

When using track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority:

"Foreman       (name)       (of Gang No.    ) using track bulletin No.        line No.        between MP        and MP        on        Subdivision".

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"    (train)    may pass red flag located at MP        (or enter limits) without stopping".

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"    (train)    may proceed through the limits at        MPH (or at "maximum authorized speed.")

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following will be added:

"    (train)    proceed at restricted speed but not exceeding        MPH (adding if necessary "until reaching MP       ".)

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (a) above.



**SANTA FE**  
**SAFETY FIRST**



The  
Atchison, Topeka and Santa Fe  
Railway Co.

COAST LINES

ALBUQUERQUE DIVISION

TIME TABLE No.

**1**

IN EFFECT

**Sunday, October 27, 1985**

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.

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**ASSISTANT SUPERINTENDENT**

PI. JENSEN ..... Gallup, N. Mex.

### TRAINMASTERS

I.M. OWSLEY ..... Gallup, N. Mex.  
K.W. ROSS ..... Winslow, Ariz.

### TRAINMASTER—ROAD FOREMAN OF ENGINES

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

### RULES INSTRUCTOR

E.W. VANCE ..... Winslow, Ariz.

### ASSISTANT TRAINMASTERS

J.S. STEVENSON ..... Winslow, Ariz.  
G.G. OGLESBEE ..... Winslow, Ariz.  
D.F. TOUSANT ..... Phoenix, Ariz.

### ROAD FOREMEN OF ENGINES

G.A. SMALLWOOD ..... Gallup, N. Mex.  
W.G. COMSTOCK ..... Winslow, Ariz.  
E.D. MAAG ..... Needles, Calif.

### SAFETY SUPERVISOR

M.J. COOK ..... Winslow, Ariz.

### COAST LINES

H.C. HENRY ..... 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

C.C. GRAHAM, Chief Dispatcher

### ASSISTANT CHIEF DISPATCHERS

J.C. OWSLEY ..... V.L. WILLIAMS  
T.T. LAYCOCK ..... L.D. ANDERSON  
A.O. WEEKS

### TRAIN DISPATCHERS

J.K. HOLT ..... R.A. RADFORD  
J.D. RICHARDS ..... D.E. STANGE  
T.L. FISHER ..... W.G. DELYEA  
L.G. ROWLAND ..... R.C. MITCHELL  
D.R. AYRES ..... R.J. HEDGES  
J.L. THORN ..... D.R. BORTZ  
R.E. WILLIAMS ..... T.L. JORGENSEN  
L.G. STAEDEN

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#### Explanation of Characters found in Station columns;

- A — Automatic Interlocking
- B — General Orders/Bulletins
- C — Office of Communication
- g — Gate, normal position against conflicting route
- G — Gate, normal position against this Subdivision
- Ḡ — Gate, left in position last used
- M — Manual Interlocking
- P — Telephone
- Q — Radio communication
- R — Register Station
- S — Crossing protected by stop signs
- T — Turning facility
- X — Crossover (DT)
- Y — Yard Limits
- MT — Main Track

#### Explanation of Roadway Signs;

- Temporary Restrictions — Red, yellow and green flags or discs
- Permanent Speed Signs — Square or rectangular in shape, yellow with numerals or green
- Permanent Stop Signs — Rectangular in shape, red
- Whistle Sign — Square in shape, white with letter "W"

### 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.	Hour	Min.	Sec.	Hour	Min.	Sec.	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

WEST-WARD ↓			FIRST SUBDIVISION			↑ EAST-WARD		
FIRST CLASS	STATIONS			FIRST CLASS				
3	Leave Daily	Station Number	Siding Feet	4				
PM.				PM.				
4:17	1340			1:05				
4:30	1353	2486		12:36				
4:41	10027			12:25				
	10034			12:17				
5:00	10047	n 7808 s 6768		12:07 PM				
	10058			58.7				
	10069			71.1				
	10084			82.7				
	10096	s 6620		94.3				
		n 5842		98.3				
	10107	s 5844 n 6758		107.2				
	10115			113.3				
				114.8				
	10118			117.7				
				118.5				
	10125	s 7128		125.6				
	10130			128.8				
	10142			149.0				
	10147	s 5270		149.3				
	10152	n 8534		151.6				
s 6:38 PM	10158			157.6				
Arrive Daily				10:36 A.M.				
				Leave Daily				

CTC in effect on main track between end of Double Track Albuquerque, M.P. 903.9 and Dalies; and on main tracks between Suwanee, M.P. 47.2 and Gallup; and on both legs of wye Pegs.

TWC in effect between Dalies and Suwanee, M.P. 47.2; and between M.P. 3.0 on Baca Coal Spur and M.P. 12.3 on Lee Ranch Mine Spur.

Rule 410: In Double Track (DT) territory, not necessary to report limits clear unless so instructed by Train Dispatcher.

Rule 151: Between Dalies and Suwanee, M.P. 47.2 trains must keep to left.

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

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

Signal displaying flashing green aspect is named ADVANCE APPROACH and the indication is: Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.

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. Rule 350(B)

M.P. 26.7  
M.P. 68.7 South Track                      M.P. 76.4 North Track  
M.P. 101.6 South Track                      M.P. 85.3 North Track  
M.P. 114.4 South Track                      M.P. 114.1 and 114.4 North Track  
M.P. 128.1 South Track                      M.P. 128.2 North Track

**FIRST SUBDIVISION**

**SPECIAL INSTRUCTIONS**

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
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

**AGAINST CURRENT OF TRAFFIC**

Dalies and Suwanee	59	49
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**BACA COAL SPUR**

East Leg of Wye		20
West Leg of Wye M.P. 0.0 and 0.5		20
M.P. 0.5 and 27.3		49

**ESCALANTE SPUR**

M.P. 0.0 and 3.2		15
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**LEE RANCH MINE SPUR**

M.P. 0.0 and 13.5		49
M.P. 13.5 and 15.4		25

**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 8500 feet.
- (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.

# FIRST SUBDIVISION

## (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
4 Curves	M.P. 19.4 and 24.7	70
1 Curve	M.P. 26.8 and 27.4	40
<b>SOUTH TRACK</b>		
4 Curves	M.P. 27.7A 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	80
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
1 Curve	M.P. 66.7 and 67.8	65
4 Curves	M.P. 76.9 and 79.4	75
11 Curves	M.P. 83.9 and 88.0	55
3 Curves	M.P. 88.0 and 91.0	65
7 Curves	M.P. 105.0 and 109.7	75
4 Curves	M.P. 117.5X and 119.7X	75
4 Curves	M.P. 127.6 and 130.2	75
1 Curve	M.P. 149.7 and 150.1	75
2 Curves	M.P. 154.6 and 156.8	75
1 Curve	M.P. 156.8 and 157.6	30
2 Street Crossings	M.P. 157.5 and 157.9	15
<b>NORTH TRACK</b>		
2 Street Crossings	M.P. 157.9 and 157.6	15
1 Curve	M.P. 157.6 and 156.8	50
1 Curve	M.P. 156.8 and 155.8	75
1 Curve	M.P. 150.1 and 149.7	75
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	75
1 Curve	M.P. 113.3 and 112.7	80
7 Curves	M.P. 109.7 and 105.0	75
1 Curve	M.P. 102.3 and 101.8	80
3 Curves	M.P. 98.7 and 95.8	85
2 Curves	M.P. 95.8 and 94.4	80
3 Curves	M.P. 91.0 and 88.0	65
11 Curves	M.P. 88.0 and 83.9	55
4 Curves	M.P. 79.3 and 76.9	75
1 Curve	M.P. 67.8 and 66.7	65
1 Curve	M.P. 66.7 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	80
2 Curves	M.P. 37.3 and 36.2	80
1 Curve	M.P. 33.6 and 32.4	80
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.

# FIRST SUBDIVISION

## (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 dual control switches and crossovers at following locations:

"D" — Dual Control Switch      "WE" — West End.  
 "S" — Spring Switch              "EE" — East End.

STATION	TYPE	LOCATION	MPH
Albuquerque	D	End of Double Track M.P. 903.9	40
Isleta	D	Both Ends of Siding	15
Dalies	D	Switch M.P. 27.4	40
	D	Crossover M.P. 27.5	40
	D	Crossover M.P. 27.6	50
Suwanee	D	2 Crossovers M.P. 47.2	50
Marmon	D	2 Crossovers M.P. 58.7	50
Laguna	D	2 Crossovers M.P. 71.1	50
McCartys	D	2 Crossovers M.P. 82.7	50
East Grants	D	Crossover M.P. 94.3	50
West Grants	D	Crossover M.P. 98.3	50
East Baca	D	Crossover M.P. 113.3	50
East Baca	D	Switch to East Leg of Wye M.P. 113.4	40
West Baca	D	Switch to West Leg of Wye M.P. 114.7	40
West Baca	D	Crossover M.P. 114.8	50
Baca			
Wye Storage	S	WE Wye Storage M.P. 2.2	30
East Pegs	D	Switch to East Leg of Wye M.P. 117.7	40
West Pegs	D	Switch to West Leg of Wye M.P. 118.5	40
Pegs	D	Stem of Wye	40
Gonzales	D	Two Crossovers, M.P. 128.9	50
Perea	D	Two Crossovers, M.P. 142.9	50
Gallup	D	Crossover M.P. 156.4	40
	D	Crossover M.P. 156.5	50
	D	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. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
<b>NORTH TRACK</b>			
Quirk Spur	63.3	5 Miles	West
Laguna	68.4	5515	East-West
Acomita	76.3	2820	East
Anzac	85.3	6495	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
Escalante Spur	5.0	3.2 Miles	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	1000	East-West
North Guam	136.7	972	East-West
Wingate	146.5	2277	East-West
<b>SOUTH TRACK</b>			
Garcia	43.3	1500	West
Quirk	63.3	1920	West
Laguna	69.7	6748	West
Anzac	86.1	2100	East-West
Reid	100.7	384	West
Baca	114.4	1000	West
South Guam	136.2	3440	West
Ciniza	138.9	3093	East-West

# FIRST SUBDIVISION

## 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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 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 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
M.P. 65.8 (Both Tracks) (Bi-directional)	Hot Box and Dragging Equip.	Rotating light and Radio communications at scanner
Bridges 69.8 and 70.1	Highwater	Westward Signals 681 and 683 Eastward-Controlled Signals Laguna M.P. 71.2
Bridge 72.6	Highwater	Signals 721, 723, 752 and 754
M.P. 90.5 (Both Tracks) (Bi-directional)	Hotbox and Dragging Equip.	Rotating light and Radio communication at scanner
Bridge 91.5	Highwater	Signals 901, 903, 922 and 924
M.P. 111.0 (Both Tracks) (Bi-directional)	Hotbox 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 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

WEST- WARD ↓		BELEN SUBDIVISION		↑ EAST- WARD	
		STATIONS			
Station Number	Siding Feet			CTC 2MT	Mile Post
1371		BELEN <sup>10.3</sup>	BCMQT		0.0
10027	5314	DALIES	P		10.1
		(10.3)			

Four tracks: at Belen Chic Track 0223 and 0224 are designated track 223 and 224 respectively; between MP 933.7 El Paso Subdivision and New Mexico-Albuquerque Division Junction, tracks are designated as North and South, signaled for movements Eastward on south track and Westward on north track.

Rule 94 in effect; At Belen, on North Track and South Track and on Track 223 and Track 224 between sign indicating End Interlocking Limits 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 operator.

CTC in effect: At Belen, 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.

# BELEN SUBDIVISION

## SPECIAL INSTRUCTIONS

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
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 8500 feet.
- (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
4 Curves	M.P. 932.3 and 932.9 (N.M. Div)	15
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, 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 dual control switches and crossovers at following locations:

"D" — Dual Control.                      "WE" — West End.  
 "S" — Spring Switch.                    "EE" — East End.

STATION	TYPE	LOCATION	MPH
Belen	D	Crossover M.P. 0.5 (Albuq. Div)	50
	D	Crossover Albuq. Div. Jct. (932.4)	15
	D	Switch to Albuquerque (932.4)	15
	D	Switch Albuq. Div. Jct. (932.4)	30
	D	Switches WE Tracks 223 and 224	30
	D	Switch end of Double Track (M.P. 933.7)	30
	D	Switch to El Paso Subdiv. M.P. 934.4	30
	D	Switch to Belen Yard M.P. 934.4	15
	D	EE Storage Yard M.P. 894.0	15
	D	EE Freight Lead M.P. 893.9	40
Dalies	D	Junction Switch M.P. 10.2	40

WEST-WARD ↓		SECOND SUBDIVISION				EAST-WARD ↑	
FIRST CLASS	STATIONS						FIRST CLASS
3	Leave Daily	Station Number	Siding Feet			Mile Post	4
							Arrive Daily
	P.M. 6:40	10158		GALLUP	BQT	157.6	A.M. 10:34
		10166		EAST DEFIANCE	T	165.0	
	6:49			WEST DEFIANCE	T	167.0	10:19
	6:59	10181	6737	LUPTON	PX	180.4	10:09
	7:07	10192	n 7520 s 6750	HOUCK	PX	191.2	10:01
	7:13	10200	n 5259	CHETO	PX	199.7	9:55
		10206		CHAMBERS	PX	205.7	
		10213		NAVAJO	PX	213.0	
	7:24			EAST CORONADO JCT	T	214.8	9:44
				WEST CORONADO JCT	T	215.9	
	7:27	10219	n 6437 s 7107	PINTA	PX	219.2	9:40
	7:37	10233	n 7107 s 5687	ADAMANA	PX	232.3	9:30
		10246		ARNTZ	PX	245.5	
	7:51	10253	n 6769 s 5718	HOLBROOK	PX	253.0	9:15
	7:55	10259	s 7505	PENZANCE	PX	258.6	9:10
	7:58	10263	s 3599	JOSEPH CITY	PX	262.4	9:07
	8:07	10274	n 7155 s 5621	HIBBARD	PX	274.8	8:58
	8:20 PM	10286		WINSLOW	BQT	285.5	8:49 A.M.
Arrive Daily				(127.2)			Leave Daily

CTC in effect on main track 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.

TWC 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; on Defiance Spur between M.P. 3 and M.P. 19 (P&M Mine Storage Track M.P. 12 will be designated as a siding for TWC operation and will be referred to in Track Warrants as 'P&M Siding'); on Coronado Spur between M.P. 2 and switch to Coronado Power Plant, M.P. 42.7; and on Springville Spur between Tepco Jet and switch to Tucson Electric Power Plant, M.P. 26.1.

Rule 410: In Double Track (DT) territory, not necessary to report limits clear unless so instructed by Train Dispatcher.

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

#### HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED. Rule 350(B)

Switch to Spur off south track M.P. 160.9

Switch to Spur off west Leg Wye Defiance M.P. 166.7

## SECOND SUBDIVISION

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Gallup and Winslow	90	55*
AGAINST CURRENT OF TRAFFIC		
West Defiance and East Coronado Jct	59	49
West Coronado Jct and Winslow	59	49
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 MP. 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		15

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 8500 feet.
- (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.

## SECOND SUBDIVISION

### (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
1 curve	M.P. 160.7 and 160.9	75
11 curves	M.P. 162.8 and 175.1	80
1 curve	M.P. 177.9 and 178.2	80
2 curves	M.P. 183.8 and 184.7	85
1 curve	M.P. 188.4 and 188.9	75
5 curves	M.P. 192.5 and 199.6	80
1 curve	M.P. 207.0 and 207.4	80
6 curves	M.P. 213.2 and 219.2	75
8 curves	M.P. 228.0 and 233.9	80
4 curves	M.P. 239.4 and 243.2	80
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	80
1 curve	M.P. 264.2 and 264.4	75
1 curve	M.P. 269.6 and 269.9	80
4 curves	M.P. 274.8 and 278.3	80
1 curve	M.P. 283.0 and 284.6	80
4 curves	M.P. 284.6 and 285.5	55
NORTH TRACK		
4 curves	M.P. 285.5 and 284.6	55
1 curve	M.P. 284.6 and 283.0	80
4 curves	M.P. 278.3 and 274.8	80
1 curve	M.P. 269.9 and 269.6	80
1 curve	M.P. 264.4 and 264.2	75
5 curves	M.P. 262.2 and 254.9	80
1 street crossing	M.P. 253.1	60
3 curves	M.P. 252.1 and 249.5	75
4 curves	M.P. 243.2 and 239.4	80
8 curves	M.P. 233.9 and 228.0	80
6 curves	M.P. 219.2 and 213.2	75
1 curve	M.P. 207.4 and 207.0	80
5 curves	M.P. 199.6 and 192.5	80
1 curve	M.P. 188.9 and 188.4	75
2 curves	M.P. 184.7 and 183.8	85
1 curve	M.P. 178.2 and 177.9	80
11 curves	M.P. 175.1 and 162.8	80
1 curve	M.P. 160.9 and 160.7	75
2 curves	M.P. 158.3 and 157.9	30
2 street crossings	M.P. 157.9 and 157.6	15

## SECOND SUBDIVISION

### (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 Dual Control switches and crossovers at following locations:

"D" — Dual Control Switch "EE" — East End  
 "S" — Spring Switch "ESL" — Electric Switch Lock  
 "WE" — West End

STATION	TYPE	LOCATION	MPH
Gallup	D	2 Crossovers M.P. 161.3	50
	D	WE freight lead M.P. 161.2	30
Defiance	D	Crossover M.P. 165.1	50
	D	East leg of wye M.P. 165.3	30
	D	West leg of wye M.P. 166.9	30
	D	Crossover M.P. 167.0	50
	D	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 —	30
		EE North Siding	
Cheto	S	WE South Siding	30
East Coronado Jct.	D	Crossover M.P. 214.8	50
East Coronado Jct.	D	Switch to East Leg of Wye, M.P. 214.8	40
West Coronado Jct.	D	Switch to West Leg of Wye, M.P. 215.8	40
West Coronado Jct.	D	Crossover, M.P. 215.8	50
Coronado Jct	D	Stem of Wye, M.P. 0.7	30
Tepco Jct. (to Springerville Spur)	D	M.P. 39.5 on Coronado Spur	40
Pinta	S	WE South Siding —	30
		EE North Siding	
Adamana	S	WE South Siding —	30
		EE North Siding	
Holbrook	S	WE South Siding —	30
		EE North Siding	
Penzance	S	WE South Siding	30
Hibbard	S	WE South Siding —	30
		EE North Siding	
Winslow	D	Crossover M.P. 284.5	50
	D	Crossover M.P. 284.7	50
	D	Inbound freight lead M.P. 284.7	50
	D	Outbound freight lead M.P. 284.8	50
	D	South main track M.P. 284.9	50
	D	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. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
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#### 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

#### SOUTH TRACK

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

## SECOND SUBDIVISION

### 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 174.8	Rock Slide	Signals 1741 and 1752 and rotating red 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)	Hotbox 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



WEST-WARD ↓			THIRD SUBDIVISION			↑ EAST-WARD		
FIRST CLASS	STATIONS			FIRST CLASS				
3	Leave Daily	Station Number	Siding Feet	Mile Post	Arrive Daily			
P.M.	8:23			WINSLOW 26.3	BQQT	CTC 3MT ATS	285.5	A.M. 8:46
		10312	n 7372	CANYON DIABLO 17.0		CTC 2MT ATS	311.7	
		10329		DARLING 15.2			328.6	
s 9:33		10344		FLAGSTAFF 19.3	BQT		344.2	s 7:46
				EAST BELLEFONT 1.8		CTC 2MT	354.5	
		10356	s 4984	BELLEFONT 6.0			356.3	
		10362		MAINE 12.2			362.5	
		10375		WILLIAMS JCT. 8.5			374.6	
				EAST PERRIN 2.5			383.1	
		10385		WEST PERRIN 6.4			385.6	
				EAST DOUBLEA 3.1		CTC 2MT ATS	392.0	
		10395		WEST DOUBLEA 10.4			395.1	
				EAST EAGLE NEST 2.0			405.5	
		10407		WEST EAGLE NEST 10.8			407.5	
		10419		EAST CROOKTON 2.2			418.3	
				WEST CROOKTON 8.3			420.5	
11:03 PM		10429		SELIGMAN	T	CTC 2MT	428.8	6:11 A.M.
Arrive Daily				(142.7)				Leave Daily

CTC 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.

Signal displaying flashing green aspect is named ADVANCE APPROACH and the indication is: Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.

Signal displaying Red with "P" on triangular plate will be named RESTRICTING and the indication is: Proceed at restricted speed.

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 Rule 350 (B)**

- 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 Belmont
- Switch to Spur off north track M.P. 368.1
- Switch to Spur off south track M.P. 368.1

**THIRD SUBDIVISION**

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH	
	Psg.	Fr.
<b>EASTWARD MOVEMENTS BOTH TRACKS:</b>		
Seligman and Williams Junction	79	55*
Williams Junction and Maine	90	55*
Maine and Darling	79	55*
Darling and Winslow	90	55*
<b>WESTWARD MOVEMENTS BOTH TRACKS</b>		
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 8500 feet.
- (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	55
3 curves	M.P. 286.4 and 287.4	40*
1 curve	M.P. 287.4 and 288.9 (eastward only)	85
1 curve	M.P. 298.8 and 299.1 (eastward only)	80
1 curve	M.P. 301.3 and 302.0 (eastward only)	85
2 curves	M.P. 302.0 and 303.3	75
1 curve	M.P. 304.8 and 305.0 (eastward only)	80
1 curve	M.P. 315.7 and 316.0 (eastward only)	85
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*
9 curves	M.P. 331.8 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 343.5	50
6 curves	M.P. 343.5 and 345.3	40*
10 curves	M.P. 345.3 and 348.2	35
5 curves	M.P. 348.2 and 350.2	40
7 curves	M.P. 350.2 and 352.6	45*
2 curves	M.P. 352.6 and 353.9	65
7 curves	M.P. 359.8 and 364.1	75
1 curve	M.P. 364.1 and 364.3	45*
3 curves	M.P. 364.3 and 366.8	50
3 curves	M.P. 366.8 and 367.9	45*
10 curves	M.P. 367.9 and 371.8	50
2 curves	M.P. 371.8 and 373.7	80
3 curves	M.P. 421.6 and 422.8	45*
6 curves	M.P. 422.8 and 425.4	50*

\*Denotes restrictions protected by Inert ATS Inductors.

## THIRD SUBDIVISION

### (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 Dual Control 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. 312.1	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 Subdivision to Fourth Subdivision	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

### 2. 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
Bellemont 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

## THIRD SUBDIVISION

### 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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 3071-3073
M.P. 315.4	Hot Box and Dragging Equip.	Rotating white lights and Radio communication at scanner.
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 and 3812-3814.
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, controlled signals M.P. 395.1 and 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

**WEST-WARD ↓ KINGMAN SUBDIVISION ↑ EAST-WARD**

FIRST CLASS	STATIONS			FIRST CLASS
3	Leave Daily	Station Number	Siding Feet	4
PM.				A.M.
11:05	10429			428.8 6:09
		SELIGMAN T		
		18.3		
11:21	10447	n 5355		446.9 5:47
		PICA PX		
		5.2		
11:29	10452	n 6784 s 5329		452.2 5:40
		YAMPAI PX		
		7.9		
11:38	10459	n 4647 s 5783		460.2 5:30
		NELSON PX		
		1.2		
	10462			461.4
		SHIPLEY PX		
		4.4		
11:44	10466	n 5714 s 7743		465.8 5:24
		PEACH SPRINGS PX		
		11.4		
11:54	10478	n 5423 s 5557		477.3 5:11
		TRUXTON PX		
		7.0		
AM 12:02	10484	s 8976		484.0 5:01
		VALENTINE PX		
		4.9		
	10489			489.0
		HACKBERRY PX		
		12.3		
12:17	10501	n 5550 s 5939		501.3 4:47
		WALAPAI PX		
		8.2		
12:25	10510	n 7130 s 7132		509.4 4:41
		BERRY PTX		
		4.5		
12:29	10514			513.9 4:38
		GETZ PX		
		2.8		
s 12:37	10517	n 5974 s 5656		516.4 s 4:34
		KINGMAN BQX		
		5.1		
	10522	s 7117		521.5 4:20
		HARRIS P		
		5.5		
12:52	10527	n 5422 s 7106		526.8 4:13
		GRIFFITH PX		
		8.8		
12:59	10535	s 7100		535.6 4:04
		ATHOS PX		
		4.6		
1:03	10540	n 7115 s 5160		540.2 3:59
		YUCCA PX		
		12.5		
1:15	10553	n 5198 s 7132		552.7 3:47
		FRANCONIA PX		
		12.4		
1:25	10566	n 5357 s 5491		565.1 3:34
		TOPOCK PX		
		12.4		
s 1:38 AM	10578			578.0 3:22 A.M.
		NEEDLES BMQTY		
Arrive Daily				Leave Daily
		NORTH TRACK (148.7)		
		SOUTH TRACK (149.4)		

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

TWC in effect between Seligman and Needles.

Rule 410: In double track (DT) Territory, not necessary to report limits clear unless so instructed by train dispatcher.

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

**KINGMAN SUBDIVISION**

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH	
	Psgr.	Frts.
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*
AGAINST CURRENT OF TRAFFIC		
Seligman and Needles	59	49

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 8500 feet.
- 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	
2 curves	M.P. 432.8 and 434.3
2 curves	M.P. 447.4 and 448.2
7 curves	M.P. 448.2 and 451.6
3 curves & grade	M.P. 451.6 and 453.2
2 curves & grade	M.P. 453.2 and 455.5
5 curves & grade	M.P. 455.5 and 457.7
5 curves & grade	M.P. 457.7 and 460.1
7 curves & grade	M.P. 460.1 and 463.7
3 curves	M.P. 463.7 and 464.9
5 curves & grade	M.P. 464.9 and 469.0
4 curves	M.P. 469.0 and 470.5
2 curves & grade	M.P. 470.5 and 472.7
4 curves & grade	M.P. 472.7 and 477.0
3 curves & grade	M.P. 477.0 and 479.0
5 curves & grade	M.P. 479.0 and 480.6
2 curves & grade	M.P. 480.6 and 481.6
2 curves & grade	M.P. 481.6 and 482.5
9 curves & grade	M.P. 482.5 and 490.2
1 curve	M.P. 492.8 and 493.0

# KINGMAN SUBDIVISION

BETWEEN:		MPH
<b>NORTH TRACK</b>		
1 curve & grade	M.P. 514.4 and 515.2	55*
2 curves & grade	M.P. 515.2 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	75
10 curves & grade	M.P. 542.2 and 552.6	80
1 curve	M.P. 554.7 and 554.9	85
1 curve	M.P. 560.3 and 560.6	80
1 curve	M.P. 562.3 and 562.8	60
3 curves	M.P. 562.8 and 564.5	50*
3 curves	M.P. 564.5 and 565.5	45
1 curve	M.P. 565.5 and 565.9	40*
2 curves	M.P. 565.9 and 568.3	80
3 curves	M.P. 572.4 and 575.6	80
1 curve	M.P. 575.6 and 576.8	70
1 curve	M.P. 576.8 and 577.5	50
2 curves	M.P. 577.5 and 578.0	30
Needles Freight Lead	M.P. 574.8 and 576.7	30
<b>SOUTH TRACK</b>		
Needles Freight Lead	M.P. 576.7 and 574.8	30
3 curves	M.P. 578.0 and 577.5	30
1 curve	M.P. 577.5 and 576.8	50
1 curve	M.P. 576.8 and 575.6	70
1 curve	M.P. 565.9 and 565.5	40
3 curves	M.P. 565.5 and 564.5	45
4 curves	M.P. 564.5 and 562.3	50*
2 curves	M.P. 552.6 and 551.2	60
8 curves	M.P. 551.2 and 542.1	70
1 curve	M.P. 526.9X and 525.9X	65
3 curves	M.P. 525.9X and 524.3X	50
1 curve	M.P. 524.3X and 524.0X	45*
3 curves	M.P. 524.0X and 520.3X	55
1 curve	M.P. 520.3X and 519.9X	30*
6 curves	M.P. 519.9X and 517.8X	35
5 curves	M.P. 517.8X and 515.3X	40
1 curve	M.P. 515.3X and 514.1	60
2 curves	M.P. 495.8 and 492.8	80
1 curve	M.P. 490.2 and 488.9	75
4 curves	M.P. 488.9 and 486.8	65
4 curves	M.P. 486.8 and 482.5	60
4 curves	M.P. 482.5 and 480.6	45*
4 curves	M.P. 480.6 and 479.3	25*
1 curve	M.P. 479.3 and 479.0	40
3 curves	M.P. 479.0 and 477.0	60
4 curves	M.P. 477.0 and 472.6	70
2 curves	M.P. 472.6 and 470.5	60
4 curves	M.P. 470.5 and 469.0	45*
5 curves	M.P. 469.0 and 464.9	55
3 curves	M.P. 464.9 and 463.8	45
6 curves	M.P. 463.8 and 460.1X	55
6 curves	M.P. 460.1X and 457.7	50
5 curves	M.P. 457.7 and 455.4	45
2 curves	M.P. 455.4 and 453.2	55
3 curves	M.P. 453.2 and 451.6	45
7 curves	M.P. 451.6 and 448.2	55
2 curves	M.P. 448.2 and 447.4	70

\*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 Dual Control switches and crossovers at following locations:

"D" — Dual Control Switch      "EE" — East End  
 "S" — Spring Switch              "WE" — West End

STATION	TYPE	LOCATION	MPH
Seligman	D	Crossover M.P. 429.9	50
	D	Crossover M.P. 429.6	50
	D	Crossover M.P. 427.7	50
	D	EE and WE No. 1 Track	50
Pica	S	WE North Siding	30

# KINGMAN SUBDIVISION

STATION	TYPE	LOCATION	MPH
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	D	Lead and crossover switches, west of M.P. 574	50

## 2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
<b>SOUTH TRACK</b>			
Powell	558.8	663	East
Audley	439.8	1000	East
<b>NORTH TRACK</b>			
McConnico	521.2	1921	West
Haviland	545.8	475	West

## 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 434.7 (South Track)	Hot Box and Dragging Equip.	Rotating white light at scanner and at 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 communication at scanner
M.P. 467.7	Highwater	Signals 4671 and 4682
M.P. 473.0 (North Track)	Hot Box and Dragging Equip.	Rotating white lights at scanner, signals 4741 and locator 4761
M.P. 504.6 (South Track)	Hot Box and Dragging Equip.	Rotating white light and radio communication at scanner
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 signal 5772; and Eastward controlled signal on long lead at M.P. 576.9

**WEST-WARD ↓ FOURTH SUBDIVISION ↑ EAST-WARD**

		STATIONS				
Station Number	Siding Feet			Mile Post		
10375		WILLIAMS JCT.		375.2	CTC	
13603		WILLIAMS	TY	378.2		
13610	5433	SERENO	P	384.2		
14000		ASH FORK	PY	401.2		
				0.0		
14021		DRAKE	PTY	21.2		
14029	5711	ABRA		28.4		
14035	1480	KAYFOUR		34.4		
14047	6862	TUCKER		46.2		
14080	6623	SKULL VALLEY		80.6		
14087	3087	KIRKLAND		86.8		
14095	3460	GRAND VIEW		95.4		
14102	5268	HILLSIDE		101.5		TWC
14110	6452	DATE		109.7		
14116	1878	PIEDMONT		116.4		
14123	3598	CONGRESS		123.2		
14135		MATTHIE	TY	135.0		
14140	4361	WICKENBURG	P	139.6		
14150	7453	CASTLE HOT SPRINGS		150.3		
14158	3602	WITTMANN		157.6		
14169	4222	BEARDSLEY		169.2		
14174	3622	ENNIS		173.6		
14180	3390	PEORIA		179.9		
14184		GLENDALE	BQY	183.7		
14189		ALHAMBRA	TY	188.3		
14191		MOBEST	BQTY	191.6		
14194		PHOENIX	TY	193.7		
		(208.8)				

CTC 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.

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.

**FOURTH SUBDIVISION**

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fourth Subdivision	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	40
18 Curves	35
1 Curve	30
32 Curves	35
2 Curves	20
12 Curves	40
8 Curves	35
1 Curve	20
5 Curves	30
2 Curves	40
95 Curves	35
1 Curve	20
56 Curves	35
1 Curve	40
11 Crossings	25
4 Curves & 22 Crossings	30
1 Street Crossing	20
1 Curve	20
1 Crossing	10
3 Curves & 11 Crossings	20
2 Switches & 2 Crossings	15

# FOURTH SUBDIVISION

## (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. 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
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

## 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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

# WEST-WARD ↓ PARKER SUBDIVISION ↑ EAST-WARD

		STATIONS		Mile Post
Station Number	Siding Feet			
14135		MATTHIE <sup>22.3</sup>	TY	0.0
14722	5158	AGUILA <sup>17.7</sup>		22.3
14740	2250	LOVE <sup>4.8</sup>		40.0
14745	603	WENDEN <sup>5.2</sup>		44.8
14750	1216	SALOME <sup>20.5</sup>		50.0
14771	1900	UTTING <sup>9.4</sup>		70.5
14780	750	BOUSE <sup>10.7</sup>		79.9
14791	2404	WALL <sup>15.2</sup>		90.6
13585		PARKER	PTY	105.8
(105.8)				

TWC in effect between Matthie and Parker.

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 INSTRUCTIONS

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

	MPH
Parker Subdivision	49

#### (B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight train 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.

## 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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	

**WEST-WARD ↓ CLARKDALE SUBDIVISION ↑ EAST-WARD**

STATIONS		Mile Post
Station Number	Siding Feet	
14021	1571	0.0
14218	1158	18.3
14238		38.0
(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 INSTRUCTIONS**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Clarkdale Subdivision	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. TRACKS BETWEEN STATIONS**

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

**ALL SUBDIVISIONS**

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

**Rule 1 supplemented by adding:** When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

**Rule 2 supplemented by adding:** While on duty, employees governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

**Rule 3 supplemented by adding:** Time may be compared by dialing extension 600, Topeka.

**Rule 15 supplemented by adding:** Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(1) and 15(n).

**Rule 24 amended to read:** Trains will be identified by engine number. The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used.

**ALL SUBDIVISIONS**

**Rule S-71 supplemented by adding:** Eastward regular trains are superior to Westward regular trains of the same class. (Eastern Lines only).

**Rule 97(4) amended to read:** Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

**Rule 99 supplemented by adding:** When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1½ miles
50 MPH or over	2 miles

**Rule 102(2) amended to read:** The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

**Rule 103(A) supplemented by adding:** When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

**Rule 104(M) first paragraph amended to read:** Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for movement.

**Rule 104(Q) new rule added to read:** VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

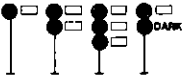
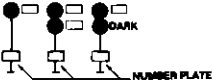
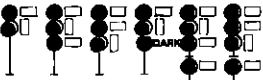
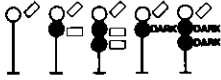
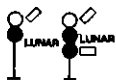
**Rule 104(R) new rule added to read:** SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

**Rule 153 supplemented by adding:** Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

**ASPECTS OF  
COLOR LIGHT  
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop



# ALL SUBDIVISIONS

Rule 317(2) does not apply.

**Rule 404 first paragraph amended to read:** In track warrants and track bulletins regular trains will be designated by number, as No. 10, adding engine number when necessary; extras by engine number and direction.

**Rule 405 is supplemented by adding:** Prescribed form for track warrant is shown on page 168. Pre-printed pads of this form will be in the same format as shown. The form for mechanical transmission is revised as depicted below with items 5 and 14 omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18 if none show NO. Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received and that "Items Marked" correspond with those indicated in item 19.

### TRACK WARRANT

NO. \_\_\_\_\_ ON \_\_\_\_\_ SUBDIV. \_\_\_\_\_ 19\_\_\_\_  
TO \_\_\_\_\_ AT \_\_\_\_\_

1. TRACK WARRANT NO. \_\_\_\_\_ IS VOID.
2. PROCEED FROM \_\_\_\_\_  
TO \_\_\_\_\_ ON \_\_\_\_\_ TRACK
3. PROCEED FROM \_\_\_\_\_  
TO \_\_\_\_\_ ON \_\_\_\_\_ TRACK
4. WORK BETWEEN \_\_\_\_\_  
AND \_\_\_\_\_ ON \_\_\_\_\_ TRACK
6. THIS AUTHORITY EXPIRES AT \_\_\_\_\_ M.
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF \_\_\_\_\_ AT \_\_\_\_\_
8. HOLD MAIN TRACK AT LAST NAMED POINT.
9. DO NOT FOUL LIMITS AHEAD OF \_\_\_\_\_
10. CLEAR MAIN TRACK AT LAST NAMED POINT.
11. BETWEEN \_\_\_\_\_ AND \_\_\_\_\_ MAKE ALL MOVEMENTS AT RESTRICTED SPEED, LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. BETWEEN \_\_\_\_\_ AND \_\_\_\_\_ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. DO NOT EXCEED \_\_\_\_\_ MPH BETWEEN \_\_\_\_\_ AND \_\_\_\_\_
15. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.
16. TRACK BULLETINS IN EFFECT \_\_\_\_\_
17. OTHER SPECIFIC INSTRUCTIONS \_\_\_\_\_
18. TRACK CONDITION MESSAGES IN EFFECT \_\_\_\_\_
19. ITEMS CHECKED \_\_\_\_\_  
OK \_\_\_\_\_ M \_\_\_\_\_ DISPATCHER \_\_\_\_\_

**Rule 450 second paragraph amended to read:** When track bulletins are authorized, trains must receive a track warrant or clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

**Rule 450 is supplemented by adding:** Prescribed forms for track bulletins Forms A and B are shown on pages 174 and 175. Pre-printed pads of these forms will be, and the forms for mechanical transmission are, revised as depicted on page 31.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that lines used correspond with number indicated.

# ALL SUBDIVISIONS

### TRACK BULLETIN FORM A

NO. \_\_\_\_\_ ON \_\_\_\_\_ SUBDIV. \_\_\_\_\_ 19\_\_\_\_  
TO \_\_\_\_\_ AT \_\_\_\_\_

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN; USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO.	LIMITS MP TO MP	SPEED MPH	TRACK(S)	FLAGS AT MP
	1				
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10				
	11	OTHER CONDITIONS:			

TOTAL LINES USED \_\_\_\_\_

OK \_\_\_\_\_ M COPIED BY \_\_\_\_\_ DISPATCHER \_\_\_\_\_

RELAYED TO \_\_\_\_\_

### TRACK BULLETIN FORM B

NO. \_\_\_\_\_ ON \_\_\_\_\_ SUBDIV. \_\_\_\_\_ 19\_\_\_\_  
TO \_\_\_\_\_ AT \_\_\_\_\_

ON (DATE) \_\_\_\_\_ BE GOVERNED BY RULE 455 WITHIN FOLLOWING LIMITS.

USE COLUMN WITH ASTERISK(\*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO.	LIMITS MP TO MP	FROM	UNTIL	TRACK (S)	*FLAGS AT MP	FOREMAN AND GANG NO.	STOP
	1		M	M				
	2		M	M				
	3		M	M				
	4		M	M				
	5		M	M				
	6		M	M				
	7		M	M				
	8		M	M				
	9		M	M				
	10		M	M				

TOTAL LINES USED \_\_\_\_\_

OK \_\_\_\_\_ M COPIED BY \_\_\_\_\_ DISPATCHER \_\_\_\_\_

RELAYED TO \_\_\_\_\_

**Rule 607 supplemented by adding:** Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

**Rule 623 amended to read:** Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

# ALL SUBDIVISIONS

5. (a) Trains or engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).
- (b) Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

## 6. 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.

7. Rule 101(B): 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

8. 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:

Subdivision	Wrecking Derricks MPH	Pile Drivers	Pile Drivers
		AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464	AT-199453
		Locomotive Cranes	
		AT-199600 AT-199720	
		Other Machines	
		and Jordan Spreaders MPH	
First, Second, Third, Kingman, Fourth, Belen, and Parker	40	45	30
All Other Subdivisions	15	15	15

Locomotive cranes AT 199600 and 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 or as rear car at speed not exceeding 50 MPH.

# ALL SUBDIVISIONS

## 9. Rule 109(C) 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.

Counters will indicate accumulated axle count between defective axle and rear of train.

If counters fail to show location of defective equipment or if rear car of train indicated as the location of defective equipment and no defect(s) found on that car, 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.

### RADIO READOUT (Reporter Type)

As train approaches the detector location, to alert crew that system is operational the following message may 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 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 head end 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.

## ALL SUBDIVISIONS

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 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.

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.

10. ....

11. Rule 104(L): All sidings have handthrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82A: Clearances not required on Albuquerque Division.

13. Rule 405: On Albuquerque Division Track Warrants and Track Bulletins may be transmitted mechanically.

14. Rule 450: Track Bulletins will be used on Albuquerque Division.

## ALL SUBDIVISIONS

### HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (602) 289-7236. Tell him:
  - (1) Your name and title.
  - (2) Train identification symbol.
  - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
  - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
  - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
  - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
  - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
  - (1) Initial and number of cars involved.
  - (2) Location of hazardous material in derailment.
  - (3) Description of hazardous materials from shipping papers.
  - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
  - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
  - (6) Location of nearby stream, river, pond, lake or other body of water.
  - (7) Location of access roads.
  - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

# Position in train of placarded cars containing hazardous materials

**NOTE:** Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

### 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 applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

## RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

**MUST NOT BE NEXT TO:**

Engine, occupied caboose or passenger car	X
Car occupied by guard or escort	X
Loaded plain flat car	X
Loaded bulkhead flat car	X
Loaded TOFC/COFC flat car	X
Flat Car loaded with vehicles	X
Open top car with shiftable load	X
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
Car placarded EXPLOSIVES A	
Car placarded POISON GAS	X
Car placarded RADIOACTIVE	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.



**NO RESTRICTIONS**

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

## SWITCHING RESTRICTIONS

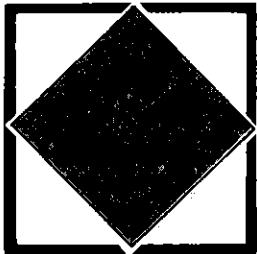
THE FOLLOWING CARS MUST NOT BE:  
CUT OFF IN MOTION, NOR BE  
IMPACTED BY CARS ROLLING UNDER  
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE  
DISPLAYING ANY PLACARD

OR

DOT CLASS 113  
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED  
PLACARDS TO DISTINGUISH TANK  
CARS PLACARDED FLAMMABLE GAS  
FROM FLAMMABLE FROM COMBUSTIBLE

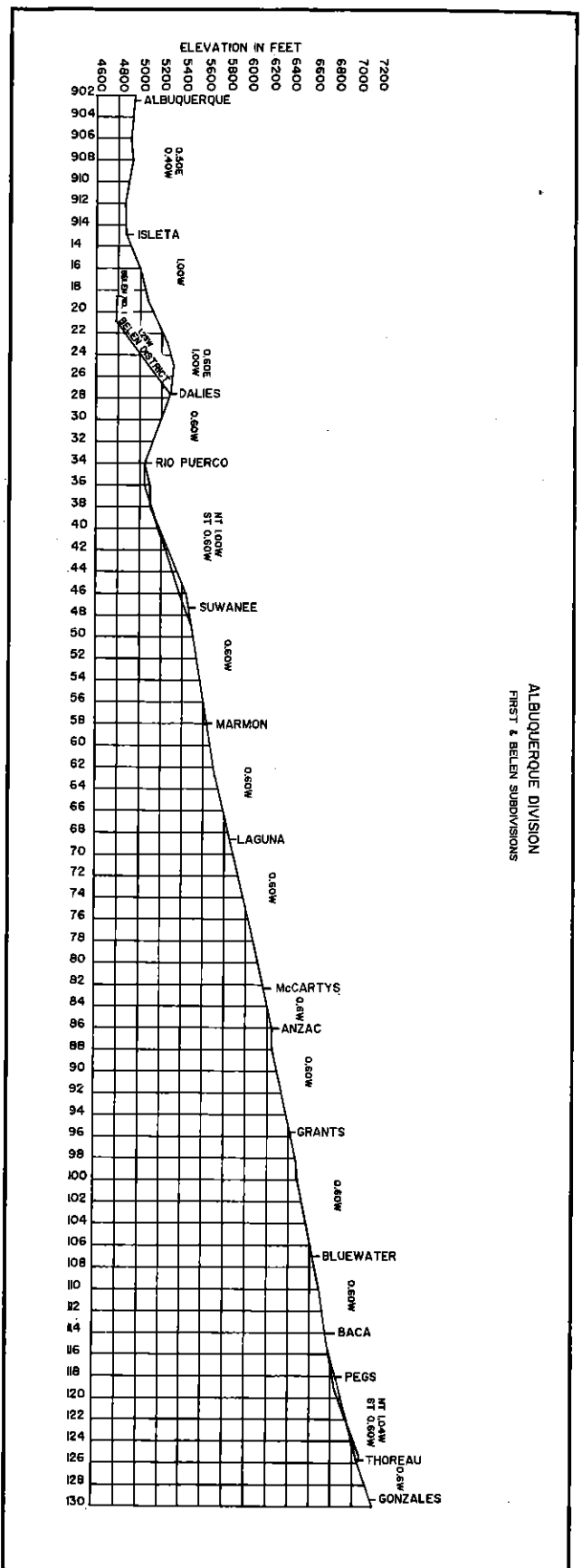


NUMBER 2  
FLAMMABLE GAS



NUMBER 3  
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE  
TO IDENTIFY COMBUSTIBLE PLACARDS  
NO SWITCHING RESTRICTIONS APPLY



ALBUQUERQUE DIVISION  
FIRST & BELEN SUBDIVISIONS



