



SANTA FE SAFETY FIRST



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

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K. W. ROSS Winslow, Ariz.
E. J. MULLIGAN Needles, Calif.

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RULES INSTRUCTOR

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G. G. OGLESBEE (Mgr RFO) Seligman, Ariz.

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SAFETY SUPERVISOR

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*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

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T. T. LAYCOCK L. D. ANDERSON
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TRAIN DISPATCHERS

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R. E. WILLIAMS T. L. JORGENSEN

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

COAST LINES

ALBUQUERQUE DIVISION

TIME TABLE No.

13

IN EFFECT

Sunday, October 28, 1984

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

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

**Q.W. TORPIN
General Manager
LOS ANGELES, CALIF.**

**D.M. MILLER A.H. RENNE R.T. DENNISON
Asst. General Managers
LOS ANGELES, CALIF.**

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

2 FIRST DISTRICT

ALBUQUERQUE DIVISION

WEST-WARD FIRST CLASS	Capacity of Sidings In Feet	Mile Post	TIME TABLE No. 13 October 28, 1984			Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EAST-WARD FIRST CLASS
3			STATIONS					4	
Leave Daily								Arrive Daily	
PM 4:17	Yard	902.4	ABS	ALBUQUERQUE 12.6	N.M. DIV.	902.4	C-R T-Y	Yard	PM 1:05
4:30	2486	915.0							TCS
4:41		27.4	TCS	DALIES 8.7	OT	27.4	B		12:25
		33.9							33.9
5:00	6768	47.3	ATS	RIO PUERCO No. 13.5 So. 14.6 SUWANEE 10.8	ATS	47.3	B	7808	12:07 PM
5:08		58.1							MARMON 10.1
5:18	6748	68.7	ABS	LAGUNA 13.7	OT	68.7	B	5515	11:49
5:29		82.3							McCARTYS 3.8
5:33		85.9	TCS	ANZAC 8.4	2 TRS	85.9	B	6495	11:35
	6620	94.3							EAST GRANTS 4.0
		98.3	TCS	WEST GRANTS 8.9	2 TRS	98.3	B	5842	
	5844	107.2							BLUEWATER 6.1
		113.3	ATS	EAST BACA 1.5	ATS	113.3	B		
		114.8							WEST BACA No. 2.9
		117.7	TCS	EAST PEGS No. 0.8 So. 10.8	2 TRS	117.7	B		
		118.5							WEST PEGS No. 7.1
	7128	125.6	TCS	THOREAU 3.2	2 TRS	125.6	B-Y		
		128.8							GONZALES No. 17.1 So. 15.6
		143.0	ATS	PEREA 6.3	2 TRS	143.0	B		
	5270	149.3							McCUNE 2.3
		151.6	ATS	ZUNI 6.0	2 TRS	151.6	B	8534	
		157.6							GALLUP
6:38 PM	Yard	157.6						Yard	10:36 AM
Arrive Daily			NORTH TRACK (160.7) SOUTH TRACK (160.3)						Leave Daily

(68.2)

Average speed per hour

(64.7)

Trains must get clearance card before leaving Gallup and Albuquerque.

Rule 151: Between East Grants, M.P. 94.3 and Dalies trains must keep to the left.

Rule 251 in effect between East Grants, M.P. 94.3 and Dalies and at Albuquerque on Double Track.

DT: At Albuquerque between M.P. 903.9 and M.P. 902.4

TCS in effect on main track between Dalies and end of Double Track Albuquerque, M.P. 903.9; and on main tracks between Gallup and East Grants, M.P. 94.3, on both legs of wye Baca and on both legs of wye Pegs.

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

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, Anaconda Spur, Baca Coal Spur, Lee Ranch Mine Spur and Pegs Spur train and engine movements will be made in accordance with Rule 127.

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

Gonzales to Gallup

Gonzales to Anzac

Suwanee to Rio Puerco

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED (Special Rule 5)

M.P. 26.7

M.P. 128.1 South Track

M.P. 101.6 South Track

M.P. 128.2 North Track

M.P. 114.1 North Track

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

	MPH	
	Psg.	Fr.
Albuquerque and Dalies	79	55
SOUTH TRACK		
Dalies and Marmon	90	55*
Marmon and Gonzales	79	55*
Gonzales and Gallup (Westward Only)	90	55*
Gallup and Gonzales (Eastward Only)	79	55*
NORTH TRACK		
Gallup and Gonzales	79	55*
Gonzales and Anzac (Eastward Only)	90	55*
Anzac and Marmon	79	55*
Marmon and Dalies	90	55*
Quirk Spur		20
Anaconda Mill Spur		10
BACA COAL SPUR		
East Leg of Wye		40
West Leg of Wye M.P. 0.0 and 0.5		40
M.P. 0.5 and 27.3		49
LEE RANCH MINE SPUR		
M.P. 0.0 and 13.5		49
M.P. 13.5 and 15.4		25

BETWEEN:

MPH

Psg. Fr.

PEGS SPUR

Both Legs of Wye - M.P. 0.0 and 0.8	40
M.P. 0.8 and 2.6	20
M.P. 2.6 and 4.3	15
Dumper and M.P. 3.9	4

Passenger trains with Amtrak 500, 600 or 700 Class units in consist speed limit 50 m.p.h. on 2 curves between M.P. 12.5 and M.P. 13.6 between Isleta and Dalies.

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Westward M.P. 130.4 to M.P. 135.5 (South Track)

Eastward M.P. 23.0 to M.P. 13.0

* Maximum authorized speed for freight trains is:

70 MPH provided:

- (1) Train does not contain empty car(s) (10 — PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

ALBUQUERQUE DIVISION

FIRST DISTRICT 3

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
2 Curves M.P. 905.2 and 905.4	70
1 Curve M.P. 912.2 and 912.8	70
2 Curves M.P. 12.5 and 13.6	65
1 Curve M.P. 13.6 and 14.5	75
4 Curves M.P. 18.4 and 22.8	75
1 Curve M.P. 26.8 and 27.4	40

SOUTH TRACK

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

NORTH TRACK

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

* Denotes restrictions protected by Inert ATS Inductors.

(D) SPEED RESTRICTIONS — SWITCHES

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
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

Station	Type	Location	MPH
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
East Grants	I	Crossover M.P. 94.3	50
West Grants	I	Crossover M.P. 98.3	50
East Baca	I	Crossover M.P. 113.3	50
East Baca	I	Switch to East Leg of Wye M.P. 113.4	40
West Baca	I	Switch to West Leg of Wye M.P. 114.7	40
West Baca	I	Crossover M.P. 114.8	50
Baca	I	Stem of Wye M.P. 0.9	40
Wye Storage	I	EE Wye Storage M.P. 0.9	40
	S	WE Wye Storage M.P. 2.2	30
East Pegs	I	Switch to East Leg of Wye M.P. 117.7	40
West Pegs	I	Switch to West Leg of Wye M.P. 118.5	40
Pegs	I	Stem of Wye	40
Gonzales	I	Two Crossovers, M.P. 128.9	50
Perea	I	Two Crossovers, M.P. 142.9	50
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

At M.P. 13.7 on Lee Ranch Mine Spur normal position for loop track switch is lined for counter-clockwise movement on loop track.

At Pegs, normal position for loop track switch is lined for clockwise movement.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Zuni — El Paso Gas Plant, North and South loading tracks.

Ciniza — Shell Refinery, along east and west loading tracks, concrete foundation and metal stairway.

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
NORTH TRACK			
Quirk Spur	63.3	5 Miles	West
Acomita	77.6	2820	East
Reid	100.7	4944	East-West
Baca Coal Spur	113.4-114.7	27.3 Miles	East-West
Wye Storage	1.6	6451	East-West
Ambrosia Storage	17.1	147	East-West
Lee Ranch Mine Spur	27.3	15.4 Miles	—
Mine Storage	13.0	6840	East-West
Coal Loop	13.7	8670	East
Loop Storage	14.8	797	West
Baca	114.1	378	East
North Guam	136.7	972	East-West
Wingate	146.5	2277	East-West
SOUTH TRACK			
Garcia	43.3	1500	West
Quirk	63.3	1920	West
Acomita	77.6	1820	West
Reid	100.7	384	West
South Guam	136.2	3440	West
Ciniza	138.9	3093	East-West

Continued from page 3

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & 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 Equip.	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 Equip.	Rotating white lights at scanner and at locator M.P. 48.2
M.P. 55.0 (South Track)	Hot Box and Dragging Equip.	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 Equip.	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 (Both Tracks)	Hot Box and Dragging Equip.	Rotating light and radio communication at scanner
M.P. 133.2 (South Track) (Bi-Directional)	Hot Box and Dragging Equip.	Rotating light and radio communication at scanner
M.P. 131.3X (North Track) (Bi-Directional)	Hot Box and Dragging Equip.	Rotating white lights at scanner M.P. 131.3X, at M.P. 130X and at locator M.P. 129
Bridge 141.8X	Highwater	Signal 1411 and Eastward Controlled Signals Perea
Bridge 150.5	Highwater	Signals 1481, 1483, 1502 and 1504

ALBUQUERQUE DIVISION

BELÉN DISTRICT 5

WESTWARD	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
↓	No. 13 October 28, 1984				↑
	STATIONS				
	BELEN	0.0	C-R T-Y	Yard	
	10.3				
	DALIES	10.1	B	s 5314	
	(10.3)				

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Belen and Dalies	79	55*

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Eastward M.P. 10 to M.P. 2

* Maximum authorized speed for freight trains is:
70 MPH provided:

- (1) Train does not contain empty car(s) (10 — PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
2 Curves M.P. 0.1 and 0.5 (Both Tracks)	25
1 Curve M.P. 3.3 and 3.6 (Both Tracks)	75
4 Curves M.P. 6.7 and 10.2 (South Track)	55
2 Curves M.P. 6.7 and 8.4 (North Track)	65
1 Curve M.P. 8.4 and 9.6 (North Track)	55
1 Curve M.P. 9.6 and 10.0 (North Track)	50
1 Curve M.P. 10.0 and 10.2 (North Track)	40

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.

(D) SPEED RESTRICTIONS — SWITCHES

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

At Belen, overhead foot bridge M.P. 932.8

Trains must get clearance card before leaving Belen.

At Belen, four tracks, CLIC Tracks 0223 and 0224 are designated Track 223 and Track 224 respectively; between M.P. 933.7 El Paso District and New Mexico-Albuquerque Division Junction, tracks are designated as North and South.

Rule 251 and Rule 94 in effect: At Belen, on North Track and South Track.

Rule 94 in effect: At Belen, on Track 223 and Track 224 between sign indicating "End TCS" and switches at the east end of these tracks; however, trains or engines must not move West of sign indicating "Preliminary Section" on Track 223 or Track 224 unless authorized by control station.

TCS in effect: At Belen, on Track 223 and Track 224 between West end of the tracks to sign indicating "End TCS", on freight lead between M.P. 893.9 and M.P. 895.4 and on Albuquerque Division Main Tracks Westward from New Mexico-Albuquerque Division Junction.

Normal positions of switches at East end Track 223 and Track 224 will be left lined as last used.

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

6 SECOND DISTRICT

ALBUQUERQUE DIVISION

WESTWARD		Capacity of Sidings In Feet	TIME TABLE No. 13 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
First Class	3		STATIONS	4				First Class	
Leave Daily								Arrive Daily	
PM 6:40	Yard	TCS	GALLUP 7.4	2 TRKS	157.6	Y-R-C	Yard	AM 10:34	
					EAST DEFIANCE 2.0	165.0			
6:49		ABS	WEST DEFIANCE 13.4	DT	167.0	B-Y		10:19	
6:59					LUPTON 10.9	180.4	B	6737	10:09
7:07	6800	TCS	HOUCK 8.0	2 TRKS	191.2	B	7250	10:01	
7:13	5259				CHETO 15.1	199.7	B		9:55
7:24		TCS	EAST CORONADO JCT 1.1	2 TRKS	214.8			9:44	
					WEST CORONADO JCT 3.2	215.9			
7:27	7107	ATS	PINTA 13.1	DT	219.2	B	6437	9:40	
7:36	5687				ADAMANA 20.7	232.3	B	7107	9:30
7:51	5718	ABS	HOLBROOK 5.6	DT	253.0	B	6769	9:15	
7:55	7505				PENZANCE 3.7	258.6	B		9:10
7:58	3599	TCS	JOSEPH CITY 12.2	3 TRKS	262.4	B		9:07	
8:07	5621				HIBBARD 10.8	274.8	B	7155	8:58
8:20 PM	Yard	TCS	WINSLOW	3 TRKS	285.5	T R-C	Yard	8:49 AM	
Arrive Daily			(127.2)					Leave Daily	
(76.3)			Average speed per hour					(72.7)	

Trains must get clearance card before leaving Winslow and Gallup.

Rule 151: Between Winslow and West Coronado Junction and between East Coronado Junction and West Defiance, trains must keep to the left.

Rule 251 in effect between Winslow, M.P. 284.5 and West Coronado Junction, M.P. 215.9 and between East Coronado Junction, M.P. 214.8 and West Defiance, M.P. 167.0.

TCS in effect on main tracks between Gallup and West Defiance, M.P. 167.0, on both legs of wye at Defiance, on main tracks and both legs of wye between East Coronado Junction, M.P. 214.8 and West Coronado Junction, M.P. 215.9 and between M.P. 284.5 and Winslow.

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

HAND THROW SWITCHES NOT ELECTRICALLY LOCKED (Special Rule 5)

- Switch to Spur off south track M.P. 160.9
- Switch to Spur off west Leg Wye Defiance M.P. 166.7

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Gallup and Winslow	90	55*
Defiance Spur M.P. 0.6 and 20.3		25
Both Legs of Wye		30
Turnout at M.P. 13.5		25
Defiance Spur M.P. 20.3 and M.P. 21.7		10
Carbon Coal Loop at M.P. 3.0		10
Coronado Spur		
Wye M.P. 0.0 and M.P. 0.9		30
M.P. 0.9 and M.P. 42.5		49
M.P. 42.5 and M.P. 45.5		15
Dumper M.P. 44.0		4
Springerville Spur		
Tepeco Jct. M.P. 0 and M.P. 26.1		49
M.P. 26.1 and end of spur		10

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

* Maximum authorized speed for freight trains is:

70 MPH provided:

- Train does not contain empty car(s) (10 — PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5500 tons.
- Train does not exceed 90 cars.
- Train does not average more than 80 tons per car.
- Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS BETWEEN:

	MPH
SOUTH TRACK	
2 Street Crossings M.P. 157.6 and 157.9	15
2 Curves M.P. 157.9 and 158.3	30
3 Curves M.P. 159.3 and 160.9	75
12 Curves M.P. 162.8 and 178.2	80
2 Curves M.P. 183.8 and 184.7	85
2 Curves M.P. 187.7 and 188.9	75
13 Curves M.P. 192.4 and 213.4	80
5 Curves M.P. 215.6 and 219.2	75
2 Curves M.P. 227.7 and 228.3	80
8 Curves M.P. 230.3 and 243.4	85
3 Curves M.P. 249.5 and 252.1	75
1 Street Crossing M.P. 253.1	60
5 Curves M.P. 254.9 and 262.2	85
1 Curve M.P. 264.2 and 264.4	75
5 Curves M.P. 269.6 and 278.3	85
4 Curves M.P. 284.6 and 285.5	55
NORTH TRACK	
4 Curves M.P. 285.5 and 284.6	55
5 Curves M.P. 278.3 and 269.6	85
1 Curve M.P. 264.4 and 264.2	75
3 Curves M.P. 262.2 and 258.2	85
2 Curves M.P. 256.3 and 254.9	80
1 Street Crossing M.P. 253.1	60
2 Curves M.P. 252.1 and 250.5	70
1 Curve M.P. 250.5 and 249.5	85
2 Curves M.P. 241.2 and 239.4	85
1 Curve M.P. 233.9 and 232.8	80
4 Curves M.P. 232.8 and 231.9	70
1 Curve M.P. 230.6 and 230.3	85
4 Curves M.P. 219.2 and 216.0	75
13 Curves M.P. 213.5 and 192.4	85
1 Curve M.P. 188.9 and 188.4	75
2 Curves M.P. 184.7 and 183.8	85
12 Curves M.P. 178.2 and 162.8	80
3 Curves M.P. 160.9 and 159.3	75
2 Curves M.P. 158.2 and 157.9	30
2 Street Crossings M.P. 157.9 and 157.6	15

ALBUQUERQUE DIVISION

SECOND DISTRICT 7

(D) SPEED RESTRICTIONS — SWITCHES

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
	I	Stem of wye M.P. 0.6	30
	ESL	EE Storage No. 1 M.P. 165.4	30
	ESL	WE Storage No. 1 M.P. 165.9	30
Lupton	S	EE North Siding	30
Houck	S	WE South Siding - EE North Siding	30
Cheto	S	WE South Siding	30
East Coronado Jct	I	Crossover M.P. 214.8	50
East Coronado Jct	I	Switch to East Leg of Wye, M.P. 214.8	40
West Coronado Jct	I	Switch to West Leg of Wye, M.P. 215.8	40
West Coronado Jct	I	Crossover, M.P. 215.8	50
Coronado Jct	I	Stem of Wye, M.P. 0.7	30
Tepco Jct (to Springerville Spur)	I	M.P. 39.5 on Coronado Spur	40
Pinta	S	WE South Siding - EE North Siding	30
Adamana	S	WE South Siding - EE North Siding	30
Holbrook	S	WE South Siding - EE North Siding	30
Penzance	S	WE South Siding	30
Hibbard	S	WE South Siding - EE North Siding	30
Winslow	I	Crossover M.P. 284.5	50
	I	Crossover M.P. 284.7	50
	I	Inbound freight lead M.P. 284.7	50
	I	Outbound freight lead M.P. 284.8	50
	I	South main track M.P. 284.9	50
	I	Yard track No. 1 M.P. 285.3	20

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
North Track			
Defiance Spur	165.3-166.9	21.7 miles	East-West
Mentmore Storage 1 and 2	1.5	5920 each	East-West
Carbon Coal Loop	3.0	10511	East
PM Mine Storage	12.0	6200	East-West
South Mine	13.5	4100	East
North Tipple	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	214.8-215.9	45.5 miles	East-West
Salt River Storage	20.3	514	East-West
Coronado	42.6	5882	East-West
Springerville Spur	39.5	28.3 miles	East
Carrizo Storage	1.8	653	East-West
Arntz	245.5	695	West

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
M.P. 174.8	Rock Slide	Signals 1741 and 1752 and rotating amber warning lights at M.P. 174.8 and M.P. 175.1
M.P. 187 (South Track)	Hot Box and Dragging Equip.	Rotating white lights at scanner and on locator M.P. 189.6
M.P. 201.6 (North Track)	Hot Box and Dragging Equip.	Rotating white lights at scanner and on locator M.P. 199.7
M.P. 214.7 (South Track)	Hot Box and Dragging Equip.	Rotating white lights at scanner and on locator M.P. 217.1
M.P. 236.5 (North Track)	Hot Box and Dragging Equip.	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 Equip.	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 Equip.	Rotating white light at scanner M.P. 259.4, M.P. 261.1 and on locator M.P. 263.4
M.P. 260.5 (North Track)	Hot Box and Dragging Equip.	Rotating white light and radio communication at scanner
M.P. 279.7 (South Track)	Hot Box and Dragging Equip.	Rotating white lights at scanner M.P. 279.7, M.P. 281.4 and locator M.P. 282.7

8 THIRD DISTRICT

ALBUQUERQUE DIVISION

WESTWARD		Capacity of Sidings In Feet	TIME TABLE No. 13 October 28, 1984			Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
First Class	3		STATIONS		4					
Leave Daily			3 TRKS	2 TRKS	Arrive Daily					
PM 8:23	Yard	Capacity of Sidings In Feet	WINSLOW 26.3			285.5	C-R	Yard	AM 8:46	
	n 7372		CANYON DIABLO 17.0			311.7		n 7372		
			DARLING 15.2			328.6				
s 9:33	Yard		FLAGSTAFF 10.3			344.2	C-R-Y	Yard	s 7:46	
			EAST BELLEMONT 1.8			354.5				
	s 4984		BELLEMONT 6.0			356.3		s 4984		
			MAINE 12.2			362.5				
			WILLIAMS JCT. 8.5			374.6				
			EAST PERRIN 2.5			383.1				
			WEST PERRIN 6.4			385.6				
			EAST DOUBLEA 3.1			392.0				
			WEST DOUBLEA 10.4			395.1				
			EAST EAGLE NEST 2.0			405.5				
			WEST EAGLE NEST 10.8			407.5				
			EAST CROOKTON 2.2			418.3				
		WEST CROOKTON 8.3			420.5					
s 11:03 PM	Yard	SELIGMAN			428.8	C-R-Y	Yard	6:11 AM		
Arrive Daily		(142.7)						Leave Daily		

(53.5)

Average speed per hour

(55.2)

Trains must get clearance card before leaving Winslow and Seligman.

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

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

Williams Jct. to East Eagle Nest
West Crookton to Seligman
M.P. 350.8 to Flagstaff
M.P. 337 to West Crossover Darling
East Crossover Darling to Dennison

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED (Special Rule 5)

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 Cosmino
East and west switches south set out track Cosmino
East and west switches north set out track Bellemont
Switch to Spur off north track M.P. 368.1
Switch to Spur off south track M.P. 368.1

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
EASTWARD MOVEMENTS BOTH TRACKS:		
Seligman and Williams Junction	79	55*
Williams Junction and Maine	90	55*
Maine and Darling	79	55*
Darling and Winslow	90	55*
WESTWARD MOVEMENTS BOTH TRACKS:		
Winslow and Maine	79	55*
Maine and Williams Junction	90	55*
Williams Junction and Seligman	79	55*

Speed limit freight trains with dynamic brakes not in use — 30 MPH on descending grades:

Westward	Eastward
M.P. 350.7 to M.P. 428.8	M.P. 410.0 to M.P. 407.0
	M.P. 350.7 to M.P. 291.0

At Seligman on yard track No. 1 trains must not exceed 30 MPH while head end of train is passing over hand operated switches at east and west end of track.

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

* Maximum authorized speed for freight trains is: 70 MPH provided:

- (1) Train does not contain empty car(s) (10 — PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

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

* Denotes restrictions protected by Inert ATS Inductors.

ALBUQUERQUE DIVISION

THIRD DISTRICT 9

(D) SPEED RESTRICTIONS — SWITCHES

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

"EE" — East End. "WE" — West End.

Station	Location	MPH
Winslow	Yard Track No. 1 M.P. 286.7	20
	Switch North Main Track M.P. 287.9	50
	Freight Leads to South Main Track	50
	Crossover M.P. 288.1	50
	Crossover M.P. 288.3	50
Canyon Diablo	Crossover M.P. 288.5	50
	EE & WE Siding	40
	Crossover M.P. 312.6	50
Darling	Crossover M.P. 310.5	50
	Crossover M.P. 326.7	50
Flagstaff	Crossover M.P. 329.5	50
	2 Crossovers M.P. 342.0	50
East Bellemont	2 Crossovers M.P. 354.5	50
Maine	2 Crossovers M.P. 362.1	50
Williams Jct.	Crossover M.P. 374.3	50
	EE & WE Yard Track No. 1	30
	Crossover M.P. 375	50
	Switch from Third District to Fourth District	50
East Perrin	Crossover M.P. 383.1	50
West Perrin	Crossover M.P. 385.6	50
East Doublea	Crossover M.P. 392.0	50
West Doublea	Crossover M.P. 395.1	50
East Eagle Nest	Crossover M.P. 405.5	50
West Eagle Nest	Crossover M.P. 407.5	50
East Crookton	Crossover M.P. 418.3	50
West Crookton	Crossover M.P. 420.5	50
Seligman	Crossover M.P. 427.7	50
	Crossover M.P. 429.6	50
	Crossover M.P. 429.9	50
	EE and WE No. 1 Track	50

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	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
Bellefont South Track	355.9	490	East
North Track	356.3	412	East-West
Maine North Track	362.5	2272	East-West
Spur South Track	368.1	293	East
North Track	368.1	360	West
West Perrin North Track	385.4	560	East-West
West Doublea South Track	395.0	650	East-West
West Eagle Nest North Track	407.2	562	East-West
North Track	419.0	1877	East-West

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & 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 Equip.	Rotating lights on scanner M.P. 294.2, M.P. 292.4 and at locator M.P. 291.0
M.P. 305.9	Dragging Equip.	Rotating white lights on posts opposite Signals 3073-3071
M.P. 315.4	Hot Box and Dragging Equip.	Rotating white lights at scanner M.P. 315.4, and at locator eastward M.P. 312.8 and westward at M.P. 316.8 and at locator M.P. 317.7
M.P. 322.8	Dragging Equip.	Rotating lights on posts at Signals 3202-3204
M.P. 336.8	Hot Box and Dragging Equip.	Rotating white lights and radio communication at scanner.
M.P. 369.7	Hot Box and Dragging Equip.	Rotating white lights at scanner and eastward at locator at signals 3672-3674 and westward 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 Equip.	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 Equip.	Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7

10 KINGMAN DISTRICT

ALBUQUERQUE DIVISION

WESTWARD		Capacity of Sidings In Feet	TIME TABLE No. 13 October 28, 1984			Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
First Class	3		STATIONS	Yard	4				First Class	
Leave Daily									Arrive Daily	
PM 11:05									AM 6:09	
11:21	5355	SELIGMAN 18.3	428.8	C-R-Y	Yard	5:47				
11:29	6784	PICA 5.2	446.9	B		5:40				
11:38	4647	YAMPAI 7.9	452.2	B	5329	5:30				
11:44	5714	NELSON 5.6	460.2	B	5783	5:24				
11:54 AM	5423	PEACH SPRINGS 11.4	465.8	B	7743	5:11				
12:02		TRUXTON 7.0	477.3	B	5557	5:01				
12:17	5550	VALENTINE 17.2	484.0	B	8376	4:47				
12:25	7130	WALAPAI 8.2	501.3	B	5939	4:41				
12:29		BERRY 4.5	509.4	B-Y	7132	4:38				
12:37	5974	GETZ 2.8	513.9	B		4:34				
		KINGMAN 5.1	516.4	C-R	5656	4:20				
		HARRIS 6.5	521.5	B	7117	4:13				
12:52	5422	GRIFFITH 8.8	526.8	B	7106	4:04				
12:59		ATHOS 4.6	535.6	B	7100	3:59				
1:03	7115	YUCCA 12.5	540.2	B	5160	3:47				
1:15	5198	FRANCONIA 12.4	552.7	B	7132	3:34				
1:25	5357	TOPOCK 12.4	565.1	B	5491	3:22				
1:38 AM		NEEDLES YU	578.0	C-R-Y	Yard	AM				
Arrive Daily		NORTH (148.7) SOUTH (149.4)				Leave Daily				

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.

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

Rule 93: Yard limits located at Needles.
M.P. 575.1 to M.P. 580.5

(58.3)

Average speed per hour

(53.6)

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

MPH	
Psg.	Frt.

NORTH TRACK

Seligman and Peach Springs	79	55*
Peach Springs and Needles	90	55*

SOUTH TRACK

Needles and Getz	79	55*
Getz and Valentine	90	55*
Valentine and Seligman	79	55*

Speed limit freight trains with dynamic brakes not in use on descending grades:

Westward	MPH	Eastward	MPH
M.P. 451.9 to M.P. 489.0	30	M.P. 451.9 to M.P. 446.0	30
M.P. 514.4 to M.P. 522.0	25		
M.P. 522.0 to M.P. 565.0	30		

At Seligman on yard track No. 1 trains must not exceed 30 MPH while head end of train is passing over hand operated switches at east and west end of track.

* Maximum authorized speed for freight trains is:

70 MPH provided:

- Train does not contain empty car(s) (10 — PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5500 tons.
- Train does not exceed 90 cars.
- Train does not average more than 80 tons per car.
- Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

- Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.
- Freight trains averaging more than 80 tons per car or having more than 5500 tons must not exceed:
25 MPH, M.P. 514.4 to 518.8
45 MPH, M.P. 518.8 to 562.8

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN: MPH

NORTH TRACK

3 Curves M.P. 432.8 and 434.9	75
2 Curves M.P. 447.4 and 448.2	70
7 Curves M.P. 448.2 and 451.4	50
4 Curves & Grade M.P. 451.4 and 454.4	45*
8 Curves & Grade M.P. 454.4 and 458.6	45
10 Curves & Grade M.P. 458.6 and 463.7	50
3 Curves M.P. 463.7 and 464.9	45
5 Curves & Grade M.P. 464.9 and 469.0	65
4 Curves M.P. 469.0 and 470.5	45*
2 Curves & Grade M.P. 470.5 and 472.7	70
4 Curves & Grade M.P. 472.7 and 477.0	85
2 Curves & Grade M.P. 477.0 and 478.2	75
1 Curve & Grade M.P. 478.2 and 479.0	60
1 Curve & Grade M.P. 479.0 and 479.2	40*
4 Curves & Grade M.P. 479.2 and 480.6	25*
3 Curves & Grade M.P. 480.6 and 482.0	45
1 Curve & Grade M.P. 482.0 and 482.5	70
2 Curves & Grade M.P. 482.5 and 483.9	75
1 Curve & Grade M.P. 483.9 and 486.1	80
5 Curves & Grade M.P. 486.1 and 488.8	70
2 Curves & Grade M.P. 488.8 and 493.0	80

ALBUQUERQUE DIVISION

KINGMAN DISTRICT 11

NORTH TRACK (Continued from page 10)

BETWEEN:	MPH
1 Curve M.P. 493.0 and 495.8	85
1 Curve & Grade M.P. 514.4 and 515.1	40
2 Curves & Grade M.P. 515.1 and 516.5	40*
6 Curves & Grade M.P. 516.5 and 518.8	35
5 Curves & Grade M.P. 518.8 and 524.3	70
2 Curves & Grade M.P. 524.3 and 525.7	80
2 Curves & Grade M.P. 547.9 and 548.8	80
1 Curve & Grade M.P. 554.7 and 554.8	85
1 Curve & Grade M.P. 560.3 and 562.3	85
1 Curve & Grade M.P. 562.3 and 562.8	65
7 Curves M.P. 562.8 and 565.9	40*
1 Curve M.P. 565.9 and 566.6	75
3 Curves M.P. 572.4 and 575.6	85
1 Curve M.P. 575.6 and 576.8	75
2 Curves M.P. 576.8 and 578.0	55
Needles Freight Lead M.P. 574.8 and 576.7	30

SOUTH TRACK

Needles Freight Lead M.P. 576.7 and 574.8	30
4 Curve M.P. 578.0 and 576.8	45
7 Curves M.P. 575.9 and 565.9	70
8 Curves M.P. 565.9 and 562.3	40*
2 Curves M.P. 552.6 and 551.0	60
8 Curves M.P. 551.0 and 542.1	70
1 Curve M.P. 526.8X and 525.9X	60
7 Curves M.P. 525.9X and 520.3X	45*
1 Curve M.P. 520.3X and 519.9X	30*
11 Curves M.P. 519.9X and 515.3X	35
1 Curve M.P. 515.3X and 514.1	60
3 Curves M.P. 495.8 and 488.9	75
8 Curves M.P. 488.9 and 482.5	60
4 Curves M.P. 482.5 and 480.6	45*
4 Curves M.P. 480.6 and 479.4	25*
1 Curve M.P. 479.3 and 479.0	40
9 Curves M.P. 479.0 and 470.5	60
4 Curves M.P. 470.5 and 469.0	40*
5 Curves M.P. 469.0 and 464.9	50
3 Curves M.P. 464.9 and 463.8	45
12 Curves M.P. 463.8 and 457.7	50
3 Curves M.P. 457.7 and 456.1	45
2 Curves M.P. 456.1 and 455.4	40
2 Curves M.P. 455.4 and 453.2	55
1 Curve M.P. 453.2 and 452.1	45
2 Curves M.P. 452.1 and 451.4	40
6 Curves M.P. 451.4 and 448.7	55
1 Curve M.P. 448.7 and 448.2	50
2 Curves M.P. 448.2 and 447.4	70
2 Curves M.P. 436.9 and 433.2X	75

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

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
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
Pica	S	WE North Siding	30

Station	Type	Location	MPH
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(Continued from first column)

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
SOUTH TRACK			
Powell	558.8	663	East
Hackberry (Pit Pass)	489.8	1700	East-West
Audley	439.8	1000	East
NORTH TRACK			
Shipley	461.5	Yard	East-West
Hackberry	489.0	4800	West
McConico	521.2	1921	West
Haviland	545.8	475	West

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
M.P. 434.7 (South Track)	Hot Box and Dragging Equip.	Rotating white light at scanner and locator M.P. 432
M.P. 439.0	Highwater	Signals 4381 and 4412
M.P. 452.1 (North and South Tracks)	Hot Box and Dragging Equip.	Rotating white lights and radio com- munication at scanner
M.P. 467.7	Highwater	Signals 4671 and 4682
M.P. 473.0 (North Track)	Hot Box and Dragging Equip.	Rotating white light at scanner, sig- nals 4741 and locator 4761
M.P. 504.6 (South Track)	Hot Box and Dragging Equip.	Rotating white light and Monitor Dis- play Board at Scanner at M.P. 504.6
M.P. 505.8 (North Track)	Hot Box and Dragging Equip.	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 Equip.	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 Equip.	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 Equip.	Rotating lights M.P. 568
M.P. 575.8	Highwater	Westward controlled signal west of M.P. 574 and Eastward automatic sig- nal 5772; and Eastward controlled signal on long lead at M.P. 576.9

12 FOURTH DISTRICT

ALBUQUERQUE DIVISION

WESTWARD ↓	TIME TABLE No. 13 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD ↑
STATIONS					
TCS	WILLIAMS JCT	375.2		Yard	
	3.6 WILLIAMS YL	378.2	B-Y	Yard	
	6.0 SERENO	384.2	B	5433	
	20.5 ASH FORK YL	401.2	B	Yard	
	0.0 DRAKE YL	21.2	B-Y	Yard	
	7.2 ABRA	28.4		5711	
	6.0 KAYFOUR	34.4		1480	
	11.8 TUCKER	46.2		6862	
	20.0 SKULL VALLEY	80.6		6623	
	6.2 KIRKLAND	86.8		3087	
	5.6 GRAND VIEW	95.4		3460	
	5.1 HILLSIDE	101.5		5268	
	6.2 DATE	109.7		6452	
	5.7 PIEDMONT	116.4		1878	
	6.4 CONGRESS	123.2		3598	
TWC	11.8 MATTHIE YL	135.0	Y		
	4.6 WICKENBURG	139.6	B	4361	
	10.7 CASTLE HOT SPRINGS	150.3		7453	
	7.3 WITTMANN	157.6		3602	
	11.5 BEARDSLEY	169.2		4222	
	4.5 ENNIS	173.6		3622	
	6.3 PEORIA	179.9		3390	
	3.8 GLENDALE YL	183.7	C-R	Yard	
	4.6 ALHAMBRA YL	188.3	Y	Yard	
	2.7 MOBEST YL	191.6	C-R-T	Yard	
2.1 PHOENIX YL	193.7	Y	Yard		
(208.8)					

Eastward trains must get clearance card before leaving Glendale.

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

"TWC" in effect between Williams M.P. 378.1 and Glendale.

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

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

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

Rule 93: Yard limits located at:

- *Williams, M.P. 378.1 to M.P. 379.9
- Ashfork, M.P. 399.6 to M.P. 1.3
- Drake, M.P. 19.9 to M.P. 22.2
- Matthie, M.P. 133.9 to M.P. 136.1
- M.P. 181.5 to Phoenix M.P. 193.7

* At Williams, all movements within yard limits must be at restricted speed regardless of signal indication.

POSITION OF JUNCTION SWITCHES Rule 98(D)

Drake and Matthie — for Fourth District

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fourth District	49
Ennis Spur	20

Speed limit freight trains with dynamic brakes not in use on descending grades:

Westward	MPH	Eastward	MPH
M.P. 375.0 to M.P. 400.5	25	M.P. 95.4 to M.P. 89.0	30
M.P. 12.0 to M.P. 31.5	30		
M.P. 54.9 to M.P. 145.0	30		

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
16 Curves & 2 Street Crossings	
M.P. 375.1 and 381.1	40
18 Curves M.P. 381.1 and 391.2X	35
1 Curve M.P. 391.2X and 391.9X	30
32 Curves M.P. 391.9X and 402	35
2 Curves M.P. 0.2 and 0.8	20
12 Curves M.P. 0.8 and 14.2	40
4 Curves M.P. 14.2 and 16.2	35
4 Curves M.P. 16.2 and 18.7	40
1 Curve M.P. 21.1 and 21.4	20
5 Curves M.P. 21.4 and 23.2	30
2 Curves M.P. 23.2 and 24.4	40
6 Curves M.P. 83.5 and 84.6	35
13 Curves M.P. 84.6 and 91.0	40
54 Curves M.P. 91.0 and 114.3	35
17 Curves M.P. 114.3 and 120.9	40
1 Curve M.P. 120.9 and 121.1	35
4 Curves M.P. 121.1 and 123.2	40
1 Curve M.P. 134.8 and 135.1	20
5 Curves M.P. 135.1 and 138.2	40
1 Curve M.P. 138.2 and 138.3	35
18 Curves M.P. 138.3 and 142.9	40
32 Curves M.P. 142.9 and 150.3	35
1 Curve M.P. 174.9 and 175.1	40
1 Curve & 11 Crossings M.P. 175.8 and 181.5	25
4 Curves & 22 Crossings M.P. 182.5 and 190.8	30
1 Street Crossing M.P. 188.2 (Eastward only)	20
1 Curve M.P. 190.8 and 191.1	20
1 Crossing M.P. 191.0	10
3 Curves & 11 Crossings M.P. 191.0 and 192.9	20
2 Switches & 2 Crossings M.P. 192.9 and 193.7	15

(D) SPEED RESTRICTIONS — SWITCHES

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Daze	393.3	601	East
Meath	9.2	350	East
Matthie	135.2	1100	East-West
Beardsley Spur	169.7	1800	West
Lizard Acres	171.6	948	East-West
Surprise	172.5	937	East-West

(Continued on page 13)

ALBUQUERQUE DIVISION

FOURTH - PARKER DISTRICTS 13

3. TRACKS BETWEEN STATIONS (continued from page 12)

Name	Mile Post Location	Capacity in Feet	Switch Connection
Ennis Spur	174.1	19 miles	West
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

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
Bridge 88.9	Highwater	Rotating Lights M.P. 88.1 and M.P. 89.6
M.P. 144.3	Highwater	Rotating Lights M.P. 144.9 and M.P. 143.4
Bridge 146.6	Highwater	Rotating Lights M.P. 145.7 and M.P. 147.3

PARKER DISTRICT

WESTWARD	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
↓	No. 13					↑
	October 28, 1984					
	STATIONS					
	MATTHIE	YL	0.0	Y		
	22.3					
	AGUILA		22.3		5158	
	17.7					
	LOVE		40.0		2250	
	4.8					
	WENDEN		44.8		603	
	5.2					
	SALOME		50.0		1216	
	20.5					
	UTTING		70.5		1900	
	9.4					
	BOUSE		79.9		750	
	10.7					
	WALL		90.6		2404	
	15.2					
	PARKER	YL	105.8	B-Y	Yard	
	(105.8)					

TWC in effect Matthie to Parker.

POSITION OF JUNCTION SWITCHES Rule 98(D)
Matthie for Fourth District.

Rule 93, Yard Limits
Matthie, M.P. 0.0 to M.P. 1.1
Parker, M.P. 103.1 to M.P. 108.0

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Parker District	49

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
1 Curve and Switches M.P. 0.0 and 0.6	15
3 Curves M.P. 0.6 and 2.4	30
15 Curves M.P. 53.2 and 58.2	25
3 Curves M.P. 95.2 and 97.2	30
3 Curves M.P. 100.0 and 101.9	30

(D) SPEED RESTRICTIONS — SWITCHES

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

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

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

CLARKDALE DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	No. 13					↑
	October 28, 1984					
	STATIONS		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
	DRAKE	YL	0.0	Y-B	1571	
	18.3 PERKINSVILLE	YL	18.3		1158	
	19.7 CLARKDALE	YL	38.0	Y	Yard	
	(38.0)					

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.

Rule 93: Yard limits

Drake to Clarkdale, M.P. 0.0 to M.P. 38.0

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Clarkdale District	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
17 Curves M.P. 11.9 and 15.0	15
5 Curves M.P. 22.2 and 23.7	15
3 Curves M.P. 28.0 and 28.5	15
17 Curves M.P. 29.9 and 34.8	15

(D) SPEED RESTRICTIONS — SWITCHES

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Tunnel between Perkinsville and Clarkdale on Clarkdale District.

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Bear	10.6	1098	East-West

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

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

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

7. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
511-649##	50	-
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, maximum authorized speed is 20 MPH.

##May be used as trailing units only.

8. 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 ENGINE 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

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

District	Wrecking Derricks M.P.H.	Pile Drivers and Jordan Spreaders M.P.H.	Pile Drivers M.P.H.	Locomotive Crane and Other Machines M.P.H.
First, Second, Third, Kingman, Fourth, Belen, and Parker Districts	40	45	30	30
All Other Districts	15	15	15	15

Derrick AT 199787 locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

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

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

10. 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.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track side indicators. Dragging equipment will also actuate track side indicators at locations so equipped.

LOCATOR (Read out) TYPE

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with headend at locator, if possible; readout observed and instructions in the locator cabinet complied with.

If counters fail to show location of defective equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

MONITOR DISPLAY BOARD TYPE

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.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.

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

When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:

1. Train must be stopped and thoroughly inspected. If numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.
2. Train may proceed at prescribed speed and be observed closely enroute if:
 - a. Numerical readout is displayed or indicator light(s) are illuminated before train reaches the detector, or
 - b. No numerical readout is displayed or indicator light(s) are illuminated after train passes the detector.

RADIO READOUT (Reporter Type)

As train approaches the detector location, to alert crew that system is operational the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), North or South Track, SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are detected, a rotating white light will be illuminated. In addition, a message stating "You Have a Defect", or an audible beeping tone will be transmitted via radio. If detector is on North Track the audible tone will be a fast

(Continued from page 15)

beep; if on South Track it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and reference to "Left" or "Right" side are to the engineer's left or right in the direction of travel. The following are typical of what transmissions crews can expect to hear:

- (1) "Santa Fe Railroad (Site Identification) North or South Track, First Hotbox Right Side, one seven eight."
- (2) "....., Second Hotbox Left Side, one four three."
- (3) "....., First Defective Car,* Axle one two five."
- (4) "....., First Dragging Equipment near Axle zero six eight."

* Defective Car alarm indicates there is more than 2 defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and on 3 cars (or units) on either side of indicated equipment.

Anytime a train receives (4) defective car alarms, (3) or more hotbox alarms, or (2) or more dragging equipment alarms, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, and/or the following message is transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, System Failure", crew must be alert for the possible transmission of a message or an audible tone should an alarm occur during passage of the train. If no such tone or message is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, No Defects."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

INSTRUCTIONS APPLICABLE TO ALL TYPES HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same unit or car by intervening detector, or during a stop for inspection, unit or car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

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

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

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

11. Rule 80: Bulletin books are located at Albuquerque, Belen, Gallup, Winslow, Flagstaff, Seligman, Kingman, Needles, Mobest and Glendale.

12. Rule 1: Standard clocks are located at on duty points at Albuquerque, Belen, Gallup, Winslow, Flagstaff, Seligman, Needles, Mobest and Glendale.

13. HAZARDOUS MATERIAL

- I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:
 - Waybill: The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.
 - Wheel Reports: The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.
 - Placards: Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.
 - Commodity Codes: The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

- II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance to the telephone number listed below.

(602) 289-7236 or (602) 289-7269

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

(Continued on page 17)

(Continued from page 16)

- (1) Train identification, symbol, employe name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing).
- (3) Nature of the incident — number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
 - (a) Car number
 - (b) Proper shipping name of contents
 - (c) Hazard class of material
 - (d) Shipper and consignee
 - (e) Standard Transportation Commodity Code (49 Series Number)
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.)
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby streams, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

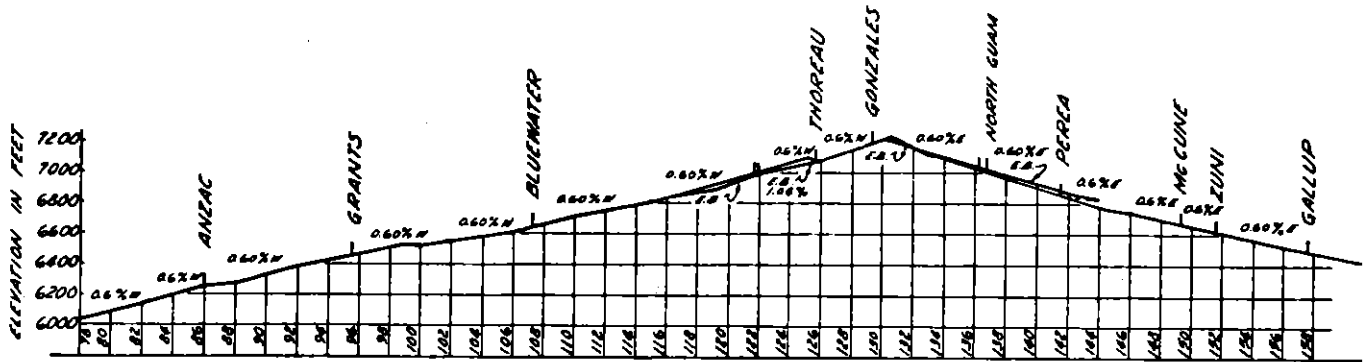
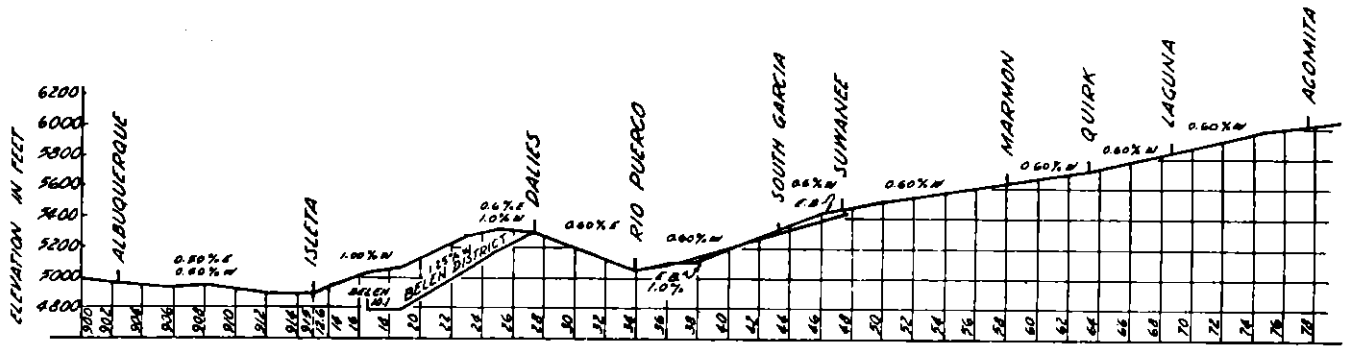
F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping paper. **DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.**

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

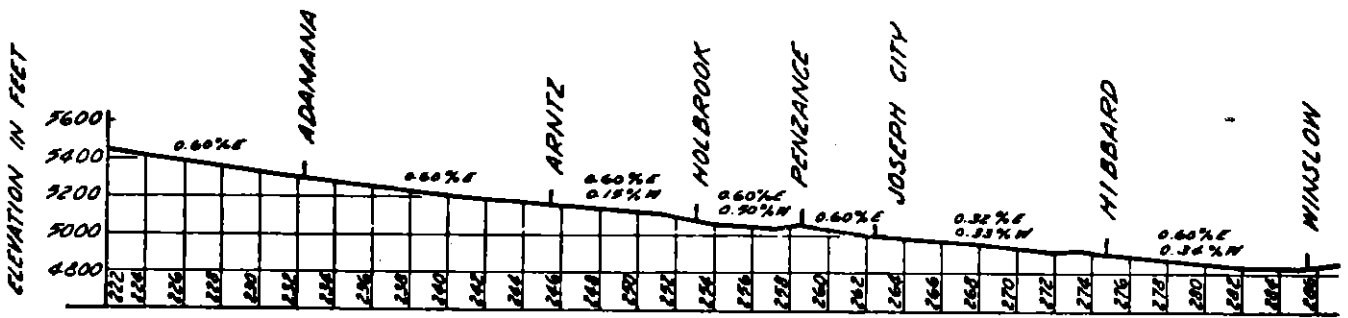
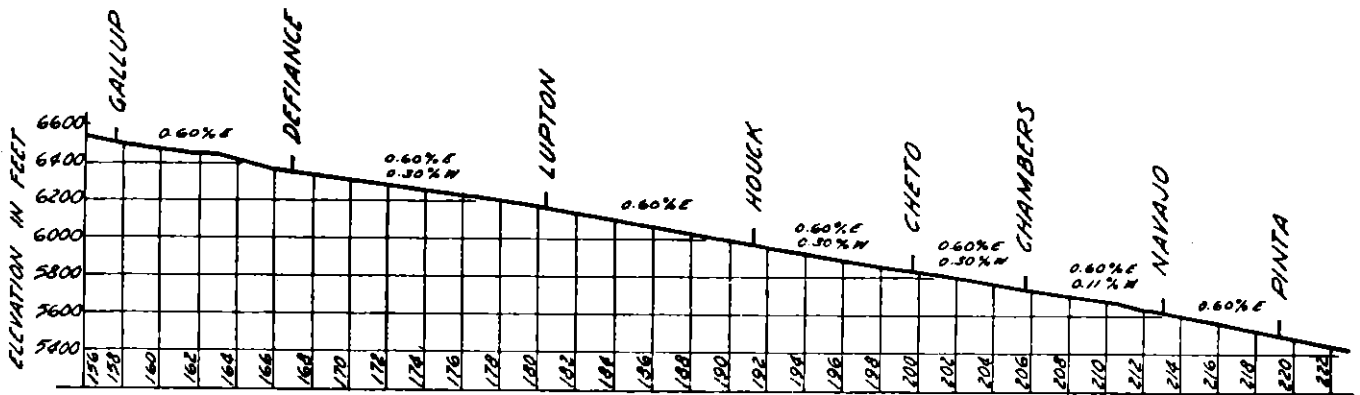
14. _____

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

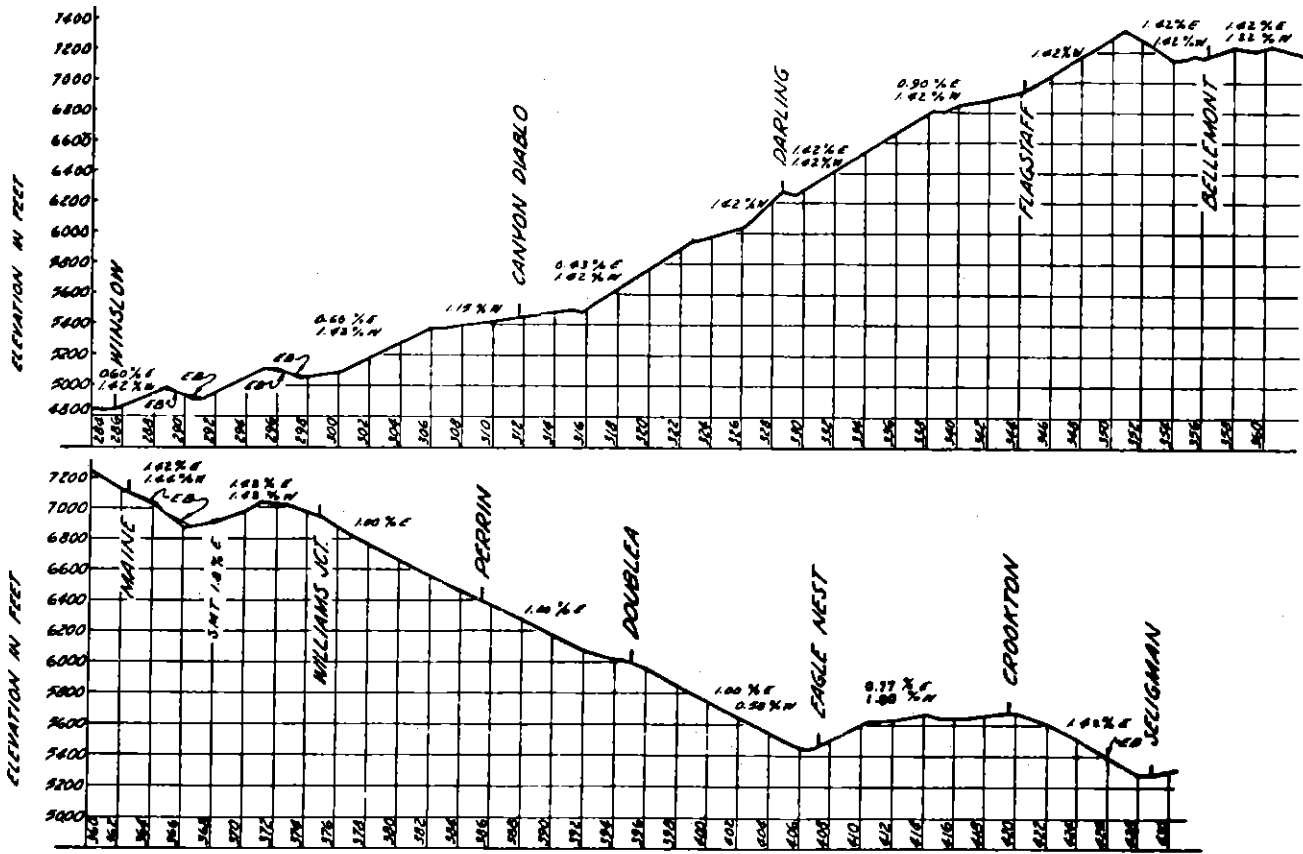
FIRST & BELEN DISTRICT



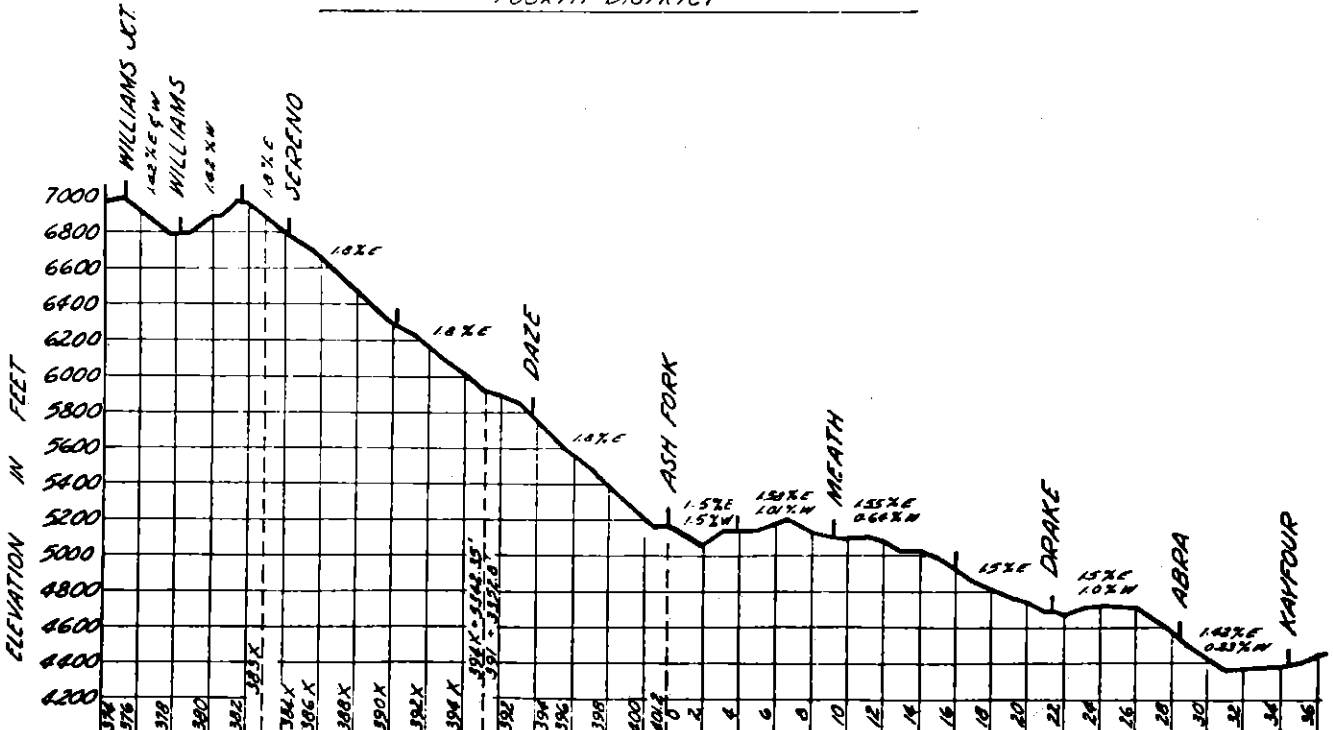
SECOND DISTRICT



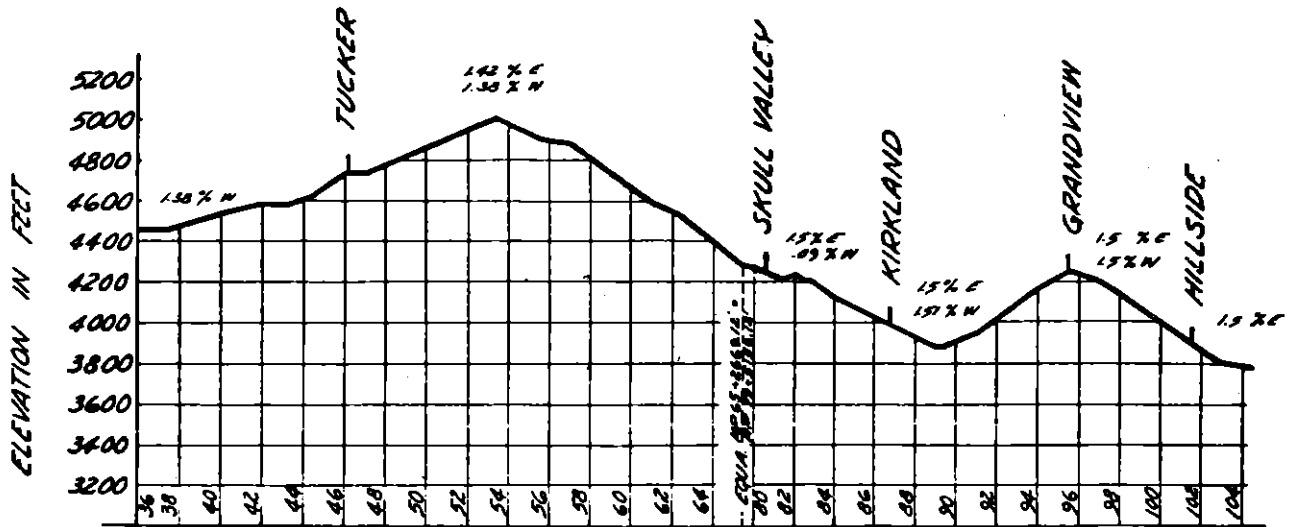
THIRD DISTRICT



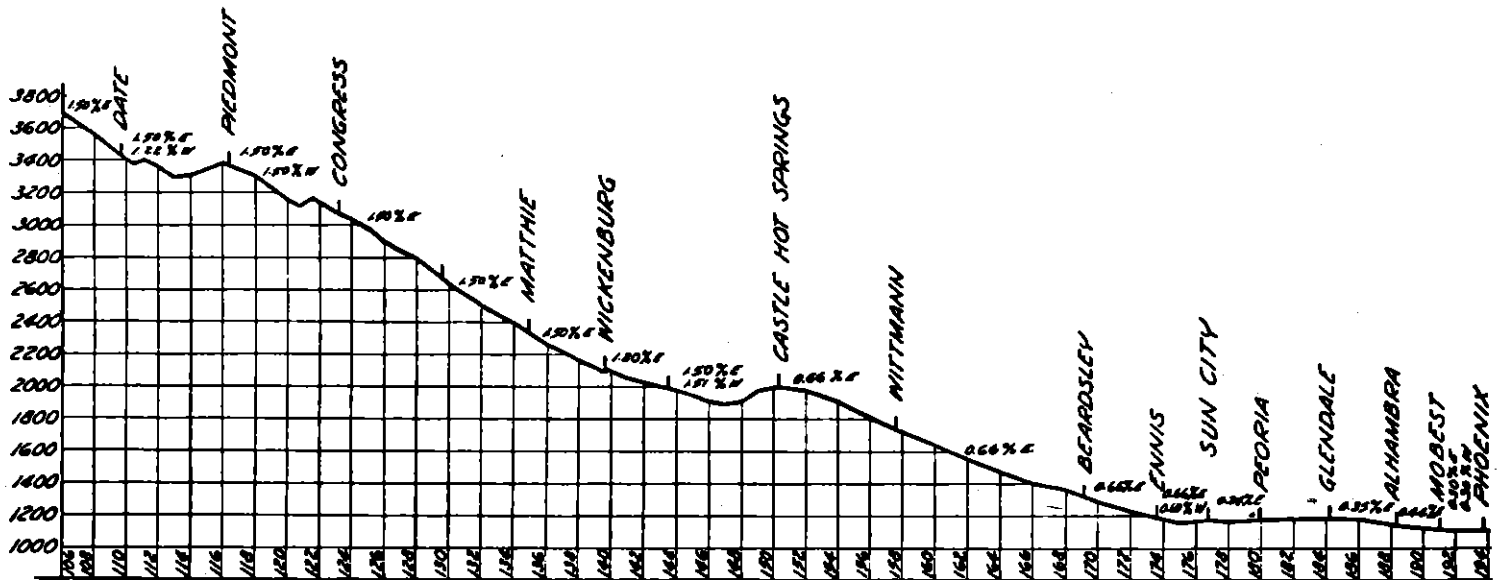
FOURTH DISTRICT



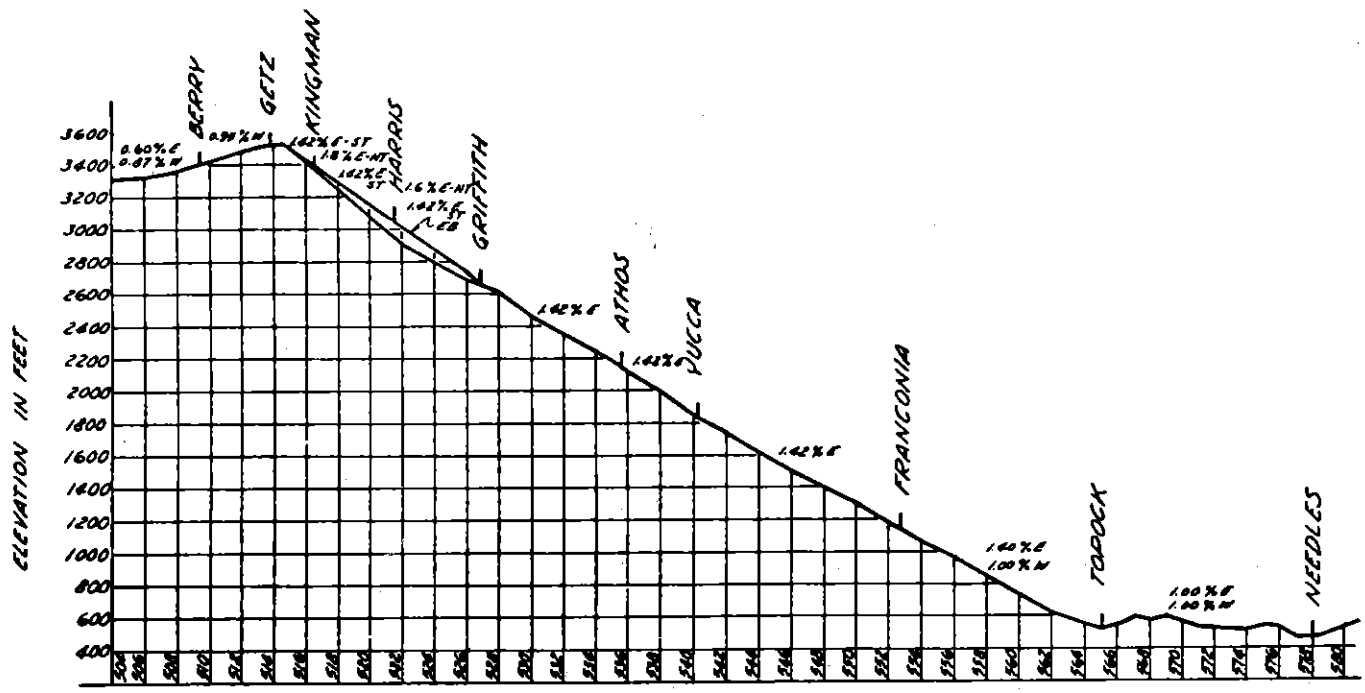
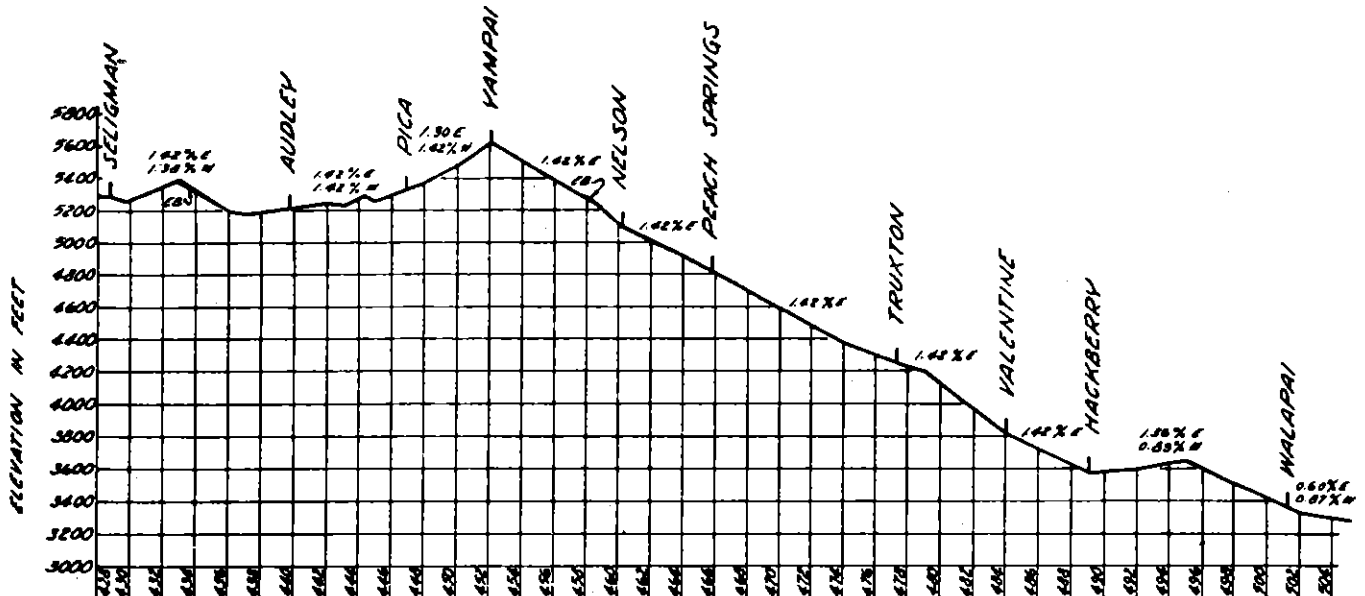
FOURTH DISTRICT (Continued from Page 19)



ELEVATION
IN FEET



KINGMAN DISTRICT



**FOR OBSERVATION AND GUIDANCE,
THE FOLLOWING CODES MAY APPEAR ON WORK ORDERS,
TRACK LISTS AND WHEEL REPORTS.**

AI	— Agri. Industries	
B1	— Bad Order	
BA	— Blasting Agent	(HAZARDOUS)
CG	— Cargill	
CB	— Combustible	(HAZARDOUS)
CD	— Condemned	
CL	— Chlorine	(HAZARDOUS)
CM	— Corrosive	(HAZARDOUS)
DG	— Dangerous	
DH	— Do Not Hump	
DU	— Do Not Uncouple	
EQ	— Equity Export - Houston	
FG	— Flammable Gas	(HAZARDOUS)
FL	— Flammable	(HAZARDOUS)
FS	— Flammable Solid	(HAZARDOUS)
FW	— Flammable Solid W (Dangerous When Wet)	(HAZARDOUS)
HE	— Head End Only	
HL	— High Wide Load	
HV	— High Value	
IP	— Interchange Prohibited	
IPSW	— Intraplant Switch (Respot Car)	
MR	— Mechanical Refrig. Maintain - Degrees	
MCNR	— Mechanical Car or Trailer - No Refrigeration Required	
NG	— Non-Flammable Gas	(HAZARDOUS)
NP	— No Placards Required	
OM	— Oxidizer	(HAZARDOUS)
OP	— Organic Peroxide	(HAZARDOUS)
OR	— Other Regulated Materials	
OX	— Oxygen	(HAZARDOUS)
PA	— Poison Gas	(HAZARDOUS)
PB	— Poison	(HAZARDOUS)
PE	— Houston Public Elevator	
RE	— Rear End Only	
RM	— Radioactive Material	(HAZARDOUS)
REJT	— Car Rejected by Shipper	
RSPT	— Respot Due to Railroad Error	
TURN	— Turn Car & Respot	
WH	— Weigh Heavy	
WI	— Waive Inspection - Set Direct	
WL	— Weigh Light	
XA	— Explosive "A"	(HAZARDOUS)
XB	— Explosive "B"	(HAZARDOUS)
XX	— DO NOT MOVE THIS CAR	
* (Speed)	— Speed Restriction	

* Numeric Speed Restriction will be shown.

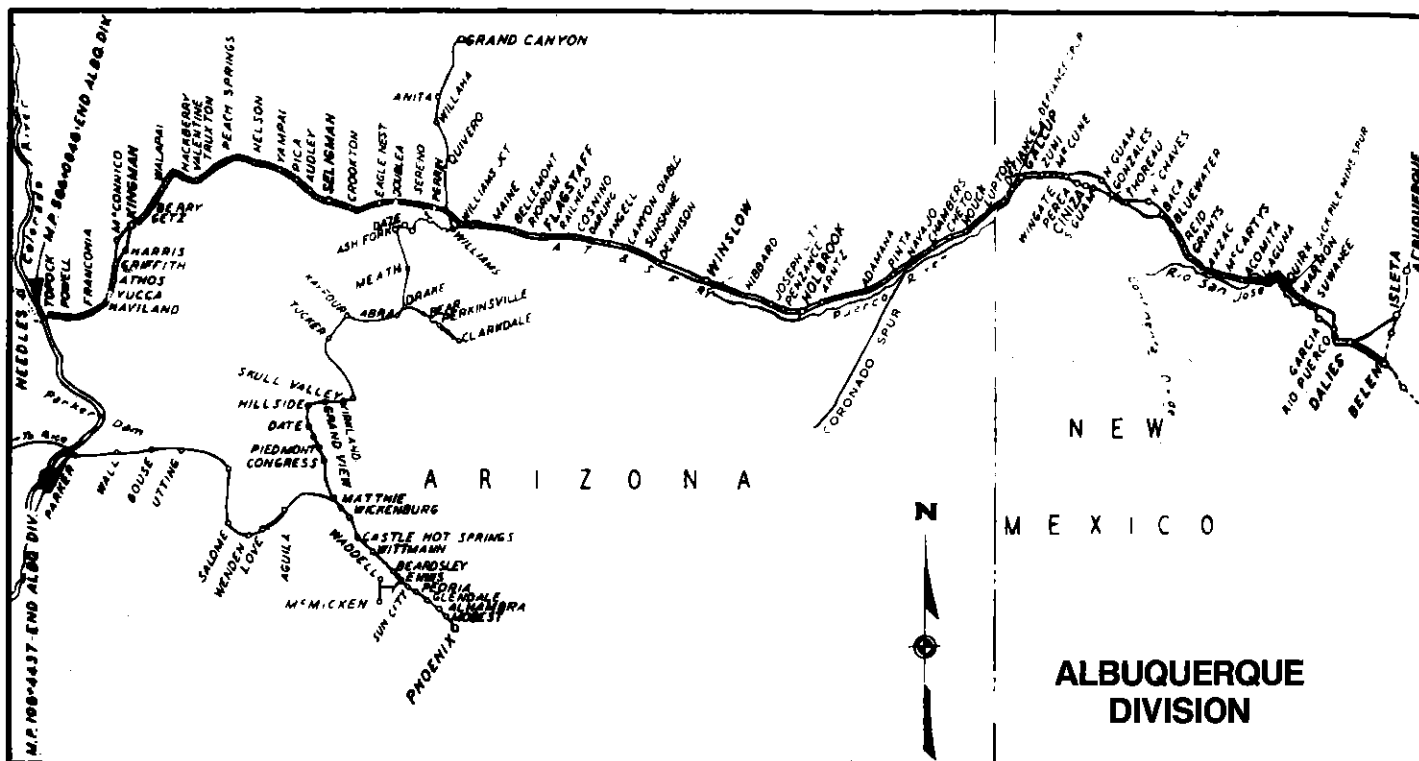
HOW TO USE THIS CHART:
 To determine where a placarded car can be placed in a train follow these steps:
 Determine the type of placard that is applied to the car from Line 1
 Determine the type of car to which the placard is applied from Line 2
 Follow vertically down the chart and note which lines apply
 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		2 TYPE OF 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 LIABLE 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 PLACED 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" placard
 4 Applies only in mixed train service, see section 174.87



DISTRICT	PAGE
First District	2
Belen District	4
Second District	6
Third District	8
Kingman District	10
Fourth District	12
Parker District	13
Clarkdale District	14

SPEED TABLE FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile		Miles Per Hour
				Min.	Sec.	
.. 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

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

DR. R. R. HARE, 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 inspector, 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.