | 368.1     | 293              | East              |
| Spur North Track      | 368.6     | 360              | West              |

## TRACK SIDE WARNING DEVICES

| Location             | Type                          | Signals Affected  |
|----------------------|-------------------------------|---|
| M.P. 290.5           | Highwater                     | Westward controlled signal M.P. 287.5<br>Automatic Signals 2912-2914                      |
| M.P. 293.5           | Hot Box                       | Rotating white light at M.P. 292.3  |
|                      | Eastward only—both tracks     | Contact Winslow Yard for location of hot box  |
| M.P. 305.9           | Dragging Equip.               | Rotating white lights on posts M.P. 312.8<br>and opposite Signals 3073-3071               |
|                      | Westward only—both tracks     | Rotating white light at scanner and at locator M.P. 312.8                                 |
| M.P. 315.4           | Hot Box                       | Rotating lights M.P. 315.4 and M.P. 312.8   |
|                      | Eastward only—both tracks     | Rotating lights on posts at Signals 3202-3204   |
| M.P. 315.4           | Dragging Equip.               | Warning lights and Controlled Signals M.P. 395.1 Automatic Signals 3972-3974              |
|                      | Eastward only—both tracks     | Rotating white lights at scanner on posts M.P. 402.6 and at locator M.P. 404.3            |
| M.P. 322.8           | Dragging Equip.               | Warning lights and Automatic Signals 4001-4003 and 4032-4034                              |
|                      | Eastward only—both tracks     | Warning lights and Automatic Signals 4091-4093 and 4112-4114                              |
| M.P. 395.5           | Rock Slide                    | Red rotating lights at M.P. 409, M.P. 410 and M.P. 411                                    |
| M.P. 401.2           | Hot Box                       | Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7 |
|                      | Westward only—both tracks     |   |
| M.P. 402             | Rock Slide                    |   |
| M.P. 409 to M.P. 411 | Rock Slide                    |   |
| M.P. 424.5           | Hot Box                       |   |
|                      | Eastward-westward—both tracks |   |

When dragging equipment indicators actuated, stop and inspect train.  
When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

# ALBUQUERQUE DIVISION

# KINGMAN DISTRICT

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location  | Mile Post | Capacity in Feet | Switch Connection |
|-----------|-----------|------------------|-------------------|
| Chino     | 432.9     | 616              | West              |
| McConnico | 520.7     | 1921             | West              |
| Haviland  | 545.8     | 475              | West              |
| Powell    | 558.8     | 663              | East              |

## TRACK SIDE WARNING DEVICES

| Location                   | Type               | Signals Affected  |
|----------------------------|--------------------|---|
| M.P. 434.7 (eastward only) | Hot Box            | Rotating white light at scanner and at locator M.P. 432   |
| M.P. 439.0                 | Highwater          | Signals 4381 and 4412                                     |
| M.P. 467.7                 | Highwater          | Signals 4671 and 4682                                     |
| M.P. 505.8 (westward only) | Hot Box            | Rotating white light at scanner and at locator M.P. 507.5 |
| M.P. 505.9                 | Highwater          | Signals 5051 and 5072                                     |
| M.P. 536.0 (westward only) | Hot Box            | Rotating white light at scanner and at locator M.P. 538.5 |
| M.P. 559.8 (westward only) | Hot Box            | Rotating white light at scanner and at locator M.P. 562.8 |
| M.P. 559.8 (westward only) | Dragging Equipment | Rotating white light at scanner and at locator M.P. 562.8 |
| M.P. 562.8                 | Highwater          | Signals 5611 and 5632                                     |
| M.P. 569.2 (eastward only) | Dragging Equipment | Rotating lights M.P. 568                                  |
| M.P. 575.8                 | Highwater          | Westward home signal west of M.P. 574 and Signal 5772     |

When dragging equipment indicators actuated, stop and inspect train.

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

When hot box signals activated, trains must stop, check locator and inspect train.

ENTIRE CREW MUST OBSERVE SIGNALS CONNECTED TO THESE DEVICES AND TAKE REQUIRED ACTION.

Westward freight trains must stop not less than ten minutes at Yucca to cool wheels and inspect train when train weight exceeds 1600 tons per operative dynamic brake.

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

Yampai-Hackberry  
Getz-Topock

Trains must get clearance card before leaving Seligman and Needles.

Rule 251 in effect between M.P. 429.9 and Needles.

Rule 261 "TCS" in effect on two main tracks between M.P. 429.9 and Seligman and on No. 1 yard track Seligman.

Rule 93: Yard limits located at Needles.

Rule 93(A) in effect at Needles between train signs located at east and west ends of passenger yard.

Exception to Special Rule 12 on page 11: M.P. 455.2 to M.P. 460.1 and M.P. 514.4 to M.P. 519.2 speed limit is 40 MPH for all westward freight trains qualifying.

**KINGMAN DISTRICT**

**ALBUQUERQUE DIVISION 7**

| Westward     |   |                                       |                             | TIME TABLE         |       |      |  | Eastward    |                             |                                       |              |  |
|--------------|---|---------------------------------------|-----------------------------|--------------------|-------|------|--|-------------|-----------------------------|---------------------------------------|--------------|--|
| First Class  |   |                                       |                             | NO. 17             |       |      |  | First Class |                             |                                       |              |  |
| 3            |   |                                       |                             | September 11, 1972 |       |      |  | 4           |                             |                                       |              |  |
| Leave Daily  | Communications, Wyes Turn Tables and Wyes | Ruling Grade Descending—Feet Per Mile | Capacity of Sidings In Feet | STATIONS           |       |      |  | Mile Post   | Capacity of Sidings In Feet | Ruling Grade Descending—Feet Per Mile | Arrive Daily |  |
| AM 12.22     | C-R-Y                                     | 75.0                                  | Yard                        | SELIGMAN           | 428.8 | Yard |  | 72.9        | AM 5.53                     |                                       |              |  |
| 12.32        | B   | 75.0                                  | 5327                        | —11.2—             |       |      |  | 75.0        | 5.33                        |                                       |              |  |
| 12.38        | B   | 69.7                                  | 5355                        | AUDLEY             | 439.8 | 5336 |  | 75.0        | 5.27                        |                                       |              |  |
| 12.46        | B-Y                                       | 105.6                                 | 7098                        | —7.1—              |       |      |  | 0.0         | 5.20                        |                                       |              |  |
| 12.55        | B   | 75.0                                  | 4647                        | PICA               | 446.9 | 5328 |  | 0.0         | 5.10                        |                                       |              |  |
| 1.01         | B   | 75.0                                  | 5714                        | —5.2—              |       |      |  | 0.0         | 5.04                        |                                       |              |  |
| 1.11         | B   | 75.0                                  | 5423                        | YAMPAI             | 452.2 | 5329 |  | 0.0         | 4.51                        |                                       |              |  |
| 1.19         | B   | 75.0                                  |                             | —7.9—              |       |      |  | 0.0         | 4.41                        |                                       |              |  |
| 1.24         | B   | 71.8                                  | 4854                        | NELSON             | 460.2 | 5783 |  | 43.8        | 4.36                        |                                       |              |  |
| 1.34         | B   | 31.7                                  | 5550                        | —5.6—              |       |      |  | 46.0        | 4.27                        |                                       |              |  |
| 1.42         | B-Y                                       | 0.0                                   | 7130                        | PEACH SPRINGS      | 465.8 | 8311 |  | 50.2        | 4.21                        |                                       |              |  |
| 1.46         | B   | 95.0                                  |                             | —11.4—             |       |      |  | 0.0         | 4.18                        |                                       |              |  |
| 1.58         | C-R                                       |                                       | 5974                        | TRUXTON            | 477.3 | 5557 |  | 0.0         | 4.14                        |                                       |              |  |
| 2.09         | B   | 75.0                                  | 5422                        | —7.0—              |       |      |  | 0.0         | 4.02                        |                                       |              |  |
| 2.16         | B   | 75.0                                  |                             | VALENTINE          | 484.0 | 8376 |  | 0.0         | 3.54                        |                                       |              |  |
| 2.20         | B   | 75.0                                  | 7115                        | —4.9—              |       |      |  | 0.0         | 3.45                        |                                       |              |  |
| 2.32         | B   | 73.9                                  | 5198                        | HACKBERRY          | 489.0 | 5236 |  | 0.0         | 3.39                        |                                       |              |  |
| 2.42         | B   | 52.8                                  | 5357                        | —12.3—             |       |      |  | 52.8        | 3.26                        |                                       |              |  |
| 3.00 AM      | C-R-Y                                     |                                       | Yard                        | WALAPAI            | 501.3 | 5939 |  | 52.8        | 3.13                        |                                       |              |  |
| Arrive Daily |   |                                       |                             | —8.2—              |       |      |  | 52.8        | 3.00 AM                     |                                       |              |  |
|              |   |                                       |                             | BERRY              | 509.4 | 7132 |  |             | Leave Daily                 |                                       |              |  |
|              |   |                                       |                             | —4.5—              |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | GETZ               | 513.9 |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —2.8—              |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | KINGMAN            | 516.4 | 5656 |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —5.1—              |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | HARRIS             | 521.5 | 7117 |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —5.5—              |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | GRIFFITH           | 526.8 | 7106 |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —8.8—              |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | ATHOS              | 535.6 | 7100 |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —4.6—              |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | YUCCA              | 540.2 | 5160 |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —12.5—             |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | FRANCONIA          | 552.7 | 7132 |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —12.4—             |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | TOPOCK             | 565.1 | 5491 |  |             |                             |                                       |              |  |
|              |   |                                       |                             | —12.4—             |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | NEEDLES YL         | 578.0 | Yard |  |             |                             |                                       |              |  |
|              |   |                                       |                             | WEST (148.7)       |       |      |  |             |                             |                                       |              |  |
|              |   |                                       |                             | EAST (149.4)       |       |      |  |             |                             |                                       |              |  |

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

| LOCATION                           | M.P.H. | Fri. |
|------------------------------------|--------|------|
| <b>KINGMAN DISTRICT, EASTWARD:</b> |        |      |
| Needles to Getz                    | 79     | 60   |
| Getz to Valentine                  | 90     | 60   |
| Valentine to Seligman              | 79     | 60   |
| 1 Curve M.P. 577.2 to 576.8        | 55     | 55   |
| 1 Curve M.P. 576.8 to 575.6        | 75     | 65   |
| 5 Curves M.P. 565.9 to 563.5       | 50     | 45   |
| 3 Curves M.P. 563.5 to 562.3       | 50     | 50   |
| 1 Curve M.P. 554.8 to 554.7        | 65     | 60   |
| 3 Curves M.P. 554.7 to 550.5       | 70     | 60   |
| 1 Curve M.P. 526.8x to 525.9x      | 65     | 65   |
| 7 Curves M.P. 525.9x to 520.3x     | 60     | 50   |
| 10 Curves M.P. 520.3x to 516.7x    | 40     | 40   |
| 2 Curves M.P. 516.7x to 515.3x     | 55     | 45   |
| 1 Curve M.P. 515.3x to 514.1x      | 65     | 65   |
| 4 Curves M.P. 499.1 to 492.7       | 85     | 70   |
| 1 Curve M.P. 490.2 to 488.9        | 80     | 70   |
| 8 Curves M.P. 488.9 to 482.5       | 65     | 60   |
| 4 Curves M.P. 482.5 to 480.6       | 55     | 50   |
| 3 Curves M.P. 480.6 to 479.5       | 30     | 30   |
| 2 Curves M.P. 479.5 to 479.0       | 40     | 40   |
| 3 Curves M.P. 479.0 to 477.0       | 65     | 60   |
| 6 Curves M.P. 477.0 to 470.5       | 70     | 60   |
| 4 Curves M.P. 470.5 to 469.0       | 50     | 45   |
| 5 Curves M.P. 469.0 to 464.9       | 65     | 55   |
| 3 Curves M.P. 464.9 to 463.8       | 50     | 50   |
| 6 Curves M.P. 463.8 to 460.1x      | 60     | 55   |
| 11 Curves M.P. 460.1x to 455.4     | 50     | 50   |
| 2 Curves M.P. 455.4 to 453.2       | 65     | 55   |
| 1 Curve M.P. 453.2 to 452.1        | 55     | 55   |
| 2 Curves M.P. 452.1 to 451.4       | 40     | 40   |
| 5 Curves M.P. 451.4 to 450.1       | 30     | 30   |
| 3 Curves M.P. 450.1 to 448.2       | 60     | 55   |

(56.4)

Average speed per hour. ....

(51.8)

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:  
 "I"—Interlocked Switch. "EE"—East End.  
 "S"—Spring Switch. "WE"—West End.

| Station       | Type | Location  | MPH |
|---------------|------|---|-----|
| Seligman      | I    | Crossover M.P. 429.9  | 50  |
|               | I    | Crossover M.P. 429.6  | 50  |
|               | I    | Crossover M.P. 427.7  | 50  |
|               | I    | EE and WE No. 1 Track                                       | 50  |
| Audley        | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | WE westward siding  | 30  |
| Yampai        | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
| Nelson        | S    | EE eastward siding  | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
| Peach Springs | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
| Truxton       | S    | EE eastward siding  | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
| Valentine     | S    | EE eastward siding  | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
| Hackberry     | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | WE westward siding  | 15  |
| Walapai       | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | WE eastward siding (normal position lined for quarry track) | 10  |
| Berry         | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | WE eastward siding  | 30  |
| Kingman       | S    | WE eastward siding (normal position lined for quarry track) | 10  |
|               | S    | WE westward siding  | 30  |
|               | S    | EE eastward siding  | 30  |
| Griffith      | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | EE eastward siding  | 30  |
| Athos         | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | EE eastward siding; WE westward siding                      | 30  |
| Yucca         | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | WE westward siding  | 30  |
| Franconia     | S    | EE eastward siding; WE westward siding                      | 30  |
|               | S    | EE eastward siding  | 30  |
|               | S    | WE westward siding  | 30  |
| Topock        | S    | EE eastward siding  | 30  |
|               | S    | WE westward siding  | 30  |
|               | S    | Lead and crossover switches, west of M.P. 574               | 50  |

NOTE: Trains or engines using siding must not exceed maximum turnout speed for that siding.

**KINGMAN DISTRICT, WESTWARD:**

|                                       |    |    |
|---------------------------------------|----|----|
| Seligman to Peach Springs             | 79 | 60 |
| Peach Springs to Needles              | 90 | 60 |
| 2 Curves M.P. 447.4 to 448.2          | 70 | 65 |
| 3 Curves M.P. 448.2 to 450.1          | 60 | 55 |
| 5 Curves M.P. 450.1 to 451.4          | 30 | 30 |
| 5 Curves & Grade M.P. 451.4 to 455.5  | 55 | 45 |
| 5 Curves & Grade M.P. 455.5 to 457.8  | 50 | 40 |
| 5 Curves & Grade M.P. 457.8 to 460.1  | 60 | 40 |
| 7 Curves & Grade M.P. 460.1 to 463.7  | 60 | 45 |
| 3 Curves M.P. 463.7 to 464.9          | 50 | 45 |
| 5 Curves & Grade M.P. 464.9 to 469.0  | 70 | 45 |
| 4 Curves M.P. 469.0 to 470.5          | 50 | 45 |
| 2 Curves & Grade M.P. 470.5 to 472.7  | 80 | 45 |
| 4 Curves M.P. 472.7 to 477.0          | 90 | 45 |
| 2 Curves & Grade M.P. 477.0 to 478.2  | 80 | 45 |
| 1 Curve & Grade M.P. 478.2 to 479.0   | 60 | 40 |
| 2 Curves & Grade M.P. 479.0 to 479.5  | 40 | 40 |
| 3 Curves & Grade M.P. 479.5 to 480.6  | 30 | 30 |
| 2 Curves & Grade M.P. 480.6 to 481.6  | 55 | 45 |
| 2 Curves & Grade M.P. 481.6 to 482.5  | 70 | 60 |
| 9 Curves & Grade M.P. 482.5 to 490.2  | 80 | 60 |
| 1 Curve & Grade M.P. 514.4 to 515.2   | 70 | 25 |
| 2 Curves & Grade M.P. 515.2 to 516.5  | 50 | 25 |
| 6 Curves & Grade M.P. 516.5 to 519.2  | 45 | 25 |
| 5 Curves & Grade M.P. 519.2 to 524.3  | 80 | 45 |
| 18 Curves & Grade M.P. 524.3 to 562.3 | 90 | 45 |
| 1 Curve & Grade M.P. 562.3 to 562.8   | 65 | 45 |
| 7 Curves M.P. 562.8 to 565.9          | 50 | 45 |
| 1 Curve M.P. 565.9 to 566.6           | 80 | 70 |
| 3 Curves M.P. 572.4 to 575.6          | 85 | 70 |
| 1 Curve M.P. 575.6 to 576.8           | 75 | 65 |
| 1 Curve M.P. 576.8 to 577.2           | 55 | 55 |

# 8 ALBUQUERQUE DIVISION

# FOURTH DISTRICT

| MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS              |                              |      |
|---|------------------------------|------|
| LOCATION  | M.P.H.<br>Psgr. and<br>Light | Frt. |
| FOURTH DISTRICT .....                                     | 59                           | 49   |
| 8 Curves M.P. 375.1 to 378.1 .....                        | 50                           | 40   |
| 1 Curve & 2 Street Crossings<br>M.P. 378.1 to 378.9 ..... | 40                           | 40   |
| 5 Curves M.P. 378.9 to 381.1 .....                        | 50                           | 40   |
| 2 Curves M.P. 381.1 to 381.5 .....                        | 35                           | 35   |
| 4 Curves & Grade M.P. 381.5 to 382.6 .....                | 40                           | 30   |
| 2 Curves & Grade M.P. 382.8 to 383.8 .....                | 30                           | 30   |
| 9 Curves & Grade M.P. 383.8 to 391.2 .....                | 40                           | 30   |
| 1 Curve & Grade M.P. 391.2 to 391.6 .....                 | 30                           | 30   |
| 6 Curves & Grade M.P. 391.6 to 394.6 .....                | 40                           | 30   |
| 1 Curve & Grade M.P. 394.6 to 391.9 .....                 | 30                           | 30   |
| 17 Curves & Grade M.P. 391.9 to<br>400.8 .....            | 40                           | 30   |
| 6 Curves M.P. 400.8 to 0.4 .....                          | 30                           | 25   |
| 4 Curves M.P. 0.4 to 2.6 .....                            | 45                           | 40   |
| 3 Curves M.P. 4.0 to 5.9 .....                            | 45                           | 40   |
| 3 Curves M.P. 7.9 to 9.9 .....                            | 45                           | 40   |
| 3 Curves M.P. 12.0 to 14.2 .....                          | 45                           | 40   |
| 4 Curves M.P. 14.2 to 16.2 .....                          | 35                           | 35   |
| 2 Curves M.P. 16.2 to 17.2 .....                          | 45                           | 40   |
| 1 Curve M.P. 18.4 to 18.7 .....                           | 45                           | 40   |
| 1 Curve M.P. 21.1 to 21.4 .....                           | 30                           | 20   |
| 5 Curves M.P. 21.4 to 23.2 .....                          | 40                           | 30   |
| 2 Curves M.P. 23.2 to 24.4 .....                          | 50                           | 40   |
| 5 Curves M.P. 80.5 to 82.3 .....                          | 45                           | 30   |
| 6 Curves M.P. 83.5 to 85.5 .....                          | 30                           | 25   |
| 6 Curves M.P. 85.5 to 86.5 .....                          | 25                           | 20   |
| 5 Curves M.P. 86.5 to 90.7 .....                          | 40                           | 30   |
| Cut M.P. 90.7 to 91.0 .....                               | 20                           | 20   |
| 9 Curves M.P. 91.0 to 94.3 .....                          | 30                           | 25   |
| 5 Curves M.P. 94.3 to 96.2 .....                          | 25                           | 20   |
| 3 Curves M.P. 96.2 to 97.4 .....                          | 40                           | 30   |
| 3 Curves M.P. 97.4 to 98.3 .....                          | 30                           | 25   |
| 3 Curves M.P. 98.3 to 99.7 .....                          | 40                           | 30   |
| 4 Curves M.P. 99.7 to 101.8 .....                         | 30                           | 25   |
| 2 Curves M.P. 101.8 to 103.2 .....                        | 40                           | 30   |
| 17 Curves M.P. 103.2 to 107.7 .....                       | 25                           | 20   |
| 2 Curves M.P. 107.7 to 108.9 .....                        | 40                           | 30   |
| 8 Curves M.P. 108.9 to 112.4 .....                        | 35                           | 30   |
| 1 Curve M.P. 112.4 to 112.5 .....                         | 30                           | 25   |
| 2 Curves M.P. 112.5 to 114.2 .....                        | 40                           | 30   |
| 2 Curves M.P. 114.2 to 115.1 .....                        | 35                           | 30   |
| 5 Curves M.P. 115.1 to 117.9 .....                        | 40                           | 30   |
| 2 Curves M.P. 117.9 to 118.3 .....                        | 30                           | 25   |
| 4 Curves M.P. 118.3 to 119.7 .....                        | 40                           | 30   |
| 1 Curve M.P. 119.7 to 119.8 .....                         | 35                           | 30   |
| 4 Curves M.P. 119.8 to 120.9 .....                        | 40                           | 30   |
| 7 Curves M.P. 120.9 to 122.6 .....                        | 25                           | 20   |
| 1 Curve M.P. 122.6 to 123.2 .....                         | 50                           | 40   |
| 6 Curves M.P. 131.1 to 134.8 .....                        | 45                           | 40   |
| 1 Curve M.P. 134.8 to 135.1 .....                         | 20                           | 20   |
| 5 Curves M.P. 135.1 to 138.2 .....                        | 45                           | 40   |
| 1 Curve M.P. 138.2 to 138.3 .....                         | 35                           | 35   |
| 10 Curves M.P. 138.3 to 141.5 .....                       | 40                           | 30   |
| 42 Curves M.P. 141.5 to 150.3 .....                       | 30                           | 25   |
| 1 Curve M.P. 174.9 to 175.1 .....                         | 55                           | 40   |
| 1 Curve M.P. 178.8 to 178.9 .....                         | 50                           | 40   |
| 4 Curves and 22 Crossings M.P. 182.5<br>to 190.8 .....    | 30                           | 30   |
| 4 Curves and 8 Crossings M.P. 190.8<br>to 192.9 .....     | 20                           | 20   |
| 2 Switches and 2 Crossings M.P. 192.9<br>to 193.7 .....   | 15                           | 15   |
| Ennis Spur .....  | 20                           | 20   |

| Communications:<br>Turn Tables and Wyes | Ruling Grade<br>Descending—<br>Feet Per Mile | TIME TABLE         |                    | Mile Post | Ruling Grade<br>Descending—<br>Feet Per Mile | Capacity of Sidings<br>In Feet |
|---|--|--------------------|--------------------|-----------|--|--------------------------------|
|   |  | WESTWARD           | EASTWARD           |           |  |                                |
|   |  | NO. 17             |                    |           |  |                                |
|   |  | September 11, 1972 |                    |           |  |                                |
|   |  | STATIONS           |                    |           |  |                                |
|   |  |                    | WILLIAMS JCT.      | 375.2     |  | Yard                           |
| B                                       | 75.0   | TCS                | WILLIAMS YL        | 378.2     | 75.0   | Yard                           |
| R-C-Y                                   | 6.8  |                    | SUPAI              | 381.6     |  |                                |
| B                                       | 95.0   |                    | SERENO             | 384.2     | 0.0  | 5493                           |
| B                                       | 95.0   |                    | CORVA              | 390.2     | 0.0  | 6554                           |
| B                                       | 95.0   |                    | DAZE               | 393.7     | 0.0  | 5603                           |
|   |  |                    | ASH FORK YL        | 401.2     |  | Yard                           |
| C-R                                     | 52.8   |                    | ORUICE             | 3.9       | 51.7   | 3575                           |
| B                                       | 83.4   |                    | MEATH              | 9.2       | 53.3   | 1944                           |
| B                                       | 81.8   |                    | ROK                | 16.0      | 33.8   | 3550                           |
| B                                       | 79.2   |                    | DRAKE YL           | 21.3      | 0.0  | 3632                           |
| B-Y                                     | 79.2   |                    | ABRA               | 28.4      | 52.8   | 5711                           |
| B                                       | 75.0   |                    | KAYFOUR            | 34.4      | 12.1   | 1480                           |
|   | 0.0  |                    | TUCKER             | 46.2      | 72.9   | 6262                           |
|   | 75.0   |                    | SKULL VALLEY       | 80.6      | 72.9   | 6623                           |
| B                                       | 79.2   |                    | KIRKLAND           | 86.8      | 5.0  | 3087                           |
| B                                       | 79.2   |                    | GRAND VIEW         | 95.4      | 79.7   | 3596                           |
| B                                       | 79.2   |                    | HILLSIDE YL        | 101.5     | 79.2   | 5268                           |
| C-R                                     | 79.2   |                    | DATE               | 109.7     | 0.0  | 6452                           |
| B                                       | 79.2   |                    | PIEDMONT           | 116.4     | 64.3   | 1878                           |
| B                                       | 79.2   |                    | CONGRESS           | 123.6     | 79.2   | 3598                           |
| B-Y                                     | 79.2   |                    | FLORES             | 129.6     | 0.0  | 3098                           |
| B                                       | 79.2   |                    | MATTHIE YL         | 134.9     | 0.0  | E 1130<br>w 1100               |
| C-R                                     | 79.2   |                    | WICKENBURG YL      | 139.6     | 0.0  | 1130                           |
| B                                       | 63.4   |                    | ALLAH              | 143.5     | 0.0  | 4361                           |
| B                                       | 56.5   |                    | CASTLE HOT SPRINGS | 150.3     | 79.7   | 3490                           |
| B                                       | 34.8   |                    | WITTMANN           | 157.6     | 0.0  | 3601                           |
| B                                       | 34.8   |                    | BEARDSLEY YL       | 169.2     | 0.0  | 3602                           |
| B                                       | 34.8   |                    | ENNIS YL           | 173.6     | 31.7   | 4222                           |
| B                                       | 12.7   |                    | SUN CITY YL        | 176.7     | 0.0  | 3622                           |
| B                                       | 0.0  |                    | PEORIA YL          | 179.9     | 0.0  | 2094                           |
| C-R                                     | 18.5   |                    | GLENDALE YL        | 184.2     | 0.0  | 3609                           |
| B-Y                                     | 23.2   |                    | ALHAMBRA YL        | 188.3     | 0.0  | Yard                           |
| C-R-T                                   | 15.8   |                    | MOBEST YL          | 191.0     | 15.8   | Yard                           |
| B-Y                                     |  |                    | PHOENIX YL         | 193.7     |  | Yard                           |
|   |  |                    | (208.8)            |           |  |                                |

Trains must get clearance card before leaving Ash Fork and Mobest.

Westward trains from Third District secure clearance card at Flagstaff.

Trains must get clearance card at Wickenburg during hours office of communication is open.

Rule 261 "TCS" in effect on main track between Williams Jct. and Williams M.P. 378.1.

Rule 83(A): Train register located in phone booth at Williams, Drake, Abra, Matthie and Ennis where trains will register as directed.

Trains arriving and departing Ash Fork during time office is closed will register by Form 903 and deposit in box provided for that purpose.

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

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

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



**PARKER DISTRICT**

| Capacity of Sidings<br>In Feet | Ruling Grade<br>Descending—<br>Feet Per Mile | WESTWARD | TIME TABLE                   | EASTWARD | Mile Post | Ruling Grade<br>Descending—<br>Feet Per Mile | Communications,<br>Turn Tables and Wyes |
|--------------------------------|--|----------|------------------------------|----------|-----------|--|---|
|                                |  | ↓        | NO. 17<br>September 11, 1972 | ↑        |           |  |   |
|                                |  |          | <b>STATIONS</b>              |          |           |  |   |
|                                |  |          | MATTHIE YL                   |          | 0.0       |  | B-Y                                     |
| 2228                           | 0.0  |          | 6.2<br>DIVIDE                |          | 6.2       | 39.6   | B                                       |
| 1204                           | 31.7   |          | 8.3<br>FOREPAUGH             |          | 14.5      | 0.0  | B                                       |
| 5158                           | 29.0   |          | 7.7<br>AGUILA                |          | 22.2      | 0.0  | B                                       |
| 2250                           | 31.7   |          | 17.8<br>LOVE                 |          | 40.0      | 19.8   | B                                       |
| 603                            | 31.7   |          | 4.8<br>WENDEN                |          | 44.8      | 0.0  | B                                       |
| 1216                           | 21.1   |          | 5.2<br>SALOME                |          | 50.0      | 26.4   | B                                       |
| 702                            | 84.5   |          | 10.3<br>VICKSBURG            |          | 60.3      | 29.0   | B                                       |
|                                | 31.7   |          | 6.1<br>McVAY                 |          | 66.8      | 0.0  | B                                       |
| 679                            | 31.7   |          | 3.7<br>UTTING                |          | 70.5      | 0.0  | B                                       |
| 812                            | 31.7   |          | 9.4<br>BOUSE                 |          | 79.9      | 0.0  | B                                       |
| 2404                           | 31.7   |          | 10.7<br>WALL                 |          | 90.6      | 0.0  | B                                       |
| 4920                           | 31.7   |          | 15.2<br>PARKER YL            |          | 105.8     | 31.7   | C-R-Y                                   |
|                                |  |          | (105.8)                      |          |           |  |   |

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

| LOCATION                          | Psg. and Light | M.P.H. | Fr. |
|-----------------------------------|----------------|--------|-----|
| PARKER DISTRICT .....             | 59             |        | 49  |
| 3 Curves M.P. 0.0 to 2.4 .....    | 45             |        | 30  |
| 3 Curves M.P. 53.3 to 55.0 .....  | 40             |        | 25  |
| 12 Curves M.P. 55.0 to 58.1 ..... | 30             |        | 20  |
| 3 Curves M.P. 95.2 to 97.2 .....  | 45             |        | 30  |
| 1 Curve M.P. 101.6 to 101.9 ..... | 45             |        | 30  |
| GRAND CANYON DISTRICT .....       | 40             |        | 40  |
| 21 Curves M.P. 0.8 to 12.7 .....  | 30             |        | 20  |
| 2 Curves M.P. 35.7 to 36.6 .....  | 25             |        | 20  |
| 18 Curves M.P. 46.2 to 53.6 ..... | 30             |        | 25  |
| 35 Curves M.P. 53.6 to 63.1 ..... | 25             |        | 25  |
| 3 Curves M.P. 63.1 to 63.7 .....  | 15             |        | 15  |

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

**FOURTH—PARKER—GRAND CANYON DISTRICTS**

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; All main track turnouts and crossovers—15 MPH; except for spring switches at the following locations:  
"S" Spring Switch.

**GRAND CANYON DISTRICT**

| Station      | Type | Location   | MPH |
|--------------|------|--|-----|
| Grand Canyon | S    | Switch from main track to west leg of wye .....  | 10  |
|              | S    | Switch from stem of wye to east leg of wye ..... | 10  |

Normal position of junction switches is as follows:

- Williams for Fourth District
- Drake for Fourth District
- Abra for Fourth District
- Matthie for Fourth District

Rule 93: Yard Limits located at: Williams, Ash Fork, Drake, Hillside, Matthie, Wickenburg, Beardsley to Phoenix, Parker, Grand Canyon.

**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**

| LOCATION                          | Mile Post | Capacity in Feet | Switch Connection |
|-----------------------------------|-----------|------------------|-------------------|
| <b>FOURTH DISTRICT</b>            |           |                  |                   |
| Hawkins .....                     | 113.3     | 281              | East              |
| Lizard Acres .....                | 171.6     | 1034             | East-West         |
| Suprise .....                     | 172.5     | 831              | East-West         |
| Ennis Spur .....                  | 174.1     | 19 miles         |                   |
| Goldbadge .....                   | 175.1     | 806              | East              |
| Bumstead .....                    | 178.4     | 1043             | East-West         |
| Webb Spur .....                   | 179.4     | 2 miles          | East              |
| Olive Avenue .....                | 180.0     | 1328             | East-West         |
| Wayne .....                       | 181.8     | 706              | East-West         |
| Fennemore .....                   | 183.0     | 1827             | East-West         |
| Citrus Park .....                 | 185.2     | 1820             | East-West         |
| Waddell .....                     | 186.0     | 1 mile           |                   |
| McMicken .....                    | 187.8     | 1035             | East-West         |
| Spur (Parker Dist.) .....         | 43.2      | 1223             | East              |
| Woodin (Grand Canyon Dist.) ..... | 43.8      | 324              | West              |

**GRAND CANYON DISTRICT**

| Capacity of Sidings<br>In Feet | Ruling Grade<br>Descending—<br>Feet Per Mile | WESTWARD | TIME TABLE                   | EASTWARD | Mile Post | Ruling Grade<br>Descending—<br>Feet Per Mile | Communications,<br>Turn Tables and Wyes |
|--------------------------------|--|----------|------------------------------|----------|-----------|--|---|
|                                |  | ↓        | NO. 17<br>September 11, 1972 | ↑        |           |  |   |
|                                |  |          | <b>STATIONS</b>              |          |           |  |   |
| Yard                           |  |          | WILLIAMS YL                  |          | 0.0       |  | R-C-Y                                   |
| 1346                           | 110.9  |          | 9.5<br>RED LAKE              |          | 9.0       | 158.4  | B                                       |
| 1008                           | 105.6  |          | 11.6<br>QUIVERO              |          | 20.5      | 132.0  | B                                       |
| 1599                           | 48.0   |          | 8.4<br>VALLE                 |          | 29.0      | 116.2  | B                                       |
| 1036                           | 100.3  |          | 8.8<br>WILLAHA               |          | 37.7      | 62.3   | B                                       |
|                                | 79.2   |          | 7.0<br>ANITA                 |          | 44.8      | 37.0   | B-Y                                     |
| 1345                           | 170.4  |          | 7.3<br>APEX                  |          | 52.0      | 0.0  | B                                       |
| 1492                           | 158.4  |          | 5.2<br>COCONINO              |          | 57.2      | 117.5  | B                                       |
| Yard                           | 130.3  |          | 6.5<br>GRAND CANYON YL       |          | 63.7      | 39.6   | B-Y                                     |
|                                |  |          | (64.3)                       |          |           |  |   |

At Grand Canyon; switches leading from main track to east and west leg of wye must be left lined for wye and switch at stem of wye lined for west leg.

Rule 83 (A): Train register located in phone booth Williams where trains will register as directed.

# 10 ALBUQUERQUE DIVISION CLARKDALE—PRESCOTT—IRON KING DISTRICT SPECIAL RULES

## CLARKDALE DISTRICT

| Communications and wye | Capacity of Sidings In Feet | Ruling Grade Descending—Feet Per Mile | WESTWARD | TIME TABLE                   | EASTWARD | Mile Post | Ruling Grade Descending—Feet Per Mile |      |
|------------------------|-----------------------------|---------------------------------------|----------|------------------------------|----------|-----------|---------------------------------------|------|
|                        |                             |                                       | ↓        | NO. 17<br>September 11, 1972 | ↑        |           |                                       |      |
| <b>STATIONS</b>        |                             |                                       |          |                              |          |           |                                       |      |
| Y-B                    | 1571                        | 106.6                                 |          | DRAKE YL<br>18.3             |          | 0.0       | 79.2                                  |      |
| B                      | 1158                        |                                       | 106.6    | PERKINSVILLE YL<br>19.7      |          | 18.3      |                                       | 82.3 |
| C-Y                    | Yard                        |                                       |          | CLARKDALE YL<br>(38.0)       |          | 38.0      |                                       |      |

No switch lights on Clarkdale District.

Booth phone at Bear and Sycamore.

At Clarkdale, spring point derail switch, normally lined for derail, located in upper yard below station.

Trains must get clearance card before leaving Clarkdale.

Yard limits Drake to Clarkdale inclusive.

## IRON KING DISTRICT

| Communications and wye | Capacity of Sidings In Feet | Ruling Grade Descending—Feet Per Mile | WESTWARD | TIME TABLE                   | EASTWARD | Mile Post | Ruling Grade Descending—Feet Per Mile |      |
|------------------------|-----------------------------|---------------------------------------|----------|------------------------------|----------|-----------|---------------------------------------|------|
|                        |                             |                                       | ↓        | NO. 17<br>September 11, 1972 | ↑        |           |                                       |      |
| <b>STATIONS</b>        |                             |                                       |          |                              |          |           |                                       |      |
|                        | Yard                        | 112.4                                 |          | IRON KING YL<br>0.3          |          | 16.9      | 50.2                                  |      |
| Y                      | Yard                        |                                       | 96.1     | HUMBOLDT YL<br>16.6          |          | 16.6      |                                       | 84.5 |
| B                      | 1116                        |                                       |          | ENTRO YL<br>(16.9)           |          | 0.0       |                                       |      |

No switch lights on Iron King District.

Yard limits Entro to Iron King inclusive.

### SWITCHES—MAXIMUM AUTHORIZED SPEED

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

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

| LOCATION                          | Psgr. and Light | M.P.H.    |
|-----------------------------------|-----------------|-----------|
| <b>CLARKDALE DISTRICT</b> .....   | <b>20</b>       | <b>20</b> |
| 17 Curves M.P. 11.9 to 15.1 ..... | 15              | 15        |
| 5 Curves M.P. 22.2 to 23.7 .....  | 15              | 15        |
| 17 Curves M.P. 29.9 to 34.8 ..... | 15              | 15        |
| <b>PRESCOTT DISTRICT</b> .....    | <b>59</b>       | <b>49</b> |
| 1 Curve M.P. 30.3 to 30.6 .....   | 59              | 45        |
| 3 Curves M.P. 30.8 to 31.9 .....  | 45              | 35        |
| 5 Curves M.P. 34.0 to 35.4 .....  | 40              | 30        |
| 3 Curves M.P. 39.7 to 41.2 .....  | 50              | 40        |
| 1 Curve M.P. 42.5 to 42.7 .....   | 45              | 35        |
| 1 Curve M.P. 46.0 to 46.1 .....   | 50              | 40        |
| 1 Bridge M.P. 46.4 .....          | 10              | 10        |
| 2 Curves M.P. 48.0 to 48.7 .....  | 30              | 25        |
| 2 Curves M.P. 48.7 to 50.3 .....  | 50              | 40        |
| 10 Curves M.P. 50.3 to 52.7 ..... | 25              | 20        |
| 6 Curves M.P. 52.7 to 55.9 .....  | 40              | 30        |
| 3 Curves M.P. 55.9 to 57.6 .....  | 30              | 20        |
| <b>IRON KING DISTRICT</b> .....   | <b>25</b>       | <b>25</b> |

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location                       | Mile Post | Capacity In Feet | Switch Connection |
|--------------------------------|-----------|------------------|-------------------|
| Bear (Clarkdale Dist.) .....   | 10.6      | 1098             | East-West         |
| Sycamore .....                 | 27.8      | 832              | East-West         |
| Tapco .....                    | 35.5      | 2562             | East              |
| Puro (Prescott Dist.) .....    | 35.1      | 2047             | East-West         |
| Copper .....                   | 38.9      | 4841             | East-West         |
| Granite .....                  | 44.6      | 1923             | East-West         |
| Tutt .....                     | 46.6      | 1.5 miles        | East              |
| Yaeger (Iron King Dist.) ..... | 7.7       | 668              | East-West         |
| Cherry Creek .....             | 14.8      | 253              | East-West         |

### JUNCTION SWITCHES

Normal position of junction switches is as follows:

Drake for Fourth District

Abra for Fourth District

Entro for Prescott District

## PRESCOTT DISTRICT

| Communications and wye | Capacity of Sidings In Feet | Ruling Grade Descending—Feet Per Mile | WESTWARD | TIME TABLE                   | EASTWARD | Mile Post | Ruling Grade Descending—Feet Per Mile |      |
|------------------------|-----------------------------|---------------------------------------|----------|------------------------------|----------|-----------|---------------------------------------|------|
|                        |                             |                                       | ↓        | NO. 17<br>September 11, 1972 | ↑        |           |                                       |      |
| <b>STATIONS</b>        |                             |                                       |          |                              |          |           |                                       |      |
|                        | 5711                        | 79.2                                  |          | ABRA YL<br>4.2               |          | 28.4      | 64.9                                  |      |
| B                      | 1476                        |                                       | 56.0     | DEL RIO YL<br>17.4           |          | 38.6      |                                       | 79.5 |
| B                      | 869                         |                                       | 66.5     | ENTRO YL<br>6.1              |          | 51.0      |                                       | 79.5 |
| C-Y                    | Yard                        |                                       |          | PRESCOTT YL<br>(27.7)        |          | 57.1      |                                       |      |
|                        |                             |                                       |          |                              |          |           |                                       |      |

Trains must get clearance card before leaving Prescott.

Yard limits Abra to Prescott inclusive.

## ALBUQUERQUE DIVISION

## SPECIAL RULES

### LENGTHS OF STEMS OF WYES

| Location                                     | Feet       | Location           | Feet           |
|--|------------|--------------------|----------------|
| Thoreau .....                                | 369        | Matthie .....      | Main Track     |
| McCune .....                                 | Govt. Spur | Alhambra .....     | 1379           |
| Gallup .....                                 | 306        | Phoenix .....      | 11th Ave. Spur |
| Pinta .....                                  | 491        | Parker .....       | 564            |
| Angell .....                                 | 558        | Williams .....     | 1620           |
| Flagstaff .....                              | 170        | Anita .....        | 400            |
| Seligman .....                               | 910        | Grand Canyon ..... | 1617           |
| Yampai .....                                 | 500        | Clarkdale .....    | 769            |
| Berry .....                                  | 2500       | Humboldt .....     | 1195           |
| Needles .....                                | 401        | Prescott .....     | 564            |
| Drake .....                                  | Main Track |                    |                |
| Congress (Normally lined for east leg) ..... | 812        |                    |                |

# SPECIAL RULES

1. Rule S-72: Except as otherwise provided all eastward trains are superior to westward trains of the same class.
2. Rule 2: Standard clocks are located at Albuquerque, Belen (station and yard offices), Gallup (station and yard office), Winslow (telegraph office and roundhouse), Flagstaff, Seligman, Needles, Ash Fork, Prescott, Mobest (telegraph office and roundhouse), Glendale and Parker.
3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a handthrow switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.
4. Rule 80: Bulletin books are located at Albuquerque, Belen, Gallup, Winslow, Flagstaff, Seligman, Needles, Ash Fork, Prescott, Glendale, Mobest and Parker.
5. Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track.

8. Rule 761: Following is list of structures:

Tunnel between Perkinsville and Sycamore on Clarkdale District.

At Gallup, the tipples, bins, pipe lines, wires and other obstructions located at Gamarco will not clear an engine or a man on top or sides of car.

At Pittsburgh-Midway Coal Co., Defiance Spur, tippie will not clear man on top or side of car.

9. Rule 93(A). Between designated points specified in Time Table, trains and engines must move at restricted speed and main tracks may be used in either direction not protecting against other trains or engines and are not required to clear first class trains or superior trains but must give way to them as soon as possible upon their approach.

10. Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

### MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

| Types of Equipment   | Maximum Depth Above top of rail (inches) | Maximum Speed in Tow (MPH) | Maximum Speed Under Own Power (MPH) |
|--|--|----------------------------|-------------------------------------|
| Diesel Locomotives:  |  |                            |                                     |
| 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9122-9148, 9800-9849  | 3  | 5                          | 5                                   |
| 652-653  | 4  | 5                          | 5                                   |
| 16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948 | 5  | 5                          | 5                                   |
| Passenger Cars   |  |                            |                                     |
| Roller Bearings  | 8  | 5                          | 0                                   |
| Friction Bearings  | 12                                       | 5                          | 0                                   |

# ALBUQUERQUE DIVISION 11

## SPEED REGULATIONS

11. Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 MPH.

12. On Belen District and First District between Dalies and Gallup, Second, Third and Kingman Districts where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

13. Derricks, cranes, pile drivers, spreaders\* and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:

| District  | Wrecking Derricks MPH | Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199720 MPH | Other Machines Including Derrick AT-199775 MPH |
|---|-----------------------|--|--|
| First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts | 40                    | 45   | 30   |
| Other Districts   | 15                    | 15   | 15   |

\*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH. Pile drivers must be handled in train next to engine. Maximum speed handling Scale Test Cars AT-199913, AT-199914 and AT-199915, 50 MPH.

14. In freight and mixed service with dynamic brake NOT in use, maximum speed on descending grades as follows:

| Percent      | Feet Per Mile  | Speed  |
|--------------|----------------|--------|
| 1.0 to 1.5   | 52.8 to 79.2   | 30 MPH |
| 1.5 to 2.0   | 79.2 to 105.6  | 25 MPH |
| 2.0 and over | 105.6 and over | 15 MPH |

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

## 15. MAXIMUM SPEED OF LOCOMOTIVES

| DIESEL LOCOMOTIVES:   | Forward (MPH) | Light Forward (MPH) | Backing or When Not Controlled From Leading Unit (MPH) | Dead in Train (MPH) |
|---|---------------|---------------------|--|---------------------|
| 300LABC thru 314LABC, 315AB thru 321AB  | 90            | 90                  | 45   | 90                  |
| 5920-5948   | 79            | 79                  | 45   | 79                  |
| 16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5661, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9122-9148, 9800-9849 | 70            | 70                  | 45   | 70                  |
| 500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450  | 45            | 45                  | 45   | 45                  |
| Diesels without dynamic brakes in use   |               |                     |  |                     |
| Supai-Ashfork   |               | 20                  |  |                     |
| Yampai-Nelson   |               | 30                  |  |                     |
| Nelson-Hackberry  |               | 40                  |  |                     |
| Getz-McConnico  |               | 20                  |  |                     |
| McConnico-Topock  |               | 30                  |  |                     |
| Diesels with dynamic brakes in use  |               |                     |  |                     |
| Supai-Ashfork   |               | 35                  |  |                     |

**SPEED TABLE—FOR INFORMATION ONLY**

| Time Per Mile<br>Min. Sec. | Miles Per Hour | Time Per Mile<br>Min. Sec. | Miles Per Hour | Time Per Mile<br>Min. Sec. | Miles Per Hour |
|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|
| .. 36                      | 100            | .. 58                      | 62.1           | 1 40                       | 36.0           |
| .. 37                      | 97.3           | .. 59                      | 61.0           | 1 42                       | 35.3           |
| .. 38                      | 94.7           | 1 ..                       | 60.0           | 1 44                       | 34.6           |
| .. 39                      | 92.3           | 1 02                       | 58.0           | 1 46                       | 34.0           |
| .. 40                      | 90.0           | 1 04                       | 56.2           | 1 48                       | 33.3           |
| .. 41                      | 87.8           | 1 06                       | 54.5           | 1 50                       | 32.7           |
| .. 42                      | 85.7           | 1 08                       | 52.9           | 1 52                       | 32.1           |
| .. 43                      | 83.7           | 1 10                       | 51.4           | 1 54                       | 31.6           |
| .. 44                      | 81.8           | 1 12                       | 50.0           | 1 56                       | 31.0           |
| .. 45                      | 80.0           | 1 14                       | 48.6           | 1 58                       | 30.5           |
| .. 46                      | 78.3           | 1 16                       | 47.4           | 2 ..                       | 30.0           |
| .. 47                      | 76.6           | 1 18                       | 46.1           | 2 05                       | 28.8           |
| .. 48                      | 75.0           | 1 20                       | 45.0           | 2 10                       | 27.7           |
| .. 49                      | 73.5           | 1 22                       | 43.9           | 2 15                       | 26.7           |
| .. 50                      | 72.0           | 1 24                       | 42.9           | 2 30                       | 24.0           |
| .. 51                      | 70.6           | 1 26                       | 41.9           | 2 45                       | 21.8           |
| .. 52                      | 69.2           | 1 28                       | 40.9           | 3 ..                       | 20.0           |
| .. 53                      | 67.9           | 1 30                       | 40.0           | 3 30                       | 17.1           |
| .. 54                      | 66.6           | 1 32                       | 39.1           | 4 ..                       | 15.0           |
| .. 55                      | 65.5           | 1 34                       | 38.3           | 5 ..                       | 12.0           |
| .. 56                      | 64.2           | 1 36                       | 37.5           | 6 ..                       | 10.0           |
| .. 57                      | 63.2           | 1 38                       | 36.8           | 12 ..                      | 5.0            |

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

DR. C. J. MONAHAN, CHIEF SURGEON, Los Angeles, California  
 DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON, Los Angeles, California  
 DR. L. E. WALTER, ASSISTANT CHIEF SURGEON, Los Angeles, California

R. W. WELLS, GENERAL WATCH INSPECTOR, Topeka, Kansas

For name and address of local surgeons and local watch inspectors, refer to bulletin book.

*Handle freight carefully and keep our customers.*

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.

**AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

**FREIGHT TRAIN SCHEDULE (For Information Only)**

**WESTWARD**

| TRAINS | BELEN   |   | GALLUP |   | WINSLOW |        | SELIGMAN |        | NEEDLES |        |   |
|--------|---------|---|--------|---|---------|--------|----------|--------|---------|--------|---|
|        | Lv.     |   | Lv.    |   | Arr.    | Lv.    | Lv.      | Arr.   |         |        |   |
| 109    | 9:15A   | 2 | 1:05P  | 2 | 3:35P   | 4:05P  | 2        | 8:10P  | 2       | 12:15A | 3 |
| 118    | 7:00P   | 2 | 10:20P | 2 | 12:40A  | 1:00A  | 3        | 4:45A  | 3       | 8:20A  | 3 |
| 119    | 4:40P   | 2 | 7:40P  | 2 | 9:50P   | 10:10P | 2        | 1:15A  | 3       | 4:30A  | 3 |
| 129    | 4:40P   | 2 | 7:40P  | 2 | 9:50P   | 10:10P | 2        | 1:15A  | 3       | 4:30A  | 3 |
| 198    | 7:00A   | 2 | 9:20A  | 2 | 11:10A  | 11:15A | 2        | 1:55P  | 2       | 5:00P  | 2 |
| 307    | *9:00P  | 1 | 3:00A  | 2 | 6:00A   | 10:00A | 2        |        |         |        |   |
| 308    | 2:00A   | 2 | 5:05A  | 2 | 7:15A   | 7:45A  | 2        | 10:50A | 2       | 1:45P  | 2 |
| 309    | 9:15A   | 2 | 1:05P  | 2 | 3:35P   | 4:05P  | 2        | 8:10P  | 2       | 12:15A | 3 |
| 318    | 11:30A  | 2 | 3:30P  | 2 | 6:00P   | 6:30P  | 2        | 11:05P | 2       | 3:15A  | 3 |
| 328    | 7:00P   | 1 | 10:20P | 1 | 12:40A  | 1:00A  | 2        | 4:45A  | 2       | 8:20A  | 2 |
| 329    | 4:40P   | 1 | 7:40P  | 1 | 9:50P   | 10:10P | 1        | 1:15A  | 2       | 4:30A  | 2 |
| 368    | 7:00P   | 1 | 10:20P | 1 | 12:40A  | 1:00A  | 2        | 4:45A  | 2       | 8:20A  | 2 |
| 378    | 7:00P   | 1 | 10:20P | 1 | 12:40A  | 1:00A  | 2        | 4:45A  | 2       | 8:20A  | 2 |
| 379    | 4:40P   | 1 | 7:40P  | 1 | 9:50P   | 10:10P | 1        | 1:15A  | 2       | 4:30A  | 2 |
| 408    | *11:00A | 2 | 4:00P  | 2 | 7:00P   | 9:00P  | 2        | 1:00A  | 3       | 5:55A  | 3 |
| 508    | 3:00P   | 2 | 6:40P  | 2 | 9:10P   | 9:40P  | 2        | 1:35A  | 3       | 5:30A  | 3 |
| 668    | 4:50A   | 1 | 7:35A  | 1 | 9:40A   | 10:00A | 1        | 1:00P  | 1       | 3:35P  | 1 |
| 678    | 6:30A   | 1 | 9:50A  | 1 | 11:55A  | 12:15P | 1        | 3:25P  | 1       | 6:20P  | 1 |
| 679    | 9:00A   | 1 | 12:34P | 1 | 2:50P   | 3:10P  | 1        | 6:50P  | 1       | 10:10P | 1 |
| 709    | 9:00A   | 1 | 12:34P | 1 | 2:50P   | 3:10P  | 1        | 6:50P  | 1       | 10:10P | 1 |
| 718    |         |   | 1:20A  | 1 |         | 6:00A  | 1        | 10:00A | 1       | 5:00P  | 1 |
| 728    | 11:00A  | 1 | 2:50P  | 1 | 5:20P   | 5:50P  | 1        | 9:50P  | 1       | 1:15A  | 2 |
| 779    | 9:00A   | 1 | 12:34P | 1 | 2:50P   | 3:10P  | 1        | 6:50P  | 1       | 10:10P | 1 |

**EASTWARD**

|     | NEEDLES |   | SELIGMAN |   | WINSLOW |        | GALLUP |        | BELEN |         |   |
|-----|---------|---|----------|---|---------|--------|--------|--------|-------|---------|---|
|     | Lv.     |   | Lv.      |   | Arr.    | Lv.    | Lv.    | Arr.   |       |         |   |
| 723 |         |   |          |   |         | 10:00A | 1      | 5:10P  | 1     | *10:00P | 1 |
| 741 |         |   |          |   | 11:30A  | 12:01P | 1      | 2:40P  | 1     | 6:30P   | 1 |
| 801 | 9:00P   | 1 | 1:35A    | 2 | 4:50A   | 5:10A  | 2      | 7:35A  | 2     | 10:30A  | 2 |
| 803 | 4:35P   | 1 | 9:10P    | 1 | 12:30A  | 12:50A | 2      | 3:25A  | 2     | 6:30A   | 2 |
| 804 | 7:05A   | 1 | 11:55A   | 1 | 4:00P   | 6:30P  | 1      | 9:20P  | 1     | *3:00A  | 2 |
| 805 | 4:05P   | 1 | 8:45P    | 1 | 12:20A  | 12:40A | 2      | 3:35A  | 2     | 7:30A   | 2 |
| 813 | 7:35A   | 1 | 12:10P   | 1 | 3:30P   | 3:50P  | 1      | 6:25P  | 1     | 9:30P   | 1 |
| 816 | 6:05P   | 1 | 10:45P   | 1 | 2:45A   | 3:15A  | 2      | 6:10A  | 2     | 11:00A  | 2 |
| 841 | 9:00A   | 1 | 2:00P    | 1 | 5:45P   | 6:15P  | 1      | 9:00P  | 1     | 1:00A   | 2 |
| 843 | 7:05P   | 1 | 11:40P   | 1 | 3:00A   | 3:30A  | 2      | 5:55A  | 2     | 9:15A   | 2 |
| 863 | 7:35A   | 1 | 12:10P   | 1 | 3:30P   | 3:50P  | 1      | 6:25P  | 1     | 9:30P   | 1 |
| 891 | 5:05P   | 1 | 8:00P    | 1 | 10:40P  | 10:45P | 1      | 12:35A | 2     | 2:50A   | 2 |
| 901 | 10:00P  | 1 | 2:35A    | 2 | 5:50A   | 6:10A  | 2      | 8:35A  | 2     | 11:30A  | 2 |
| 905 | 2:50A   | 2 | 8:30A    | 2 | 1:15P   | 1:45P  | 2      | 4:50P  | 2     | 11:00P  | 2 |
| 917 | 12:20P  | 1 | 6:00P    | 1 | 11:00P  | 11:30P | 1      | 3:00A  | 2     | 7:00A   | 2 |
| 943 | 10:05P  | 1 | 2:40A    | 2 | 6:00A   | 6:20A  | 2      | 8:55A  | 2     | 12:15P  | 2 |

\*Indicates time applies at Albuquerque.

**WESTWARD**

|            |    |       |   |            |    |        |   |
|------------|----|-------|---|------------|----|--------|---|
| <b>708</b> |    |       |   | <b>307</b> |    |        |   |
| MOBEST     | LV | 1:00A | 1 | ASH FORK   | LV | 1:30P  | 2 |
| PARKER     | AR | 6:00A | 1 | PHOENIX    | AR | 11:59P | 2 |

**EASTWARD**

|            |    |       |   |            |    |        |   |
|------------|----|-------|---|------------|----|--------|---|
| <b>807</b> |    |       |   | <b>741</b> |    |        |   |
| PARKER     | LV | 5:00P | 1 | GLENDALE   | LV | 12:01A | 1 |
| MOBEST     | AR | 1:00A | 2 | ASH FORK   | LV | 7:25A  | 1 |