



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his Supervisor.

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E. W. VANCE Winslow, Ariz.

J. L. BOOTMAN, JR. Phoenix, Ariz.

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ASSISTANT TRAINMASTERS

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G. G. OGLESBEE (Agent) Seligman, Ariz.

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SAFETY SUPERVISOR

M. J. COOK Winslow, Ariz.

COAST LINES

J. E. THORNTON Los Angeles, Calif.

*Supervisor of Air Brakes and General Road
Foreman of Engines*

A. C. HENDERSON Los Angeles, Calif.

Road Foreman of Engines (AMTRAK)

CHIEF TRAIN DISPATCHERS' OFFICE—WINSLOW

D. LA MAR, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS

E. D. STINSON J. C. OWSLEY

T. T. LAYCOCK L. D. ANDERSON

TRAIN DISPATCHERS

F. W. PLEASANTS V. L. WILLIAMS

J. K. HOLT J. L. THORN

H. A. MILLER R. E. WILLIAMS

J. D. RICHARDS K. H. DENNIS

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D. R. AYRES S. F. HOXSIE

C. B. AMERMAN J. D. MONTOYA

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



**ALBUQUERQUE DIVISION
TIME TABLE No.**

9

IN EFFECT

Sunday, Oct. 26, 1980

At 12:01 A. M.

Mountain Standard Time

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

**H. D. FISH
General Manager
LOS ANGELES, CALIF.**

**J. T. GROUNDWATER R. T. DENNISON
W. W. TOLIVER
Asst. General Managers
LOS ANGELES, CALIF.**

**L. D. EIDSON
Superintendent
WINSLOW, ARIZ.**

2 FIRST DISTRICT

ALBUQUERQUE DIVISION

Westward		Capacity of Sidings in Feet	Ruling Grade Descending— Feet Per Mile	Mile Post	TIME TABLE		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Ways	Capacity of Sidings in Feet	Eastward	
First Class					NO. 9						First Class	
3					October 26, 1980						4	
Leave Daily				STATIONS						Arrive Daily		
PM 4.20	Yard			902.4	ALBUQUERQUE YL	N.M. DIV.	902.4		C-R TY	Yard	PM 1.45	
4.34	2486	26.4		915.0	ISLETA		915.0	52.8	B	2486	1.25	
4.45		26.4		27.4	DALIES		27.4	52.8	B		1.13	
5.00	5846	31.7		43.3	GARCIA	ATS		0.0	B			
5.04	6768	0.0		47.3	SUWANEE	ATS	47.3	52.8	B	7808	12.56	
5.22	6748	0.0		68.7	LAGUNA		68.7	31.7	B	5515	12.37	
5.37	5862	0.0		85.9	ANZAC		85.9	31.7	B	6495	12.22	
5.46	6620	0.0		95.5	GRANTS	ATS	95.5	31.7	C-R	5842	12.14	
5.55	5844	0.0		107.2	BLUEWATER	ATS	107.2	31.7	B	6758	12.05	
6.10	7128	0.0		125.6	THOREAU		125.6	52.8	B-Y		PM 11.51	
		58.3			NORTH GUAM		136.7	31.7	B	6716	11.41	
6.22	5815	31.7		141.5	PEREA			0.0	B			
6.28	5270	31.7		149.3	McCUNE		149.3	0.0	B-Y			
6.30		31.7		151.6	ZUNI		151.6	0.0	B	8534	11.28	
6.40 PM	Yard	31.7		157.6	GALLUP		157.6	0.0	C-R Y	Yard	11.22 AM	
Arrive Daily				NORTH TRACK (160.7) SOUTH TRACK (160.3)						Leave Daily		

(68.7)

Average speed per hour

(67.4)

Trains must get clearance card before leaving Gallup and Albuquerque.

Rule 151: Between Gallup, M.P. 156.4, and Dalies trains must keep to the left.

Rule 251 in effect between Gallup, M.P. 156.4, and Dalies and at Albuquerque on Double Track.

DT: At Albuquerque between M.P. 903.9 and eastward thereof to Hahn, M.P. 898.8 Colorado Division.

TCS in effect on main track between Dalies and end of Double Track Albuquerque, M.P. 903.9; and on main tracks between M.P. 156.4 and Gallup.

Rule 93: Yard limits located at Albuquerque.

Rule 94 in effect at Albuquerque between M.P. 901.1 and end of Double Track, 903.9.

Rule 301: Automatic block signals 1572 and 1573 located on left side of track.

Eastward trains via First District from Dalies will sound whistle signal 19(B) for route at microphone sign 500 feet west of Signal 302. Trains to Belen District will not whistle.

On Quirk Spur train and engine movements will be made in accordance with Rule 127.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
North Track			
Rio Puerco	33.9	870	East
Marmon	58.1	1820	East
Quirk Spur	63.3	5 Miles	West
Acomita	77.6	2820	East
Reid	101.7	4944	East-West
Baca	114.9	347	East
North Chaves	120.8	3285	East
Gonzales	129.3	320	East
Wingate	146.5	2277	East-West
South Track			
Marmon	58.1	1820	West
Quirk	63.3	1920	West
Acomita	77.6	1820	West
McCarty's	82.3	2010	West
Reid	101.7	384	West
Baca	114.9	1053	West
South Guam	136.2	3440	West
Ciniza	138.9	3093	East-West

ALBUQUERQUE DIVISION

FIRST DISTRICT 3

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	M.P.H.	Frt.
First District			
Albuquerque to Dalies	79		60

SPEED RESTRICTIONS:		MPH
2 curves M.P. 905.2 to 905.4		70
1 curve M.P. 912.2 to 912.8		70
2 curves M.P. 12.5 to 13.6		65
1 curve M.P. 13.6 to 14.5		75
4 curves M.P. 18.4 to 22.8		75
1 curve M.P. 26.8 to 27.4		40

First District North Track

Gallup to Gonzales	79	60
Gonzales to Anzac	90	60
Anzac to Marmon	79	60
Marmon to Dalies	90	60
Quirk Spur	20	20
Anaconda Mill Spur	10	10

SPEED RESTRICTIONS:		MPH
2 Street Crossings M.P. 157.9 to 157.6		15
2 Curves M.P. 157.6 to 156.5		50
4 Curves M.P. 154.8 to 149.8		75
3 Curves M.P. 136.4X to 133.4X		55
2 Curves M.P. 130.7X to 129.9X		55
3 Curves M.P. 129.9X to 127.5		70
1 Curve M.P. 113.3 to 112.7		80
7 Curves M.P. 109.7 to 105.0		75
6 Curves M.P. 102.3 to 94.4		80
3 Curves M.P. 91.0 to 88.0		65
11 Curves M.P. 88.0 to 83.9		55
7 Curves M.P. 83.9 to 76.9		70
1 Curve M.P. 67.6 to 66.5		65
1 Curve M.P. 66.5 to 66.0		55
3 Curves M.P. 66.0 to 62.9		65
3 Curves M.P. 62.9 to 61.2		45
4 Curves M.P. 61.2 to 60.1		50
1 Curve M.P. 60.1 to 59.1		60
2 Curves M.P. 46.2 to 43.6		80
1 Curve M.P. 40.7 to 40.3		80
1 Curve M.P. 39.1 to 38.6		65
2 Curves M.P. 37.3 to 36.2		80
1 Curve M.P. 33.6 to 32.4		85
4 Curves M.P. 32.4 to 27.5		65
1 Curve M.P. 27.5 to 27.4		40

First District South Track

	Psg.	M.P.H.	Frt.
Dalies to Marmon	90		60
Marmon to Gonzales	79		60
Gonzales to Gallup	90		60

SPEED RESTRICTIONS:		MPH
4 Curves M.P. 27.5A to 32.5		65
2 Curves M.P. 32.5 to 34.5X		80
7 Curves M.P. 36.8X to 45.0X		65
1 Curve M.P. 46.9X to 47.2X		85
1 Curve M.P. 59.1 to 60.1		60
4 Curves M.P. 60.1 to 61.2		50
3 Curves M.P. 61.2 to 62.9		45
3 Curves M.P. 62.9 to 66.0		65
1 Curve M.P. 66.0 to 66.7		55
2 Curves M.P. 66.7 to 69.0		65
7 Curves M.P. 76.9 to 82.5		75
11 Curves M.P. 83.9 to 88.0		55
3 Curves M.P. 88.0 to 91.0		65
1 Curve M.P. 95.6 to 95.8		70
9 Curves M.P. 98.5 to 109.7		75
4 Curves M.P. 117.4X to 119.8X		75
4 Curves M.P. 127.5 to 130.3		70
2 Curves M.P. 130.3 to 131.8		85
2 Curves M.P. 144.5 to 145.3		80
6 Curves M.P. 149.3 to 156.5		75
1 Curve M.P. 156.5 to 157.6		30
2 Street Crossings M.P. 157.6 to M.P. 157.9		15

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

WESTWARD

Gonzales-Gallup

EASTWARD

Gonzales-Anzac
Suwanee-Rio Puerco

LENGTHS OF STEMS OF WYES

Location	Feet
Thoreau	369
McCune	Govt. Spur
Gallup	306

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

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

Station	Type	Location	MPH
Albuquerque	I	End of Double Track M.P. 903.9	40
Isleta	I	Both ends of siding	15
Dalies	I	Switch M.P. 27.4	40
	I	Crossover M.P. 27.5	40
	I	Crossover M.P. 27.6	50
Garcia	S	WE south siding	30
Suwanee	S	WE south siding—EE north siding	30
Laguna	S	WE south siding—EE north siding	30
Anzac	S	WE south siding—EE north siding	30
Grants	S	WE south siding—EE north siding	30
Bluewater	S	WE south siding—EE north siding	30
Thoreau	S	WE south siding	30
North Guam	S	EE north siding	30
Perea	S	WE south siding	30
Gallup	I	Crossover M.P. 156.4	40
	I	Crossover M.P. 156.5	50
	I	EE north freight lead M.P. 156.6	40

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 908.7	Highwater	Eastward Signal 9092 Westward-Controlled Signal M.P. 906.4
M.P. 28.3 (North Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner at M.P. 28.3, at M.P. 27.4B and at locator M.P. 27.6
M.P. 51.6 (North Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner and at locator M.P. 48.2
M.P. 55.0 (South Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner at M.P. 55.0, at M.P. 56.8 and at locator M.P. 58.2
Bridge 69.8	Highwater	Signals 681 and 702
Bridge 70.1	Highwater	Signals 681 and 702
Bridge 72.6	Highwater	Signals 711 and 732
M.P. 90.5 (South Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner at M.P. 90.5, at M.P. 92.4 and at locator M.P. 93.6
Bridge 91.5	Highwater	Signals 901 and 922
M.P. 111.0 (North Track)	Hot Box and Dragging Equipment	Rotating white lights at M.P. 111.0, M.P. 109.1, and at locator M.P. 107.5
M.P. 131.3X (North Track)	Hot Box and Dragging Equipment	Rotating light at scanner at M.P. 130X and at locator at M.P. 129
Bridge 141.8X	Highwater	Signal 1422
M.P. 146.6 (South Track)	Hot Box and Dragging Equipment	Rotating white lights at M.P. 148.1 and at locator at M.P. 149.6
Bridge 150.5	Highwater	Signals 1491 and 1522

4 BELEN—SECOND DISTRICTS

ALBUQUERQUE DIVISION

Westward	TIME TABLE					Eastward			
↓	Ruling Grade Descending—Feet Per Mile	NO. 9			Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet	↑
		October 26, 1980							
	TCS	STATIONS			C-R T-Y	Yard	s 5314		
10.0		BELEN 10.3	DALIES	2 TRACKS				0.0	66.2
		(10.3)							

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		
LOCATION	Psg.	Fr.
Belen District Eastward Movement Both Tracks		
Dalies to Belen	79	60
SPEED RESTRICTIONS:		
1 Curve M.P. 10.2 to 10.0 (North Track)		40
1 Curve M.P. 10.0 to 9.6 (North Track)		50
3 Curves M.P. 9.6 to 6.7 (North Track)		65
4 Curves M.P. 10.2 to 6.7 (South Track)		55
1 Curve M.P. 3.6 to 3.3 (Both Tracks)		75
2 Curves M.P. 0.5 to 0.1 (Both Tracks)		25
Switch to Tracks 223 and 224 (Belen)		30

LOCATION	Psg.	Fr.
Belen District Westward Movement Both Tracks		
Belen to Dalies	79	60
SPEED RESTRICTIONS:		
West Switch Tracks 223 and 224 Belen		30
2 Curves M.P. 0.1 to 0.5 (Both Tracks)		25
1 Curve M.P. 3.3 to 3.6 (Both Tracks)		75
4 Curves M.P. 6.7 to 10.2 (South Track)		55
3 Curves M.P. 6.7 to 9.6 (North Track)		65
1 Curve M.P. 9.6 to 10.0 (North Track)		50
1 Curve M.P. 10.0 to 10.2 (North Track)		40

Trains must get clearance card before leaving Belen.

DT: At Belen, between M.P. 933.7 and New Mexico-Albuquerque Div. Jct.

Rules 251 and 94 in effect at Belen on Double Track.

TCS in effect:

On main tracks between Belen and interlocked crossover west end Dalies; At Belen, between end of Double Track M.P. 933.7 and Jct. with First Dist., M.P. 934.4;

On freight lead between M.P. 893.9 and M.P. 895.4 and on Tracks 223 and 224 between signs indicating "End TCS" and New Mexico-Albuquerque Div. Jct.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit" except trains and engines may use these tracks in westward direction when authorized by control station.

At Belen, where TCS in effect, speed limit 40 MPH on freight lead between M.P. 893.9 and M.P. 895.4 and 30 MPH on Tracks 223 and 224.

At Belen, maximum authorized speed 20 MPH on south track over switch to Continental Oil Spur located at Signal 9321.

Helper locomotives at or near rear of train may use dynamic brake on descending grades Dalies to Belen.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

"I"—Interlocked Switch. "WE"—West End.

"S"—Spring Switch. "EE"—East End.

Station	Type	Location	MPH
Belen	I	Crossover M.P. 0.5 (Albuq. Div.)	50
	I	Crossover Albuq. Div. Jct. (932.4)	15
	I	Switch to Albuquerque (932.4)	15
	I	Switch Albuq. Div. Jct. (932.4)	30
	I	Switches WE Tracks 223 and 224	30
	I	Switch end of Double Track (M.P. 933.7)	30
	I	Switch to El Paso Dist. M.P. 934.4	30
	I	Switch to Belen Yard M.P. 934.4	15
	I	EE storage yard M.P. 894.0	15
	I	EE freight lead M.P. 893.9	40
Dalies	I	Junction Switch M.P. 10.2	40

SECOND DISTRICT

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 174.8	Rock Slide	Signals 1741 and 1752
M.P. 187 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 189.6
M.P. 201.6 (North Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 199.7
M.P. 214.7 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 217.1
M.P. 236.5 (North Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 234.3
Bridge M.P. 239.4	Highwater	Signals 2391 and 2392
M.P. 242.6 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner M.P. 242.6, M.P. 244.1 and locator M.P. 245.8
M.P. 259.4 (South Track)	Hot Box and Dragging equipment	Rotating white light at scanner M.P. 259.4, M.P. 261.1 and on locator M.P. 263.4
M.P. 279.7 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner M.P. 279.7, M.P. 281.4 and locator M.P. 282.7

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
North Track			
Defiance Spur	165.3-166.9	21.7 miles	East-West
Storage Tracks 1 & 2	1.5	5920 each	East-West
Carbon Coal Loop	3.0	10511	East
Run Around	12.0	6200	East-West
Old Tipple	13.5	4100	East
P&M Loop Track	20.4	6200	East
Chambers	205.7	3375	East-West
Navajo	213.0	2181	East-West
Arntz	245.5	540	East
South Track			
Chambers	205.7	1790	West
Navajo	213.0	943	West
Coronado Spur	214.9-215.9	45.5 miles	East-West
Set Out Track	20.3	514	East-West
Storage Track	42.6	5882	East-West
Arntz	245.5	695	West

ALBUQUERQUE DIVISION

SECOND DISTRICT 5

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	M.P.H.	Frt.
Second District Both Tracks	90		60
Defiance Spur M.P. 0.6 to 20.3			25
East Leg of Wye			30
West Leg of Wye			30
Turnout at M.P. 13.5			25
Defiance Spur M.P. 20.3 to M.P. 21.7			10
Carbon Coal Loop at M.P. 3.0			10
Coronado Spur			
Wye M.P. 0.0 to M.P. 0.9			20
M.P. 0.9 to M.P. 42.5			49
M.P. 42.5 to M.P. 45.5			15
Dumper M.P. 44.0			4

SPEED RESTRICTIONS:

MPH

Second District South Track

2 Street Crossings M.P. 157.6 to 157.9	15
2 Curves M.P. 157.9 to 158.3	30
3 Curves M.P. 159.3 to 160.9	75
12 Curves M.P. 162.8 to 178.2	80
2 Curves M.P. 183.8 to 184.7	85
2 Curves M.P. 187.7 to 188.9	75
13 Curves M.P. 192.4 to 213.4	80
5 Curves M.P. 215.6 to 219.2	75
6 Curves M.P. 230.3 to 241.3	85
3 Curves M.P. 249.5 to 252.1	75
1 Street Crossing M.P. 253.1	60
5 Curves M.P. 254.9 to 262.2	85
1 Curve M.P. 264.4 to 264.7	75
5 Curves M.P. 269.6 to 278.3	85
4 Curves M.P. 284.6 to 285.5	55

Second District North Track

4 Curves M.P. 285.5 to 284.6	55
5 Curves M.P. 278.3 to 269.6	85
1 Curve M.P. 264.7 to 264.4	75
3 Curves M.P. 262.2 to 258.2	85
2 Curves M.P. 256.3 to 254.9	80
1 Street Crossing M.P. 253.1	60
2 Curves M.P. 252.1 to 250.5	70
1 Curve M.P. 250.5 to 249.5	85
2 Curves M.P. 241.2 to 239.4	85
1 Curve M.P. 233.9 to 232.8	80
4 Curves M.P. 232.8 to 231.9	70
1 Curve M.P. 230.6 to 230.3	85
4 Curves M.P. 219.2 to 216.0	75
13 Curves M.P. 213.5 to 192.4	85
1 Curve M.P. 188.9 to 188.4	75
2 Curves M.P. 184.7 to 183.8	85
12 Curves M.P. 178.2 to 162.8	80
3 Curves M.P. 160.9 to 159.3	75
2 Curves M.P. 158.2 to 157.9	30
2 Street Crossings M.P. 157.9 to 157.6	15

Trains must get clearance card before leaving Winslow and Gallup.

Rule 151: Between Winslow and Defiance, M.P. 167.1, trains must keep to the left.

Rule 251 in effect between Winslow M.P. 284.5 and Defiance M.P. 167.1.

TCS in effect on main tracks between Gallup and West Crossover Defiance, M.P. 167.1; and on both legs of wye at Defiance.

Rule 301: Following signals located on left side of track:

Automatic Block Signals 1592, 1593, 1632 and 1633.

Westward controlled signals south side of south track at M.P. 161.1 and M.P. 165.0.

Eastward controlled signals north side of north track at M.P. 167.1, M.P. 165.4, and M.P. 161.4.

Rule 93: Yard limits located at Winslow (North and South Tracks).

On Defiance and Coronado Spurs train and engine movements will be made in accordance with Rule 127.

At Winslow:

Three main tracks between M.P. 288.1 and M.P. 284.5.

North track signalled for eastward movements and south track signalled for westward movements, Rule 251 governs.

Middle track signalled for movements in both directions, TCS rules govern.

Westward		TIME TABLE										Eastward		
First Class	Capacity of Sidings In Feet	Rating Grade Descending— Feet Per Mile	NO. 9 October 26, 1980										First Class	
3			Mile Post	Rating Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	4							
Leave Daily	Yard	ST 1	STATIONS										Yard	Arrive Daily
PM 6.43		31.7	GALLUP	2 TRS	157.6		Y-R-C	Yard	AM 11.20					
6.53		31.7	DEFIANCE		166.9	15.8	B-Y		11.06					
7.03		31.7	LUPTON		180.4	15.8	B	6797	10.55					
7.11	6800	31.7	HOUCK		191.2	15.8	B	7250	10.47					
7.17	5259	31.7	CHETO		199.7	15.8	B		10.41					
7.31	7107	31.7	PINTA	AT S	219.2	0.0	B	6437	10.27					
7.40	5687	31.7	ADAMANA		232.3	17.9	B	7107	10.18					
7.55	5718	31.7	HOLBROOK		253.0	26.4	B	6769	10.02					
7.59	7505	31.7	PENZANOE		258.6	0.0	B		9.57					
8.02	3599	16.9	JOSEPH CITY		262.4	17.4	B		9.54					
8.11	5621	31.7	HIBBARD		274.8	19.5	B	7155	9.45					
8.30 PM	Yard		WINSLOW YL		285.5		T R-C	Yard	9.35 AM					
Arrive Daily			(127.2)						Leave Daily					
(71.3)	Average speed per hour										(72.7)			

All switches middle main track equipped with electric switch locks and be governed by instructions posted in phone box.

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

Supervisor-Operations may give permission to line switches after obtaining authority from control station.

At fuel spot M.P. 286.4 speed limit 20 MPH on all main tracks, until engine has passed fuel rack.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"ESL"—Electric Switch Lock.

"WE"—West End.

Station	Type	Location	MPH
Gallup	I	2 Crossovers M.P. 161.3	50
	I	WE freight lead M.P. 161.2	30
Defiance	I	Crossover M.P. 165.1	50
	I	East leg of wye M.P. 165.3	30
	I	West leg of wye M.P. 166.9	30
	I	Crossover M.P. 167.0	50
ESL	I	Stem of wye M.P. 0.6	30
	ESL	EE Storage No. 1 M.P. 165.4	30
Lupton	ESL	WE Storage No. 1 M.P. 165.9	30
	S	EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
Hibbard	I	Crossover M.P. 284.5	50
	I	Crossover M.P. 284.7	50
	I	Inbound freight lead M.P. 284.7	50
	I	Outbound freight lead M.P. 284.8	50
	I	South main track M.P. 284.9	50
S	EE passenger track No. 1	15	

Normal position for switches EE and WE Storage track No. 1 Defiance is lined for movement on wye.

At P&M mine on Defiance Spur normal position for loop track switch is lined for clockwise movement on loop track.

At NAVAJO normal position for switch at stem of wye is lined for east leg of wye.

Location	LENGTHS OF STEMS OF WYES	Feet
Gallup		306
Defiance		21.1 miles
Navajo		44.6 miles

6 THIRD DISTRICT

ALBUQUERQUE DIVISION

Westward	TIME TABLE							Eastward			
First Class	Capacity of Sidings In Feet	Ruling Grade Descending— Feet Per Mile	No. 9				Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet	First Class
3			October 26, 1980								4
Leave Daily	STATIONS										Arrive Daily
PM 8.40	Yard	31.7	WINSLOW YL	285.5	C-R	Yard				AM 9.25	
	n 7372	22.7	CANYON DIABLO	311.7	B	n 7372					
		75.0	DARLING	328.8	B						
s 9.50	Yard	75.0	FLAGSTAFF	344.2	C-R-Y	Yard				s 8.25	
	s 4984	75.0	BELLEMONT	356.3	B	s 4984					
		75.0	MAINE	362.5	B						
	Yard	97.7	WILLIAMS JCT.	374.6	B	Yard					
		52.8	PERRIN	385.4	B						
		52.8	DOUBLEA	395.1	B						
		52.8	EAGLE NEST	407.3	B						
		40.9	CROOKTON	419.5	B						
s 11.20	Yard	75.0	SELIGMAN	428.8	C-R-Y	Yard				6.50 AM	
Arrive Daily			(142.7)							Leave Daily	

(53.5)

Average speed per hour

(55.2)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		
LOCATION	Psg.	M.P.H.
THIRD DISTRICT, EASTWARD MOVEMENTS BOTH TRACKS:		
Seligman to Williams Junction	79	60
Williams Junction to Maine	90	60
Maine to Darling	79	60
Darling to Winslow	90	60
THIRD DISTRICT, WESTWARD MOVEMENTS BOTH TRACKS:		
Winslow to Maine	79	60
Maine to Williams Junction	90	60
Williams Junction to Seligman	79	60
SPEED RESTRICTIONS: MPH		

BOTH TRACKS:		MPH
2 Curves M.P. 285.5 to 286.4		50
3 Curves M.P. 286.4 to 287.4		40
1 Curve M.P. 287.4 to 288.9		75
3 Curves M.P. 298.8 to 301.9 (Eastward only)		80
2 Curves M.P. 301.9 to 303.3		75
2 Curves M.P. 303.3 to 305.0 (Eastward only)		80
1 Curve M.P. 315.6 to 316.1		75
2 Curves M.P. 325.9 to 327.0 (Eastward only)		80
3 Curves M.P. 327.0 to 328.6		65
3 Curves M.P. 328.6 to 330.8		45
2 Curves M.P. 330.8 to 331.8		35
3 Curves M.P. 331.8 to 333.9		45
6 Curves M.P. 333.9 to 336.2		40
3 Curves M.P. 336.2 to 338.0		55
1 Curve M.P. 338.0 to 341.6		75
3 Curves M.P. 341.6 to 343.6		50
21 Curves M.P. 343.6 to 350.2		35
6 Curves M.P. 350.2 to 352.3		45
1 Curve M.P. 352.3 to 352.6		40
2 Curves M.P. 352.6 to 353.9		60
7 Curves M.P. 359.9 to 364.1		75
4 Curves M.P. 364.1 to 366.8		45
3 Curves M.P. 366.8 to 367.9		40
10 Curves M.P. 367.9 to 371.8		45
2 Curves M.P. 371.8 to 373.7		70
1 Curve M.P. 418.5A to 419.0		70
9 Curves & Grade M.P. 421.6 to 425.4		45

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

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

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

Third District continued on page 7

Trains must get clearance card before leaving Winslow and Seligman.

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

Rule 93: Yard limits located at Winslow (North & South Tracks).

At Winslow:

Three main tracks between M.P. 284.5 and M.P. 288.1.

North track signalled for eastward movements, south track signalled for westward movements, Rule 251 governs.

Middle track signalled for movements in both directions, TCS rules govern.

All switches middle main track equipped with electric switch locks and be governed by instructions posted in phone box.

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

Supervisor-Operations may give permission to line switches after obtaining authority from control station.

At fuel spot M.P. 286.4 speed limit 20 MPH on all main tracks, until engine has passed fuel rack.

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

Williams Jct. to Eagle Nest

Crookton to Seligman

Riordan to Flagstaff

M. P. 337 to West Crossover Darling

East Crossover Darling to Dennison

LENGTHS OF STEMS OF WYES:

Location	Feet
Angell	558
Flagstaff	170
Seligman	910

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Dennison North Track	298.3	520	East-West
South Track	298.2	505	East-West
Sunshine South Track	305.9	3617	East-West
Angell North Track	322.7	Wye	East-West
South Track	322.7	330	East-West
Cosnino North Track	333.1	430	East-West
South Track	333.3	1044	East-West
Railhead North Track	339.9	4735	East-West
Ralston Purina South Track	340.2	Yard	East-West
Riordan	350.8		
Bellefont South Track	355.9	490	East
Bellefont North Track	356.3	412	East-West
Maine North Track	362.5	2272	East-West
Spur South Track	368.1	293	East
Spur North Track	368.1	360	West
Perrin North Track	385.4	560	East-West
Doublea South Track	395.0	650	East-West
Eagle Nest North Track	407.2	562	East-West
Crookton North Track	419.0	1877	East-West

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 290.5	Highwater	Westward controlled signal M.P. 287.5 Automatic Signals 2912-2914
M.P. 294.2	Hot Box and Dragging Equipt.	Rotating lights on scanner M.P. 294.2, M.P. 292.4 and at read out M.P. 291.0.
M.P. 305.9	Dragging Equipt.	Rotating white lights on posts opposite Signals 3073-3071
M.P. 315.4	Hot Box and Dragging Equipt.	Rotating white light at scanner M.P. 315.4 and at locator M.P. 312.8
M.P. 322.8	Dragging Equipt.	Rotating lights on posts at Signals 3202-3204
M.P. 369.7	Hot Box and Dragging Equipt.	Rotating white lights at scanners and M.P. 371.1 and at locator M.P. 372.1
M.P. 379.4-379.8	Rock Slide	Warning lights M.P. 379.4, M.P. 379.9 and M.P. 380.9 and Signals 3781-3783, 3792-3794-3812 and 3814
M.P. 395.5	Rock Slide	Warning lights M.P. 393.6, M.P. 394.0, M.P. 394.5, M.P. 394.6, M.P. 396.0, M.P. 396.4, M.P. 397.0 and controlled signals M.P. 395.1 Signals 3972 and 3974
M.P. 401.2	Hot Box and Dragging Equipt.	Rotating white lights at scanner, on posts M.P. 402.6 and at locator M.P. 404.3
M.P. 402	Rock Slide	Warning lights at M.P. 401.1 and M.P. 402.7 and Signals 4001-4003 and 4032-4034
M.P. 409-411	Rock Slide	Warning lights and Signals 4091-4093 and 4112-4114 Red Rotating lights at M.P. 409, M.P. 410 and M.P. 411
M.P. 424.5	Hot Box and Dragging Equipt.	Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7

8 KINGMAN DISTRICT

ALBUQUERQUE DIVISION

Westward			TIME TABLE					Eastward		
First Class	Capacity of Sidings In Feet	Rolling Grade Descending—Feet Per Mile	NO. 9		Mile Post	Rolling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	First Class	
3			October 26, 1980	4						
Leave Daily			STATIONS					Arrive Daily		
PM 11.22	Yard	75.0	SELIGMAN	428.8		C-R-Y	Yard	AM 6.48		
11.32		75.0	11.2 AUDLEY	439.8	72.9	B	5336	6.29		
11.38	5355	69.7	7.1 PICA	446.9	75.0	B		6.23		
11.46	7098	105.6	5.2 YAMPAI	452.2	0.0	B	5329	6.16		
11.55 AM	4647	75.0	7.9 NELSON	460.2	0.0	B	5783	6.06		
12.01	5714	75.0	5.6 PEACH SPRINGS	465.8	0.0	B	7743	6.00		
12.11	5423	75.0	11.4 TRUXTON	477.3	0.0	B	5557	5.47		
12.19		75.0	7.0 VALENTINE	484.0	43.8	B	8376	5.37		
12.34	5550	31.7	17.2 WALAPAI	501.3	46.0	B	5939	5.23		
12.42	7190	0.0	8.2 BERRY	509.4	50.2	B-Y	7132	5.17		
12.46		95.0	4.5 GETZ	513.9	0.0	B		5.14		
12.58	5974		2.8 KINGMAN	516.4	0.0	O-R	5856	5.10		
		75.0	5.1 HARRIS	521.5	0.0	B	7117	4.58		
1.09	5422	75.0	5.5 GRIFFITH	526.8	0.0	B	7106	4.51		
1.16		75.0	8.8 ATHOS	535.6	0.0	B	7100	4.42		
1.20	7115	75.0	4.6 YUCCA	540.2	0.0	B	5160	4.37		
1.32	5198	73.9	12.5 FRANCONIA	552.7	52.8	B	7132	4.25		
1.42	5357	52.8	12.4 TOPOCK	565.1	52.8	B	5491	4.12		
2.00 AM	Yard		12.4 NEEDLES YL	578.0		C-R-Y	Yard	4.00 AM		
Arrive Daily			NORTH (148.7)					Leave Daily		
			SOUTH (149.4)							
(56.4)			Average speed per hour					(53.4)		

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psgr.	M.P.H.	Fri.
KINGMAN DISTRICT SOUTH TRACK			
Needles to Getz	79		60
Getz to Valentine	90		60
Valentine to Seligman	79		60

SPEED RESTRICTIONS:		MPH
Needles Freight Lead		
M.P. 576.7 to 574.8		30
1 Curve M.P. 577.2 to 576.8		45
7 Curves M.P. 575.9 to 565.9		70
8 Curves M.P. 565.9 to 562.3		40
2 Curves M.P. 552.6 to 551.0		60
8 Curves M.P. 551.0 to 542.1		70
1 Curve 526.8X to 525.9X		60
7 Curves M.P. 525.9X to 520.3X		45
1 Curve M.P. 520.3X to 519.9X		30
11 Curves M.P. 519.9X to 515.3X		35
1 Curve M.P. 515.3X to 514.1		60
3 Curves M.P. 495.8 to 488.9		75
8 Curves M.P. 488.9 to 482.5		60
4 Curves M.P. 482.5 to 480.6		45
4 Curves M.P. 480.6 to 479.4		25
1 Curve M.P. 479.3 to 479.0		40
9 Curves M.P. 479.0 to 470.5		60
4 Curves M.P. 470.5 to 469.0		40
5 Curves M.P. 469.0 to 464.9		50
3 Curves M.P. 464.9 to 463.8		45
12 Curves M.P. 463.8 to 457.7		50
3 Curves M.P. 457.7 to 456.1		45
2 Curves M.P. 456.1 to 455.4		40
2 Curves M.P. 455.4 to 453.2		55
1 Curve M.P. 453.2 to 452.1		45
2 Curves M.P. 452.1 to 451.4		40
6 Curves M.P. 451.4 to 448.7		55
1 Curve M.P. 448.7 to 448.2		50
2 Curves M.P. 448.2 to 447.4		70
2 Curves M.P. 436.9 to 433.2X		75

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

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

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

ALBUQUERQUE DIVISION

Trains must get clearance card before leaving Seligman and Needles.

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

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

Rule 93: Yard limits located at Needles.

Westward freight trains must stop not less than ten minutes at Yucca to cool wheels and inspect train when train weight exceeds 2000 tons per operative dynamic brake.

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

- Yampai-Hackberry
- Getz-Topock
- Yampai-Pica

LENGTHS OF STEMS OF WYES

Location	Feet
Seligman	910
Berry	2500
Needles	401

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
South Track			
Powell	558.8	663	East
Hackberry (Pit Pass)	489.8	1700	East-West
North Track			
Shipley	461.5	Yard	East-West
Hackberry	489.0	4800	West
McConnico	521.2	1921	West
Haviland	545.8	475	West

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 434.7 (South Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 432
M.P. 439.0	Highwater	Signals 4381 and 4412
M.P. 467.7	Highwater	Signals 4671 and 4682
M.P. 473.0 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner signals 4741 and locator 4761
M.P. 504.6 (South Track)	Hot Box and Dragging equipment	Rotating white light and Monitor Display Board at Scanner at M.P. 504.6
M.P. 505.8 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 507.5
M.P. 505.9	Highwater	Signals 5051 and 5072
M.P. 536.0 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 538.5
M.P. 552.2 and M.P. 554.8	Highwater	Signals 5511 - 5531 and 5532 - 5562 (for both bridges)
M.P. 559.8 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 562.8
M.P. 562.8	Highwater	Signals 5611 and 5642
M.P. 569.2 (South Track)	Dragging equipment	Rotating lights M.P. 568
M.P. 575.8	Highwater	Westward controlled signal west of M.P. 574 and Eastward automatic signal 5772; and Eastward control signal on long lead at M.P. 576.9

KINGMAN DISTRICT 9

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	MPH	Frt.
KINGMAN DISTRICT, NORTH TRACK			
Seligman to Peach Springs	79		60
Peach Springs to Needles	90		60
SPEED RESTRICTIONS:			
3 Curves M.P. 432.8 to 434.9	75		60
2 Curves M.P. 447.4 to 448.2	70		60
7 Curves M.P. 448.2 to 451.4	50		50
4 Curves & Grade M.P. 451.4 to 454.4	45		45
8 Curves & Grade M.P. 454.4 to 458.6	45		40
10 Curves & Grade M.P. 458.6 to 463.7	50		40
3 Curves M.P. 463.7 to 464.9	45		45
5 Curves & Grade M.P. 464.9 to 469.0	65		45
4 Curves M.P. 469.0 to 470.5	45		45
2 Curves & Grade M.P. 470.5 to 472.7	70		45
4 Curves & Grade M.P. 472.7 to 477.0	85		45
2 Curves & Grade M.P. 477.0 to 478.2	75		45
1 Curve & Grade M.P. 478.2 to 479.0	60		40
1 Curve & Grade M.P. 479.0 to 479.2	40		40
4 Curves & Grade M.P. 479.2 to 480.6	25		25
3 Curves & Grade M.P. 480.6 to 482.0	45		45
1 Curve & Grade M.P. 482.0 to 482.5	70		60
2 Curves & Grade M.P. 482.5 to 483.9	75		60
1 Curve & Grade 483.9 to 486.1	80		60
5 Curves & Grade M.P. 486.1 to 488.8	70		60
2 Curves & Grade M.P. 488.8 to 493.0	80		60
1 Curve M.P. 493.0 to 495.8	85		60
1 Curve & Grade M.P. 514.4 to 515.1	65		25
2 Curves & Grade M.P. 515.1 to 516.5	45		25
6 Curves & Grade M.P. 516.5 to 518.8	35		25
5 Curves & Grade M.P. 518.8 to 524.3	70		45
2 Curves & Grade M.P. 524.3 to 525.7	80		45
4 Curves & Grade M.P. 525.7 to 547.9	90		45
2 Curves & Grade M.P. 547.9 to 548.8	80		45
4 Curves & Grade M.P. 548.8 to 554.7	90		45
1 Curve & Grade M.P. 554.7 to 554.8	85		45
Grade M.P. 554.8 to 560.3	90		45
1 Curve & Grade M.P. 560.3 to 562.3	85		45
1 Curve & Grade M.P. 562.3 to 562.8	65		45
7 Curves M.P. 562.8 to 565.9	40		40
1 Curve M.P. 565.9 to 566.6	75		60
3 Curves M.P. 572.4 to 575.6	85		60
1 Curve M.P. 575.6 to 576.8	75		60
1 Curve M.P. 576.8 to 577.2	55		55
Needles Freight Lead			
M.P. 574.8 to 576.7	30		30

ALBUQUERQUE DIVISION

FOURTH — PARKER — GRAND CANYON DISTRICTS 11

PARKER DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 9 October 26, 1980					↑
	STATIONS		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications— Turn Tables and Wyes	
		MATTHIE YL	0.0	39.6	B-Y	
	31.7	22.3 AGUILA	22.3	19.8	B	5158
	31.7	17.7 LOVE	40.0	0.0	B	2250
	31.7	4.8 WENDEN	44.8	0.0	B	603
	21.1	5.2 SALOME	50.0	26.4	B	1216
	84.6	20.5 UTTING	70.5	29.0	B	1900
	31.7	9.4 BOUSE	79.9	0.0	B	750
	31.7	10.7 WALL	90.6	0.0	B	2404
	31.7	15.2 PARKER YL	105.8	31.7	C-R-Y	4920
		(105.8)				

Trains must get clearance card before leaving Parker.

Rule 83(B): Train register located in phone booth at Matthie where trains will register as directed.

Rule 93: Yard limits located at Matthie and Parker.

TRACK SIDE WARNING DEVICES (PARKER DISTRICT) SPECIAL RULE 7

Location	Type	Signals Affected
Bridge 0.2	Highwater	Rotating light west end of Bridge 0.2
Bridge 4.6 Bridge 5.1	Highwater Highwater	Rotating lights M.P. 3.6 and M.P. 6.3, activated signals may indicate highwater at both bridges

GRAND CANYON DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 9 October 26, 1980					↑
	STATIONS		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications— Turn Tables and Wyes	
		WILLIAMS YL	0.0		B-Y	Yard
	110.9	20.5 QUIVERO YL	20.5	158.4	B	
	100.3	17.2 WILLAHA YL	37.7	116.2	B	
	79.2	7.0 ANITA YL	44.8	37.0	B	
	170.4	18.9 GRAND CANYON YL	63.7	117.5	B-Y	Yard
		(64.3)				

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

Rule 93: Yard limits Williams to Grand Canyon inclusive.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.
PARKER DISTRICT	49
SPEED RESTRICTIONS	
1 Curve and Switches M.P. 0.0 to 0.6	15
3 Curves M.P. 0.6 to 2.4	30
15 Curves M.P. 53.2 to 58.2	25
3 Curves M.P. 95.2 to 97.2	30
3 Curves M.P. 100.0 to 101.9	30

GRAND CANYON DISTRICT	20
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SPEED RESTRICTIONS	
3 Curves M.P. 63.1 to 63.7	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

FOURTH—PARKER—GRAND CANYON DISTRICTS

Maximum speed permitted through turnout of other than main track switches—10 MPH; All main track turnouts and crossovers—15 MPH; except for spring switches at the following locations:

"S" Spring Switch.

GRAND CANYON DISTRICT

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

Normal position of junction switches is as follows:

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



LENGTHS OF STEMS OF WYES

Location	Feet
Grand Canyon	1617
Williams	1620

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

LOCATION	Mile Post or distance between stations	Capacity in Feet	Switch Connection
FOURTH DISTRICT			
Daze	393.3	601	East
Meath	9.2	350	East
Beardsley Spur	169.7	1800	West
Lizard Acres	171.6	948	East-West
Surprise	172.5	937	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	(1.0)	806	East
Bumstead	(3.3)	1043	East-West
Webb Spur	(1.0)	8925	East
Olive Avenue	(.6)	1328	East-West
Wayne	(1.8)	706	East-West
Fennemore	(1.2)	1827	East-West
Waddell	(3.0)		
McMicken Spur			
Citrus Park	(2.2)	1820	East-West
McMicken	(2.6)	1035	East-West
Sun City	177.2	1873	West



CLARKDALE DISTRICT

WESTWARD	TIME TABLE				EASTWARD		
 Ruling Grade Descending— Feet Per Mile	NO. 9 October 26, 1980				 Mile Post Ruling Grade Descending— Feet Per Mile Communications and wye Capacity of Sidings in Feet		
	STATIONS						
	105.6	DRAKE YL	0.0	79.2		Y-B	1571
	105.6	PERKINSVILLE YL	18.3	82.3		B	1158
	CLARKDALE YL	38.0		Y	Yard		
	(38.0)						

Rule 93: Yard limits Drake to Clarkdale, inclusive.
Length of stem of wye Clarkdale 769 feet.

At Clarkdale, spring point derail switch, normally lined for derail, located at east end of yard on main track; also, spring point derails, normally lined for derail, located at cement plant on main track as well as on Lower Track One, approximately 200 feet west of cement plant crossing.

PRESCOTT DISTRICT

WESTWARD	TIME TABLE				EASTWARD		
 Ruling Grade Descending— Feet Per Mile	NO. 9 October 26, 1980				 Mile Post Ruling Grade Descending— Feet Per Mile Communications and wye Capacity of Sidings in Feet		
	STATIONS						
	79.2	ABRA	28.4	79.5			5711
		PRESCOTT YL	57.1			C-Y	Yard
	(27.7)						

Trains must get clearance card before leaving Prescott.
Rule 93: Yard limits at Prescott.
Length of stem of wye Prescott 280 feet.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; All main track turnouts and crossovers—15 MPH.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.
CLARKDALE DISTRICT	20
SPEED RESTRICTIONS	
17 Curves M.P. 11.9 to 15.0	15
5 Curves M.P. 22.2 to 23.7	15
3 Curves M.P. 28.0 to 28.5	15
17 Curves M.P. 29.9 to 34.8	15
PRESCOTT DISTRICT	49
SPEED RESTRICTIONS	
1 Curve M.P. 30.3 to 30.6	45
3 Curves M.P. 30.8 to 31.9	35
5 Curves M.P. 34.0 to 35.4	30
3 Curves M.P. 39.7 to 41.2	40
1 Curve M.P. 42.5 to 42.7	35
1 Curve M.P. 46.0 to 46.1	40
2 Curves M.P. 48.0 to 48.7	25
2 Curves M.P. 48.7 to 50.3	40
10 Curves M.P. 50.3 to 52.7	20
6 Curves M.P. 52.7 to 55.9	30
3 Curves M.P. 55.9 to 57.6	20

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Bear (Clarkdale Dist.)	10.6	1098	East-West
Puro (Prescott Dist.)	35.1	2047	East-West
Tuff	46.6	1.5 miles	East

JUNCTION SWITCHES

Normal position of junction switches is as follows:
Drake for Fourth District Abra for Fourth District

SPECIAL RULES

1. Rule 1: Standard clocks are located at on duty points Albuquerque, Belen, Grants, Gallup, Winslow, Flagstaff, Seligman, Needles, Ash Fork, Prescott, Mobest, Glendale and Parker.

2.

3. Within "TCS" limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a handthrow switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

Following is list of switches on Albuquerque Division not electrically locked.

FIRST DISTRICT

MP 26.7

SECOND DISTRICT

Switch to Spur off south track MP 160.9

Switch to Spur off west Leg Wye Defiance MP 166.7

THIRD DISTRICT

East and west switches south set out track Dennison

East and west switches north set out track Dennison

East and west switches south set out track Angell

East and west switches north set out track Cosnino

East and west switches south set out track Cosnino

East and west switches north set out track Bellemont

Switch to Spur off north track MP 368.1

Switch to Spur off south track MP 368.1

4. Rule 80: Bulletin books are located at Albuquerque, Belen, Grants, Gallup, Winslow, Flagstaff, Seligman, Kingman, Needles, Ash Fork, Prescott, Mobest, Glendale and Parker.

5. Rule 125: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

6. Rule 759: Following is list of structures:

At Belen, switch stand between No. 10 and No. 12 leads near Reinken Avenue.

At Belen, ramp dock located on west side clic track 0304.

Tunnel between Perkinsville and Clarkdale on Clarkdale District.

Pittsburg-Midway loading tipple, Clic Tracks 1663 and 1670, Defiance Spur.

Navajo Forest Products Industries Warehouse, Clic Track 1669, Defiance Spur.

Coronado Generating Station dumper MP 44.0, Coronado Spur.

At Shell Refinery, Citiza, along east and west loading tracks, concrete foundation and metal stairway.

At Anaconda Mill, loading platform, south side of Track No. 5 and heating panels along both sides of track inside Thawing Shed.

7. Rule 105(A) Track side Warning Devices:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

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

Locator (Readout) Type

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators at locations so equipped.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment,

TRACK SIDE WARNING DEVICES (Cont'd)

the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher.

Monitor Display Board Type

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, as well as dragging equipment, will actuate rotating white light at location of monitor display board.

The monitor display board is equipped with hot box and dragging equipment indicator lights. The display board will be dark as train approaches detector, and will remain in that condition in the absence of abnormal heat or dragging equipment, "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car or unit with abnormal heat condition or dragging equipment.

When rotating white light is actuated by train, and a numerical readout is not displayed on the display board, train must be stopped promptly, and entire train must be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is actuated before train reaches detector, and no numerical readout or indicator lights displayed after train passes detector, train may proceed at prescribed speed and must be observed closely enroute. When rotating white light is actuated before train reaches detector, and a numerical readout is displayed or any of the indicator lights are illuminated before or after train passes detector, train must be stopped and inspected.

When abnormal heat condition or dragging equipment is displayed at detector and no abnormal condition found on equipment indicated on display board, close inspection must be made on three cars (or units) on either side of indicated equipment.

Instructions Applicable To Both Types of Hot Box and Dragging Equipment Detectors

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When suspected journal on freight equipment indicated by locator or monitor display board is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

SPEED REGULATIONS

8. (A) Maximum authorized speed for freight trains handling one or more empty cars 55 MPH.

(Cabooses and cars loaded with empty trailers or empty containers, and flat cars containing generator sets are considered loads.)

(B) Freight trains averaging 90 tons or more per car or having more than 5000 tons, must not exceed 45 MPH.

9. Between Belen and Needles, freight trains may observe passenger train speed but not to exceed 70 MPH, except First District westward M.P. 28.0 to M.P. 32.0 and eastward from M.P. 68.4 to M.P. 64.5; Third District both tracks between M.P. 418.5 and M.P. 413.5 and on Kingman District westward M.P. 455.5 to M.P. 460.1 and from M.P. 514.4 to M.P. 519.2, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes. All westward freight trains qualifying as above, must not exceed 40 MPH from M.P. 514.4 to M.P. 519.2.

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

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

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

12. Trains or engines using other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from lead unit MPH
Amtrak 100-799, 5940-5948	90*	45
1215-1245, 1453, 1460	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

* Engine without cars must not exceed 70 MPH.

** When used as controlling unit must not exceed 20 MPH.

Passenger trains with Amtrak 500 Class units in engine consist speed limit 50 m.p.h. on 2 curves from M.P. 12.5 to M.P. 13.6 between Isleta and Dalies.

14. Rule 108: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

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

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	4	5
Amtrak	2	2

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

District	MPH	Wrecking Derricks	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Pile Drivers AT-199452 AT-199453 AT-199456 Other Machines MPH
First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts	40	45	45	30
Other Districts	15	15	15	15

Trains or engines handling wrecking derricks, cranes, pile drivers,

14 SPECIAL RULES

Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Derrick AT-199787, Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

SPEED TABLE

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

ALBUQUERQUE DIVISION

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

DR. ERNEST E. PARKS, MEDICAL DIRECTOR-CHIEF EXECUTIVE OFFICER,
Los Angeles, California

R. N. CROW, GENERAL WATCH INSPECTOR, Topeka, Kansas

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

Handle freight carefully and keep our customers.

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

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

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

FREIGHT TRAIN SCHEDULES (For Information Only)

WESTWARD

TRAINS	BELEN	GALLUP	WINSLOW		SELIGMAN	NEEDLES
	LV.	LV.	ARR.	LV.	LV.	ARR.
138	11:15P	3:10A	5:35A	6:25A	10:35A	2:10P
168	11:15P	2:05A	4:05A	4:30A	7:30A	10:25A
178	11:15A	2:05P	4:05P	4:25P	7:25P	10:25P
188	4:15A	7:05A	9:05A	9:30A	12:30P	3:25P
189	1:20A	4:20A	6:20A	6:50A	9:55A	12:35P
199	6:00P	8:45P	10:45P	11:15P	2:00A	5:00A
288	12:58A	4:15A	6:25A	7:15A	10:40A	1:40P
307	6:00P	2:00A	5:00A			
308	6:55A	10:15A	12:25P	1:15P	4:40P	7:40P
309	11:55A	3:15P	5:25P	6:15P	9:40P	12:40A
328	5:55A	9:10A	11:15A	12:05P	3:20P	6:05P
329	5:55P	9:15P	11:25P	12:15A	3:40A	6:40A
338	3:25P	6:45P	8:55P	9:40P	1:10A	4:10A
348	4:25P	7:45P	9:55P	10:45P	2:10A	5:10A
408	*11:00A	4:30P	7:15P	7:30P	1:40A	5:35A
417	* 8:15A	11:30A	1:30P			
508	4:30P	8:30P	11:10P	11:55P	3:50A	7:05A
568	8:30P	11:55P	2:10A	3:10A	6:35A	9:35A
588	5:35A	9:05A	11:15A	12:25P	3:45P	7:00P
668	4:05A	7:10A	9:15A	9:55A	1:00P	3:55P
678	10:35P	2:30A	5:05A	5:50A	9:25A	12:30P

*Indicates time applies at Albuquerque.

**Indicates time applies at Phoenix.

EASTWARD

TRAINS	NEEDLES	SELIGMAN	WINSLOW		GALLUP	BELEN
	LV.	LV.	ARR.	LV.	LV.	ARR.
727					10:00A	5:10P
733	5:00A**		10:00P		1:00A	8:10A
803	4:55A	9:35A	12:40P	1:25P	4:00P	6:45P
804	9:15A	1:45P	5:15P	7:00P	9:40P	1:30A*
805	11:10P	4:00A	7:20A	7:50A	10:30A	1:30P
811	8:20A	12:20P	3:45P	5:45P	8:25P	12:01A
823	4:55P	9:35P	12:40A	12:55A	4:00A	6:45A
826	1:15P	6:25P	11:25P	1:00A	4:30A	9:00A
861	7:10A	10:45A	1:45P	2:30P	4:40P	7:30P
863	12:15P	5:00P	8:45P	9:15P	12:15A	3:00A
865	9:05P	1:50A	5:10A	5:55A	8:35A	11:35A
876	1:20P	6:00P	9:05P	9:55P	12:30A	3:15A
881	1:50P	5:15P	8:00P	8:45P	10:55P	1:45A
883	3:45P	7:30P	10:35P	11:05P	1:20A	4:30A*
885	12:05P	3:30P	6:15P	6:45P	8:55P	11:45P
886	6:00P	9:00P	11:45P	12:20A	2:30A	5:20A
901	2:20A	6:35A	10:05A	10:35A	1:05P	4:05P
913	1:10P	6:25P	9:55P	10:30P	1:00A	4:05A
963	2:30A	7:10A	10:40A	11:10A	1:35P	4:15P
973	8:55A	2:05P	6:35P	7:35P	10:50P	2:30A
981	6:00P	9:40P	12:40A	1:25A	3:55A	6:40A
991	8:25P	11:50P	2:30A	3:10A	5:20A	8:00A

708

PHOENIX	LV	1:00A
PARKER	AR	6:00A

717

WINSLOW	LV	1:00A
PHOENIX	AR	3:00P

807

PARKER	LV	5:30P
PHOENIX	AR	1:00A

HOW TO USE THIS CHART: To determine where a placarded car can be placed in a train follow these steps: - Determine the type of placard that is applied to the car from Line 1. - Determine the type of car to which the placard is applied from Line 2. - Follow vertically down the chart and note which lines apply. - The symbol "✓" indicates wording at the side that applies. See footnotes for explanation.		POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS									
		1 PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE	PLACARDED EXCEPT COMBUSTIBLE	COMBUSTIBLE	COMBUSTIBLE
2 TYPE OF CAR	ANY CARS (for the car containing hazardous materials)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	
3	RESTRICTIONS										
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 6th FROM ENGINE OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓				✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2ND FROM ENGINE, OCCUPIED CABOOSE.	✓	✓				✓				
6	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓			✓ ^②				
7	AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS UNABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓			✓				
8	ENGINE	✓	✓	✓	✓	✓	✓		✓		
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓ ^④	✓			
10	OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓		✓		
11	OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③		✓					
12	UNDEVELOPED FILM				✓						
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓		✓					
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS:	✓	✓	✓							
15	CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓			
16		POISON GAS	✓			✓	✓	✓			
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓					
18		RADIOACTIVE	✓	✓	✓		✓	✓			

MUST NOT BE PLACARDED NEXT TO

FOOTNOTES:
 1- Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
 2- A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded trucks or trailers without securely closed doors.
 3- A rail car placarded "EXPLOSIVES A" OR "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
 4- Applies only in mixed train service, see section 174.87.

