

RETURN TO WALTER FLY

# The Atchison, Topeka & Santa Fe Railway Co.



## Coast Lines



### ALBUQUERQUE DIVISION.

# EMPLOYEES' TIME TABLE No. 47

IN EFFECT

**WEDNESDAY, OCTOBER 18, 1922.**

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 46, Dated May 14, 1922, and any Supplements thereto.

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

I. L. HIBBARD,  
General Manager,  
Los Angeles, Cal.

J. R. HITCHCOCK,  
Asst. General Manager,  
Los Angeles, Cal.

J. D. McCULLY,  
Superintendent,  
Winslow, Ariz.

W. P. ARNTZ,  
Trainmaster,  
4th, Clarkdale and Crown  
King Districts,  
Prescott, Ariz.

O. W. SCHLUETER  
Trainmaster,  
1st and 2nd Districts,  
Gallup, N. M.

H. H. TISDALE,  
Trainmaster, 3rd Dist.  
Winslow, Ariz.

V. H. WILSON,  
Chief Dispatcher,  
Winslow, Ariz.

C. E. MACHEN,  
Night Chief Dispatcher,  
Winslow, Ariz.

G. H. CUMMING,  
Chief Dispatcher,  
Prescott, Ariz.



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

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

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

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine. Outfit cars in trains or being switched must have air coupled and working and must be placed with the engine.

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

Westward freight trains must consume ten minutes at Fairview, eastward freight trains ten minutes at Angell and southward freight trains ten minutes at Sanday for the cooling off and examining of wheels.

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

6. Rule 91: In addition to instructions contained therein, the following must be observed:

A passenger train must not follow a freight train or light engine within less than ten (10) minutes; a light engine must not follow a freight train within less than ten (10) minutes, and light engines moving in the same direction must keep five (5) minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated and following will govern:

When telegraph station is closed for the night, train order signal will be placed at "Proceed" and lamp left burning; when the light is not displayed speed of train will be reduced, and if necessary to ascertain position of signal train must be stopped. If no operator is on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Isleta, Belen, Dalies, Grants, Gallup, Holbrook, Winslow, Angell, Flagstaff, Williams, Supai, Fairview, Ash Fork, Seligman, Drake, Del Rio, P & E Junc., Crown King, Prescott, Skull Valley, Matthie, Wickenburg, Glendale, Phoenix, Humboldt and Clarkdale.

First-class trains when ten (10) minutes or more late, are required to move within yard limits at each Gallup, Winslow, Seligman, Drake, Prescott and Phoenix under control, and responsibility for accident will rest with the first-class train. In case of fog, or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send flagman ahead to insure full protection.

Within the zones named below no train or engine may exceed eight miles per hour. The main tracks will be used without regard to superiority and all trains and engines must move under control, expecting to find track occupied.

At Gallup between east switch to freight lead east of depot and Cotton's crossing, Third street.

At Winslow between the high switch to freight lead, near the east end of yard and first signal bridge west of depot.

At Williams between the train sign east of depot and the first signal bridge west of depot.

At Ash Fork between first signal bridge east of depot and first automatic signal west of depot.

At Seligman between Signal 4281 east of depot, and Signal 4292 west of depot.

At Isleta, Dalies, Grants, Holbrook, Angell, Flagstaff, Williams, Supai, Fairview, Ash Fork, Del Rio, P & E Junc., Crown King, Skull Valley, Matthie, Wickenburg, Glendale, Humboldt and Clarkdale, yard limits are applicable to second-class and extra trains only.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

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

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

First-class trains holding any of the orders described under examples 1, 2, and 4 of Form "E," must be governed by the requirements of Rule 92-A except as to the first station named in such orders and inferior trains will respect them accordingly.

11. An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

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

When helper engine is to be coupled into a train copies of all orders affecting movement of such train at or beyond the station where helper is attached must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5-B and last paragraph of D-5: All trains will register at register stations.

At Isleta, first-class trains may register by Form 903.

At Dalies, first-class trains Eastward may register by Form 903 and need not check register. Second-class and extra trains Eastward, and first-class trains Westward may register by Form 903 but will check register for superior trains unless such trains have been met or passed on single track or their arrival was indicated on register previously checked.

At Rio Puerco, McCartys, Baca, Suwanee and Perea, trains must not enter upon nor foul the single track until

it is known that all superior trains which are due, or overdue, have passed.

At Horace westward trains will not register, but will check register for opposing superior trains, unless such trains have been met on single track or their arrival was indicated on register previously checked. Eastward regular trains must register, extras need not register.

At Supai, Westward first-class trains only will register. At P & E Junc. trains to and from Crown King district only will register.

At Matthie Nos. 402, 403, 409 and 410 need not register.

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

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

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located as follows: Albuquerque, Abajo, Belen, Gallup, Winslow, Williams, Ash Fork, Seligman, Prescott, Wickenburg and Phoenix.

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

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

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

Maximum speed of passenger trains thirty miles per hour and freight trains twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers ten miles per hour.

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

Trains having dead engines in tow must observe the following:



If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile.

With all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
2421-2426	1	43	2	30	2	00
2433	1	43	2	30	2	00
2439	2	00	2	30	2	30
468-497	1	12	2	30	1	30
649-728	1	43	2	00	2	00
769-788	1	43	2	00	2	00
789-824	1	43	2	00	2	00
825-864 Simple	1	43	2	00	2	00
825-864 Compound	2	00	2	30	2	30
900-989	2	00	2	30	2	30
900-989 (Recounterbalanced)	1	43	2	00	2	00
990-999	1	43	2	00	2	00
1226-1266 except Simple	1	12	1	43	1	30
1600-1673	2	30	2	30	2	30
1600-1673 (Recounterbalanced)	1	43	2	00	2	00
1674-1693	1	43	2	00	2	00
1798-1799	2	30	2	30	2	30
1950-1991	1	43	2	00	2	00
3010-3020	1	43	2	00	2	00
3297-3299	2	30	2	30	2	30
3228-3258	1	43	2	00	2	00
3701-3721	1	12	1	43	2	00
3800-3839	1	43	2	00	2	00
Switch, no truck					3	00
All other Classes			2	00	1	30
All classes, backing up					3	00

Engines of 1950, 1674-3010, 3228 and 3800 classes may run thirty-five miles per hour (one mile in 1 m. 43 sec.) when handling "GFX" trains.

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Curves of 5 degrees or more between Sandia and Teleta	1	20	2	30	2	00
Eastward Track M. P. 414A to M. P. 410	1	20	3	00	2	00
Over Canyon Diablo Bridge	3	00	3	00	3	00
Supai to Fairview			4	00	2	00
Fairview to Ash Fork			3	00	1	30

On Crown King and Clarkdale Districts, no train may exceed twenty miles per hour.

Trains must not exceed fifteen miles per hour between Crown King and Mayer.

All trains must reduce speed to fifteen miles per hour over "Hell Canyon" Viaduct and through sag at Willow Creek bridge just south of M. P. 61, and eight miles per hour on Jackson Street, Phoenix.

Freight trains must not exceed fifteen miles per hour (one mile in four minutes) descending grades in either direction between Prescott and Skull Valley.

Trains must not exceed twenty miles per hour over south wye switch at Matthie.

Passenger trains will consume not less than  
 9 minutes from Supai to McLellan,  
 16 minutes McLellan to Fairview,  
 11 minutes Fairview to Ash Fork,

4 minutes Prieta to Iron Springs,  
 13 minutes Iron Springs to Sanday,  
 18 minutes Sanday to Skull Valley,  
 2 minutes Prieta to Alto,  
 21 minutes Alto to Prescott,  
 and if stopped between stations will add the duration of such stops plus one minute to the minimum time prescribed.

20. Passengers may be carried on second class and extra trains, but only to and from stations where these trains are required to stop.

Employees traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

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

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district (except where office is closed or not maintained) without receiving clearance card (Form 902), except that at Dalies, trains to and from the Belen district will be governed by indication given by the train order signal. No train will leave Flagstaff, Williams, Ash Fork, Prescott or Wickenburg without receiving clearance card (Form 902).

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

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given. Trains must be stopped and the test made on all westward trains immediately before departure from Supai and trains in both directions at Prieta.

Rule 882: In making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. On passenger trains when test is made leaving terminal or following any change in make-up of train, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the enginemen "proceed" signal. If brakes fail to release properly or "proceed" signal not received, train must be stopped.

25. Rule 311: Notwithstanding that overhead warning signals have been provided at the approaches to Johnson's Canyon tunnel between McLellan and Fairview, special attention is called to the fact that the tunnel does not provide sufficient clearance to permit of a man standing on top of an enclosed car. Employees are warned that to do so will be at their own peril and risk.

At Humboldt, the trolley wires of the Arizona Smelting Co. will not clear man on top of box or other high car and the poles, ore bins, etc., along side track will not clear man

on side of car, all employees switching or working in this yard must keep sharp lookout for these obstructions.

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

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

27. Where upper quadrant three-position signals are installed the following indications will be provided:

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

PROCEED—Arm vertical, or green light.  
 Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in Automatic Signal at night and arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block obstructed, when light is seen block is clear.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains in the same direction for which they have no orders but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

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

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, operators should deliver such orders at the heading in switch.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C), of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. No. 7 will stop at Laguna to discharge revenue passengers from Albuquerque or east thereof, and at Wingate on flag, for revenue passengers Saturday only.

No. 21 will stop at any station to discharge passengers from Belen, east or south thereof, and at Adamana on flag for revenue passengers via Grand Canyon.

No. 22 will stop on flag at any station to receive revenue passengers for Belen or for points east or south thereof.

No. 9 will stop at any station to discharge passengers from east of Albuquerque.



ALBUQUERQUE DIVISION—FIRST DISTRICT

WESTWARD									Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Albuquerque	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 47 October 18, 1922
Second Class				First Class										
33	37	35	31	1	21	7	3	9	No. Cars	Miles				
FREIGHT	FREIGHT	FREIGHT	FREIGHT	The Scout	The Missionary	Fast Mail	California Limited	The Navajo						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY	0			
				PM 8.30		AM 11.10	AM 11.00	AM 1.00	Yard		1.5			
				PM 9.00		AM 11.30	AM 11.20	AM 1.25	73		12.6	21.1		
				f 9.14		11.39	11.29	1.35	49		18.0	52.8		
				f 9.28		11.48	11.38	1.45	83	W	23.3	52.8		
PM 11.00	PM 10.10	PM 12.35	AM 6.45	s 9.40	PM 6.05	11.54	11.44	1.52	136	W	27.2	31.7		
	10.30	12.55	7.05	f 9.55	6.16 <sup>8</sup>	PM 12.05	11.55	2.03	89		35.9	0		
	10.55	1.20	7.35	f 10.14	6.30	12.17 <sup>3</sup>	PM 12.07 <sup>7</sup> 12.22	2.15	94	B	45.0	31.7		
	11.30	1.50	8.15	f 10.28 <sup>22</sup>	6.40	12.25	12.32	2.25	70	FW	50.6	31.7		
	11.50	2.10	8.30	f 10.42	6.50	12.33	12.41	2.35	100		56.6	31.7		
	AM 12.10	2.28	8.50	f 10.56	7.01	12.42	12.50	2.45	100		63.0	31.7		
	12.25	2.40	9.00	f 11.06	7.09	12.48	12.57	2.53	100		67.1	31.7		
	12.40	2.55 <sup>2</sup> 3.17 <sup>4</sup>	9.15	s 11.20	f 7.18	12.56	1.07	f 3.03	107	W	71.5	31.7		
	12.55	3.35	9.30	f 11.29	7.25	1.03	1.15	3.10	100		74.9	31.7		
	1.10	3.55	9.45	f 11.41	7.35	1.13	1.25	3.20	85		81.2	31.7		
	1.30	4.10	10.10	f 11.52	7.41	1.19	1.31	3.27	71	W	84.4	31.7		
	1.45	4.25	10.25	f 12.01	7.48	1.26	1.39	3.35	71		89.2	31.7		
	2.00	4.40	10.40	f 12.11	7.57	1.34	1.48	3.43			94.1	31.7		
	2.30	5.10	11.10	s 12.26	f 8.10	f 1.45	2.05 <sup>2</sup>	s 3.55	71	FW	98.8	31.7		
	2.50	5.30	11.30	f 12.38	8.21	1.55 <sup>2</sup>	2.15 <sup>4</sup>	4.05 <sup>10</sup>	100		104.6	31.7		
	3.10	5.50	11.50	f 12.51	8.31	2.05 <sup>4</sup>	2.25	f 4.15	100	W	110.5	31.7		
	3.35	6.10	PM 12.15	f 1.07	8.44 <sup>22</sup>	2.17	2.37	4.28	71		118.1	31.7		
	4.00	6.30	12.45	f 1.22	8.56	2.27	2.48	4.40	71	W	124.9	0		
	4.15	6.45	1.05	s 1.35	f 9.05	2.34	2.56	f 4.50	226	Y	129.0	0		
	4.27	7.00	1.25	f 1.45	9.13	2.40	3.04	4.58	85	B	133.5	0		
	4.45	7.15	1.50	f 1.57	9.23	2.48	3.12	5.06	70	B	139.5	52.8		
	5.14 <sup>9</sup>	7.30	2.05	s 2.10	9.31	2.56	3.19	f 5.14 <sup>37</sup>	61		145.3	31.7		
	5.26	7.47 <sup>22</sup>	2.23 <sup>8</sup>	f 2.23	9.38	3.02	3.24	5.21	100	W	149.5	0		
	5.40	8.05	2.35	f 2.36 <sup>10</sup>	9.48	3.10	3.31	5.30	100		155.0	0		
10.00 AM	6.00 AM	8.30 PM	2.50 PM	2.50 AM	10.00 PM	3.20 PM	3.40 PM	5.40 AM	Yard	FW T	161.1	0		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

No. 33 has no Time Table superiority

(12.1) (17.1) (16.9) (17.7) (25.4) (33.9) (33.7) (35.8) (34.5)

-----Average speed per hour-----

(161.1)

ALBUQUERQUE DIVISION—FIRST DISTRICT

TIME TABLE NO. 47 October 18, 1922	Ruling Grade Ascending	Grade Descending	Fuel, Water, Turn Tables and Wyes	Telegraph and Telephone Offices and Booth Places	Stations to be Appointed	EASTWARD						
						First Class						
						10	2	4	8	22	34	
						The Scout	The Navajo	California Limited	Santa Fe Eight	The Missionary	FREIGHT	
STATIONS					No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
ALBUQUERQUE 1.5			FW TY	P	Yard	AM 7.20	PM 5.00	PM 5.10	PM 7.25			
ABAJO 11.1	26.4			P	Yard							
ISLETA 5.4	0			P	73	s 6.55	PM 4.35	PM 4.45	s 7.00			
PAQUITA 5.3	20.3			B	49	f 6.45	4.24	4.36	f 6.50			
SANDIA 3.9	81.7			W	B	83	f 6.37	4.15	4.28	f 6.39		
DALIES 8.7	81.7			W	P	136	s 6.30	4.09	4.22	f 6.31	PM 11.03	AM 9.15
RIO PUEBRO 7.0	0	52.8			P	89	f 6.15	3.55	4.09	f 6.16 <sup>21</sup>	10.48	
NORTH GARCIA 6.6	0	52.8			B	71	f 6.04	3.44	3.59	f 6.00	10.38	
SUWANEE 6.0	0		FW	P	70	f 5.53	3.34	3.49	f 5.49	10.28 <sup>1</sup>		
ARMIJO 6.4	0			B	100	f 5.43	3.25	3.40	f 5.38	10.19		
RITO 4.1	0			B	100	f 5.34	3.15	3.30	f 5.27	10.10		
QUIRK 4.4	0			B	100	f 5.27	3.08	3.24	f 5.18	10.04		
LAGUNA 3.4	15.8			W	P	107	s 5.20	s 3.00 <sup>35</sup>	3.17 <sup>35</sup>	s 5.10	s 9.58	
CUBERO 6.3	0			B	100	f 5.09	2.48	3.10	f 4.57	9.53		
ACOMITA 3.2	0			B	85	f 4.58	2.39	3.02	f 4.45	9.45		
MCCARTYS 4.8	0			W	P	71	f 4.51	2.33	2.56	s 4.38	9.40	
ANZAC 4.9	0			B		f 4.41	2.25	2.48	f 4.28	9.33		
HORACE 4.7	15.8			B		f 4.31	2.17	2.40	f 4.18	9.25		
GRANTS 5.8	13.2		FW	P	71	s 4.21	s 2.05 <sup>3</sup>	2.30	s 4.08	s 9.17		
TOLTEC 5.9	0			B	100	f 4.05 <sup>9</sup>	1.55 <sup>7</sup>	2.15 <sup>3</sup>	f 3.52	9.03		
BLUEWATER 7.6	0			W	DP	100	f 3.55	1.45	2.05 <sup>7</sup>	s 3.41	8.54	
BACA 7.1	3.7	63.4		P	71	f 3.44	1.35	1.50	f 3.28	8.44 <sup>21</sup>		
NORTH CHAVES 3.8	0	52.8		W	B	51	f 3.34	1.27	1.39	f 3.15	8.32	
THOREAU 11.0	31.7	31.7		Y	DP	226	s 3.27	s 1.20	1.33	s 3.08	f 8.25	
NORTH GUAM 5.3	31.7	0		B	71	f 3.08	1.01	1.12	f 2.46	8.07		
CINIZA 1.5	31.7	0				f 2.58	12.51	1.01	2.35	7.59		
PEREA 4.2	31.7			P	61	f 2.55	12.49	12.59	s 2.32	7.56		
WINGATE 5.5	31.7			W	P	100	f 2.46	12.40	12.50	f 2.23 <sup>31</sup>	7.47 <sup>35</sup>	
ZUNI 6.1	28.9			B	100	f 2.36 <sup>1</sup>	12.31	12.41	f 2.12	7.37		
GALLUP (161.5)			FW T	P	Yard	2.25 AM	12.20 PM	12.30 PM	2.00 PM	7.25 PM	10.15 PM	
Average speed per hour.....						(32.8)	(34.6)	(34.6)	(29.8)	(36.9)	(12.2)	

BELEN DISTRICT

WESTWARD					Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Belen	Ruling Grade Ascending	TIME TABLE NO. 47 October 18, 1922
Second Class				First Class					
33	37	35	31	21	No. Cars	Miles	STATIONS		
FREIGHT	FREIGHT	FREIGHT	FREIGHT	The Missionary					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY	BELEN		
PM 10.00	PM 9.10	AM 11.35	AM 5.45	PM 5.40	66.0		5.9		
	9.40	PM 12.05	6.15	5.56	100		5.9		
11.00 PM	10.10 PM	12.35 PM	6.45 AM	6.05 PM	136	W	10.2		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			DALIES		
(10.2)	(10.2)	(10.2)	(10.2)	(24.5)	Average speed per hour.....				

BELEN DISTRICT

Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Belen	TIME TABLE NO. 47 October 18, 1922	Telegraph and Telephone Offices and Booth Places	Ruling Grade Ascending	EASTWARD	
						First Class	
No. Cars	Miles	STATIONS	Arrive Daily	Arrive Daily			
Yard	FW TY	BELEN	PM 11.25	AM 10.05			
100		FELIPE	11.12				
136	W	DALIES	11.03 PM	9.15 AM			
Average speed per hour..... (27.8) (12.2)							

No. 33 and No. 34 have no Time Table superiority.

ALBUQUERQUE DIVISION—SECOND DISTRICT

WESTWARD						Capacity of Sittings	Fuel, Water, Turn Tables and Wyes	Distance from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 47 October 18, 1922
First Class										
33	21	3	7	9	1					
FREIGHT	The Missionary	California Limited	Fast Mail	The Navajo	The Scout	No. Cars		Miles		STATIONS
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
PM 2.00	PM 10.10	PM 3.50	PM 3.30 <sup>36</sup>	AM 5.50	AM 3.05	Yard	FW T	161.1		<b>GALLUP</b> 4.4
	10.17 <sup>38</sup>	3.57	3.37	5.58	3.13	63	Y	165.5	9.4	WEST YARD 3.6
	10.21	4.02	3.42	6.03	f 3.19	89		169.1	9.4	DEFIANCE 8.4
	10.31	4.12	3.52	f 6.13	s 3.32	116	W	177.5	3.2	MANUELITO 6.2
	10.38	4.20	4.00	6.21	f 3.42	89		183.7	15.8	LUPTON 6.9
	10.46	4.28	4.08	6.30 <sup>32</sup>	f 3.52	83		190.6	0	ALLANTOWN 5.1
	10.53	4.34	4.14	6.37	f 4.02	88	FW	195.7	0	HOUCK 3.5
	10.59	4.40	4.19	6.43	f 4.09	86		199.8	0	QUERINO 4.2
	11.04	4.45	4.25	6.49	f 4.16	89		203.4	15.8	CHEHO 5.8
	11.11	4.53	4.32	6.58	f 4.27	89	W	209.2	15.8	CHAMBERS 7.0
	11.19	5.02	4.41	7.08	f 4.39 <sup>32</sup>	91		216.2	5.6	NAVAJO 6.5
	11.27	5.10 <sup>22</sup>	4.49	7.18	f 4.50	91	FW	223.7	0	PINTA 6.6
	11.35	5.20	4.57 <sup>22</sup>	7.28	f 5.01	89		229.3	0	BIBO 6.8
	11.45 <sup>10</sup>	f 5.30	5.06	f 7.40	s 5.14	89	FW	236.1	0	ADAMANA 5.5
	11.54	5.38	5.12	7.48	f 5.23	89		241.6	0	CARRIZO 7.2
	AM 12.05	5.48	5.20	7.58	f 5.34	88		248.8	13.2	ARNTZ 7.7
	s12.20	5.59 <sup>38</sup>	s 5.32 <sup>38</sup>	s 8.10	s 5.49	89	W	256.5	15.8	HOLBROOK 5.5
	12.27	6.07	5.39	8.18	f 5.59	64		262.0	15.8	PENZANCE 4.8
	12.33	6.13	5.45	8.24	f 6.10	89		266.8	0	JOSEPH CITY 5.3
	12.40	6.20	5.52	8.31 <sup>2</sup>	f 6.25	89	W	272.1	0	MANILA 5.9
	12.47	6.28	5.59	8.40 <sup>4</sup>	f 6.37	89		278.0	15.8	HAVRE 5.5
	12.55	6.35	6.06	8.50	f 6.49	89		283.5	15.8	HOBSON 5.5
11.00 PM	1.05 AM	6.45 PM	6.15 PM	f 9.00 AM	f 7.00 AM	Yard	FW TY	289.0	8.4	<b>WINSLOW</b> (127.9)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
(14.2)	(43.8)	(43.8)	(46.5)	(40.3)	(32.6)	Average speed per hour				

No. 33 has no Time Table superiority.

ALBUQUERQUE DIVISION—SECOND DISTRICT

TIME TABLE NO. 47 October 18, 1922	Rating Grade Ascending	Telegraph and Telephones Offices and Booth Phones	EASTWARD									
			First Class					Second Class				
			2	4	8	22	10	32	36	38	34	
			The Navajo	California Limited	Santa Fe Eight	The Missionary	The Scout	FREIGHT	FREIGHT	FREIGHT	FREIGHT	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
<b>CALLUP</b> 4.4		P	AM 11.50	PM 12.20	PM 1.30	PM 6.55	AM 2.10	AM 7.50	PM 3.30 <sup>7</sup>	PM 10.30	PM 8.30	
WEST YARD 3.6	24.0	B	11.40	12.09 PM	1.20	6.45	2.00	7.35	3.10	10.17 <sup>21</sup>		
DEFIANCE 8.4	31.7	B	11.32	11.59	f 1.13	6.37	f 1.52	7.25	3.00	10.00		
MANUELITO 6.2	31.7	P	11.18	11.45	s 12.59	6.24	f 1.36	7.05	2.40	9.35		
LUPTON 6.9	31.7	B	11.07	11.33	f 12.47	6.13	f 1.22	6.45	2.25	9.15		
ALLANTOWN 5.1	31.7	B	10.55	11.20	f 12.35	6.02	f 1.11	6.30 <sup>9</sup>	2.10	8.55		
HOUCK 3.5	31.7	P	10.45	11.08	f 12.25	5.52	f 1.00	6.00	1.55	8.40		
QUERINO 4.2	31.7	B	10.35	10.54	f 12.13	5.45	f 12.47	5.30	1.35	8.15		
CHEYO 5.8	31.7	B	10.27	10.45	f 12.04 PM	5.38	f 12.38	5.20	1.25	8.05		
CHAMBERS 7.0	31.7	P	10.17	10.35	s 11.54	5.29	f 12.28	5.05	1.10	7.50		
NAVAJO 6.5	31.7	B	10.06	10.24	f 11.39	5.19	f 12.16	4.39 <sup>1</sup>	12.50	7.35		
PINTA 6.6	30.8	P	9.56	10.15	f 11.27	5.10 <sup>3</sup>	f 12.06 AM	4.15	12.35	7.20		
BIBO 6.8	31.7	B	9.46	10.05	f 11.15	4.57 <sup>7</sup>	f 11.56	3.55	12.15 PM	7.05		
ADAMANA 5.5	14.5	P	f 9.35	9.55	s 11.03	f 4.45	f 11.45 <sup>21</sup>	3.35	11.55	6.50		
CARRIZO 7.2	31.7	B	9.23	9.43	f 10.52	4.32	f 11.30	3.10	11.30	6.35		
ARNTZ 7.7	31.2	B	9.12	9.32	f 10.40	4.22	f 11.18	2.55	11.15	6.20		
HOLBROOK 5.5	31.7	P	s 9.00	9.20	s 10.25	s 4.10	s 11.05	2.40	11.00	5.59 <sup>7</sup> 5.27 <sup>3</sup>		
PENZANCE 4.8	21.1	B	8.48	9.10	f 10.10	3.56	f 10.50	2.25	10.45	5.00		
JOSEPH CITY 5.3	17.6	P	8.40	9.02	f 10.00	3.49	f 10.42	2.15	10.35	4.45		
MANILA 5.9	12.0	B	8.31 <sup>9</sup>	8.52	f 9.50	3.41	f 10.32	2.00	10.20	4.30		
HAVRE 5.5	31.7	B	8.20	8.40 <sup>9</sup>	f 9.40	3.33	f 10.21	1.45	10.05	4.15		
HOBSON 5.5	11.2	B	8.11	8.30	f 9.30	3.25	f 10.11	1.30	9.50	4.00		
<b>WINSLOW</b>		P	8.00 AM	8.20 AM	9.20 AM	3.15 PM	10.00 PM	1.15 AM	9.35 AM	3.45 PM	9.30 AM	
(127.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Average speed per hour.....			(33.4)	(32.0)	(30.7)	(34.9)	(30.7)	(19.4)	(21.3)	(20.2)	(11.6)	

No. 34 has no Time Table superiority.

ALBUQUERQUE DIVISION—THIRD DISTRICT

WESTWARD						Capacity of Siding	Fuel, Water, Turn Tables and Turn Wyes	Distance from Albuquerque	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 47 October 18, 1922
First Class											
33	3	7	9	1	21						
<b>FREIGHT</b>	California Limited	Fast Mail	The Navajo	The Scout	The Missionary	No. Cars		Miles			<b>STATIONS</b>
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY				<b>WINSLOW</b>
<b>AM</b> 2.00	<b>PM</b> 6.55	<b>PM</b> 6.25	<b>AM</b> 9.30	<b>AM</b> 7.30	<b>AM</b> 1.13	70		289.0	66.0	75.0	7.2
	7.10	6.36	9.43	f 7.45	1.26	69		296.2	54.8	70.4	MOQUI 5.5
	7.20	6.44	9.52	f 7.55	1.34	71	W	301.7	0	75.0	DENNISON 7.5
	7.30	6.53	10.04	f 8.08	1.44	60		309.2	23.8	60.7	SUNSHINE 7.1
	7.40	7.02	10.15	f 8.20	1.54	70		316.8	59.7	69.7	CANYON DIABLO 5.1
	7.51	7.10	10.25	f 8.30	2.05	62	WY	321.4	0	75.0	HIBBARD 5.5
	8.04	7.20	10.39	f 8.45	2.17	60		326.9	0	78.1	ANGELL 5.6
	8.16	7.28	10.53	f 9.00	2.29	58		332.5	27.1	77.6	WINONA 4.8
	8.29	7.36	11.05	f 9.15	2.40	59		337.3	67.6	77.1	COSNINO 5.8
	8.43	7.46	11.20	f 9.30	2.52	67		343.1	73.9	73.9	CLIFFS 4.9
	s 8.56	s 8.00	s 11.35	s 9.45	s 3.05	70	WY	348.0	0	75.0	FLAGSTAFF 6.7
	9.16	8.18	11.55	f 10.03	3.23			354.7	75.0	75.0	RIORDAN 5.5
	9.24	8.26	<b>PM</b> 12.05	f 10.13	3.31	70	WY	360.2	0	59.7	BELLEMONT 2.1
	9.28	8.29	12.09	f 10.17	3.34			362.3	75.0	64.5	NEVIN 4.0
	9.36	8.35	12.19	f 10.26	3.40			366.3	97.7	52.8	MAINE 5.6
	9.46	8.43	12.29	f 10.36	3.49	70		371.9	75.0	75.0	CHALENDER 10.1
	s 10.05 10.20	s 9.05	s 12.47 12.55	s 10.55 11.05	s 4.05 4.15	70	FW TY	382.0	0	75.0	<b>WILLIAMS</b> 3.3
	10.30	9.13	1.05	s 11.16	4.25		Y	385.3	137.3	0	<b>SUPAI</b> 4.7
	10.40	9.23	1.15	f 11.26	4.35	70	WB	390.0	137.3	0	McLELLAN 7.3
	10.56	9.39	1.32	f 11.42	4.51			397.3	95.0	14.8	FAIRVIEW 7.7
<b>PM</b> 12.10 12.30	s 11.10 11.20	s 9.52 10.10	s 1.45 2.25	<b>PM</b> 12.01 12.31	s 5.05 5.10	58	FW Y	405.0	75.0	81.3	<b>ASH FORK</b> 7.5
	11.32	10.22	2.38	f 12.44	5.23	66	B	412.5	0	75.0	PINEVETA 5.9
	11.44	10.34	2.52	f 12.58	5.37	70	Y	418.4	0	75.0	GLEED 4.2
	11.53	10.43	3.05	f 1.10	5.48			422.6	75.0	0	CROOKTON 4.7
	<b>AM</b> 12.01	10.50	3.15	f 1.20	5.56			427.3	95.0	22.7	PAN 5.1
3.00 <b>PM</b>	12.10 <b>AM</b>	11.00 <b>PM</b>	3.25 <b>PM</b>	1.30 <b>PM</b>	6.05 <b>AM</b>	Yard	FW TY	432.4			<b>SELICMAN</b>
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(143.4)

No. 33 has no Time Table superiority.

(11.3) (29.6) (23.5) (34.1) (26.9) (31.0)

-----Average speed per hour



ALBUQUERQUE DIVISION—THIRD DISTRICT

TIME TABLE NO. 47 October 18, 1922	Railing Grade Ascending	Grade Descending	Fuel, Water, Tuna Tables and Wyes	Telegraph and Telephone Offices and Booth Phones	Capacity of Siding	EASTWARD					
						First Class					
						2	4	8	22	10	34
						The Navajo	California Limited	Santa Fe Eight	The Missionary	The Scout	FREIGHT
STATIONS						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
<b>WINSLOW</b> 7.2	31.7	70.5	FW TY	P	Yard	AM 7.30	AM 8.10	f 8.50	PM 3.05	PM 9.50	AM 7.45
MOQUI 5.5	31.4	70.4		B		7.15	7.59	f 8.37	2.54	f 9.38	
DENNISON 7.6	0	75.0		B	70	7.05	7.49	f 8.28	2.46	f 9.28	
SUNSHINE 7.0	23.8	60.7	W	B		6.53	7.39	f 8.17	2.36	f 9.17	
CANYON DIABLO 5.1	59.7	69.7		DP	71	6.43	7.30	f 8.06	2.26	f 9.06	
HIBBARD 5.5	0	75.0		B		6.35	7.21	f 7.57	2.19	f 8.58	
ANGELL 5.6	0	78.1	WY	B	70	6.27	7.14	f 7.48	2.12	f 8.50	
WINONA 4.8	77.1	77.6		B		6.19	7.06	f 7.38	2.05	f 8.42	
COSNINO 5.8	67.6	77.1		B	70	6.10	6.59	f 7.30	1.58	f 8.35	
CLIFFS 4.9	47.5	73.9		B		6.00	6.50	f 7.20	1.49	f 8.25	
FLAGSTAFF 6.7	0	75.0	F WY	P	Yard	s 5.50	s 6.40	s 7.10	s 1.40	s 8.15	
RIORDAN 5.5	75.0	75.0		B	49	5.32	6.24	f 6.55	1.24	f 7.59	
BELLEMONT 2.1	0	59.7	WY	B	68	5.20	6.13	f 6.42	1.14	f 7.49	
NEVIN 4.0	75.0	64.5		B	66	5.15	6.09	f 6.37	1.10	f 7.45	
MAINE 5.6	75.0	52.8		B	6	5.07	6.01	f 6.27	1.02	f 7.36	
CHALENDER 10.1	75.0	75.0		B	71	4.55	5.50	f 6.15	12.53	f 7.25	
<b>WILLIAMS</b> 3.3	0	75.0	FW TY	P	Yard	s 4.35 4.25	s 5.30 5.15	s 5.55 5.47	12.35 12.20	s 7.05 7.00	
SUPAI 2.8	95.0	0	Y	B	5	4.18	5.08	f 5.40	12.13	f 6.52	
SERENO 6.4	95.0	0		B	80	4.10	4.58	f 5.30	12.05 PM	f 6.42	
CORVA 6.2	95.0	0	W	B	70	3.51	4.43	f 5.10	11.47	f 6.23	
FAIRVIEW 7.7	95.0	0		B	61	3.33	4.23	f 4.50	11.28	f 6.05	
<b>ASH FORK</b> 7.5	75.0	69.7	FW Y	P	Yard	s 3.10 2.57	s 4.05	s 4.25 4.15	s 11.05	f 5.40 s 5.10	9.45 PM
PINEVETA 7.7	0	147.8		B		2.45	3.48	4.00	10.50	f 4.55	
CROOKTON 4.7	75.0	0	Y	B	70	2.33	3.36	3.48	10.38	f 4.40	
PAN 5.1	75.0	22.7		B	62	2.22	3.26	3.38	10.27	f 4.29	
<b>SELIGMAN</b> 144.4			FW TY	P	Yard	2.10 AM	3.15 AM	3.25 AM	10.15 AM	4.15 PM	8.15 PM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

No. 34 has no Time Table superiority.

Average speed per hour..... (28.4) (30.9) (27.5) (31.5) (28.4) (12.5)

FOURTH DISTRICT—ALBUQUERQUE DIVISION

SOUTHWARD						NORTHWARD				TIME TABLE		NORTHWARD					
Second Class			First Class			Capacity of Sidings	Fuel, Water, Fuel Tables and Wyes	Distance from Ash Fork	Ruling Grade Ascending	NO. 47	Ruling Grade Ascending	Telegraph Offices	First Class			Second Class	
27	25	209	409	181	403								410	170	402	26	210
Leave Tuesday Only	Leave Saturday Only	Leave Daily Except Tuesday	Leave Daily	Leave Daily	Leave Daily	Yard	WF Y		October 18, 1922			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Saturday Only	Arrive Daily Except Monday	
			PM 1.55		AM 12.20			.0		52.8	N	PM 2.15		AM 1.25			
			2.05 <sup>410</sup>		12.29	23		3.9		52.8		2.05 <sup>409</sup>		1.16			
			f 2.15		12.40	38		9.2		44.4		f 1.55		f 1.07			
			f 2.25		12.55 <sup>402</sup>	41		16.0		0		f 1.44		f 12.55 <sup>403</sup>			
			s 2.33		s 1.10	38	WY	21.3		52.8	N	s 1.33		s 12.45			
			s 2.40							79.2		s 1.25					
			f 2.54		f 1.26	28		29.2		79.2		f 1.09		f 12.27			
			s 3.02		f 1.36	30	WY	33.7		79.2		s 1.00		f 12.19			
			s 3.13		f 1.48	90		39.0		79.2	D	s 12.49		f 12.09 AM			
			f 3.23		f 1.59	42		44.7		79.2		f 12.39		11.58			
PM 6.35	PM 8.05		3.34		2.12	19		51.1		79.2		12.27		11.47	AM 8.20		
5.50 PM	3.20 PM		s 3.45		s 2.25	Yard	WF TY	57.2		158.4	N	s 12.15		s 11.35	8.00 AM		
			s 4.00		s 2.35					158.4		12.02 PM		11.23			
			f 4.25		3.00	10	Y	65.6		0		f 11.40		11.01			
			4.28		3.03	5 Spur		66.3		158.4		f 11.38		10.59			
			f 4.32		f 3.07	8 Spur	W	67.7		0		f 11.33		10.54			
			4.45		3.20	17		73.1		0		f 11.10		10.33			
			s 5.05		s 3.40	60	WY	80.2		33.8	N	s 10.45		s 10.10			
			s 5.19		f 3.54	24		86.9		79.7	D	s 10.27		s 9.52			
			f 5.37		4.12	34		95.3		13.2		f 10.10		9.35			
			s 5.52		s 4.27	31		101.7		0	N	s 9.55		s 9.22			
			f 6.10		f 4.45	36	W	110.0		78.7		f 9.37		f 9.05			
			f 6.25		f 5.00	41		116.5		79.2		f 9.24		f 8.52			
			s 6.40		s 5.15	46	Y	123.4		0	N	s 9.10		s 8.38			
			f 6.50		f 5.26	21		130.0		0		f 9.00		8.27			
		PM 1.40	6.58	AM 7.10	5.35	51	Y	135.1		37.0	B	8.52	PM 7.57	8.19		PM 12.40	
		1.55 PM	s 7.06	s 7.18	s 5.45	Yard	WF	139.8		23.4	N	s 8.43	s 7.48	s 8.10		12.25 PM	
			f 7.28 <sup>170</sup>	7.35	f 6.05	23		143.7		79.2		f 8.29	7.28 <sup>409</sup>	f 7.56			
			s 7.42 <sup>402</sup>	7.50	s 6.20	48		150.5		79.2	D	s 8.15	7.14	s 7.42 <sup>409</sup>			
			f 7.55	8.02 <sup>410</sup>	f 6.32	35		157.8		0		f 8.02 <sup>181</sup>	7.02	f 7.25			
			f 8.13	8.17	f 6.50	28		169.0		0		f 7.45	6.46	f 7.05			
			f 8.21	8.23	f 6.58	29		173.5		52.8		f 7.38	6.40	f 6.57			
			f 8.27	8.28	f 7.03	46		176.7		52.8		f 7.33	6.35	f 6.50			
			s 8.32	8.33	s 7.09	47		179.9		23.4	D	s 7.27	f 6.30	s 6.43			
			s 8.40	s 8.40	s 7.20 <sup>410</sup>	Yard		184.1		10.6		s 7.20 <sup>403</sup>	s 6.22	s 6.35			
			f 8.48	8.48	f 7.31	26		188.6		0		f 7.11	6.11	f 6.22			
			9.00 PM	9.00 AM	7.45 AM	Yard	WF Y	194.0		26.4	N	7.00 AM	6.00 PM	6.10 PM			
Arrive Tuesday Only	Arrive Saturday Only	Arrive Daily Except Tuesday	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Saturday Only	Leave Daily Except Monday	
(24.4)	(24.4)	(18.8)	(29.5)	(34.3)	(27.1)							(27.8)	(32.5)	(27.7)	(18.3)	(18.8)	

..... Average speed per hour.....



ALBUQUERQUE DIVISION—CROWN KING DISTRICT

POLAND DISTRICT

SOUTHWARD		Capacity of Sidings	Distance From P. & E. Junc.	Fuel, Water Turntables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 47 October 18, 1922	Rolling Grade Ascending	Telegraph Offices	NORTHWARD	
Second Class									Second Class	
27	25								26	28
MIXED	MIXED								MIXED	MIXED
Leave Tuesday only	Leave Saturday only					STATIONS			Arrive Tuesday & Saturday only	Arrive Tuesday only
PM 1.00		28	54.0	W Y	0	<b>CROWN KING</b> 13.0	184.8			PM 12.45
s 2.15	AM 11.45	22	41.0	W	0	MIDDLETON 3.0	184.8		AM 11.25	11.30 AM
s 2.35	s 12.05	7	38.0		184.8	TURKEY CREEK 7.5	184.8		s 11.05	
f 3.15	f 12.45	12	30.5		105.6	CORDES 2.5	144.7		f 10.40	
f 3.22	f 12.53	18	28.0		158.4	BLUE BELL 2.2	158.4		f 10.30	
s 3.40	s 1.00	35	25.8	W Y	158.9	MAYER 4.2	0	D	s 10.20	
4.00	1.30	14	21.6		0	POLAND JUNC. 1.1	110.9		9.45	
f 4.04	f 1.34	9	20.5		50.2	HURON 3.9	110.9		f 9.40	
s 4.35	s 2.05	83	16.6	W Y	53.3	HUMBOLDT 1.8	109.0	D	s 9.20	
s 4.41	s 2.11	15	14.8		73.9	CHERRY CREEK 7.1	0		s 9.10	
f 5.05	f 2.35	13	7.7		84.5	YAEGER 7.7	96.1		f 8.50	
5.30 PM	3.00 PM	25	0			<b>P. &amp; E. JUNCTION</b>			8.25 AM	
Arrive Tuesday only	Arrive Saturday only					(54.0)			Leave Tuesday & Saturday only	Leave Tuesday only

Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Poland Junc.	Rolling Grade Ascending	TIME TABLE NO. 47 October 18, 1922	Rolling Grade Ascending	Telegraph Offices
14	Y	.0	211.2	<b>POLAND JUNC.</b> 1.5	0	
28 Spur		1.5	211.2	HENRIETTA 1.4	0	
8		2.9	211.2	EUGENIE 1.5	0	
9		4.4	211.2	PROVIDENCE 3.5	0	
19		7.9		POLAND (7.9)		

.....Average Speed Per Hour.....

(12.6) (12.6) .....Average Speed Per Hour..... (13.6) (10.7)

CLARKDALE DISTRICT

SOUTHWARD		Capacity of Sidings	Distance From Drake	Fuel, Water Turntables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 47 October 18, 1922	Rolling Grade Ascending	Telegraph Offices	NORTHWARD	
Second Class									Second Class	
23	5								23	6
MIXED	MIXED								MIXED	MIXED
Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily
PM 3.00		35	.0	W Y	68.6	<b>DRAKE</b> 6.7	105.6	N	PM 1.10	
f 3.20		29	6.7		79.2	MACK 4.0	105.6		f 12.45	
f 3.32		31	10.7		0	BEAR 7.6	105.8		f 12.33	
s 4.00		25	18.3	W	0	PERKINSVILLE 9.6	75.5		s 12.07 PM	
f 4.30		18	27.9		81.8	SYCAMORE 3.7	63.4		f 11.34	
f 4.42		19	31.6		0	CREST 4.0	105.6		f 11.22	
f 4.54		2	35.6		79.2	TAPCO 2.4	105.6		f 11.10	
5.00 PM		Yard	38.0	W Y		<b>CLARKDALE</b>		D	11.00 AM	
Arrive Daily	Arrive Daily					38.0			Leave Daily	Leave Daily

(19.0) .....Average Speed Per Hour..... (17.5)

# The Grand Canyon Railway Company.

## EMPLOYEES' TIME TABLE NO. 47

IN EFFECT WEDNESDAY, OCTOBER 18, 1922,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME

Superseding Time Table No. 46, Dated May 14, 1922, and any Supplements thereto.

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

SOUTHWARD		Capacity of Stings	Fuel, Water, Turn Tables and Turn Wyes	Ruling Grade Ascending	TIME TABLE NO. 47 October 18, 1922	Ruling Grade Ascending	Distance from Williams	Telegraph and Telephone Offices and Booth Phones	NORTHWARD	
First Class									First Class	
15	11								12	14
PASSENGER	PASSENGER							PASSENGER	PASSENGER	
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	
PM 7.25	AM 8.20 <sup>12</sup>	Yard	FWY		<b>GRAND CANYON</b>		63.8	DP	AM 8.20 <sup>11</sup>	PM 3.55
f 7.40	f 8.35	15		0	6.2	130.3		B	f 7.52	f 3.30
f 7.55	f 8.50	22		118.8	5.2	0		B	f 7.40	f 3.17
f 8.00	f 8.55	24		0	2.0	158.4		B	f 7.34	f 3.12
s 8.15	s 9.10	48	WY	0	5.0	158.4		B	s 7.14	s 2.52
f 8.30	f 9.25	25		79.2	7.2	79.2		B	f 6.54	f 2.32
f 8.46	f 9.43	25		79.2	8.8	132.0		B	f 6.38	f 2.15
f 9.02	f 10.01	24		116.2	8.5	62.0		B	f 6.23	f 1.58
f 9.25	f 10.20	24		158.4	11.6	105.6		B	f 6.01	f 1.36
f 9.31	f 10.27	36		114.3	2.8	137.0		B	f 5.55	f 1.30
10.00 PM	11.00 AM	Yard	FW TY	158.4	6.5	132.0		P	5.40 AM	1.15 PM
Arrive Daily	Arrive Daily								Leave Daily	Leave Daily

(24.7)

(23.9)

Average speed per hour

(23.9)

(23.9)

### SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.
2. Northward trains are superior to southward trains of the same class.
3. No train will leave Williams or Grand Canyon without receiving a clearance card (Form 902).
4. All trains will register at Williams and Grand Canyon.
5. Standard time must be taken from the clock in the telegraph office at Grand Canyon and in The A. T. & S. F. telegraph office at Williams.

6. Rule 93: Yard limit boards are located at Williams and Grand Canyon. First-class trains when ten minutes or more late, are required to move within yard limits, under control and responsibility for accident will rest with the first-class train. In case of fog or its equivalent such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.
7. Maximum speed for passenger trains forty miles per hour (one mile in 1 m. 30 sec.) and for freight trains twenty-five miles per hour (one mile in 2 min. 25 sec.).
8. At Grand Canyon switch leading from main track to north leg of wye must be left lined and locked for the wye.
9. See pages, 2, 3, 13 and 14, Albuquerque Division, for further special rules.

#### SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE.

	Miles from Williams	Car Capacity	Switch Connection	Flag Stops for Trains
Mile Post 6.....	6.0	0	None	11 and 14
Bly .....	14.6	2	South	Freight only
Mile Post 18.....	18.0	0	None	11 and 14
Woodin .....	43.8	2	South	

#### LENGTH OF STEMS OF WYES.

Location	Feet
Anita	250.0
Grand Canyon	705.0
Williams	1340.8

**I. L. HIBBARD,**  
GENERAL MANAGER,  
Los Angeles, Cal.

**J. D. McCULLY**  
SUPERINTENDENT,  
Winslow, Ariz.

**H. H. TISDALE**  
TRAINMASTER,  
Winslow, Ariz.

**J. R. HITCHCOCK**  
ASST. GENERAL MANAGER,  
Los Angeles, Cal.



## Continued from page 3

Nos. 3 and 4 will stop at Adamana to receive and discharge passengers holding tickets on which stop over has been granted.

Nos. 8 and 10 will stop on flag opposite Gonzales section house to receive or discharge passengers.

No. 170 will stop at any station between Peoria and Wickenburg to pick up passengers for west of Matthee.

No. 181 will stop at any station between Wickenburg and Glendale to discharge passengers from west of Wickenburg.

34. Rule 19: In addition to instructions contained therein the following must be observed: On double track when a train is turned out against the current of traffic by night, green lights must be displayed to the front and side, and to the rear a green light toward the inside and a red light to the opposite side.

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

35. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

36. Empties should be handled in solid trains when practicable. When handled with loads in trains of fifty cars or more, empties if in excess of ten, should be placed two thirds on head end and one third on rear, and if ten or less, should all be placed on rear. In trains of less than fifty cars, ten or less empties should be placed on head end, if more than ten, two thirds on head end and one third on rear. Local trains excepted.

37. Standard thermometers are located at Seligman, Ash Fork, Williams, Flagstaff, Angell, Winslow, Holbrook, Adamana, Pinta, Houck, Gallup, Thoreau, Grants, Laguna, Rio Puerco, Suwanee, Dalies, Prescott and Phoenix. Conductors of trains having perishable freight will be governed by instructions contained in S. F. R. D. Circular 2-H and special bulletins with respect to handling ventilators.

38. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

39. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

40. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC headlights on engines may be dimmed:

- (a) In yards where switch engines are employed.
- (b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
- (c) Approaching another train in the act of receiving or discharging passengers.
- (d) When standing at station.
- (e) On double track as may be expedient or necessary when approaching trains running in the opposite direction.

41. Rules 211-A and 744 are modified as follows: In manual or automatic block territory Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,

- (a) when block is out of service,
- (b) when necessary to restrict a train which is at blind siding or closed office,
- (c) when necessary to restrict a train which has been cleared, (see Rule 219)
- (d) when issuing order, example 3 of Form "G," giving right over all trains,
- (e) when reducing a time order,
- (f) when order is to be delivered superior train at meeting point,
- (g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
- (h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators before clearing a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filed out nor "O.K." given in advance of the approach of train.

42. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

43. Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where

next governing signal in advance can be seen to indicate proceed and track seen to be clear.

44. For movement of trains between Albuquerque and Isleta, be governed by time table and rules of the Rio Grande Division.

At Belen, the terminus of Coast Lines is the junction switch at East Belen Junction and is protected by derailer set against Coast Line trains. Be governed by time table and rules of the Rio Grande Division beyond this junction.

45. Double track between Winslow and Seligman. At Winslow the end of double track is designated by a sign one thousand feet east of depot.

Trains will keep to the left between Winslow and the Overhead Bridge near Mile Post 411; between this point and Seligman trains will run in accordance with Rule D-151.

Double track between Rio Puerco and Suwanee, McCarty's and Horace, Baca and Perea. Trains will keep to the left.

Normal position of double track junction switch at Suwanee and Horace will give unbroken rail for eastward trains.

At McCarty's the switch at junction of double track is a spring switch normally lined for Westward trains; Eastward trains will trail through, and if stopped must not back up until switch be properly lined. Trains in either direction must not exceed twenty (20) miles per hour.

Westward trains finding Signal No. 811 in Stop position must send man ahead to examine switch before passing through.

At Horace the switch at junction of double track is a spring switch normally lined for Eastward trains. Westward trains will trail through, and if stopped must not back up until switch be properly lined. Trains in either direction must not exceed twenty (20) miles per hour.

Eastward trains finding signal No. 912 in stop position must send man ahead to examine switch before passing through.

The double track junction switches at Rio Puerco, Baca and Perea are controlled by interlocking plant and signals—(upper quadrant type).

Eastward trains at Perea and Westward trains at Rio Puerco finding home signal in "Stop" position must respect signal and may then accept "proceed" hand signal from operator, when given with yellow flag or lamp, as indicating route is properly lined. This modifies Rule 780.

46. Rule 5. At Rio Puerco, Suwanee, McCarty's and Baca, time will apply at the double track junction switch. At Suwanee the double track junction switch is the cross-over opposite telegraph office.

47. Not more than two 900-1600-3000-3228-3800 or similar heavy engines may be handled over bridge C-34 Rio Puerco and bridge A-283 near Winslow coupled together.

Two or more engines of the 789-825 or heavier classes must not be coupled together over "Hell's Canyon" viaduct, Fourth district.

48. Train movements through gauntlet, Canyon Diablo bridge, are governed by automatic block signals. The indication given by signals 3121 and 3122 are superior to right class or direction subject to provisions of Rule 854.

49. At Prescott and Alto the switch on stem of wyes must be left lined for south leg. At Skull Valley and Congress these switches must be left lined for north leg.



INTERLOCKING PLANT, DALIES:

50. Superior Route toward Sandia.

Inferior Route toward Belen.

Switch at east end of each siding is not controlled by interlocking plant. The following whistle signals will be used:

Westward:	Eastward:
From Sandia Main Track, _____	To Sandia Main Track, _____
From Belen Main Track, _____	To Belen Main Track, _____
From North Siding, o_____o	To North Siding, o_____o
From South Siding, o_____o	To South Siding, o_____o

INTERLOCKING PLANT, ISLETA.

Superior Route to Coast Lines main track.

Inferior Route to Rio Grande Division main track.

The following whistle signals will be used:

Westward:	Eastward:
Coast Lines Main Track, _____	Coast Lines Main Track, _____
Coast Lines Passing Track, _____	Rio Grande Main Track, o_____
Rio Grande Main Line, _____	Rio Grande Passing Track, o_____

SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE.

Location	Miles from Albuquerque	Car Capacity	Switch Connection	Flag stops for Trains
<b>First District</b>				
Bluewater Quarry	112.4	200	West	None
McCune	152.8	50	West	None
<b>Second District</b>				
Dilco	166.9	114	West	None
Holbrook Stock Yards	257.4	20	East & West	None
<b>Third District</b>				
Welch	391.3	2	West	No. 1
Tunnel	392.5	0	0	No. 1
Signal 3912	395.5	0	0	No. 10
Old Holmes	400.0	0	0	No. 10
Mazda	417.5	2	West	None
	Miles from Ash Fork			
<b>Fourth District</b>				
Cinder Pit	4.4	18	South	403-410
Prairie	11.0	6	South	403-410
Spur	18.8	3	South	Freight
Siding	20.4	3	North-South	Freight
Puntenney	22.9	18	North-South	402-403-409-410
Del Rio				
Harvey Ranch	34.4	0	0	403-410
Waterworks	35.2	73	North-South	Freight
Whipple	56.3	30	North	402-403-409-410
Doce	69.9	21	North	409-410
Ramsgate	73.4	7	North	409-410
Date Creek Tank	110.3	8	North	Freight
Congress Pump H.	119.3	5	North	Freight
Agua Fria Tank	175.3	4	North-South	Freight
Kane Spur	186.9	7	North	Freight
Burnt Ranch	187.2	14	North	Freight
Clarks	189.6	13	South	Freight
Fair Grounds	191.0	28	North-South	402-403-409-410
	Miles from P. E. Junc.			
<b>Crown King District</b>				
Chapparal	20.0	2	North	All
Arizona City	23.3	2	South	All
Peck	45.1	5	North-South	All
Saddle	47.9	2	North	All
Horse Thief	52.0	3	South	All
	Miles from Drake			
<b>Clarkdale District</b>				
Gravel Spur	7.8	2	North	Freight
Tapco	35.6	54	North	Freight

LENGTH OF STEMS OF WYES

Thoreau, Stem of Wye is Zuni Mtn. Main Line	.....	_____
West Yard	.....	327.0 feet
Winslow	.....	200.0 feet
Angell	.....	479.3 feet
Flagstaff	.....	95.0 feet
Bellemont	.....	95.0 feet
Williams	.....	1340.8 feet
Supai	.....	303.0 feet
Ash Fork—North Wye	.....	730.0 feet
Ash Fork—South Wye	.....	500.0 feet
Crookton	.....	90.0 feet
Seligman	.....	400.0 feet
Drake	.....	_____
Del Rio	.....	562 feet
Prescott	.....	289 feet
Alto	.....	196 feet
Skull Valley	.....	750 feet
Congress	.....	823 feet
Matthie	.....	_____
Phoenix	.....	253 feet
Humboldt	.....	_____
Mayer	.....	262 feet
Crown King	.....	398 feet
Clarkdale	.....	743 feet

Water tanks between stations are located as follows:  
On Fourth District—

- M. P. 68.1 just south of Iron Springs.
- M. P. 80.6 south end Skull Valley yard.
- M. P. 89.1 between Kirkland and Grand View.
- M. P. 110.4 just south of Date Creek.
- M. P. 119.3 between Piedmond and Congress.
- M. P. 146.3 between Allah and Hot Springs Junc.
- M. P. 175.3 between Ennis and Marinette.

LENGTH AND CAPACITY OF TAILS OF SWITCH BACKS, CROWN KING DISTRICT

Switch	Length	Capacity
1	338.8 ft.	6
2	300.0 "	5
3	336.0 "	6
4	429.3 "	8
5	299.6 "	5
6	429.4 "	8
7	361.0 "	6
8	371.1 "	6
9	422.0 "	8
10	304.0 "	5

These tails hold engine and caboose in addition to cars.

JUNCTION SWITCHES

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

- Poland Junc.....For Crown King District Trains
- Drake.....For Fourth District Trains
- P. and E. Junc.....For Fourth District Trains
- Matthie.....For Fourth District Trains



LOCAL WATCH INSPECTORS.

ELMER H. BLACK.....Winslow	CHAS. H. HOWE.....Clarkdale, Ariz.	Fletcher E. Schaffer, Traveling Watch Inspector, San Bernardino, Cal.
E. PARKE SELLARD.....Gallup	O. A. HESLA.....Prescott, Ariz.	At Seligman.....
GEORGE E. EVERITT.....Albuquerque	CHAS. A. SHELDON.....Phoenix, Ariz.	At Ash Fork.....
S. T. VANN.....Albuquerque		At Williams.....

1st, 8:45 a.m. to 4:15 p.m.  
 15th, 8:45 a.m. to 4:15 p.m.  
 1st, 5:10 p.m. to 2nd, 11:05 a.m.  
 15th, 5:10 p.m. to 16th, 11:05 a.m.  
 2nd, 12:20 p.m. to 3rd, 11:05 a.m.  
 16th, 12:20 p.m. to 17th, 11:05 a.m.

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

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.  
 DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles, Cal.

DR. J. W. ELDER, - - - - - Albuquerque, N. M.	DR. F. H. CARTMELL, - - - - - Ash Fork, Ariz.
DR. W. R. LOVELACE, Local Surgeon, - - - - - Albuquerque, N. M.	DR. J. B. McNALLY, Local Surgeon, - - - - - Prescott, Ariz.
DR. FRANK E. TULL, Oculist, - - - - - Albuquerque, N. M.	DR. H. T. SOUTHWORTH, Local Surgeon, - - - - - Prescott, Ariz.
DR. F. C. BAKES, Consulting Oculist - - - - - Albuquerque, N. M.	DR. R. N. LOONEY, Consulting Surgeon, - - - - - Prescott, Ariz.
DR. S. L. WILKINSON, - - - - - Belen, N. M.	DR. GEO. M. BROCKWAY, Chief Physician, - - - - - Phoenix, Ariz.
DR. DAVID W. GILLICK, - - - - - Laguna, N. M.	DR. H. K. BEAUCHAMP, Assistant Surgeon, - - - - - Phoenix, Ariz.
DR. C. A. MOZLEY, - - - - - Thoreau, N. M.	DR. W. WYLIE, Local Surgeon, - - - - - Phoenix, Ariz.
DR. H. T. WATSON, - - - - - Thoreau, N. M.	DR. MADISON J. KENNEY - - - - - Phoenix, Ariz.
DR. H. G. WILLSON, - - - - - Gallup, N. M.	DR. E. W. PHILLIPS - - - - - Phoenix, Ariz.
DR. W. B. CANTRELL, Assistant Surgeon, - - - - - Gallup, N. M.	DR. W. W. WATKINS - - - - - Phoenix, Ariz.
DR. J. W. BAZELL, - - - - - Holbrook, Ariz.	DR. WM. A. SCHWARTZ, Assistant Oculist, - - - - - Phoenix, Ariz.
DR. O. S. BROWN, - - - - - Winslow, Ariz.	DR. A. MARTIN, Oculist, - - - - - Phoenix, Ariz.
DR. GEORGE SAMPSON, Consulting Surgeon, - - - - - Winslow, Ariz.	DR. H. J. JESSOP, Dental Surgeon, - - - - - Phoenix, Ariz.
DR. C. L. HATHAWAY, Consulting Surgeon, - - - - - Winslow, Ariz.	DR. FRANK CANNON - - - - - Wickenburg, Ariz.
DR. A. H. SCHERMANN, - - - - - Flagstaff, Ariz.	DR. A. C. CARLSON, Assistant Surgeon, - - - - - Clarkdale, Ariz.
DR. G. M. FRONSKI, Consulting Surgeon, - - - - - Flagstaff, Ariz.	DR. J. B. VAN HORN, - - - - - Mayer, Ariz.
DR. P. A. MELICK, - - - - - Williams, Ariz.	

First Aid Kits are located at Rio Puerco, Grants, Houck, Adamana, Holbrook and Angell.

**THE GRAND CANYON RAILWAY COMPANY.**

DR. P. A. MELICK, - - - - - Williams, Ariz.  
 DR. H. B. SCHNUCK - - - - - Grand Canyon, Ariz.



# SANTA FE SAFETY FIRST

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

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

