

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



ARIZONA DIVISION.

EMPLOYEES' TIME TABLE

90

IN EFFECT

Sunday, June 12, 1938,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 89, Dated February 20, 1938,
and any Supplements thereto.

90

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

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

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

H. H. TISDALE,
Superintendent,
Needles, Cal.

NEIL WILSON,
Trainmaster,
1st, 2nd, Parker and Ripley
Districts,
Needles, Cal.

O. W. SCHLUETER,
Trainmaster, 3rd District
and Barstow Yard,
Bakersfield, Cal.

J. E. ELKINS,
Chief Dispatcher,
Needles, Cal.

J. W. ROBBINS,
Night Chief Dispatcher,
Needles, Cal.

F. W. QUIRMBACH,
L. DUNCAN,
E. M. REESE,
H. A. HARGIS,
O. C. HAUPTLI,
R. S. MURRAY,
E. V. ROSS,
Dispatchers, Needles, Cal.

Timetable 91 eff 11 June 39

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," revised 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," revised 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

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

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

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

Rule 3: Conductors and enginemen of westward Union Pacific trains, having complied with that Company's time regulations at Yermo, may proceed to Barstow and on arrival conductors of these trains (except No. 203) must compare time with their enginemen and, following this, with Santa Fe standard clock, and register for themselves and enginemen on the prescribed form.

Conductor of Train No. 203 will register on the back of Form 903 and file at Barstow, watch register for himself and engineman, naming each individual, make of watches, place and time of comparison with standard clock, and number of seconds fast or slow.

5.

6.

7. Rule 10 (A): Permanent slow boards are located approximately 3,000 feet in advance of curves, bridges, or other locations where speed of trains is permanently restricted, except that where such slow boards cannot be so placed account of physical conditions, sidings, etc., the distance may be increased to a location approximately 4,000 to 5,000 feet in advance. Where two or more restricted areas are close together and speed allowed on each is the same, but one slow board will be used. When the speed differs on each area, additional slow boards will be placed, it being understood that the speed indicated on one or a succession of slow boards must be respected until a "green" board is passed. Where permanent slow boards indicate train speeds in excess of the maximum engine speeds prescribed in time tables, the maximum engine speeds prescribed must be observed.

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

Electric headlights must be dimmed:

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

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

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

Headlight will be displayed through tunnels.

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

SPECIAL RULES

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

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

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

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

11. Rule 86 is amended to read: Within automatic block signal territory, except where rule D-152 applies or when signals are inoperative, an inferior train must clear a first class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rules 93 and D-153: Yard limits are located at Seligman, Yampai, Hackberry, Kingman, Needles, Goffs, Cadiz, Ash Hill, Ludlow, Newberry, Barstow, Mojave, Magunden-Algozo, Parker, Earp, Ripley-Blythe, Midland and Rice.

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train orders; but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G.

A Form G order will be required for all short movements between intermediate stations.

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

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

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

16. Rule 221: The second paragraph is abrogated.

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

17. 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.

18. Rule 310: Following is list of structures:

Colorado River Bridge at Topock.

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

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one

man on the front end of an engine in direction of movement is prohibited.

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

20. Rule 314: No freight train will run more than seventy-five miles without stopping for inspection, except this distance may be exceeded, westward Cadiz to Newberry, provided stop and inspection is made at stations entering and leaving above limits.

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

Arizona: The 1928 Revised Code provides:

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

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

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

California: Civil Code, Section 2188, provides:

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

Section 487 provides:

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

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

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

24. Rule 391: Standard thermometers are located at Tehachapi, Mojave, Muroc, Kramer, Barstow, Daggett, Ludlow, Cadiz, Goffs, Needles, Yucca, Kingman, Hackberry, Peach Springs, Pica, Seligman and Parker.

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

SPEED LIMITATIONS

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

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

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

Maximum speed permitted through turnouts is as follows:

- No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.
- No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
- No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
- No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.

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

No. 8 turnouts are located within yards.

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

No. 14 turnouts are located at:

Seligman: East switch of yard lead, eastward main track.

- Needles: Crossover switch to ice plant east end of yard;
- East switch crossover to yard track No. 1;
- East and west switches to siding, passenger yard;
- West switch, freight lead.

No. 20 turnouts are located at each end of gauntlet track, Colorado River bridge.

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

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

Trains handling wrecking derricks, steam shovels, pile-drivers or hoists must not exceed twenty-four miles per hour, (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third and Parker Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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

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

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

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

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

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

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE.
In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile).

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
472-493	0	51	1	20	1	30
797-813	1	43	1	43	1	43
909-939	1	53	1	53	1	53
1226-1265	0	41	1	20	1	30
1297-1308	0	41	1	20	1	30
1322-1379	0	41	1	20	1	30
1413-1468	0	41	1	20	1	30
3520-3534	0	41	1	20	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1793-1799	1	12	1	20	1	30
1960-1991	1	43	1	43	1	43
3013-3028	1	53	1	53	1	53
3129-3158	1	43	1	43	1	43
3228-3257	1	06	1	20	1	30
3456	0	36	1	20	1	30
3703-3750	0	51	1	20	1	30
3751-3764	0	47	1	20	1	30
3765-3775	0	40	1	20	1	30
3830-3940	1	06	1	20	1	30
Diesel Motors	0	36			1	20
Motors—M-107, M-130, M-131, M-180	1	00	1	30	1	00
2210 Union Pacific	1	12	1	20	1	30
2703-2705-2712-2715 Union Pacific	1	00	1	30	1	30
Other 2700 Union Pacific	1	20	1	20	1	30
3100 Union Pacific	0	51	1	20	1	30
5010-5400-5500-6000 Union Pacific	1	30	1	30	1	30
3900-7800 Union Pacific	1	00	1	30	1	30
8800 Union Pacific	1	12	1	30	1	30
Diesel Motors Union Pacific	0	40			1	20
Switch, no truck					3	00
All other classes			1	43	1	43
All classes, backing up	3	00	3	00	3	00

A tolerance of ten per cent is allowed on the above locomotives in "Freight and Mixed" service, or running light.
Atlantic and Pacific type engines equipped with 79 inch (or greater diameter) drivers, are permitted a maximum speed of one mile in thirty-six seconds.

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE.

LOCATION	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Yampai to Nelson	2	00	2	00	2	00
Truxton to M.P. 482	2	00	2	00	2	00
Louise to McConnico	2	30	2	30	2	00
At Kingman Harvey House street crossing	2	30	2	30	2	30
McConnico to Franconia	2	00	2	00	2	00
Goffs to Needles	2	30	2	30	2	00
Ash Hill to Siberia	3	00	3	00	3	00
Cadiz-Vidal	1	05	1	30	1	30
Vidal-Earp	1	20	1	40	1	40
Rice-Blythe	2	00	2	00	2	00
Blythe-Ripley	4	00	4	00	4	00
Arvin District	2	24	2	24	2	24
Barstow passenger yard between interlocker at west end and stockyard switch east of station	6	00	6	00	6	00

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

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

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

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

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

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

27. Rule 701: Red lights will be used in dwarf signals to indicate "stop."

28. Flag Stops to Pick Up Revenue Passengers

TRAIN	STOPS	PASSENGERS DESTINED
No. 9, 23 No. 9	Any station Daggett	North of Barstow Any regular or flag stop west thereof
Nos. 2, 9 No. 1	Any station between Kern Jct. and Mojave Ludlow	East of Mojave and west of Kern Jct. Any regular or flag stop west thereof
No. 4	Any station	Williams and east

Flag Stops to Discharge Revenue Passengers

TRAIN	STOPS	PASSENGERS FROM
No. 23	Any station	Belen and east or south thereof
No. 9	Daggett	Any regular or flag stop east thereof
No. 9	Any station	Albuquerque and east or south thereof or south of Ash Fork
No. 23 No. 1	Any station Ludlow	Parker District Any regular or flag stop east thereof
Nos. 2, 9, 23, 24	Any station between Mojave and Kern Jct.	East of Mojave and west of Kern Jct.

(Continued on Page 10)

WESTWARD										Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 90 June 12, 1938
First Class															
33	43	17	21	3	1	7	23	19	9	No. Cars	Miles.	Grade	Ruling Grade	STATIONS	
FREIGHT	FREIGHT	Super Chief	El Capitan	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited	The Chief	The Navajo	Yard	FW TY				
Leave Daily	Leave Daily	Leave Sunday and Wednesday	Leave Sunday and Wednesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 2.00	AM 5.45	PM 11.37	PM 10.07	PM 7.40	PM 5.55	AM 9.35	AM 7.00	AM 12.55	AM 12.20						
		11.43	10.13	7.47	6.03	9.41	7.07	1.01	12.27	65		428.8	49.8	72.9	SELIGMAN 3.9
		11.50	10.20	7.55	6.11	9.48	7.14	1.08	12.34	74		432.7	75.0	70.8	CHINO 6.9
		11.57	10.27	8.03	6.20	9.55	f 7.23	1.15	12.42	74	W	439.5	75.0	75.0	AUDLEY 7.4
		AM 12.05	10.35	8.13	6.30	10.02	f 7.32	1.22	12.50	74	Y	446.9	89.7	75.0	PICA 5.0
		12.08	10.38	8.16	6.34	10.05	7.36	1.25	12.53			451.9	75.0	0.0	YAMPAI 2.8
		12.15	10.45	8.23	f 6.42	10.11	f 7.43	1.32	1.00	95		454.7	105.6	0.0	FIELDS 5.3
		12.18	10.48	8.27	6.46	10.14	7.46	1.36	1.03			460.2	75.0	0.0	NELSON 3.0
		12.21	10.51	8.30	f 6.51	10.17	f 7.50	1.39	1.06	74	W	463.2	75.0	0.0	SHIPLEY 2.6
		12.26	10.56	8.37	6.59	10.23	7.57	1.46	1.13			465.8	75.0	0.0	PEACH SPRINGS 5.6
		12.31	11.01	8.43	7.08	10.29	8.04	1.52	1.19	88		471.5	75.0	0.0	CHEROKEE 6.1
		12.39	11.09	8.52	7.17	10.37	f 8.12	2.01	1.27			477.6	75.0	0.0	TRUXTON 6.7
		12.43	11.13	9.04	f 7.29	10.43	f 8.24	2.08	1.38	80	FW	484.0	74.5	0.0	VALENTINE 5.0
		12.48	11.18	9.12	7.39	10.50	8.32	2.15	1.46	74		489.0	22.7	43.8	HACKBERRY 6.1
		12.53	11.23	9.19	7.46	10.56	8.39	2.20	1.52	74		495.1	71.8	0.0	ANTARES 6.2
		1.00	11.30	9.28	7.56	11.04	8.48	2.28	2.01	74		501.3	33.8	46.0	WALAPAI 9.0
		1.03	11.33	9.32	8.00	11.08	8.52	2.32	2.05			510.2	0.0	50.2	BERRY 3.6
		1.07	11.37	f 9.39	s 8.07	f 11.15	s 9.00	2.37	f 2.12	Yard	WY	513.9	95.0	0.0	LOUISE 2.5
		1.13	11.43	9.46	8.14	11.22	9.07	2.43	2.19	53	B	516.4	95.0	0.0	KINGMAN 4.4
		1.18	11.48	9.53	8.22	11.27	9.15	2.49	2.25	74		520.7	75.0	0.0	McCONNICO 6.2
		1.21	11.51	9.57	8.27	11.30	9.20	2.52	2.29			527.0	75.0	0.0	GRIFFITH 4.1
		1.24	11.54	10.01	8.32	11.34	9.25	2.56	2.33	74		531.1	73.5	0.0	KASTER 4.1
		1.28	11.58	10.06	8.39	11.38	f 9.32	3.00	2.38	74	W	535.2	75.0	0.0	ATHOS 5.0
		1.34	AM 12.04	10.13	8.47	11.44	9.40	3.07	2.44	74	W	540.2	75.0	0.0	YUCCA 5.8
		1.40	12.10	10.20	8.56	11.50	9.48	3.14	2.50	74		546.1	75.0	0.0	HAVILAND 6.6
		1.45	12.15	10.27	9.04	11.55	f 9.56	3.20	2.56	74		552.7	63.4	0.0	FRANCONIA 6.2
		1.52	12.22	10.36	f 9.13	PM 12.03	f 10.04	3.28	3.04	73	W	558.9	73.9	32.5	POWELL 6.9
		1.59	12.29	10.45	9.24	12.11	10.12	3.36	3.12	72		565.3	68.4	46.5	TOPOCK 5.4
7.45 PM	11.30 AM	2.08 AM	12.38 AM	10.55 PM	9.35 PM	12.20 PM	10.20 AM	3.45 AM	3.20 AM	Yard	FW TY	571.3	62.3	53.9	BEAL 6.6
Arrive Daily	Arrive Daily	Arrive Monday and Thursday	Arrive Monday and Thursday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			578.0			NEEDLES
(25.9)	(25.9)	(59.2)	(59.2)	(45.3)	(40.6)	(54.2)	(44.7)	(52.6)	(49.7)Average speed per hour					

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

Nos. 33 and 43 have no Time Table superiority

FIRST DISTRICT

TIME TABLE NO. 90 June 12, 1938	Ruling Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Office of Communication or Booth Phone	EASTWARD											
						First Class										So. California Chicago Fast Freight	No. California Chicago Fast Freight
						18	4	2	8	24	20	22	10	34	44		
						Super Chief Arrive Wednesday and Saturday	California Limited Arrive Daily	The Scout Arrive Daily	Fast Mail Express Arrive Daily	Grand Canyon Limited Arrive Daily	The Chief Arrive Daily	El Capitan Arrive Tuesday and Friday	The Navajo Arrive Daily	Arrive Daily	Arrive Daily		
STATIONS			No. Cars			AM 5.20	AM 7.10	AM 9.00	AM 10.35	PM 8.10	PM 10.10	PM 10.50	AM 2.05	PM 12.30	AM 4.15		
SELIGMAN 3.9	52.8	49.6	Yard	FW TY	C	AM 5.20	AM 7.10	AM 9.00	AM 10.35	PM 8.10	PM 10.10	PM 10.50	AM 2.05	PM 12.30	AM 4.15		
CHINO 7.1	52.8	70.8			B	5.15	7.03	8.52	10.28	8.03	10.05	10.45	1.58				
AUDLEY 7.4	75.0	75.0	74		B	5.08	6.54	8.41	10.20	7.55	9.57	10.38	1.50				
PICA 5.0	69.7	75.0		W	B	5.02	6.44	8.31	10.12	f 7.45	9.50	10.32	1.40				
YAMPAI 2.8	75.0	0.0	74	Y	B	4.56	6.34	8.18	10.05	f 7.35	9.43	10.26	1.30				
FIELDS 5.3	75.0	0.0	74		B	4.52	6.30	8.13	10.00	7.31	9.39	10.22	1.26				
NELSON 3.0	75.0	0.0	67		C	4.43	6.20	f 8.01	9.48	f 7.20	9.30	10.13	1.16				
SHIPLEY 2.6	75.0	0.0	74		B	4.38	6.15	7.56	9.43	7.16	9.26	10.08	1.12				
PEACH SPRINGS 5.6	75.0	0.0	74	W	C	4.35	6.10	f 7.51	9.38	f 7.12	9.22	10.05	1.08				
CHEROKEE 6.1	75.0	0.0	64		B	4.27	6.01	7.40	9.28	7.04	9.12	9.57	1.00				
TRUXTON 6.7	75.0	0.0	88		B	4.19	5.50	7.30	9.18	6.55	9.03	9.49	12.51				
VALENTINE 5.0	74.5	0.0	64		B	4.07	5.37	7.15	9.05	f 6.42	8.50	9.37	12.38				
HACKBERRY 6.1	22.7	43.8	97	FW	C	4.02	5.27	f 7.05	8.54	f 6.32	8.39	9.32	12.28				
ANTARES 6.2	71.8	0.0	68		B	3.56	5.14	6.51	8.41	6.19	8.26	9.26	12.15				
WALAPAI 9.0	33.3	46.0	74		B	3.50	5.06	6.41	f 8.33	6.11	8.18	9.20	12.07 AM				
BERRY 3.6	0.0	50.2	74		B	3.43	4.56	6.31	f 8.24	6.02	8.09	9.13	11.58				
LOUISE 2.8	75.0	0.0	40		B	3.40	4.51	6.26	8.20	5.58	8.05	9.10	11.53				
KINGMAN 5.1	75.0	0.0	Yard	WY	C	3.35	4.45	s 6.20	f 8.15	s 5.50	8.00	9.05	11.45				
HARRIS 5.7	75.0	0.0	70	W	B	3.26	4.32	6.02	8.02	5.37	7.48	8.56	11.32				
GRIFFITH 4.1	75.0	0.0	74		B	3.17	4.22	5.50	f 7.53	5.27	7.39	8.47	11.22				
KASTER 4.1	73.5	0.0	66		B	3.11	4.15	5.42	7.46	5.20	7.32	8.41	11.15				
ATHOS 5.0	75.0	0.0	74		B	3.04	4.08	5.34	7.39	5.13	7.25	8.34	11.08				
YUCCA 5.8	75.0	0.0	76	W	C	2.56	3.59	f 5.24	f 7.31	5.04	7.17	8.26	10.59				
HAVILAND 6.6	75.0	0.0	64	W	B	2.48	3.46	5.11	7.22	4.51	7.09	8.18	10.47				
FRANCONIA 6.2	68.4	0.0	74		B	2.39	3.34	5.01	7.11	f 4.39	7.00	8.09	10.36				
POWELL 6.9	73.9	32.5	74		B	2.30	3.23	4.50	7.02	f 4.28	6.51	8.00	10.27				
TOPOCK 5.4	68.4	46.5	74	W	B	2.22	3.13	4.40	f 6.53	4.18	6.42	7.52	10.18				
BEAL 6.6	62.3	53.9	61		B	2.16	3.04	4.30	6.44	4.09	6.34	7.46	10.09				
NEEDLES			Yard	FW TY	C	2.08 AM	2.55 AM	4.20 AM	6.35 AM	4.00 PM	6.25 PM	7.38 PM	10.00 PM	2.15 AM	8.00 PM		
(149.7)						Leave Wednesday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Daily		

Average speed per hour.....

(46.8) (35.2) (32.1) (37.4) (35.9) (39.9) (46.8) (38.7) (14.6) (18.1)

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

Nos. 34 and 44 have no Time Table superiority.

WESTWARD

First Class

33	43	3	1	221	7	23	205	19	9	17	203	21	217	207	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Miles from Albuquerque	Grade Descending	Rolling Grade Ascending.	TIME TABLE
FREIGHT	FREIGHT	California Limited	The Scout	Pacific Limited	Fast Mail Express	Grand Canyon Limited	PASSENGER	The Chief	The Navajo	Super Chief	Streamliner	El Capitan	Challenger	PASSENGER	No. Cars.		Miles			NO. 90
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday and Thursday	★ See note below	Leave Monday and Thursday	Leave Daily	Leave Daily	Yard	FW TY				June 12, 1938
PM 8.30	PM 12.15	PM 11.05	PM 9.45		PM 12.25	AM 10.30		AM 3.55	AM 3.30	AM 2.18		AM 12.48								STATIONS
		11.14	9.54		12.32	10.39		4.03	3.39	2.26		12.56			64		581.4	0.0	76.3	NEEDLES 8.4
		11.24	10.04		12.40	f 10.49		4.11	3.48	2.33		1.03			94		585.6	0.0	78.7	HARTOUM 4.0
		11.39	10.19		12.52	f 11.03		4.25	f 4.03	2.45		1.15			91	W	592.4	0.0	76.3	JAVA 6.8
		11.51	10.31		1.01	f 11.14		4.34	4.14	2.54		1.24			63		596.7	0.0	76.2	IBIS 4.3
		AM 12.04	10.44		1.10	f 11.26		4.43	4.23	3.03		1.33			100		601.5	0.0	74.6	BANNOCK 4.8
		12.22	11.02		1.24	f 11.40		4.58	4.38	3.17		1.47			78	WY	609.1	42.2	74.6	HOMER 7.6
		12.27	11.08		1.29	11.45		5.04	4.43	3.22		1.52					614.3	52.8	0.0	GOFFS 5.2
		12.31	11.13		1.33	f 11.50		5.08	4.48	3.26		1.56			67	W	613.7	52.8	0.0	PIUTE 4.4
		12.39	11.22		1.40	f 11.59		5.15	4.56	3.32		2.02			67		626.2	52.8	0.0	FENNER 7.5
		12.43	11.27		1.43	PM 12.04		5.19	5.00	3.35		2.05					630.3	52.8	0.0	ESSEX 4.1
		12.47	11.32		1.47	f 12.10		5.23	5.05	3.38		2.08			94	W	634.7	52.8	0.0	ARIMO 4.4
		12.56	11.42		1.54	f 12.18		5.29	5.11	3.43		2.13					641.3	52.8	0.0	DANBY 7.1
		f 1.11	AM 12.01		2.03	s 12.30		5.38	s 5.20	3.48		2.18			74	FWY	643.1	48.0	0.0	SIAM 6.3
		1.20	12.10		2.11	f 12.39		5.46	5.28	3.53		2.23					655.0	52.8	26.4	CADIZ 6.9
		f 1.29	12.17		2.17	f 12.48		5.52	5.34	3.58		2.28			74		661.5	47.5	12.1	BOLO 6.5
		1.40	12.25		2.25	f 12.58		6.01	5.43	4.04		2.34			86	Y	669.3	11.6	37.0	AMBOY 7.8
		1.48	12.32		2.30	1.05		6.07	5.49	4.08		2.38			89		673.5	0.0	73.9	BAGDAD 4.1
		1.55	12.39		2.36	f 1.12		6.13	5.56	4.13		2.43			84		676.7	0.0	73.9	TROJAN 3.2
		2.08	12.52		2.45	f 1.25		6.25	6.08	4.22		2.52			74	BW	682.0	0.0	73.9	SIBERIA 5.2
		2.21	1.04		2.53	1.37		6.37	6.20	4.30		3.00			94	Y	686.7	0.0	73.9	KLONDIKE 4.3
		f 2.32	1.13		3.00	f 1.46		6.44	f 6.27	4.37		3.07			74	W	693.4	52.8	26.4	ASH HILL 6.7
		2.41	1.22		3.07	f 1.55		6.52	6.36	4.44		3.14			73		698.5	0.0	52.8	LUDLOW 5.1
		2.53	1.32		3.15	2.06		7.01	6.46	4.53		3.23			94		706.6	44.0	52.8	ARGOS 8.1
		3.01	1.39		3.21	f 2.14		7.08	6.53	4.59		3.29			75		712.3	52.8	0.0	PISGAH 6.2
		3.08	1.46		3.27	f 2.22		7.14	6.59	5.04		3.34			74		719.5	39.8	0.0	HECTOR 6.7
		3.15	1.53		3.32	f 2.30		7.20	7.05	5.09		3.39			94	WY	725.6	0.0	26.4	TROY 6.1
		3.23	1.59		3.37	f 2.37		7.26	7.11	5.14		3.44			74		731.7	0.0	26.4	NEWBERRY 6.1
		f 3.30	f 2.06	PM 4.18	3.43	f 2.45	PM 1.08	7.32	f 7.17	5.19	AM 4.11	3.49	AM 3.05	AM 2.45	94		737.6	0.0	38.2	MINNEOLA 3.6
		3.35	2.11	4.23	3.47	2.52	1.13	7.37	7.22	5.23	4.15	3.53	3.11	2.51	70		741.6	18.0	31.7	GALE 2.3
5.00 AM	8.00 PM	3.45 AM	2.20 AM	4.33 PM	3.55 PM	3.00 PM	1.20 PM	7.45 AM	m 7.30 AM	5.30 AM	4.22 AM	4.00 AM	3.20 AM	3.00 AM	Yard	FW TY	746.4	31.7	31.7	DAGGETT 4.0
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday and Thursday	★ See note below	Arrive Monday and Thursday	Arrive Daily	Arrive Daily						NEBO 4.8
(19.7)	(21.6)	(35.9)	(36.6)	(35.2)	(47.9)	(37.2)	(44.0)	(43.7)	(41.9)	(52.4)	(48.0)	(52.4)	(35.2)	(35.2)						(187.6)

Nos. 33 and 43 have no Time Table superiority.

Between Daggett and Barstow Rules D-152 and D-153 will apply.

★ No. 203 will be operated only on the schedule due to leave Daggett on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, and 29th of each month and has no time table superiority except on these dates. Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17 and 21 not less than five minutes. All except first class trains must clear the time of Nos. 17 and 21 not less than ten minutes.

SECOND DISTRICT

ARIZONA DIVISION

TIME TABLE NO. 90 June 12, 1938	Ruling Grade Ascending	Grade Descending	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Office of Communication or Both Phone	EASTWARD														44	34
						First Class															
						2	208	218	206	8	24	214	20	22	10	204	18	4	44		
The Scout	PASSENGER	Challenger	PASSENGER	Fast Mail Express	Grand Canyon Limited	Pacific Limited	The Chief	El Capitan	The Navajo	Streamliner	Super Chief	California Limited	No. California Chicago Fast Freight	So. California Chicago Fast Freight							
STATIONS	No. Cars	Yard	FWTY	C	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
NEEDLES 3.4	0.0	76.3			AM 4.10				AM 6.15	PM 3.50		PM 6.15	PM 7.30	PM 9.50		AM 1.58	AM 2.45	PM 6.30	AM 12.15		
HARTOUM 4.0	0.0	78.7			4.04				6.10	3.44		6.10	7.24	9.44		1.52	2.39				
JAVA 6.8	0.0	76.3	94		4.00				f 6.05	3.40		6.05	7.19	9.40		1.47	2.35				
IBIS 4.3	0.0	76.2			3.52				f 5.57	3.32		5.58	7.12	9.32		1.40	2.27				
BANNOCK 4.8	0.0	74.6	73		3.46				f 5.51	3.26		5.53	7.07	9.26		1.35	2.21				
HOMER 7.6	42.2	74.6			3.42				f 5.47	3.22		5.49	7.03	9.22		1.31	2.17				
GOPFS 5.2	52.8	0.0	94	WY	3.35				f 5.40	3.15		5.42	6.57	9.15		1.25	2.10				
PIUTE 4.4	52.8	0.0	74		3.26				5.32	3.08		5.35	6.50	9.08		1.18	2.02				
FENNER 7.5	52.8	0.0	74	W	f 3.18				5.26	3.02		5.29	6.45	f 9.02		1.13	1.56				
ESSEX 4.1	52.8	0.0	94		f 3.07				5.16	2.53		5.20	6.36	f 8.53		1.04	1.46				
ARIMO 4.4	52.8	0.0	74		3.00				5.10	2.47		5.15	6.31	8.47		12.59	1.40				
DANBY 7.1	52.8	0.0	97	W	2.52				f 5.04	2.41		5.09	6.26	8.41		12.54	1.34				
SIAM 6.3	48.0	0.0	74		2.41				4.55	2.32		5.00	6.18	f 8.32		12.46	1.25				
CADIZ 6.9	52.8	26.4	74	FWY	s 2.30				s 4.46	s 2.23		4.52	6.11	f 8.23		12.39	1.16				
BOLO 6.5	47.5	11.6	74		2.18				4.34	2.11		4.44	6.06	f 8.11		12.34	1.04				
AMBOY 7.8	11.6	35.9	74		2.11				4.27	2.04		4.38	6.01	f 8.04		12.29	12.57				
BAGDAD 4.1	0.0	78.9	103	Y	2.03				4.20	1.57		4.31	5.55	f 7.57		12.23	12.50				
TROJAN 3.2	0.0	73.9			1.59				4.16	1.53		4.28	5.52	7.53		12.20	12.46				
SIBERIA 4.1	0.0	121.4	84		1.55				4.12	1.49		4.25	5.49	f 7.49		12.17	12.42				
SOUTH KLONDIKE 3.5	0.0	75.8			1.50				4.07	f 1.44		4.21	5.45	f 7.44		12.13	12.37				
ASH HILL 6.7	52.8	26.4	74	Y	1.46				4.03	1.39		4.18	5.41	7.39		12.10	12.33				
LUDLOW 5.1	0.0	52.8	83	W	f 1.38				3.56	f 1.32		4.11	5.34	7.32		12.04 AM	12.26				
ARGOS 8.1	52.8	52.8	74		1.32				3.50	f 1.25		4.05	5.28	7.25		11.58	12.20				
PISGAH 6.2	52.8	0.0	94		1.24				3.42	1.17		3.57	5.20	7.17		11.50	12.12				
HECTOR 6.7	39.6	0.0	75		1.16				3.35	f 1.10		3.49	5.14	7.10		11.44	12.04 AM				
TROY 6.1	0.0	26.8	74		1.09				3.29	f 1.04		3.42	5.09	7.04		11.39	11.58				
NEWBERRY 6.1	0.0	26.4	94	WY	1.03				3.23	f 12.58		3.37	5.05	6.58		11.35	11.53				
MINNEOLA 3.6	0.0	38.2	74		12.57				3.17	f 12.52		3.32	5.01	6.52		11.31	11.47				
GALE 2.3	13.0	81.7	67																		
DAGGETT 4.0	31.7	81.7	79		C	f 12.51	AM 12.57	AM 1.22	AM 2.45	3.12	f 12.47	PM 12.52	3.27	4.57	f 6.47	PM 10.00	11.27	11.42			
NEBO 4.8	31.7	81.7	73		B	12.47	12.52	1.17	2.40	3.07	12.42	12.47	3.22	4.53	6.42	9.56	11.23	11.37			
BARSTOW (165.7)			Yard	FWTY	C	12.40 AM	12.45 AM	1.10 AM	2.33 AM	3.00 AM	12.35 PM	12.40 PM	3.15 PM	4.47 PM	6.35 PM	9.50 PM	11.17 PM	11.30 PM	10.00 AM	2.15 PM	
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	★ See note below	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Nos. 34 and 44 have no Time Table superiority.

Between Barstow and Daggett Rules D-152 and D-153 will apply.

Average speed per hour..... (47.3) (44.0) (44.0) (44.0) (51.0) (51.0) (44.0) (55.2) (61.0) (51.0) (52.8) (61.8) (51.0) (19.5) (16.6)

★ No. 204 will be operated only on the schedule due to leave Barstow on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th, and last day of each month and has no time table superiority except on these dates. Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18 and 22 not less than five minutes. All except first class trains must clear the time of Nos. 18 and 22 not less than ten minutes.

WESTWARD				Capacity of Stages	Fuel, Water, Tarr, Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 90 June 12, 1938	Ruling Grade Ascending	Office of Communication or Both Plans	EASTWARD						
First Class											First Class		Second Class				
43	33	23	9								24	2	52	54	56	44	
FREIGHT	FREIGHT	Grand Canyon Limited	The Navajo								Grand Canyon Limited	The Scout	FREIGHT	FREIGHT	FREIGHT	No. California Chicago Fast Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
PM 9.00	AM 7.00	PM 5.00 ⁵⁶	AM 8.25	No. Cars													
				Yard	F W TY	746.4		BARSTOW	0.0	C	PM 12.05 PM	PM 11.05	AM 2.00	AM 8.00	PM 5.00 ²³	AM 9.00	
		5.07	8.32	95		762.0	34.3	5.2		B	11.55	10.55	1.50	7.50	4.47		
		f 5.13	f 8.39	115	W	767.0	5.3	5.0	7.7	C	f 11.48	s 10.48	1.43	7.43	4.40		
		5.19	8.45	74		762.0	31.7	5.0	24.5	B	11.41	10.40	1.36	7.36	4.33		
		f 5.24	8.50	74		766.7	34.3	4.7	0.0	B	f 11.36	f 10.34	1.30	7.30	4.27		
		5.30	8.57	74		771.3	34.3	5.6	12.2	B	11.30	10.28	1.23	7.23	4.20		
		f 5.40	s 9.07	114	WY	780.1	28.1	7.7	12.2	C	f 11.21	s 10.19	1.12	7.11	4.09		
		f 5.45	f 9.12	74		784.4	24.3	4.3	29.0	B	f 11.16	10.12	1.02	7.01	4.01		
		5.50	9.16	74		788.7	0.0	4.3	35.4	B	11.12	10.08	12.52	6.51	3.51		
		5.55	9.21	74		793.4	0.0	4.7	34.8	B	11.07	10.03	12.42	6.41	3.41		
		f 6.00	f 9.29	114	W	797.8	23.2	4.5	6.6	C	f 11.02	s 9.58	12.36	6.35	3.35		
		6.06	9.35	74		802.7	21.1	4.9	0.0	B	10.57	9.53	12.24	6.23	3.23		
		f 6.12	9.40	74		807.6	21.1	4.9	0.0	B	f 10.52	f 9.48	12.18	6.17	3.17		
		6.18	9.47	74		813.0	29.6	5.4	0.0	B	10.47	9.42	12.11	6.10	3.10		
11.15 PM	9.15 AM	6.25 PM	9.55 AM	Yard	F W TY	818.2	50.2	5.2	0.0	C	10.40 AM	9.35 PM	12.01 AM	6.00 AM	3.00 PM	6.45 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(31.7)	(31.7)	(50.4)	(47.6)Average speed per hour.....						(50.4)	(47.6)	(36.0)	(35.7)	(35.7)	(31.7)		

Nos. 33 and 43 have no Time Table superiority.

No. 44 has no Time Table superiority.

PARKER DISTRICT

WEST-WARD	PARKER DISTRICT						EAST-WARD
First Class	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Matilde	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	First Class
117					NO. 90		118
MOTOR					June 12, 1938		MOTOR
Leave Daily	No. Cars		Miles		STATIONS		Arrive Daily
AM 10.15	Yard	WFY	105.8		PARKER	C	PM 4.45
				31.7	1.5	0.0	
f10.20	Spur		107.3		EARP	C	f 4.40
				31.7	6.8	31.7	
10.29	28		114.1		CALZONA	B	f 4.30
				31.7	5.9	0.0	
f10.37	18	W	120.0		VIDAL	C	f 4.22
				31.7	11.6	0.0	
f10.53	45		131.6		GROMMET	B	f 4.07
				10.5	8.8	21.1	
911.05	50	Y	140.4		RICE	C	s 3.55
				0.0	3.6	31.7	
f11.10	44		144.0		FREDA	B	f 3.45
				0.0	7.0	30.6	
11.20	38		151.0		SABLON	B	3.35
				0.0	4.8	31.7	
f11.26	34	W	155.8		SALTMARSH	B	f 3.29
				31.7	8.3	5.3	
f11.40	34		164.1		MILLIGAN	B	f 3.18
				31.7	5.1	0.0	
11.47	34		169.2		FISHEL	B	3.11
				31.7	4.4	14.8	
f11.53	38		173.6		CHUBBUCK	B	f 3.05
				15.8	6.0	31.7	
PM f12.02	34		179.6		ARCHER	B	f 2.57
				23.2	5.5	31.7	
12.10	34		185.1		McCOY	B	2.50
				31.7	5.4	31.7	
12.20 PM	Yard	F'WY	190.5		CADIZ	C	2.35 PM
Arrive Daily					(84.7)		Leave Daily

(40.7)

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

(39.1)

RIPLEY DISTRICT

WESTWARD	RIPLEY DISTRICT						EASTWARD	
Second Class	Capacity of Sidings	Miles from Rice	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Office of Communication or Booth Phone	Second Class
				NO. 90				26
				June 12, 1938				MIXED
	No. Cars	Miles		STATIONS				Arrive Daily Ex. Sunday
25				RICE				PM 9.15
MIXED				16.5	65.0	FWY	C	
Leave Daily Ex. Monday	50	0.0	83.4	STYX				
	11	16.5	0.0	1.3	68.6			
AM 3.30	33	17.8	0.0	MIDLAND			C	f 8.10
	15	20.4	0.0	2.8	68.6			
4.15	Spur 17	22.6	0.0	COX	47.5			
4.45	Spur 6	33.1	0.0	2.2				
f 5.00	Spur 8	35.9	0.0	INCA	38.8			f 7.45
	Yard	42.2	0.0	10.5				
	Spur 7	44.9	0.0	MESAVILLE	38.8			
	Yard	49.6	0.0	2.8				
			5.3	TOSCO	83.4			7.16
			10.6	2.1	37.0			
			7.4	FERTILLA	26.1			
			42.8	4.2		WY	C	7.00 PM
				BLYTHE	21.7			
				2.7	15.8			
				HAUSER		Y		
				4.7				
				RIPLEY				
Arrive Daily Ex. Monday				(49.6)				Leave Daily Ex. Sunday

(21.1)

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

(18.8)

No switch lights on Ripley District.

ARVIN DISTRICT

WESTWARD	ARVIN DISTRICT						EASTWARD
	Capacity of Sidings	Miles from Magunden	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Office of Communication or Booth Phone
				NO. 90			
				June 12, 1938			
	No. Cars	Miles		STATIONS			
	19	16.5	39.6	ARVIN		Y	
		14.1	42.2	2.4	0.0		
	35	12.2	0.0	GIFFEN JCT.	37.0		
	7	10.2	0.0	1.9			
		8.0	0.0	DI GIORGIO	42.2		
		0.3	0.0	2.0			
		0.0	0.0	RIBIER	43.3		
		0.0	0.0	2.2			
		0.0	0.0	LAMONT	43.3		
		0.0	0.0	7.7			
		0.0	0.0	ALGOSO	43.3		
		0.0	0.0	0.3			
		0.0	0.0	MAGUNDEN			
				(16.5)			

(Continued from Page 3)

SPRING SWITCHES

29. Spring switches are located as follows and except as specified are normally lined for main track:

- Seligman: West end: West switch of crossover from lead to eastward main track; both switches to crossover between main tracks; East end: East yard lead to eastward main track. East switch lined for crossover.
- Hackberry: East end eastward siding.
- Yucca: West end westward siding.
- Needles: East end: Ice house lead to westward main track; both switches to crossover between main tracks; West end: West switch freight lead. West switch lined for crossover.
- Fenner: East end eastward siding.
- Cadiz: East end eastward siding.
- Daggett: West end westward siding.
- Barstow: East end: West switch to crossover between main tracks; both switches to crossover from eastward main track to yard lead; East end yard lead to eastward main track. East switch lined for crossover.

Maximum speed trailing through spring switches must not exceed 25 miles per hour. If stop is made with train on spring switch, reverse movement must not be attempted until switch is properly lined by hand; and care must be taken to control slack to avoid backward movement.

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

FIRST DISTRICT

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

Double track extends through Needles passenger yard.

No. 1 is eastward main track.

No. 3 is westward main track.

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

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

32. Not more than two engines of any class may be coupled together over Colorado River bridge at Topock. When more than two engines coupled, stop to separate and space not less than 500 feet.

33. Water column between main tracks at M. P. 480.

34. Westward freight trains must stop five minutes at Yucca for inspection of train and cooling wheels.

SECOND AND PARKER DISTRICTS

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

Double track extends through Barstow passenger yard.

No. 1 is westward main track.

No. 4 is eastward main track.

At Barstow: All eastward freight trains, when ready to depart, will notify towerman by phone, and upon receipt of permission will proceed, governed by indications of interlocked signal located at east end of freight lead.

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

37. Water column between main tracks at M. P. 588½.

38. At Cadiz, Nos. 117 and 118 will use eastward siding between west switch and junction with the Parker District main track; other trains using this track on the time of Nos. 117 and 118 will be governed by Rule 99.

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

THIRD DISTRICT

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

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

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

SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Mile Post 480	480.0	8	East	Freight only
Crozier	481.4	0	None	Nos. 23-24
SECOND DISTRICT				
Saltus	658.4	31	West	Freight only
Funston	660.1	81	West	Freight only
Lavic	702.7	10	East	Nos. 23-10
THIRD DISTRICT				
P. C. Borax Co.	784.7	Lgh. 3.4 M	East	Freight only
ARVIN DISTRICT				
Miles from Giffen Jct.				
Giffen	1.4	Lgh. 1.4 M	East	Freight only
Miles from Arvin				
Vaccaro	0.0	Lgh. 1.3 M	East	Freight only
Patch	7.2	4	East	Freight only
Mountain View	11.2	8	East and West	Freight only
Harpertown	11.6	3	West	Freight only
RIPLEY DISTRICT				
Miles from Rice				
Hay Spur	86.7	4	East	Freight

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Seligman	910	Newberry	640
Yampai	685	Barstow (mile 747.3)	926
Kingman	446	Kramer East Leg	774
Needles	728	Kramer North Leg	1000
Goffs	458	Rice	1039
Cadiz	Parker District	Blythe	504
Bagdad	358	Ripley	326
Ash Hill	410		

JUNCTION SWITCHES

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

- Rice.....For Parker District
- Cadiz.....From eastward siding to Parker District

Railroad Crossings at Grade and Interlockers

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Kern Junction	Santa Fe double track connection to and from S. P. double track. Santa Fe main track to Sunset track.	Interlocker: Color light signals, semi-automatic; approach locking.	Crossover —0—0 Main track to Sunset —0— S. P.-West Main to A. T. & S. F. 0—
Daggett	All switches east of station	Interlocker: upper quadrant signals, semi-automatic; approach locking. Indications superior to right, class or direction, for movements within home signal limits. Westward trains on main track finding interlocked signal at west end of westward siding in "stop" position or without light must stop and examine switch, and if found properly lined may proceed at restricted speed to the next governing signal. This modifies Rule 782.	Eastward U. P. trains, U. P. main track — — 0, transfer track No. 2, 000— Against current of traffic —0—0 East House track 00—0
Barstow (West end)	Main line and connecting crossovers	Interlocker: Color light type; semi-automatic; approach locking. Ten miles per hour; indications superior to right, class or direction for movements within home signal limits.	To Third District — — 0 Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 10 incl. 0—00 Tracks 11 to 19 incl. —0—0
Barstow (East end)	Crossover from westward main track to eastward main track and freight yard	Interlocker: Color light type, semi-automatic; approach locking. Eastward trains twenty-five miles per hour. Indications superior to right, class or direction for movements within home signal limits. When interlocking signal remains in "stop" position or route is not properly lined, conductor of train detained must telephone towerman, explaining, and proceed as authorized by him. This modifies Rule 782.	To freight yard —0—

Microphones identified by signboards are located on posts adjacent to tracks, as shown below, and all trains must sound route signal for route desired when approaching same:
 For westward trains:
 Daggett—At Signal 7341, east of Gale.
 Barstow—Four poles west of Signal 7421.
 At Barstow: West and south passenger trains, when ready to depart, will sound route signal with buzzer located on engine supply house. In event route not obtained promptly, whistle signal may be used.
 For eastward trains:
 Barstow—Ten poles east of M. P. 750.
 Daggett—Five poles east of Signal 7402.

**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, Calif.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building, Los Angeles, Calif.
 DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building, Los Angeles, Calif.

- | | | |
|---|--|--|
| DR. J. W. CONNOR, Local Surgeon.....Seligman | DR. HARRY A. TYERMAN, Consulting Surgeon.....Needles | DR. ROBT E. BLAKE, Ass't Local Surgeon.....Bakersfield |
| DR. ALFRED C. DICK, Local Surgeon.....Kingman | DR. LYLE GRAHAM, Local Surgeon.....Newberry | DR. J. M. KIRBY, Ass't Local Surgeon.....Bakersfield |
| DR. T. R. WHITE, Consulting Surgeon.....Kingman | DR. C. A. MACDONALD, Local Surgeon.....Barstow | DR. K. S. MCKEE, Oculist and Aurist.....Bakersfield |
| DR. L. E. DALY, Division Surgeon.....Needles | DR. PHIL J. VOGEL, Local Surgeon.....Mojave | DR. WM. H. CHAPMAN, Local Surgeon.....Blythe |
| DR. ALFRED JENNINGS, Local Surgeon.....Needles | DR. JOE SMITH, Local Surgeon.....Bakersfield | DR. GOULD WELLS, Local Surgeon.....Parker-Earp |

First aid kits are located at Peach Springs, Yucca, Cadiz, Rice and Kramer, and on all locomotives.

R. D. Montgomery, General Watch Inspector, Topeka, Kans.
 J. H. Mace, Assistant General Watch Inspector
 (Roadway and Station Service), Kansas City, Mo.

LOCAL WATCH INSPECTORS

- J. N. Cheney.....1425 19th St., Bakersfield
 E. F. Manners.....Barstow
 Williams & Williams.....Needles

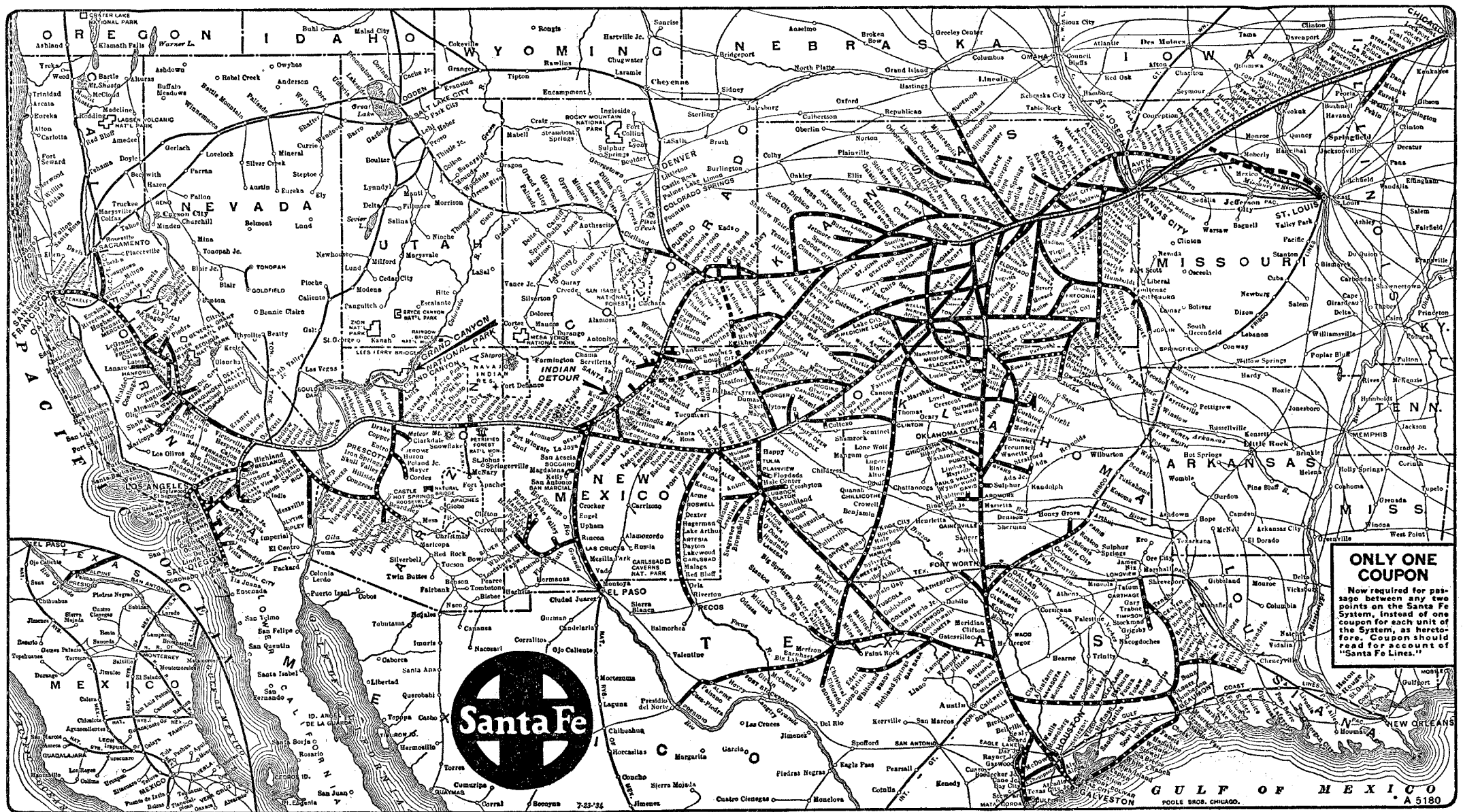
H. W. Schlemmer, Traveling Watch Inspector.....Pasadena, Calif.

- At Seligman.....4th, 5th, 18th and 19th, 6:15 p.m. to 5:25 p.m.
 At Mojave.....6th and 20th, 10:05 a.m. until 9:20 p.m.
 At Ludlow.....7th and 21st, 6 p.m. to 12:30 a.m.
 At Rice.....8th and 22nd.

SANTA FE SAFETY FIRST

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

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."



Santa Fe Through Lines
 Double Track plus two main lines between Nexton and Albuquerque
 Lines Under Construction
 Connecting Lines