

**RULE 455, VERBAL AUTHORIZATION
BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman _____ (of Gang No. _____) using Track Bulletin No. _____ Line No. _____ between MP _____ and MP _____ on _____ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

- (a) **Movement Beyond Red Flag**
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) **Movement at Speed Greater Than Restricted Speed**
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) **Movement at Speed Less Than Restricted Speed**
To require train or engine to move at a speed less than restricted speed, the following will be added:
" _____ (train) _____ may 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.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman 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 employe in charge as prescribed by example (a) above.

SPEED TABLE

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



**SANTA FE
SAFETY FIRST**



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

WESTERN REGION

ALBUQUERQUE DIVISION

TIMETABLE No.

4

IN EFFECT

Sunday, October 25, 1987

At 12:01 A.M.
Mountain Time

This Timetable is for the exclusive use
and guidance of Employes.

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

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

L.D. EIDSON
Superintendent
WINSLOW, ARIZ.

ASSISTANT SUPERINTENDENT
P.I. JENSEN Winslow, Ariz.

TRAINMASTERS
I.M. OWSLEY Gallup, N. Mex.
K.W. ROSS Winslow, Ariz.
R.D. MATHES Phoenix, Ariz.

DIVISION MANAGER OF RULES
E.W. VANCE Winslow, Ariz.

ASSISTANT TRAINMASTERS
J.S. STEVENSON Winslow, Ariz.
B.J. WILLIAMS Gallup, N. Mex.
L.R. JOHNSON Winslow, Ariz.
S.B. STEWART Phoenix, Ariz.
L.A. CRAWFORD Phoenix, Ariz.
F.L. GAGE Phoenix, Ariz.
G.H. GROSSER Phoenix, Ariz.

ROAD FOREMAN OF ENGINES
G.G. OGLESBEE Gallup, N. Mex.
W.G. COMSTOCK Winslow, Ariz.
D.S. BATHURST Winslow, Ariz.
G.A. SMALLWOOD Needles, Calif.

DIVISION MANAGER OF SAFETY
M.J. COOK Winslow, Ariz.

**SUPERVISOR OF AIR BRAKES AND
GENERAL ROAD FOREMAN OF ENGINES**
M.B. SPEARS Los Angeles, Calif.

ROAD FOREMAN OF ENGINES (AMTRAK)
M.A. THORNTON Los Angeles, Calif.

CHIEF DISPATCHER
C.C. GRAHAM Winslow, Ariz.

ASSISTANT CHIEF DISPATCHERS
J.C. OWSLEY **V.L. WILLIAMS**
T.T. LAYCOCK **L.D. ANDERSON**
 R.C. MITCHELL

TRAIN DISPATCHERS — WINSLOW
J.K. HOLT **A.O. WEEKS**
J.D. RICHARDS **R.J. HEDGES**
T.L. FISHER **D.R. BORTZ**
L.G. ROWLAND **T.L. JORGENSEN**
J.L. THORN **L.G. STAEDEN**
R.E. WILLIAMS **P.J. COMISKEY**
R.A. RADFORD **C.F. THRELKELD**
D.E. STANGE **M.S. ELSON**
W.G. DELYEY **M.C. DANSBY**

AVOID DAMAGE —
SWITCH CUSTOMERS' CARS CAREFULLY
OVERSPEED Couplings are DAMAGING

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.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE

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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- B — General Orders/Circulars
- g — Gate, normal position against conflicting route
- G — Gate, normal position against this Subdivision
- ⊕ — Gate, left in position last used
- M — Manual Interlocking
- P — Telephone
- R — Radio communication
- 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 Sign — Square or rectangular in shape, Yellow with numerals or Green
- Permanent Stop Sign — Rectangular in shape, Red
- Whistle Sign — Square in shape, White with letter "W"

WESTWARD ↓			FIRST SUBDIVISION			EASTWARD ↑		
FIRST CLASS	STATIONS			FIRST CLASS				
3	Leave Daily	Station Number	Siding Feet	4				
P.M. 4:32	56100			Mile Post	Arrive Daily			
4:56	20870			P.M. 1:20				
20862								
20840	s6768							
20830								
20810								
20784								
20770	s6620							
	n5842							
20750	s5844 n6758							
20720								
20705								
20690	s7128							
20680								
20640								
20620	s5270							
20610	n8534							
6:53 P.M.	20600				10:46 A.M.			
Arrive Daily					Leave Daily			
				ALBUQUERQUE	BRT	902.4		
				ISLETA	CTC	915.0		
				DALIES	CTC	27.4	12:35 P.M.	
				RIO PUERCO	CTC	33.9		
				SUWANEE	2MT	47.2		
				MARMON	ATS	58.7		
				LAGUNA	CTC	71.1		
				MCCARTYS	2MT	82.7		
				EAST GRANTS		94.3		
				WEST GRANTS	CTC	98.3		
				BLUEWATER	CTC	107.2		
				EAST BACA	2MT	113.3		
				WEST BACA	CTC	114.8		
				EAST PEGS	ATS	117.7		
				WEST PEGS	CTC	118.5		
				THOREAU	CTC	125.6		
				GONZALES	CTC	128.8		
				PEREA	CTC	143.0		
				MCCUNE	2MT	149.3		
				ZUNI	CTC	151.6		
				GALLUP	BRT	157.6		
				NORTH TRACK (160.7) SOUTH TRACK (160.3)				

CTC in effect on main tracks between end of Double track Albuquerque M.P. 903.9 and Gallup; on both legs of wye from East Baca M.P. 113.3 and West Baca M.P. 114.8 to M.P. 1.0 on Baca Coal Spur; and on both legs of wye Pegs.

TWC in effect between M.P. 3.0 on Baca Coal Spur and M.P. 12.3 on Lee Ranch Mine Spur.

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

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

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

FIRST SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Albuquerque and Isleta	79	55
Isleta and Dalies	60	40

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*
Gonzales and Anzac (Westward Only)	79	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 0.9		40
M.P. 0.9 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 operative brake.
- (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 operative brake,
or when train exceeds 7000 tons.

FIRST SUBDIVISION

(C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
2 Curves	M.P. 905.2 to 905.4	70
1 Curve	M.P. 912.2 to 912.8	70
2 Curves	M.P. 12.5 to 13.6	65
4 Curves	M.P. 19.4 to 24.7	70
1 Curve	M.P. 26.8 to 27.4	40
SOUTH TRACK		
4 Curves	M.P. 27.7A to 32.5	65
2 Curves	M.P. 32.5 to 34.5X	80
7 Curves	M.P. 36.8X to 45.0X	65
1 Curve	M.P. 46.9X to 47.2X	80
1 Curve	M.P. 59.1 to 60.1	60
4 Curves	M.P. 60.1 to 61.2	50
3 Curves	M.P. 61.2 to 62.9	45*
3 Curves	M.P. 62.9 to 66.0	65
1 Curve	M.P. 66.0 to 66.7	55
1 Curve	M.P. 66.7 to 67.8	65
4 Curves	M.P. 76.9 to 79.4	75
11 Curves	M.P. 83.9 to 88.0	55
3 Curves	M.P. 88.0 to 91.0	65
7 Curves	M.P. 105.0 to 109.7	75
4 Curves	M.P. 117.5X to 119.7X	75
4 Curves	M.P. 127.6 to 130.2	75
4 Curves (Westward Only)	M.P. 142.4 to 149.5	80
1 Curve	M.P. 149.7 to 150.1	75
2 Curves	M.P. 154.6 to 156.8	75
1 Curve	M.P. 156.8 to 157.6	30
2 Street Crossings	M.P. 157.6 to 157.9	15
NORTH TRACK		
2 Street Crossings	M.P. 157.9 to 157.6	15
1 Curve	M.P. 157.6 to 156.8	50
1 Curve	M.P. 156.8 to 155.8	75
1 Curve	M.P. 150.1 to 149.7	75
3 Curves	M.P. 136.4X to 133.4X	55
2 Curves	M.P. 130.7X to 129.9X	55
3 Curves	M.P. 129.9X to 127.5	75
1 Curve	M.P. 113.3 to 112.7	80
7 Curves	M.P. 109.7 to 105.0	75
1 Curve	M.P. 102.3 to 101.8	80
3 Curves	M.P. 98.7 to 95.8	85
2 Curves	M.P. 95.8 to 94.4	80
3 Curves	M.P. 91.0 to 88.0	65
11 Curves	M.P. 88.0 to 83.9	55
4 Curves	M.P. 79.3 to 76.9	75
1 Curve	M.P. 67.8 to 66.7	65
1 Curve	M.P. 66.7 to 66.0	55
3 Curves	M.P. 66.0 to 62.9	65
3 Curves	M.P. 62.9 to 61.2	45*
4 Curves	M.P. 61.2 to 60.1	50
1 Curve	M.P. 60.1 to 59.1	60
2 Curves	M.P. 46.2 to 43.6	80
1 Curve	M.P. 40.7 to 40.3	80
1 Curve	M.P. 39.1 to 38.6	80
2 Curves	M.P. 37.3 to 36.2	80
1 Curve	M.P. 33.6 to 32.4	80
4 Curves	M.P. 32.4 to 27.5	65
1 Curve	M.P. 27.5 to 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
	D	2 Crossovers M.P. 33.9	50
Rio Puerco	D	2 Crossovers M.P. 47.2	50
Suwanee	D	2 Crossovers M.P. 58.7	50
Marmon	D	2 Crossovers M.P. 71.1	50
Laguna	D	2 Crossovers M.P. 82.7	50
McCarty's	D	Crossover M.P. 94.3	50
East Grants	D	Crossover M.P. 98.3	50
West Grants	D	Crossover M.P. 113.3	50
East Baca	D	Switch to East Leg of Wye M.P. 113.4	40
	D	Switch to West Leg of Wye M.P. 114.7	40
West Baca	D	Crossover M.P. 114.8	50
	D	Stem of Wye M.P. 0.9	40
Baca Coal Spur	D	EE Wye Storage M.P. 0.9	30
Baca	S	WE Wye Storage M.P. 2.2	30
Wye Storage	D	Switch to East Leg of Wye M.P. 117.7	40
East Pegs	D	Switch to West Leg of Wye M.P. 118.5	40
West Pegs	D	Stem of Wye	40
Pegs	D	Two Crossovers, M.P. 128.9	50
Gonzales	D	Two Crossover, M.P. 142.9	50
Perea	D	Crossover M.P. 156.4	40
Gallup	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
NORTH TRACK			
Rio Puerco	34.2	852	East & West
Garcia	42.2	1254	East
Suwanee	45.8	3335	East & West
Quirk Spur	63.3	5 Miles	West
Quirk North Set Out	63.5	931	East
Laguna	67.9	2649	East & West
Acomita	76.3	1490	East & West
Anzac	86.5	488	East
Reid	100.7	4944	East & West
Baca Coal Spur	113.4-114.7	27.3 Miles	East & West
Wye Storage	0.9	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

(continued on next page)

FIRST SUBDIVISION

2. TRACKS BETWEEN STATIONS (continued)

Name	Mile Post Location	Capacity in Feet	Switch Connection
NORTH TRACK			
Baca	114.1	1000	East & West
North Guam	136.7	972	East & West
Wingate	146.5	2277	East & West
SOUTH TRACK			
Garcia	42.2X	1054	East
Quirk South Set Out	63.5	458	East
Laguna	69.7	5441	West
Anzac	86.1	2059	East & West
Reid	101.6	384	West
Baca	114.4	1000	East & West
South Guam	136.2	3440	West
Ciniza	138.9	3093	East & West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and 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 & Dragging Equip.	Rotating lights at scanner at M.P. 28.3 at M.P. 27.4B & at locator M.P. 27.6
M.P. 44.5 (North Track) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner
M.P. 45.7X (South Track) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner
M.P. 65.8 (Both Tracks) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner
Bridges 69.8 and 70.1	Highwater	Westward signals 681 & 683 Eastward-controlled signals Laguna M.P. 71.2
Bridge 72.6	Highwater	Signals 721, 723, 752 & 754
M.P. 90.5 (Both Tracks) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner
Bridge 91.5	Highwater	Signals 901, 903, 922 & 924
M.P. 111.1 (Both Tracks) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner
M.P. 131.3 (South Track) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner
M.P. 131.3X (North Track) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner
Bridge 141.8X	Highwater	Signal 1411 & Eastward-controlled signals Perea
Bridge 150.5	Highwater	Signals 1481, 1483, 1502 & 1504
M.P. 153.9 (Both Tracks) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating light & radio communications at scanner

WEST-WARD ↓		BELEN SUBDIVISION		↑ EAST-WARD	
		STATIONS			
Station Number	Siding Feet			CTC 2MT	Mile Post
40000		BELEN _{10.3}	BMRT		0.0
20870	5314	DALIES	P		10.1
		(10.3)			

Four tracks: at Belen Clic 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.	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 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (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 operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

LOCATION	MPH
4 Curves M.P. 932.3 to 932.9 (N.M. Div.)	15
2 Curves M.P. 0.1 to 0.5 (Both Tracks)	25
1 Curve M.P. 3.3 to 3.6 (Both Tracks)	75
4 Curves M.P. 6.7 to 10.2 (South Tracks)	55
2 Curves M.P. 6.7 to 8.4 (North Track)	65
1 Curve M.P. 8.4 to 9.6 (North Track)	55
1 Curve M.P. 9.6 to 10.0 (North Track)	50
1 Curve M.P. 10.0 to 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 dual control switches and crossovers at following locations:

- "D" — Dual Control.
- "WE" — West End.
- "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
	P.M. 6:55	20600		GALLUP BRT	CTC 2MT ATS	157.6	A.M. 10:44
		20595		EAST DEFIANCE T		165.0	
	7:04			WEST DEFIANCE T		167.0	10:28
	7:14	20580	n6737	LUPTON PX		180.4	10:18
	7:22	20575	n7220 s6750	HOUCK PX	ABS DT	191.2	10:10
	7:28	20570	s5259	CHETO PX	TWC ATS	199.7	10:04
		20565		CHAMBERS PX		205.7	
		20545		NAVAJO PX		213.0	
	7:38			EAST CORONADO JCT T	CTC 2MT ATS	214.8	9:53
				WEST CORONADO JCT T		215.9	
	7:41	20540	n6437 s7107	PINTA PX		219.2	9:50
	7:51	20535	n6820 s5687	ADAMANA PX		232.3	9:40
		20530		ARNTZ PX	ABS DT	245.5	
	8:05	20525	n6769 s5718	HOLBROOK PX	TWC ATS	253.0	9:25
	8:09	20515	s7505	PENZANCE PX		258.6	9:20
	8:12	20510	s3599	JOSEPH CITY PX		262.4	9:17
	8:22	20505	n7155 s5621	HIBBARD PX		274.8	9:08
	8:35 P.M.	20500		WINSLOW BRT	CTC 3MT ATS	285.5	8:59 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 Springerville Spur between Tepco Jct. 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.

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		
Tepco Jct. M.P. 0 and M.P. 26.1	49	
M.P. 26.1 and end of spur	15	

*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 operative brake.
- (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 operative brake, or when train exceeds 7000 tons.

SECOND SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
SOUTH TRACK		
2 Street Crossings	M.P. 157.6 to 157.9	15
2 Curves	M.P. 157.9 to 158.3	30
1 Curve	M.P. 160.7 to 160.9	75
11 Curves	M.P. 162.8 to 175.1	80
1 Curve	M.P. 177.9 to 178.2	80
2 Curves	M.P. 183.8 to 184.7	85
1 Curve	M.P. 188.4 to 188.9	75
5 Curves	M.P. 192.5 to 199.6	80
1 Curve	M.P. 207.0 to 207.4	80
6 Curves	M.P. 213.2 to 219.2	75
8 Curves	M.P. 228.0 to 233.9	80
4 Curves	M.P. 239.4 to 243.2	80
3 Curves	M.P. 249.5 to 252.1	75
1 Street Crossing	M.P. 253.1	60
5 Curves	M.P. 254.9 to 262.2	80
1 Curve	M.P. 264.2 to 264.4	75
1 Curve	M.P. 269.6 to 269.9	80
4 Curves	M.P. 274.8 to 278.3	80
1 Curve	M.P. 283.0 to 284.6	80
4 Curves	M.P. 284.6 to 285.5	55
NORTH TRACK		
4 Curves	M.P. 285.5 to 284.6	55
1 Curve	M.P. 284.6 to 283.0	80
4 Curves	M.P. 278.3 to 274.8	80
1 Curve	M.P. 269.9 to 269.6	80
1 Curve	M.P. 264.4 to 264.2	75
5 Curves	M.P. 262.2 to 254.9	80
1 Street Crossing	M.P. 253.1	60
3 Curves	M.P. 252.1 to 249.5	75
4 Curves	M.P. 243.2 to 239.4	80
8 Curves	M.P. 233.9 to 228.0	80
6 Curves	M.P. 219.2 to 213.2	75
1 Curve	M.P. 207.4 to 207.0	80
5 Curves	M.P. 199.6 to 192.5	80
1 Curve	M.P. 188.9 to 188.4	75
2 Curves	M.P. 184.7 to 183.8	85
1 Curve	M.P. 178.2 to 177.9	80
11 Curves	M.P. 175.1 to 162.8	80
1 Curve	M.P. 160.9 to 160.7	75
2 Curves	M.P. 158.3 to 157.9	30
2 Street Crossings	M.P. 157.9 to 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
	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
	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 — 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	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
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. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 174.8	Rock Slide	Signals 1741 & 1752 and rotating red warning lights at M.P. 174.8 & M.P. 175.1
M.P. 176.9 (Both Tracks) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
M.P. 202.4 (Both Tracks) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
M.P. 214.7 (South Track)	Hot Box & Dragging Equip.	Rotating white lights at scanner & on locator M.P. 217.1
M.P. 236.5 (North Track)	Hot Box & Dragging Equip.	Rotating white lights at scanner & on locator M.P. 234.3
Bridge M.P. 239.4	Highwater	Signals 2391 & 2392
M.P. 242.6 (South Track)	Hot Box & Dragging Equip.	Rotating white lights at scanner M.P. 242.6, M.P. 244.1 & locator M.P. 245.8
M.P. 259.4 (South Track)	Hot Box & Dragging Equip.	Rotating white lights at scanner M.P. 259.4, M.P. 261.1 & on locator M.P. 263.4
M.P. 260.5 (North Track)	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 279.7 (South Track)	Hot Box & Dragging Equip.	Rotating white lights at scanner M.P. 279.7, M.P. 281.4 & locator M.P. 282.7

WEST-WARD ↓			THIRD SUBDIVISION			↑ EAST-WARD		
FIRST CLASS	STATIONS			FIRST CLASS				
3				4				
Leave Daily	Station Number	Siding Feet		Mile Post	Arrive Daily			
P.M. 8:38	20500		WINSLOW BPRT	CTC 3MT ATS 285.5	A.M. 8:56			
	20440	n7372	^{26.3} CANYON DIABLO	CTC 2MT ATS 311.7				
	20420		^{17.0} DARLING	328.6				
s 9:48	20400		^{15.2} FLAGSTAFF BRT	CTC 344.2	s7:56			
			^{10.3} EAST BELLEMONT	354.5				
	20390	s4984	^{1.8} BELLEMONT	2MT 356.3				
	20382		^{6.0} MAINE	362.5				
	20125		^{12.2} WILLIAMS JCT.	374.6				
			^{8.5} EAST PERRIN	CTC 383.1				
	20120		^{2.5} WEST PERRIN	2MT 385.6				
			^{6.4} EAST DOUBLEA	392.0				
	20115		^{3.1} WEST DOUBLEA	ATS 395.1				
			^{10.4} EAST EAGLE NEST	405.5				
	20109		^{2.0} WEST EAGLE NEST	407.5				
	20105		^{10.8} EAST CROOKTON	CTC 418.3				
			^{2.2} WEST CROOKTON	2MT 420.5				
11:13	20100		^{8.3} SELIGMAN T	428.8	6:20			
11:29	19955	n5355	^{18.3} PICA PX	446.9	6:05			
11:37	19950	n6784 s5329	^{5.2} YAMPAI PX	452.2	5:59			
11:47	19945	n4647 s5783	^{7.9} NELSON PX	460.2	5:48			
	19940		^{1.2} SHIPLEY PX	DT 461.4				
11:53	19935	n5714 s7743	^{4.4} PEACH SPRINGS PX	TWC 465.8	5:41			
A.M.			^{11.4} TRUXTON PX	477.3	5:28			
12:04	19930	n5423 s5557	^{7.0} VALENTINE PX	484.0	5:17			
12:13	19925	s8376	^{4.9} HACKBERRY PX	489.0				
	19920		^{12.3} WALAPAI PX	ABS DT 501.3	5:03			
12:27	19915	n5550 s5939	^{8.2} BERRY PTX	TWC 509.4	4:57			
12:33	19910	n7130 s7132	^{4.5} GETZ PX	513.9	4:53			
12:37	19905		^{2.8} KINGMAN BRX	516.4	s4:49			
s12:47	19900	n5974 s5656	^{5.1} HARRIS P	521.5	4:35			
	19840	s7117	^{5.5} GRIFFITH PX	ABS 526.8	4:27			
12:58	19835	n5422 s7106	^{3.8} ATHOS PX	D 535.6	4:19			
1:04	19830	s7100	^{4.6} YUCCA PX	T 540.2	4:15			
1:08	19825	n7115 s5160	^{12.5} FRANCONIA PX	W 552.7	4:03			
1:17	19815	n5198 s7132	^{12.4} TOPOCK PX	C 565.1	3:50			
1:28	19805	n5357 s5491	^{12.4} NEEDLES BMRTY	578.0	3:37 A.M.			
s 1:49 A.M.	19800		NORTH TRACK (291.4) SOUTH TRACK (292.1)		Leave Daily			

THIRD SUBDIVISION

CTC in effect on main tracks between Winslow and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo, on Yard track No. 1 Seligman and on Freight lead Needles between M.P. 574.8 and M.P. 580.2

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.

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.

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:

Williams Jct to East Eagle Nest	Yampai to Pica
West Crookton to Seligman	M.P. 350.8 to Flagstaff
	M.P. 337 to West Crossover Darling
Yampai to Hackberry	East Crossover Darling to Dennison
Getz to Topock	

YARD LIMITS
M.P. 575.1 to 580.5

SPECIAL INSTRUCTIONS

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*
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

*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 operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

THIRD SUBDIVISION

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

Westward	MPH	Eastward	MPH
M.P. 350.7 to 428.8	30	M.P. 451.9 to 446.0	30
M.P. 451.9 to 489.0	30	M.P. 410.0 to 407.0	30
M.P. 514.4 to 522.0	25	M.P. 350.7 to 291.0	30
M.P. 522.0 to 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.

(B) SPEED RESTRICTIONS - TONNAGE

- (a) Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.
- (b) Freight trains averaging more than 80 tons per operative brake 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

	LOCATION	MPH
2 Curves	M.P. 285.5 to 286.4	55
3 Curves	M.P. 286.4 to 287.4	40*
1 Curve	M.P. 287.4 to 288.9 (Eastward only)	85
1 Curve	M.P. 298.8 to 299.1 (Eastward only)	80
1 Curve	M.P. 301.3 to 302.0 (Eastward only)	85
2 Curves	M.P. 302.0 to 303.3	75
1 Curve	M.P. 304.8 to 305.0 (Eastward only)	80
1 Curve	M.P. 315.7 to 316.0 (Eastward only)	85
2 Curves	M.P. 325.9 to 327.0 (Eastward only)	80
3 Curves	M.P. 327.0 to 328.6	65
3 Curves	M.P. 328.6 to 330.8	45*
2 Curves	M.P. 330.8 to 331.8	35*
9 Curves	M.P. 331.8 to 336.2	40*
3 Curves	M.P. 336.2 to 338.0	55
1 Curve	M.P. 338.0 to 341.6	75
3 Curves	M.P. 341.6 to 343.5	50
6 Curves	M.P. 343.5 to 345.3	40*
10 Curves	M.P. 345.3 to 348.2	35
5 Curves	M.P. 348.2 to 350.2	40
7 Curves	M.P. 350.2 to 352.6	45*
2 Curves	M.P. 352.6 to 353.9	65
7 Curves	M.P. 359.8 to 364.1	75
1 Curve	M.P. 364.1 to 364.3	45*
3 Curves	M.P. 364.3 to 366.8	50
3 Curves	M.P. 366.8 to 367.9	45*
10 Curves	M.P. 367.9 to 371.8	50*
2 Curves	M.P. 371.8 to 373.7	80
3 Curves	M.P. 421.6 to 422.8	45*
6 Curves	M.P. 422.8 to 425.4	50*
NORTH TRACK		
2 Curves	M.P. 432.8 to 434.3	75
2 Curves	M.P. 447.4 to 448.2	70
7 Curves	M.P. 448.2 to 451.6	55
3 Curves & Grade	M.P. 451.6 to 453.2	45*
2 Curves & Grade	M.P. 453.2 to 455.5	55
5 Curves & Grade	M.P. 455.5 to 457.7	45
5 Curves & Grade	M.P. 457.7 to 460.1	50
7 Curves & Grade	M.P. 460.1 to 463.7	55
3 Curves	M.P. 463.7 to 464.9	45
5 Curves & Grade	M.P. 464.9 to 469.0	55
4 Curves	M.P. 469.0 to 470.5	45*
2 Curves & Grade	M.P. 470.5 to 472.7	70
4 Curves & Grade	M.P. 472.7 to 477.0	75
3 Curves & Grade	M.P. 477.0 to 479.0	70
5 Curves & Grade	M.P. 479.0 to 480.6	25*
2 Curves & Grade	M.P. 480.6 to 481.6	40

(continued on next page)

THIRD SUBDIVISION

(C) SPEED RESTRICTIONS - VARIOUS (continued)

	LOCATION	MPH
2 Curves & Grade	M.P. 481.6 to 482.5	65
9 Curves & Grade	M.P. 482.5 to 490.2	75
1 Curve	M.P. 492.8 to 493.0	80
1 Curve & Grade	M.P. 514.4 to 515.2	55*
2 Curves & Grade	M.P. 515.2 to 516.5	40
6 Curves & Grade	M.P. 516.5 to 518.8	35
5 Curves & Grade	M.P. 518.8 to 524.3	70
2 Curves & Grade	M.P. 524.3 to 525.7	75
10 Curves & Grade	M.P. 542.2 to 552.6	80
1 Curve	M.P. 554.7 to 554.9	85
1 Curve	M.P. 560.3 to 560.6	80
1 Curve	M.P. 562.3 to 562.8	60
3 Curves	M.P. 562.8 to 564.5	50*
3 Curves	M.P. 564.5 to 565.5	45
1 Curve	M.P. 565.5 to 565.9	40
2 Curves	M.P. 565.9 to 568.3	80
3 Curves	M.P. 572.4 to 575.6	80
1 Curve	M.P. 575.6 to 576.8	70
1 Curve	M.P. 576.8 to 577.5	50
2 Curves	M.P. 577.5 to 578.0	30
SOUTH TRACK		
3 Curves	M.P. 578.0 to 577.5	30
1 Curve	M.P. 577.5 to 576.8	50
1 Curve	M.P. 576.8 to 575.6	70
1 Curve	M.P. 565.9 to 565.5	40*
3 Curves	M.P. 565.5 to 564.5	45
4 Curves	M.P. 564.5 to 562.3	50
2 Curves	M.P. 552.6 to 551.2	60
8 Curves	M.P. 551.2 to 542.1	70
1 Curve	M.P. 526.9X to 525.9X	65
3 Curves	M.P. 525.9X to 524.3X	50*
1 Curve	M.P. 524.3X to 524.0X	45
3 Curves	M.P. 524.0X to 520.3X	55
1 Curve	M.P. 520.3X to 519.9X	30*
6 Curves	M.P. 519.9X to 517.8X	35
5 Curves	M.P. 517.8X to 515.3X	40
1 Curve	M.P. 515.3X to 514.1	60
2 Curves	M.P. 495.8 to 492.8	80
1 Curve	M.P. 490.2 to 488.9	75
4 Curves	M.P. 488.9 to 486.8	65
4 Curves	M.P. 486.8 to 482.5	60
2 Curves	M.P. 482.5 to 481.6	45*
2 Curves	M.P. 481.6 to 480.6	40*
4 Curves	M.P. 480.6 to 479.3	25*
1 Curve	M.P. 479.3 to 479.0	40
3 Curves	M.P. 479.0 to 477.0	60
4 Curves	M.P. 477.0 to 472.6	70
2 Curves	M.P. 472.6 to 470.5	60
4 Curves	M.P. 470.5 to 469.0	45*
5 Curves	M.P. 469.0 to 464.9	55
3 Curves	M.P. 464.9 to 463.8	45
6 Curves	M.P. 463.8 to 460.1X	55
6 Curves	M.P. 460.1X to 457.7	50
5 Curves	M.P. 457.7 to 455.4	45
2 Curves	M.P. 455.4 to 453.2	55
3 Curves	M.P. 453.2 to 451.6	45
7 Curves	M.P. 451.6 to 448.2	55
2 Curves	M.P. 448.2 to 447.4	70
NEEDLES YARD		
Freight Lead	M.P. 574.8 to 580.2	30
"H" Street Crossing	M.P. 578.1	15

*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 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
Winslow	D	Yard Track No. 1 M.P. 286.7	20
	D	Switch North Track, M.P. 287.9	50
	D	Freight Leads to South Track	50
	D	Crossover M.P. 288.1	50
	D	Crossover M.P. 288.3	50
	D	Crossover M.P. 288.5	50
Canyon Diablo	D	EE & WE Siding	40
	D	Crossover M.P. 310.5	50
	D	Crossover M.P. 312.1	50
Darling	D	Crossover M.P. 326.7	50
	D	Crossover M.P. 329.5	50
Flagstaff	D	2 Crossovers M.P. 342.0	50
East Bellemont	D	2 Crossovers M.P. 354.5	50
Maine	D	2 Crossovers M.P. 362.1	50
Williams Jet.	D	Crossover M.P. 374.3	50
	D	EE & WE Yard Track No. 1	30
	D	Crossover M.P. 375	50
	D	Switch from Third Subdivision to Fourth Subdivision	40
East Perrin	D	Crossover M.P. 383.1	50
West Perrin	D	Crossover M.P. 385.6	50
East Doublea	D	Crossover M.P. 392.0	50
West Doublea	D	Crossover M.P. 395.1	50
East Eagle Nest	D	Crossover M.P. 405.5	50
West Eagle Nest	D	Crossover M.P. 407.5	50
East Crookton	D	Crossover M.P. 418.3	50
West Crookton	D	Crossover M.P. 420.5	50
Seligman	D	Crossover M.P. 427.7	50
	D	Crossover M.P. 429.6	50
	D	Crossover M.P. 429.9	50
	D	EE and WE No. 1 Track	50
Pica	S	WE North Siding	30
Yampai	S	EE South Siding; WE North Siding	30
Nelson	S	EE South Siding; WE North Siding	30
Peach Springs	S	EE South Siding; WE North Siding	30
Truxton	S	EE South Siding; WE North Siding	30
Valentine	S	EE South Siding	30
Walapai	S	EE South Siding	30
	S	WE North Siding	15
Berry	S	EE South Siding; WE North Siding	30
Kingman	S	EE South Siding; WE North Siding	30
	S	WE South Siding (normal position lined for quarry track)	10
Harris	S	EE South Siding	30
Griffith	S	EE South Siding; WE North Siding	30
Athos	S	EE South Siding	30
Yucca	S	EE South Siding; WE North Siding	30
Franconia	S	EE South Siding; WE North Siding	30
Topock	S	EE South Siding; WE North Siding	30
Needles	D	Crossover M.P. 574.7	50
	D	Frt. Lead to North Track M.P. 574.8	50

THIRD SUBDIVISION

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
SOUTH TRACK			
Powell	558.8	663	East
Audley	438.8	1000	East
NORTH TRACK			
Audley	440.9	200	West
McConnico	521.2	1921	West
Haviland	545.8	475	West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 290.5	Highwater	Westward controlled signal M.P. 287.5 Automatic signals 2912-2914
M.P. 294.2	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 305.9	Dragging Equip.	Rotating white lights on posts opposite signals 3071-3073
M.P. 315.4	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 322.8	Dragging Equip.	Rotating lights on posts at signals 3202-3204
M.P. 336.8	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 358.3	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 377.6	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 379.4-379.8	Rock Slide	Warning lights M.P. 379.4, M.P. 379.9 & 380.9 and signals 3781-3783, 3792-3794 & 3812-3814
M.P. 395.5	Rock Slide	Warning lights M.P. 393.6, 394.0, 394.5, 394.6, 396.0, 396.4 397.0, controlled signals M.P. 395.1 and signals 3972 & 3974

(continued on next page)

THIRD SUBDIVISION

3. TRACKSIDE WARNING DEVICES (continued)

Location	Type	Locator and Signals Affected
M.P. 401.2 Eastward- Westward- both tracks	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 402	Rock Slide	Warning lights at M.P. 401.1 & 402.7 and signals 4001-4003 & 4032-4034
M.P. 409-411	Rock Slide	Warning lights and signals 4091-4093 & 4112-4114; red rotating lights at M.P. 409, 410 & 411
M.P. 426.9 Eastward- Westward- both tracks	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 439.0	Highwater	Signals 4381 & 4412
M.P. 452.1 both tracks	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 467.7	Highwater	Signals 4671 & 4682
M.P. 473.9 both tracks bi-directional	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 504.6 both tracks bi-directional	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 505.9	Highwater	Signals 5051 & 5072
M.P. 536.0 both tracks bi-directional	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 552.2 & 554.8	Highwater	Signals 5511-5531 & 5532-5562 (for both bridges)
M.P. 561.5 both tracks bi-directional	Hot Box & Dragging Equip.	Rotating white light & radio communications at scanner
M.P. 562.8	Highwater	Signals 5611 & 5642
M.P. 569.2 South Track	Dragging Equip.	Rotating lights at M.P. 568
M.P. 575.8	Highwater	Westward controlled signal west of M.P. 574 & Eastward signal 5772; and Eastward controlled signal on freight lead at M.P. 576.9

WEST- WARD ↓ FOURTH SUBDIVISION ↑ EAST- WARD

		STATIONS			Mile Post
Station Number	Siding Feet				
20125		WILLIAMS JCT. 2.9	CTC		375.2
20150		WILLIAMS 6.1			378.1
20180	5433	SERENO 20.5			384.2
20200		ASH FORK	PY		401.2 0.0
20210		21.2 DRAKE	PTY		21.2
20240	5711	7.2 ABRA			28.4
20270	1480	6.0 KAYFOUR			34.4
20275	6262	11.8 TUCKER			46.2
20280	6623	20.0 SKULL VALLEY			80.6
20285	3087	6.2 KIRKLAND			86.8
20290	3460	8.6 GRAND VIEW			95.4
20297	4939	6.1 HILLSIDE	T		101.5
20305	6452	8.2 DATE	W		109.7
20315	1878	6.7 PIEDMONT	C		116.4
20322	3598	6.4 CONGRESS			123.2
19550		11.8 MATTHIE	TY		135.0
19554	2322	4.6 WICKENBURG			139.6
19558	7453	10.7 CASTLE HOT SPRINGS			150.3
19562	3602	7.3 WITTMANN			157.6
19566	4222	11.5 BEARDSLEY			169.2
19578	3622	4.6 ENNIS			173.6
19654	3390	6.3 PEORIA			179.9
19690		3.8 GLENDALE	BRY		183.7
19694		4.6 ALHAMBRA	TY		188.3
19700		2.7 MOBEST	BRTY		191.6
19700		2.1 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.

YARD LIMITS

Ashfork, M.P. 399.6 to 1.3

Drake, M.P. 19.9 to 22.2

Matthie, M.P. 133.9 to 136.1

M.P. 181.5 to Phoenix M.P. 193.7

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 400.5	25	M.P. 95.4 to 89.0	30
M.P. 12.0 to 31.5	30		
M.P. 54.9 to 145.0	30		

(B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per operative brake, or when trains exceeds 7000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
6 Curves	M.P. 375.1 to 378.0	40
5 Curves & 2 Street Crossings	M.P. 378.0 to 378.9	30
5 Curves	M.P. 378.9 to 381.1	40
18 Curves	M.P. 381.1 to 391.2X	35
1 Curve	M.P. 391.2X to 391.9X	30
32 Curves	M.P. 391.9X to 402	35
2 Curves	M.P. 0.2 to 0.8	20
12 Curves	M.P. 0.8 to 14.2	40
8 Curves	M.P. 14.2 to 21.1	35
1 Curve	M.P. 21.1 to 21.4	20
5 Curves	M.P. 21.4 to 23.2	30
2 Curves	M.P. 23.2 to 24.4	40
95 Curves	M.P. 83.5 to 123.2	35
1 Curve	M.P. 134.8 to 135.1	20
56 Curves	M.P. 135.1 to 150.3	35
1 Curve	M.P. 174.9 to 175.1	40
1 Curve & 11 Crossings	M.P. 175.8 to 181.5	25
4 Curves & 22 Crossings	M.P. 182.5 to 190.8	30
1 Street Crossing	M.P. 188.2 (Eastward only)	20
1 Curve	M.P. 190.8 to 191.1	20
1 Crossing	M.P. 191.0	10
3 Curves & 11 Crossings	M.P. 191.0 to 192.9	20
2 Switches & 2 Crossings	M.P. 192.9 to 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.

FOURTH SUBDIVISION

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. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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

WEST- WARD ↓		PARKER SUBDIVISION		↑ EAST- WARD	
		STATIONS			
Station Number	Siding Feet			Mile Post	
19550		MATTHIE 22.3	TY	0.0	
19534	5158	AGUILA 17.7		22.3	
19532	2250	LOVE 4.8		40.0	
19528	603	WENDEN 6.2		44.8	
19524	1216	SALOME 20.5		50.0	
19512	1530	UTTING 9.4		70.5	
19508	750	BOUSE 10.7		79.9	
19504	2404	WALL 15.2		90.6	
19500		PARKER	PTY	105.8	
		(105.8)			

TWC in effect between Matthie and Parker.

YARD LIMITS

Matthie, M.P. 0.0 to 1.1
Parker, M.P. 103.1 to 108.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Parker Subdivision	49

(B) SPEED RESTRICTIONS – TONNAGE

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

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
1 Curve & Switches	M.P. 0.0 to 0.6	15
3 Curves	M.P. 0.6 to 2.4	30
15 Curves	M.P. 53.2 to 58.2	25
3 Curves	M.P. 95.2 to 97.2	30
3 Curves	M.P. 100.0 to 101.9	30

(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. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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

WEST- WARD ↓		CLARKDALE SUBDIVISION		↑ EAST- WARD	
		STATIONS			
Station Number	Siding Feet			Mile Post	
20210	1571	DRAKE 18.3	PTY	0.0	
20225	1158	PERKINSVILLE 19.7	Y	18.3	
20235		CLARKDALE	Y	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.

YARD LIMITS

Drake to Clarkdale, M.P. 0.0 to 38.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Clarkdale Subdivision	20

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
17 Curves	M.P. 11.9 to 15.0	15
5 Curves	M.P. 22.2 to 23.7	15
3 Curves	M.P. 28.0 to 28.5	15
17 Curves	M.P. 29.9 to 34.8	15

(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 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph page 30 amended to read: Testing does not include visual observations made by an employee positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph page 32 amended to read: ON A MAIN TRACK — A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals the employee performing the marker inspection task may afford protection by personally contacting the employee at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

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.

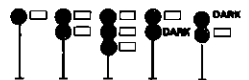
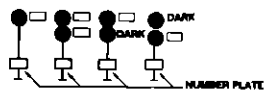
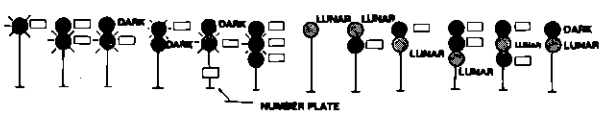
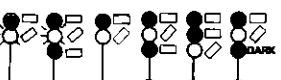
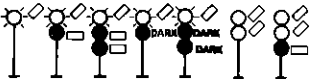
ALL SUBDIVISIONS

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.

Rules 230 through 242 modified as follows:

**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: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with items (5) and (14) omitted, (16) revised, (18) and (19) added.

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.

Rule 450 is supplemented by adding: Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

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

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.

Rule 907 first paragraph amended to read: Prior to performing an air brake test the rear of the train must be charged to within 15 psi of the feed or regulating valve setting, except when the setting on the engine is at 70 psi the pressure at the rear of the train must not be less than 60 psi. With an operative End-Of-Train device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

Rule 912 second paragraph item (2) amended to read: (2) Determine that brakes on rear car of train apply and release. As indicated by an operative End-Of-Train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

Rule 914 first paragraph item (2) amended to read: (2) It must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-Of-Train device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

Rule 923 third paragraph amended to read: When a remote consist is moved in a train, and its use as a remote consist is not required because of train tonnage or length, it should be placed immediately behind the lead consist. RCE may be energized and operating, with feed valve cut out.

Rule 926 new rule added to read: At points where End-Of-Train device is installed, it must be tested as follows:

- (1) Upon installation of End-Of-Train device, the permanent unique identification code of the End-Of-Train device must be entered into the control head console of the engine.
- (2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-Of-Train device. The End-Of-Train device must not be used if the difference between the two pressure readings exceeds 3 psi.

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
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.

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	3	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 AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 and Jordan and Jordan Spreaders MPH	Pile Drivers AT-199466	Locomotive Cranes AT-199600 AT-199720	Other Machines MPH
First, Second, Third, Fourth, Belen, and Parker Subdivisions	40	45		30	
All Other Subdivisions	15	15		15	

Locomotive cranes AT-199600, 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 caboos or as rear car at speed not exceeding 50 MPH.

9. RULE 109(C) TRACKSIDE WARNING DETECTORS:

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

When train is stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding over bridge.

ALL SUBDIVISIONS

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

INSTRUCTIONS APPLICABLE TO ALL TYPES:

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hot box or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for **other than a hot box or hot wheel**, train must stop and crew member walk to location of such equipment.
2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

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

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. **EXCEPTION:** Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of 10-Pack equipment after second detector stop.

3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated and the date and letter "W" above each wheel indicated, found to be defective or overheated.

5. 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, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

6. 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.

INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

1. After train passes the detector:
 - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.
2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (See Item 4) should an alarm occur during passage of the train.
 - A. If such message or tone is **not** received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by Item 4.

ALL SUBDIVISIONS

3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is **not** transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
 - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
 - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

5. If a train received 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

1. 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 exceed 20 MPH and stop must be made with head-end 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 is indicated as 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.
2. 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 enroute.

10.

11. Rule 104(L): All sidings having 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 450: Track Bulletins will be used on Albuquerque Division.

14. Air Brake Rules 901 through 926 will supersede any rule in Form 2501 Standard, Air Brake and Train Handling Rules with which they conflict.

15. Rule 403: An incorrect engine number shown on an address on a track warrant must be reported by a crew member and, if authorized by the train dispatcher, may be changed to show the correct engine number.

16. Rule 104(B): Trains operating without cabooses must not leave siding switch used to enter siding lined and locked for siding unless authorized to do so by the train dispatcher.

ALL SUBDIVISIONS

17. Maximum authorized speed of following equipment:

	MPH																																										
(a) Trains handling continuous welded or jointed rail except 25 MPH on all curves of 6° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40																																										
(b) Trains handling ACFX tank cars 17451 thru 17495 Trains handling NATX tank cars 10841 thru 10865	45																																										
(c) Trains handling gondolas: PC 598500 thru 598599, CR 598500 thru 598999 or SP 345000 thru 345699	45																																										
(d) Trains handling ATSF tank and work equipment cars: 100301 thru 101099 189000 thru 189999 192770 thru 192875 199880 thru 199899 202750 thru 202999 209000 thru 209999	45																																										
(e) Trains handling following tank cars: DVLX 4001 thru 4190 and the following UTLX cars: <div style="margin-left: 20px;"> <table style="width: 100%; border: none;"> <tr><td style="width: 33%;">76517</td><td style="width: 33%;"></td><td style="width: 33%;"></td></tr> <tr><td>76539</td><td>76556</td><td>76558</td></tr> <tr><td>76568</td><td>76595</td><td>76649</td></tr> <tr><td>76656</td><td>76696</td><td>76733</td></tr> <tr><td>76736 thru 76738</td><td></td><td></td></tr> <tr><td>76742 thru 76745</td><td>76747</td><td></td></tr> <tr><td>76748</td><td>76750</td><td>76751</td></tr> <tr><td>78256 thru 78269</td><td>78272</td><td></td></tr> <tr><td>78274</td><td>78278</td><td>78281</td></tr> <tr><td>78285</td><td>78287 thru 78293</td><td></td></tr> <tr><td>78326</td><td>78328 thru 78333</td><td></td></tr> <tr><td>78336 thru 78340</td><td>78343</td><td></td></tr> <tr><td>78344</td><td>78347</td><td>78348</td></tr> <tr><td>78350</td><td>78353</td><td></td></tr> </table> </div>	76517			76539	76556	76558	76568	76595	76649	76656	76696	76733	76736 thru 76738			76742 thru 76745	76747		76748	76750	76751	78256 thru 78269	78272		78274	78278	78281	78285	78287 thru 78293		78326	78328 thru 78333		78336 thru 78340	78343		78344	78347	78348	78350	78353		40
76517																																											
76539	76556	76558																																									
76568	76595	76649																																									
76656	76696	76733																																									
76736 thru 76738																																											
76742 thru 76745	76747																																										
76748	76750	76751																																									
78256 thru 78269	78272																																										
78274	78278	78281																																									
78285	78287 thru 78293																																										
78326	78328 thru 78333																																										
78336 thru 78340	78343																																										
78344	78347	78348																																									
78350	78353																																										
(f) Trains handling EMPTY "Schnabel" type cars: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPUX 100 CAPX 1001 HEPX 200 CEBX 100, 101 KWUX 10 CPOX 820 WECX 101, 102, 200-203, CWEX 1016 301	40																																										
All cars listed in (f) must be handled on or near the rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.																																											
(g) Trains handling LOADED "Schnabel" type cars listed in (f), also CBEX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.																																											
(h) Trains handling solid consists of military equipment	55																																										
(i) Trains handling empty gondola cars KCS 801011 thru 802930	45																																										
(j) Trains handling hopper cars WFX 84654 thru 84700	45																																										
(k) Solid trains of empty trailers and/or empty containers	55																																										

18. Within Track Warrant Control limits, any track warrant received with only Box 13, 14 and 17 marked requiring speed or other restriction must be retained and complied with on all trips during the tour of duty on which they were received.

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 (1)
Loaded plain flat car	X
Loaded bulkhead flat car	X (2)
Loaded TOFC/COFC flat car	X
Flat Car loaded with vehicles	X
Open top car with shiftable load	X (2)
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
Car placarded EXPLOSIVES A	X
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.

Loaded cars placarded:



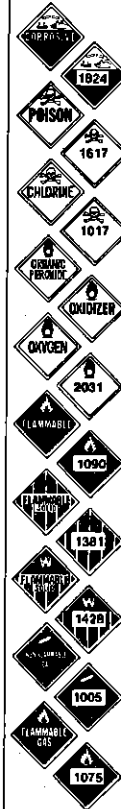
Loaded cars placarded:



Loaded cars placarded:



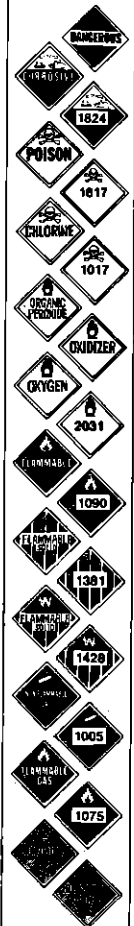
Loaded tank cars placarded:



Empty tank cars placarded:

RESIDUE*:
Corrosive
Poison
Chlorine
Organic Peroxide
Oxidizer
Oxygen
Flammable
Flammable Solid
Flammable Solid
Non Flammable Gas
Flammable Gas
Poison Gas

Loaded cars other than tank cars placarded:



Loaded cars placarded:



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.

* Examples of Residue Placards are shown on following page.

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

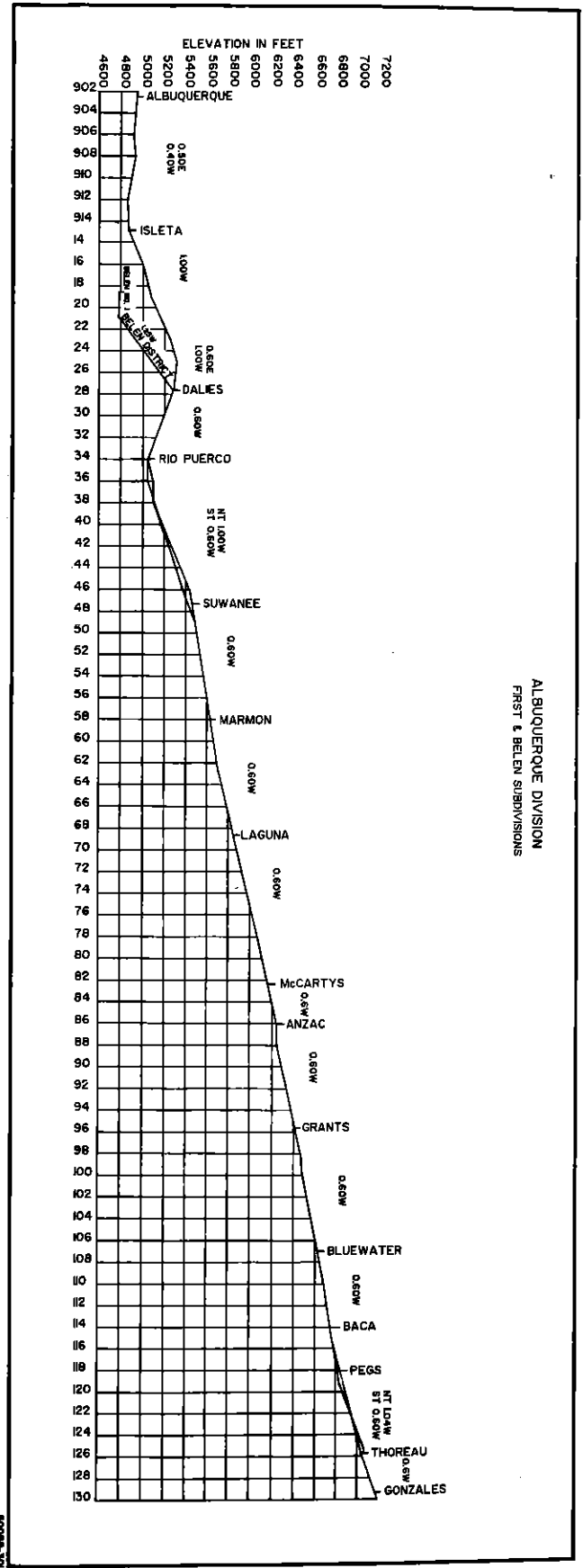
NUMBER 3

FLAMMABLE LIQUID

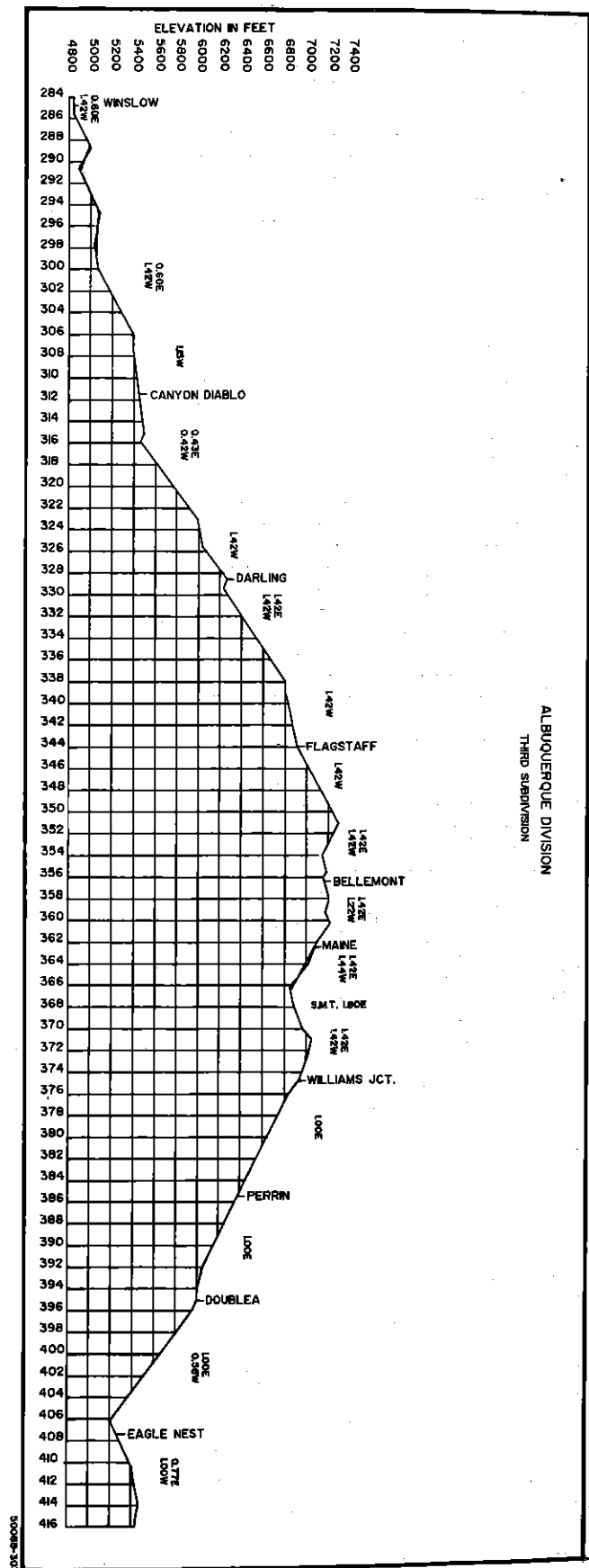
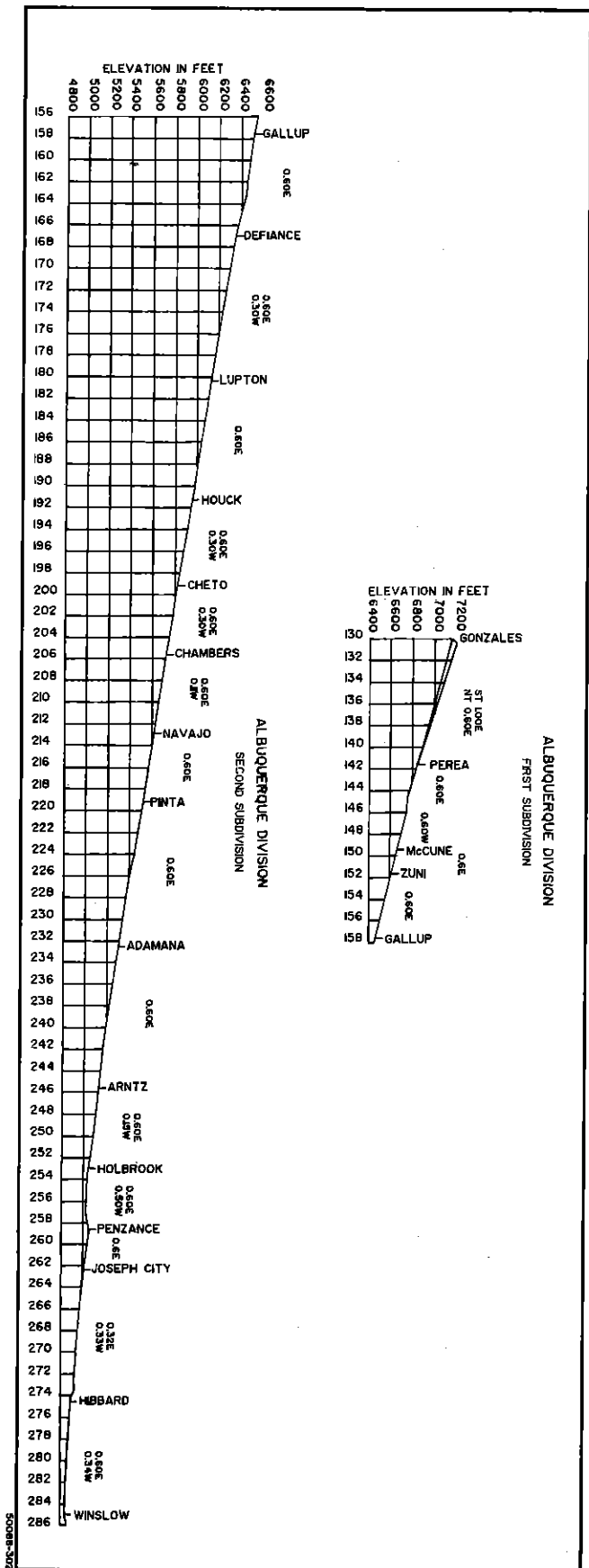
USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY

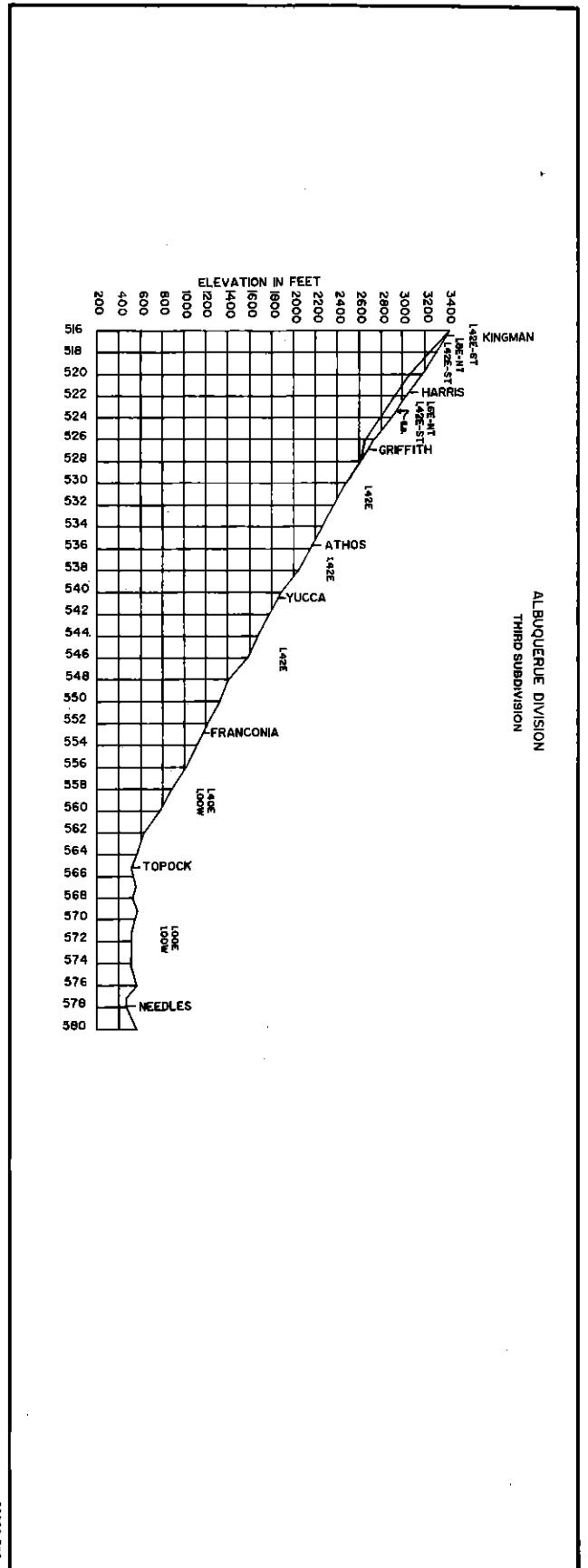
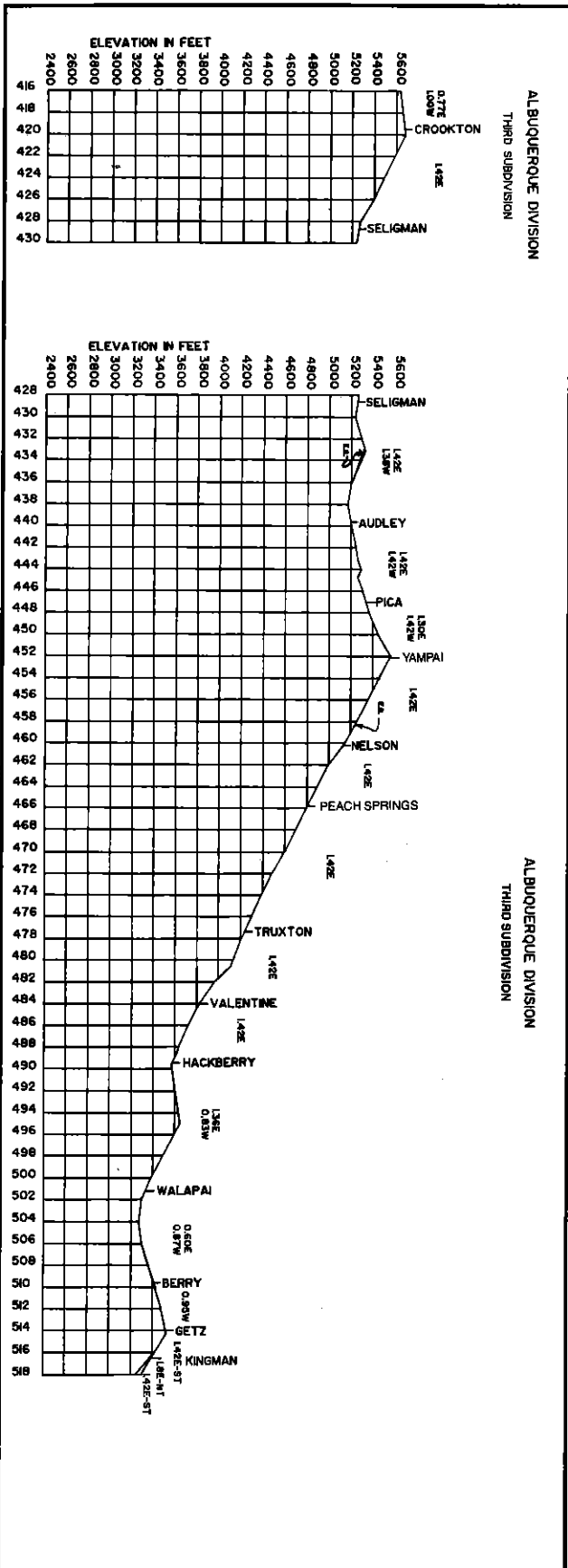


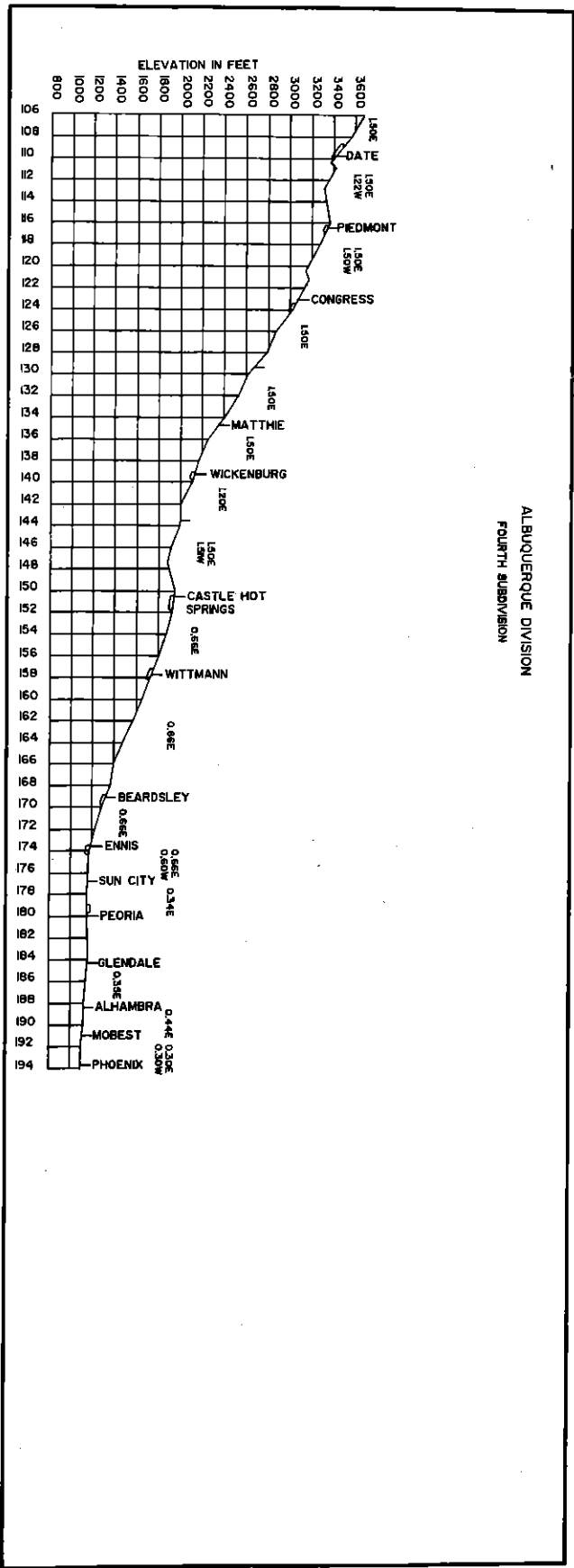
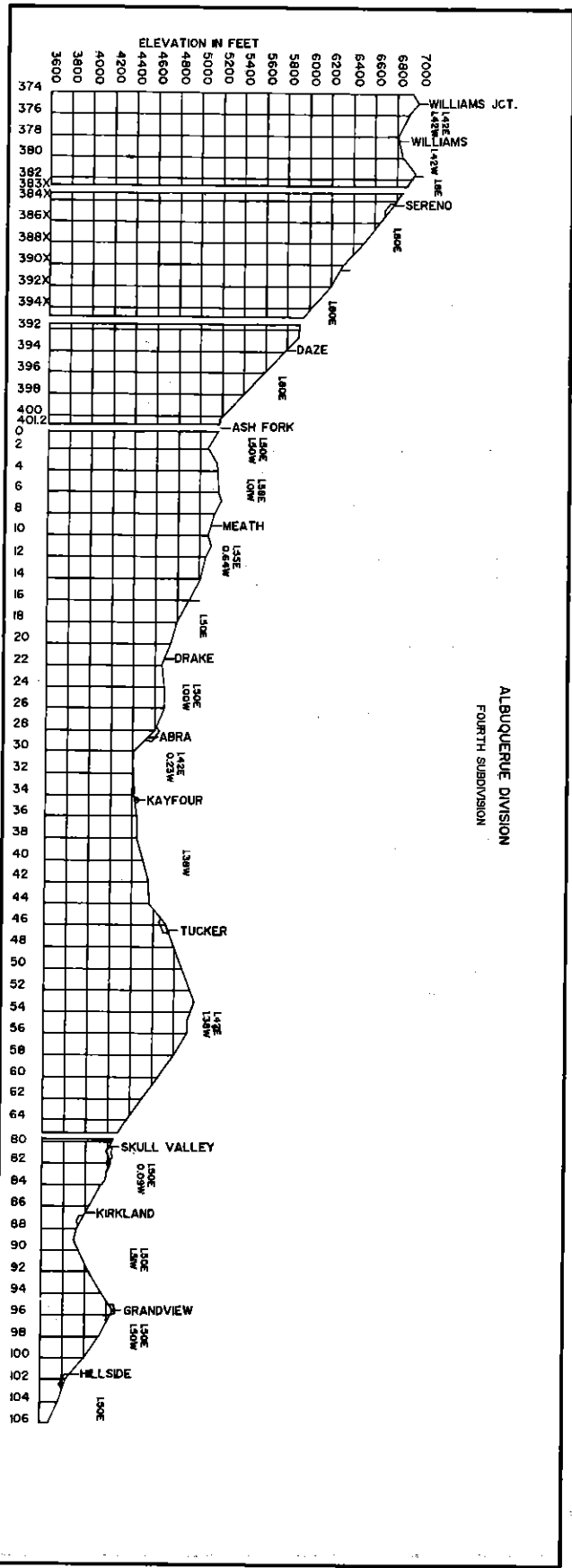
Examples of Residue Placards



ALBUQUERQUE DIVISION
FIRST & BELÉN SUBDIVISIONS







ALL SUBDIVISIONS

When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class:

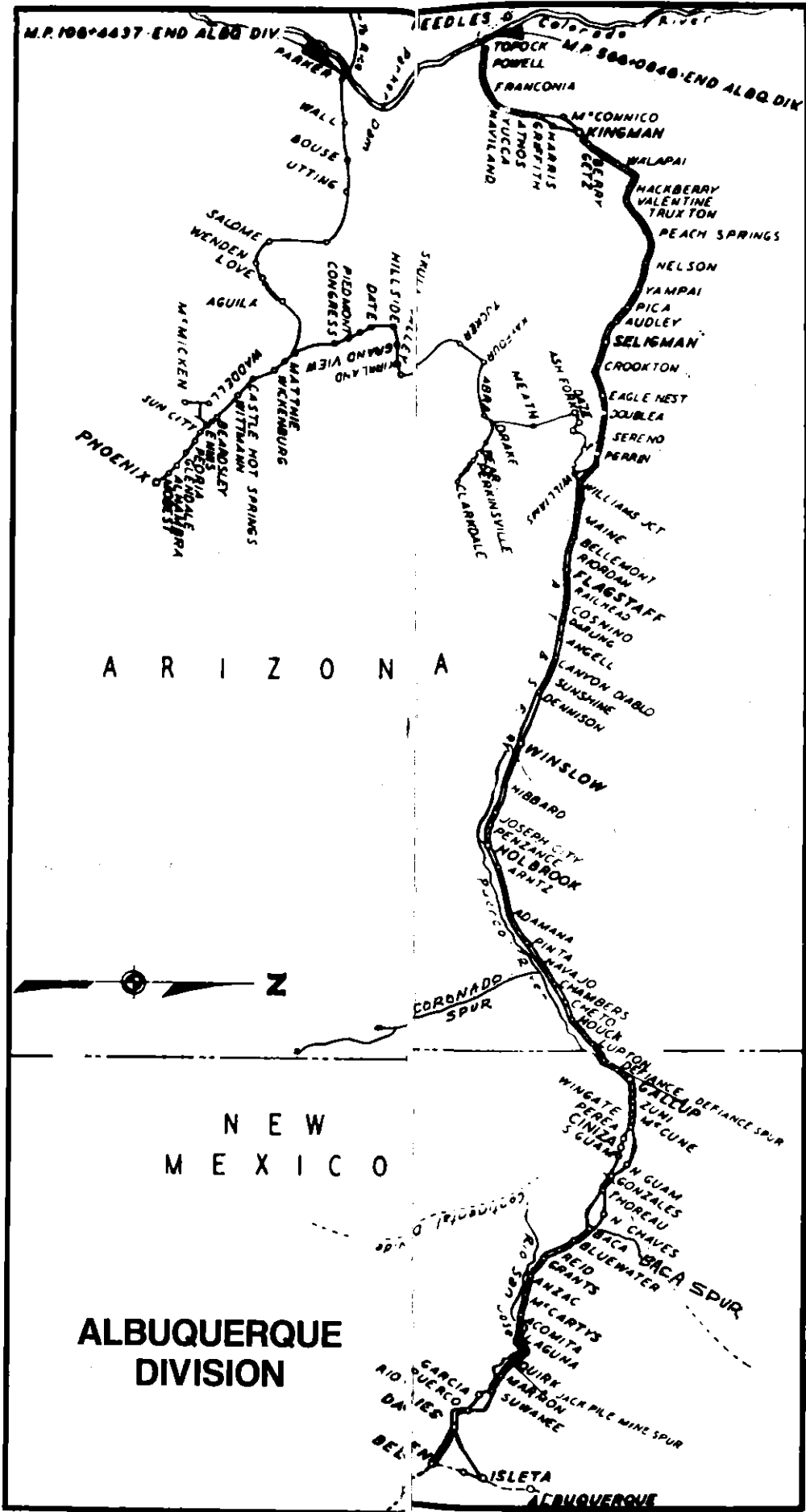
CLASS	MAKE	TYPE	WEIGHT	TRACTION EFFORT	HORSE POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF-40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5625	EMD	SD45-2	395,500	73,650	3600	6EF
5662	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

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* Amtrak passenger units.

** For the purpose of calculating dynamic braking effort, Units 7400-7402 and 7484-7499 must be considered as having six axles.

*** Information relating to dynamic brake is designated as follows:
 Number indicates number of axles.
 Type is indicated by B-Basic, E-Extended Range.
 System is indicated by F-Flat, T-Taper.



M.P. 100+4437 - END ALBU DIV.

M.P. 500+0840 - END ALBU DIV.

A R I Z O N A

N E W
M E X I C O

ALBUQUERQUE
DIVISION

ISLETA
ALBUQUERQUE