

When using train order Form Y or track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority.

"Foreman (name) (of Gang No. _____) using train order (or 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.**

EASTERN LINES

COLORADO DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, April 27, 1986

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

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

**D. D. DIDIER
Superintendent
La Junta, Colorado**

**R. L. BANION
General Manager
Topeka, Kansas**

**B. J. HEATH C. L. HOLMAN
V. G. NAIL
Asst. General Managers
Topeka, Kansas**

TABLE OF CONTENTS

S. R. GRISWOLD, Asst. Superintendent	Denver, Colo.
H. G. POWERS, Trainmaster	
Road Foreman of Engines	Raton, N.M.
W. R. HOPPER, Trainmaster	La Junta, Colo.
B. D. JOHNSTON, Rules Instructor	La Junta, Colo.
J. R. WILSON, Road Foreman of Engines	Pueblo, Colo.
T. E. AUGER, Road Foreman of Engines	La Junta, Colo.
T. L. REARDON, Asst. Trainmaster	Denver, Colo.
R. A. WEAKLEY, Safety Supervisor	Pueblo, Colo.
B. R. TUCKER, Supvr. Air Brakes-	
Gen. Road Foreman of Engines	Topeka, Ks.

J. O. McATEE, Chief Dispatcher	La Junta, Colo.
S. P. TAYLOR, Asst. Chief Dispatcher	La Junta, Colo.
R. W. YERGER, Asst. Chief Dispatcher	La Junta, Colo.

TRAIN DISPATCHERS — LA JUNTA, COLO.

A. W. ABEL	E. D. ELYEA	D. L. HUPP
L. N. STEPHAN	M. D. HARRISON	B. D. ANDERSON
J. J. GARZA	L. T. JAPHET	J. F. PARKER
P. R. HOLIMAN	M. D. MESSICK	
D. E. DEATON	R. R. HINER	

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

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
— 36	100	— 58	62.1	1 40	36.0
— 37	97.3	— 59	61.0	1 42	35.3
— 38	94.7	1 —	60.0	1 44	34.6
— 39	92.3	1 02	58.0	1 46	34.0
— 40	90.0	1 04	56.2	1 48	33.3
— 41	87.8	1 06	54.5	1 50	32.7
— 42	85.7	1 08	52.9	1 52	32.1
— 43	83.7	1 10	51.4	1 54	31.6
— 44	81.8	1 12	50.0	1 56	31.0
— 45	80.0	1 14	48.6	1 58	30.5
— 46	78.3	1 16	47.4	2 —	30.0
— 47	76.6	1 18	46.1	2 05	28.8
— 48	75.0	1 20	45.0	2 10	27.7
— 49	73.5	1 22	43.9	2 15	26.7
— 50	72.0	1 24	42.9	2 30	24.0
— 51	70.6	1 26	41.9	2 45	21.8
— 52	69.2	1 28	40.9	3 —	20.0
— 53	67.9	1 30	40.0	3 30	17.1
— 54	66.6	1 32	39.1	4 —	15.0
— 55	65.5	1 34	38.3	4 30	13.3
— 56	64.2	1 36	37.5	5 —	12.0
— 57	63.2	1 38	36.8	6 —	10.0

	PAGE
Colorado Division Supervisors and Train Dispatchers	2
Table of Contents, Explanation of Characters and Roadway Signs	3
First Subdivision Schedule Page and Special Instructions	4-5-6
Second Subdivision Schedule Page and Special Instructions	7-8-9
Third Subdivision Schedule Page and Special Instructions	10-11
Fourth Subdivision Schedule Page and Special Instructions	12-13-14
Pueblo Subdivision Schedule Page and Special Instructions	15-16
Minnequa Subdivision Schedule Page and Special Instructions	17
Canon City and Lamar Subdivisions— Schedule Pages and Special Instructions	18
A.V. and Santa Fe Subdivisions— Schedule Pages and Special Instructions	19
Garden City Subdivision Schedule Page and Special Instructions	20
C.V. Subdivision Schedule Page and Special Instructions	21
Manter Subdivision Schedule Page and Special Instructions	22
Boise City Subdivision Schedule Page and Special Instructions	23, 26
Map Colorado Division	24-25
York Canyon Subdivision Schedule Page and Special Instructions	26
Amendments to General Code	27-32
Special Instructions	32-37
Grade Profiles	38-42
Hazardous Materials — Instructions	43
Hazardous Materials — Train Placement Chart	44-45
Hazardous Materials — Switching Restrictions	46
Back Cover — Radio Procedure — Form Y Train Order or Form B Track Bulletin	48

EXPLANATION OF CHARACTERS

A	— Automatic Interlocking
B	— General Orders — Circulars
C	— Office of Communication
g	— Gate — Normal Position Against Conflicting Route
G	— Gate — Normal Position Against this Subdivision
G	— 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"

FIRST SUBDIVISION

SPECIAL INSTRUCTIONS (CONT'D)

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Val Agri	M.P. 398.6	900
Sunflower Electric	M.P. 407.4	35000
Iowa Beef Processors	M.P. 411.4	1250
Amity	M.P. 479.2	2150
Grote	M.P. 491.4	1400
Hilton	M.P. 527.4	3600

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) Hotbox and dragging equipment detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 406.3*		
M.P. 466.1*		
M.P. 538.4	M.P. 536.6	M.P. 540.9

*Radio Readout (Reporter) Type

(B) High Water Detectors:

- M.P. 355.3 to 356.0 — Near Sears
- Bridge 375.9 — Near Ingalls
- Bridge 381.4 — Near Charleston
- Bridge 387.1 — Near Pierceville
- Bridge 389.5 — Near Pierceville
- Bridge 393.1 — Near Pierceville
- Bridge 419.7 — Near Deerfield
- Bridge 425.3 — Near Lakin
- Bridge 433.0 — Near Sutton
- Bridge 433.6 — Near Sutton
- Bridge 439.6 — Near Kendall
- Bridge 445.7 — Near Kendall
- Bridge 447.1 — Near Kendall
- Bridge 448.3 — Near Syracuse
- Bridge 455.4 — Near Syracuse
- Bridge 469.8 — Near Coolidge
- Bridge 470.8 — Near Coolidge
- Bridge 471.1 — Near Coolidge
- Bridge 485.8 — Near Granada
- Bridge 492.0 — Near Granada
- Bridge 500.1 — Near Lamar

WEST-WARD ↓		SECOND SUBDIVISION				↑ EAST-WARD	
First Class							First Class
3							4
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily	
AM			LA JUNTA	BQTY		PM	
8.40	56700		17.4		554.9	8.29	
8.55	56660	4650	TIMPAS	P	572.3	8.10	
9.03	56650	6000	MINDEMAN		583.0	8.02	
9.10	56640	6250	DELHI	P	591.5	7.55	
9.22	56630	6250	SIMPSON		604.7	7.45	
9.30	56620	4750	MODEL	P	615.0	7.37	
9.43	56610	6150	HOEHNES		626.3	7.24	
9.52			B.N. Crossing	MPY	635.8	7.17	
9.57	56600		TRINIDAD		636.7	7.14	
	56590		JANSEN	P	638.6		
			STARKVILLE	2 MT	642.0		
			GALLINAS		647.3		
	56565		MORLEY	P	648.1		
	56555		WOOTTON	P	651.8		
	56535		LYNN	P	652.8		
	56510	9300	KEOTA		655.2		
11.01 AM	56500	4500	RATON	BQ	659.5	6.09 PM	
Arrive Daily			(104.6)			Leave Daily	

TWC IN EFFECT: Between La Junta and B.N. Crossing.

CTC IN EFFECT: On main tracks Raton to and including B.N. Crossing, and on sidings at Keota and Raton.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signals 5552-5554.

Time of trains at B.N. Crossing applies at end of Two Tracks.

At Trinidad, between crossover east of passenger station and University Avenue, trains and engines must proceed at restricted speed.

YARD LIMITS (Rule 93)

La Junta, M.P. 555.4 to M.P. 556.4

B.N. Crossing, M.P. 634.8 to M.P. 635.8

SECOND SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
La Junta and Trinidad	90	55*
Trinidad and Raton	79	55

*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 RESTRICTION – 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

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON SECOND SUBDIVISION. (See Special Instructions 11 and 12)

	MPH
Curve, M.P. 555.6 to 555.8 * **	30
Curve, M.P. 556.2 to 556.4	50
Curve, M.P. 560.2 to 560.4	85
Curve, M.P. 575.5 to 576.0	75
2 Curves, M.P. 576.2 to 577.2	70
3 Curves, M.P. 578.7 to 580.4	80
Curve, M.P. 581.2 to 581.4	75
Curve, M.P. 582.1 to 582.3	85
Curve, M.P. 584.4 to 584.5	80
3 Curves, M.P. 587.1 to 589.2	70
3 Curves, M.P. 589.5 to 590.6	80
Curve, M.P. 591.0 to 591.3	70
2 Curves, M.P. 593.2 to 594.1	70
2 Curves, M.P. 595.1 to 596.6	70
Curve, M.P. 597.9 to 598.1	85
Curve, M.P. 599.1 to 599.3	80
Curve, M.P. 600.1 to 600.8	85
Curve, M.P. 602.1 to 602.6	85
Curve, M.P. 605.1 to 605.4	70
Curve, M.P. 606.7 to 607.2	75
Curve, M.P. 608.7 to 608.8	80
Curve, M.P. 615.6 to 615.8	70
Curve, M.P. 618.1 to 618.4	70
Curve, M.P. 619.6 to 619.7 *	35
4 Curves, M.P. 620.2 to 622.4	45
6 Curves, M.P. 622.9 to 624.7 **	35
Curve, M.P. 629.7 to 629.8	80
Curve, M.P. 632.8 to 633.3	80
Curve, M.P. 633.6 to 633.8	70
RR	
Crossing, M.P. 635.8 Interlocking (CTC)	50
Crossings, M.P. 636.0 to 637.7	20
3 Curves, M.P. 637.4 to 638.5 **	35
10 Curves, M.P. 639.0 to 643.0 **	30
39 Curves, M.P. 643.0 to 652.1 **	20
Tunnel, M.P. 652.1 to 652.5	20
31 Curves, M.P. 652.5 to 659.0 **	20

*Equipped with Westward ATS Inert Inductors

**Equipped with Eastward ATS Inert Inductors

SECOND SUBDIVISION Special Instructions (Cont'd)

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D"—Dual Control Switch *—Rigid Switch "S"—Spring Switch

Station	Type	Location	MPH
Timpas	S	Both ends siding	25
Mindeman	S	Both ends siding	30
Delhi	S	Both ends siding	30
Simpson	S	Both ends siding	30
M.P. 605.56	*	Turnout to Pinon Canyon	15
Model	S	Both ends siding	30
Hoehnes	S	Both ends siding	30
B.N. Crossing	D	End of two tracks Eastward	30
	D	East end No. 6 track	15
Trinidad	D	West end No. 6 track	20
Jansen	D	Both ends of two crossovers	30
	D	Connection, Jansen yard	10
Gallinas	D	Both ends of two crossovers	20
Wootton	D	Both ends of crossover	20
	D	End of two tracks Eastward	20
Keota	D	Both ends siding	20
Raton	D	Both ends siding	30
	D	East yard both ends freight lead	10

4. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(B) High Water Detectors:

- Bridge 566.6 – Near Timpas
- Bridge 576.6 – Near Timpas
- Bridge 581.3 – Near Mindeman
- Bridge 585.3 – Near Mindeman
- Bridge 586.9 – Near Mindeman
- Bridge 589.6 – Near Delhi
- Bridge 591.6 – Near Delhi
- Bridge 594.3 – Near Delhi
- Bridge 600.1 – Near Simpson
- Bridge 600.5 – Near Simpson
- Bridge 611.2 – Near Model
- Bridge 615.4 – Near Model
- Bridge 633.7 – Near B.N. Crossing
- Bridge 638.6 – At Jansen

(D) Dragging Equipment Detectors:

- M.P. 649.8 – Both Tracks, bi-directional
- M.P. 657.0 – Bi-directional

FOURTH SUBDIVISION

WEST- WARD ↓	FOURTH SUBDIVISION				↑ EAST- WARD
First Class					First Class
3					4
Leave Daily	Station Numbers	Siding Feet	STATIONS	Mile Post	Arrive Daily
PM					PM
1.01	56400	5700	LAS VEGAS ^{8.4} BQTY	770.1	4.12
1.11	56390	4850	OJITA ^{10.3}	778.5	4.00
1.23	56380	5400	CHAPELLE ^{4.8} P	788.8	3.41
1.31	56370	4500	BLANCHARD ^{9.7} P	793.6	3.34
1.52	56360	6385	SANDS ^{7.7}	803.3	3.10
2.01	56340	6632	GISE ^{6.0}	811.0	3.03
2.07	56330	4050	ROWE ^{4.4} P	816.0	2.58
		8500	FOX ^{4.8}	820.4	
	56320	5800	GLORIETA ^{4.8} P	825.2	
	56310	4850	CANYONCITO ^{5.2}	830.0	
2.48	56190	7500	LAMY ^{19.4} T	835.2	2.25
3.09	56180	4750	WALDO ^{10.7}	854.6	2.05
3.20	56160	4400	DOMINGO ^{11.3}	865.3	1.56
3.31	56150	6750	NUEVE ^{9.4}	876.6	1.47
3.40	56140	6250	BERNALILLO ^{8.7}	886.0	1.38
3.48	56130	2600	ALAMEDA ^{4.1} Y	894.7	1.29
3.52	56120		HAHN ^{3.6} Y	898.8	1.25
4.12 PM	56100		Albuquerque ^{DT} BQTY	902.4	1.20 PM
Arrive Daily			(132.3)		Leave Daily

TWC IN EFFECT: Between Las Vegas and Rowe, and between Lamy and Albuquerque.

CTC IN EFFECT: On main track between switch at east end siding Rowe and switch at west end siding Lamy; and on sidings Fox, Glorieta and Canyoncito.

RULE 94 IN EFFECT: At Albuquerque between M.P. 901.13 and end of Double Track M.P. 903.9.

Train and engine crews will leave track bulletins and messages on engine and caboose of through trains at Las Vegas.

Time of trains at Hahn applies at the end of Double Track and time of westward trains at Lamy applies at switch west end siding.

When eastward train is stopped by "Stop" signal governing eastward movement on North or South track at end of double track Hahn, and no conflicting movement is evident:

- (1) **For movement North track to Main track**—Member of crew must examine spring switch and if signal does not clear, train must foul circuit beyond signal but not to foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
- (2) **For movement South track to Main track**—Member of crew must examine siding switch to see if properly lined, and examine spring switch on main track. If signal does not clear, train must foul circuit beyond signal but not to foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
- (3) **For movement South track to Siding**—Member of crew must examine and line siding switch, then proceed at restricted speed.

YARD LIMITS (Rule 93)

Las Vegas, M.P. 767.2 to M.P. 771.1
Alameda—Albuquerque, M.P. 894.3 to M.P. 901.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Las Vegas and Lamy	79	55*
Lamy and Albuquerque	90	55*
Rosario Industrial Spur	15	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 car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION — 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

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH SUBDIVISION. SEE TIME TABLE SPECIAL INSTRUCTIONS 11 AND 12.

Crossings,	M.P.	MPH
	M.P. 769.2 to 771.6	15
3 Curves,	M.P. 770.7 to 772.0 *	60
Curve,	M.P. 772.6 to 772.8 *	35
16 Curves,	M.P. 772.9 to 779.4 *	45
4 Curves,	M.P. 779.6 to 781.9	50
4 Curves,	M.P. 782.3 to 784.1	45
Curve,	M.P. 784.7 to 784.9	40
Curve,	M.P. 786.1 to 786.3	50
2 Curves,	M.P. 786.5 to 787.0 * **	45
7 Curves,	M.P. 788.4 to 790.5	45
9 Curves,	M.P. 790.8 to 793.9	40
Curve,	M.P. 794.3 to 794.5	30
13 Curves,	M.P. 794.8 to 799.9 * **	20
4 Curves,	M.P. 800.4 to 802.8 * **	45
2 Curves,	M.P. 804.0 to 805.1 * **	50
9 Curves,	M.P. 805.2 to 808.8 * **	45
Curve,	M.P. 809.4 to 809.7	60
Curve,	M.P. 811.1 to 811.5	60
2 Curves,	M.P. 812.3 to 812.9	50
3 Curves,	M.P. 813.0 to 813.7 * **	45
2 Curves,	M.P. 813.8 to 814.1 * **	40
Curve,	M.P. 814.3 to 814.4	55
Curve,	M.P. 815.0 to 815.6	60
Curve,	M.P. 816.9 to 817.1	60
2 Curves,	M.P. 818.6 to 818.9	50
2 Curves,	M.P. 819.2 to 819.5 * **	40
Curve,	M.P. 819.6 to 819.7 * **	35
8 Curves,	M.P. 819.8 to 822.6 * **	40
3 Curves,	M.P. 822.7 to 824.6 * **	45
Curve,	M.P. 824.7 to 824.8 * **	30
32 Curves,	M.P. 825.0 to 829.5 * **	20
4 Curves,	M.P. 830.3 to 831.8 * **	30
6 Curves,	M.P. 832.1 to 832.9 * **	20
2 Curves,	M.P. 833.1 to 835.0	50
Curve,	M.P. 836.0 to 836.2	70
4 Curves,	M.P. 838.2 to 842.2	70
2 Curves,	M.P. 842.7 to 844.2	80
3 Curves,	M.P. 845.4 to 847.3	70
2 Curves,	M.P. 849.8 to 850.4	70
2 Curves,	M.P. 850.7 to 851.5	55
Curve,	M.P. 852.5 to 852.7 *	45
2 Curves,	M.P. 852.9 to 853.2 *	50
2 Curves,	M.P. 853.3 to 853.7 *	30

(Continued on next page)

FOURTH SUBDIVISION

SPECIAL INSTRUCTIONS (CONT'D)

2 Curves, M.P. 854.2 to 856.2	75
2 Curves, M.P. 860.1 to 860.9	75
Curve, M.P. 861.3 to 862.2	60
Curve, M.P. 863.6 to 863.7	75
Curve, M.P. 865.9 to 866.0	75
7 Curves, M.P. 866.8 to 871.1	70
Curve, M.P. 871.9 to 872.1	80
3 Curves, M.P. 873.9 to 875.6	70
Curve, M.P. 877.5 to 877.7	75
3 Curves, M.P. 878.2 to 879.6	70
Curve, M.P. 880.8 to 881.0	80
3 Curves, M.P. 883.5 to 885.0	80
Curve, M.P. 888.8 to 889.2	80
Curve, M.P. 890.9 to 891.1	80
Curve, M.P. 895.7 to 896.1	80
Crossings, M.P. 898.8 to 901.5	60
Crossings, M.P. 901.5 to 903.4	30

*Equipped with Westward ATS Inert Inductors

**Equipped with Eastward ATS Inert Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" — Dual Control Switch		"S" — Spring Switch	
STATION	TYPE	LOCATION	MPH
Las Vegas	S	East end siding	30
	S	West end siding	10
Ojita	S	Both ends siding	10
Chapelle	S	Both ends siding	10
Blanchard	S	Both ends siding	15
Sands	S	Both ends siding	30
Gise	S	Both ends siding	30
Rowe	S	Both ends siding	30
Fox	D	Both ends siding	30
Glorieta	D	Both ends siding	20
Canyoncito	D	Both ends siding	25
Lamy	S	Both ends siding	30
Waldo	S	Both ends siding	15
Domingo	S	Both ends siding	30
Nueve	S	Both ends siding	25
Bernalillo	S	Both ends siding	25
Hahn	S	End of double track Eastward	30

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Rosario Industrial Spur (2.4 miles)	M.P. 860.7	14500
Plains Electric	M.P. 878.4	2000
Public Service	M.P. 895.7	12850
Tewa Moulding Corp.	M.P. 896.3	700
Rio Grande Steel	M.P. 896.8	1750
Associated Grocers	M.P. 898.5	1200

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) Hotbox and Dragging Equipment Detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 809.2	M.P. 807.2	M.P. 810.7

(B) High Water Detectors:

- Bridge 852.4 — Near Waldo
- Bridge 869.2 — Near Domingo
- Bridge 870.8 — Near Domingo
- Bridge 872.7 — Near Nueve
- Bridge 874.2 — Near Nueve
- Bridge 878.3 — Near Nueve

(C) Slide Fences:

Detector Location	Signals affected
M.P. 826.7 to 826.9	Signal 8272, and controlled signals governing westward movements at west siding switch Glorieta

WEST-WARD ↓		PUEBLO SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
56700	Yard	LA JUNTA	BQTY	TWC-ABS	554.9
57120		^{4.9} SWINK	P		559.8
57140	5000	^{5.8} ROCKY FORD			565.6
57145	4100	^{5.4} VROMAN			571.0
57150	5400	^{3.5} MANZANOLA			574.5
57155	3350	^{8.6} FOWLER			583.1
		^{8.5} N.A. JCT.	M		591.6
57160		^{7.0} BOONE			598.6
57165	7500	^{5.0} AVONDALE	T		603.6
57180	7500	^{7.3} BAXTER			CTC
		^{6.9} PUEBLO JCT.	M	617.8	
		^{1.2} D.&R.G.W. Crossing	M	619.0	
57200	Yard	^{0.5} PUEBLO YARD	BQT	619.5	
		(64.6)			

TWC IN EFFECT: Between La Junta and N.A. Jct.

CTC IN EFFECT: On main track between N.A. Jct. and Pueblo Yard, and on sidings Avondale and Baxter.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signals 5552-5554.

At Swink, the signal governing movements from A.V. Subdivision to Pueblo Subdivision is a controlled signal. Telephone to control station, La Junta, is located near A.V. Subdivision switch. Before any movement is made from A.V. Subdivision to Pueblo Subdivision, member of crew must secure track warrant from control station.

YARD LIMITS (Rule 93)

La Junta, M.P. 555.4 to M.P. 556.5

PUEBLO SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
La Junta and Pueblo Jct.	55
Pueblo Jct. and Pueblo Yard	20

(B) SPEED RESTRICTION — 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

Curve, M.P. 555.7 to 556.1 Westward	50
Curve, M.P. 555.7 to 556.1 Eastward	45
Crossings, M.P. 565.0 to 566.1	30
Crossings, M.P. 574.2 to 574.9	50
Crossings, M.P. 583.0 to 583.4	50
4 Curves, M.P. 586.3 to 587.8	50
Curve, M.P. 591.0 to 591.1	50
Crossings, M.P. 598.3 to 599.1	40
Curve, M.P. 615.9 to 616.0	50
2 Curves, M.P. 617.2 to 617.6	25
Curve, M.P. 617.6 to 617.8 (Pueblo Jct. Interlocking)	15
RR Crossing M.P. 619.0 (Interlocking)	10
Curve, M.P. 619.0 to 619.1	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" — Dual Control Switch	"S" — Spring Switch	MPH
La Junta	S West end of Freight Lead (Long Tail)	15
Rocky Ford	S Both ends of siding	10
Manzanola	S Both ends of siding	10
Fowler	S Both ends of siding	10
N.A. Jct.	D Turnout	50
Avondale	D Both ends of siding	30
Baxter	D Both ends of siding	30
Pueblo Jct.	D All Interlocked Switches	15
Pueblo	D North end Loop Line	10
	D South end receiving yard lead	10
	D South end departure yard lead	10
	D North end yard—29th Street Northward	20
	Southward	10

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
E. L. Farmer	M.P. 610.6	400
Pueblo Air Base	M.P. 610.7	Yard
Baxter Beet Track	M.P. 612.6	850
Economy Building Spur	M.P. 615.1	400

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) Hotbox and Dragging Equipment Detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 570.7**		
M.P. 595.1 *	M.P. 595.1	M.P. 595.1

* — Monitor Display Board type

** — Radio Readout (Reporter) type

(B) High Water Detectors:

Bridge 557.5 — Near Swink
Bridge 612.5 — Near Baxter

WEST- WARD	MINNEQUA SUBDIVISION		EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
	4500	SOUTHERN JCT. Y	124.3
57190	1750	MINNEQUA Y	122.6
		SALT CREEK JCT.	121.2
		MO. PAC. Crossing	120.1
		PUEBLO JCT. M	119.8
		(4.5)	

CTC IN EFFECT: On main track between Minnequa and Pueblo Jct.

Between Minnequa and Southern Jct., trains and engines will be governed by the Time Table, Rules and Regulations of the Burlington Northern Railroad Company.

At Minnequa, Track No. 4, extending between station sign and crossover south end of yard, is Minnequa siding.

Southern Junction siding extends from crossover to south end.

YARD LIMITS (Rule 93)

Southern Jct.—Minnequa M.P. 124.3 to M.P. 122.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pueblo Jct. and Southern Jct.	20

(C) SPEED RESTRICTIONS — VARIOUS

RR Crossing M.P. 120.1 (Auto. Interlocking)	20
4 Curves, M.P. 121.9 to 122.6 westward	10
4 Curves, M.P. 121.9 to 122.6 eastward	20

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" — Dual Control Switch	"S" — Spring Switch	MPH
Pueblo Jct.	D Junction Switches	15
Salt Creek Jct.	D Turnout	20
Minnequa	D Turnout	10

WEST-WARD ↓		CANON CITY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
57200		PUEBLO YARD	BQT		
		D.&R.G.W. Connection		0.6	
57520		PORTLAND		25.4	
57530	6800	FLORENCE		31.5	
57545		CANON CITY		39.7	
		(39.7)			

Conductor must contact D&RGW train dispatcher for check of possible restrictions (D&RGW Form 3055) before leaving Pueblo Yard.

Between D&RGW connection (MP 0.6) and Canon City, trains will use D&RGW tracks and be governed by Special Instruction 10.

No switch lights on Canon City Subdivision except on west cross-over switch, Portland.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(C) SPEED RESTRICTIONS – VARIOUS

		MPH
Crossing, M.P. 38.5	.....	6

(D) SPEED RESTRICTIONS – SWITCHES

At Canon City—Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Rockvale Spur	M.P. 32.5	3400

WEST-WARD ↓		LAMAR SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
58115		WILSON JCT.		4.9	
58110		CULP		3.9	
58100		LAMAR	P		
		(4.9)			

Between Wilson Jct. and Lamar, movements will be made in accordance with Rule 94.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:		MPH
Wilson Jct. and Lamar	.....	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		A.V. SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
58148		HARTMAN		7.8	
58144		BRISTOL		13.1	
		CHANNING		26.8	
58115		WILSON JCT.		30.4	
58130		WILEY		36.5	
	Yard	LA JUNTA Air Base		91.5	
57120		SWINK		93.5	
		(30.7)			

Between Swink and La Junta Air Base and between Hartman and Wiley movements will be made in accordance with Rule 94.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:		MPH
Swink and La Junta Air Base	.....	20
Hartman and Wiley	.....	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		SANTA FE SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
56190		LAMY	T		
56200		SANTA FE	BP	18.1	
		(18.1)			

Between Lamy and Santa Fe movements will be made in accordance with Rule 94.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:		MPH
Lamy and Santa Fe	.....	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		GARDEN CITY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
58300		GARDEN CITY	BQT	157.6	
58315		TENNIS		142.6	
58325		FRIEND		135.7	
58330		SHALLOW WATER		128.0	
		A.T.&S.F. Crossing		120.1	
		MO. PAC. Crossing		120.1	
58340		SCOTT CITY	T	119.8	
		(37.8)			

Between Garden City and Scott City movements will be made in accordance with Rule 94.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

	MPH
Garden City and Shallow Water	20
Shallow Water and Scott City	10

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
RR Crossing M.P. 120.1 Mechanical Interlocking electrically locked signals and derails set normally against AT&SF. Be governed by instructions posted in control box at crossing.	15
4 Curves, M.P. 141.3 to 142.6	10
Crossing, M.P. 155.6	5

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Hutchins Spur	M.P. 123.5	350
E-Z Serve Refinery	M.P. 132.2	1050
Chevron Spur	M.P. 134.5	2000
Gano	M.P. 140.5	1050
Freezer Services, Inc.	M.P. 154.6	400

WEST-WARD ↓		C.V. SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
58900		DODGE CITY	BQTY		
		C.R.I.&P. JCT.	Y	0.2	
		C.V. JCT.	Y	1.1	
40770	3250	ENSIGN		14.0	
40760		HAGGARD		19.0	
40750	5600	MONTEZUMA		26.2	
40740	5500	COPELAND		37.1	
40730		TICE		42.7	
40720	4150	SUBLETTE		49.6	
40700		SATANTA	BQTY	57.9	
		SATANTA JCT.	Y	58.3	
40695	1600	MOSCOW		74.0	
40690	2600	HUGOTON		86.7	
40685		FETERITA		94.0	
40680	1650	ROLLA		102.7	
40670	2000	ELKHART	T	119.6	
40665		STURGIS		132.0	
40660	1200	KEYES		143.6	
40400		BOISE CITY	BQTY	159.2	
		(159.2)			

TWC IN EFFECT: Between Dodge City and Boise City.

Trains and engines using S.S.W. track between C.R.I. & P. Jct. and C.V. Jct. must move within these limits prepared to stop short of train, obstruction or switch not properly lined, not exceeding 15 miles per hour.

Rule 98(A):

At CRI&P Jct. and C. V. Jct. switch normally lined for AT&SF.

At Satanta Jct. normal position of switch is left lined as last used.

At Boise City, east wye track switch (MP 157.8) normally lined for C.V. Subdivision and west wye track switch (MP 158.3) normally lined for Plains Division Dumas Subdivision.

Phone booth located at west end Bridge 63.7.

YARD LIMITS (Rule 93)

Dodge City, M.P. 0.0 to M.P. 2.7

Satanta — Satanta Jct., M.P. 56.6 to M.P. 59.5

Boise City, M.P. 156.8 to M.P. 159.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

	MPH
C.V. Jct. and Boise City	35

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Natural Gas Co. Track	M.P. 50.9	900
Cave	M.P. 69.6	750
Helium Plant Spurs	M.P. 139.4	5250

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(B) High Water Detectors:

Bridge 63.7* — Near Satanta

* — When lights, which are located one mile in advance on each side of bridge and at bridge, display red rotating aspect, train must stop and make thorough inspection to ascertain bridge and track are safe before proceeding. Notify train dispatcher at first opportunity.

WEST-WARD ↓		MANTER SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
40700		SATANTA	BQTY		
		0.4			
		SATANTA JCT.	TY		
		6.3			
40610	2600	RYUS			6.8
		8.8			
40598	4200	HICKOK			15.6
		7.9			
40594	5000	ULYSSES			23.5
		7.1			
40582		STANO			30.6
		4.1			
40578		BIGBOW			34.7
		10.6			
40570	1700	JOHNSON			45.3
		7.8			
40566	1250	MANTER	T		53.1
		9.3			
40562		SAUNDERS			62.4
		14.2			
40554	1100	WALSH			76.6
		9.6			
40550		VILAS			86.2
		8.8			
		SOUTH JCT.	TY		95.0
		0.5			
40500	2200	SPRINGFIELD	Y		95.5
		1.3			
		NORTH JCT.	Y		96.8
		12.4			
40515	2100	PRITCHETT	TY		109.2
		(109.2)			

TWC IN EFFECT: Between Satanta and North Jct.

Between North Jct. and Pritchett, movements will be made in accordance with Rule 93.

Rule 98(A):

At Satanta Jct. normal position of switch is left lined as last used.

At South Jct. and North Jct. switches normally lined for Boise City Subdivision.

YARD LIMITS (Rule 93)

Satanta - Satanta Jct., M.P. 0.0 to M.P. 3.2

South Jct. - Pritchett, M.P. 93.6 to M.P. 109.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Satanta and North Jct.	35
North Jct. and Pritchett	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Columbian Track	M.P. 13.0	3650
Ulysses Irrigation Pipe Co.	M.P. 24.8	200
Kugler Oil	M.P. 25.9	1650
Sullivan Track	M.P. 29.1	900
Julian	M.P. 38.9	1000
Bartlett	M.P. 68.6	1000

WEST-WARD ↓		BOISE CITY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
40400		BOISE CITY	BPQTY		122.6
		12.7			
40420	3750	CASTANEDA	P		135.3
		16.3			
40430	7450	CAMPO	P		151.6
		10.9			
40445	2200	BISONTE	P		162.5
		7.7			
	7700	SOUTH JCT. SIDING			170.2
		2.4			
		SOUTH JCT.	TY		172.6
		0.5			
40500	2200	SPRINGFIELD	PY		173.1
		1.3			
		NORTH JCT.	Y		174.4
		11.6			
40520	2200	HARBORD	P		186.0
		10.6			
40525	7700	FRICK	P		196.6
		16.3			
40530	2100	RUXTON	P		212.9
		22.6			
		LAS ANIMAS JCT.	P		235.5
		(112.9)			

TWC IN EFFECT:

Between Boise City and Las Animas Jct.

Rule 98(A):

At Boise City, South Jct. and North Jct., switches normally lined for Boise City Subdivision.

YARD LIMITS (Rule 93)

Boise City, M.P. 122.6 to M.P. 124.1

South Jct.—North Jct., M.P. 171.5 to M.P. 175.4

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Boise City and Las Animas Jct.	49

(B) SPEED RESTRICTION — 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

	MPH
Curve, M.P. 123.2 to 123.8	20
2 Curves, M.P. 172.2 to 172.8	20
Curve, M.P. 174.3 to 174.4	20
Curve, M.P. 234.8 to 235.5	30

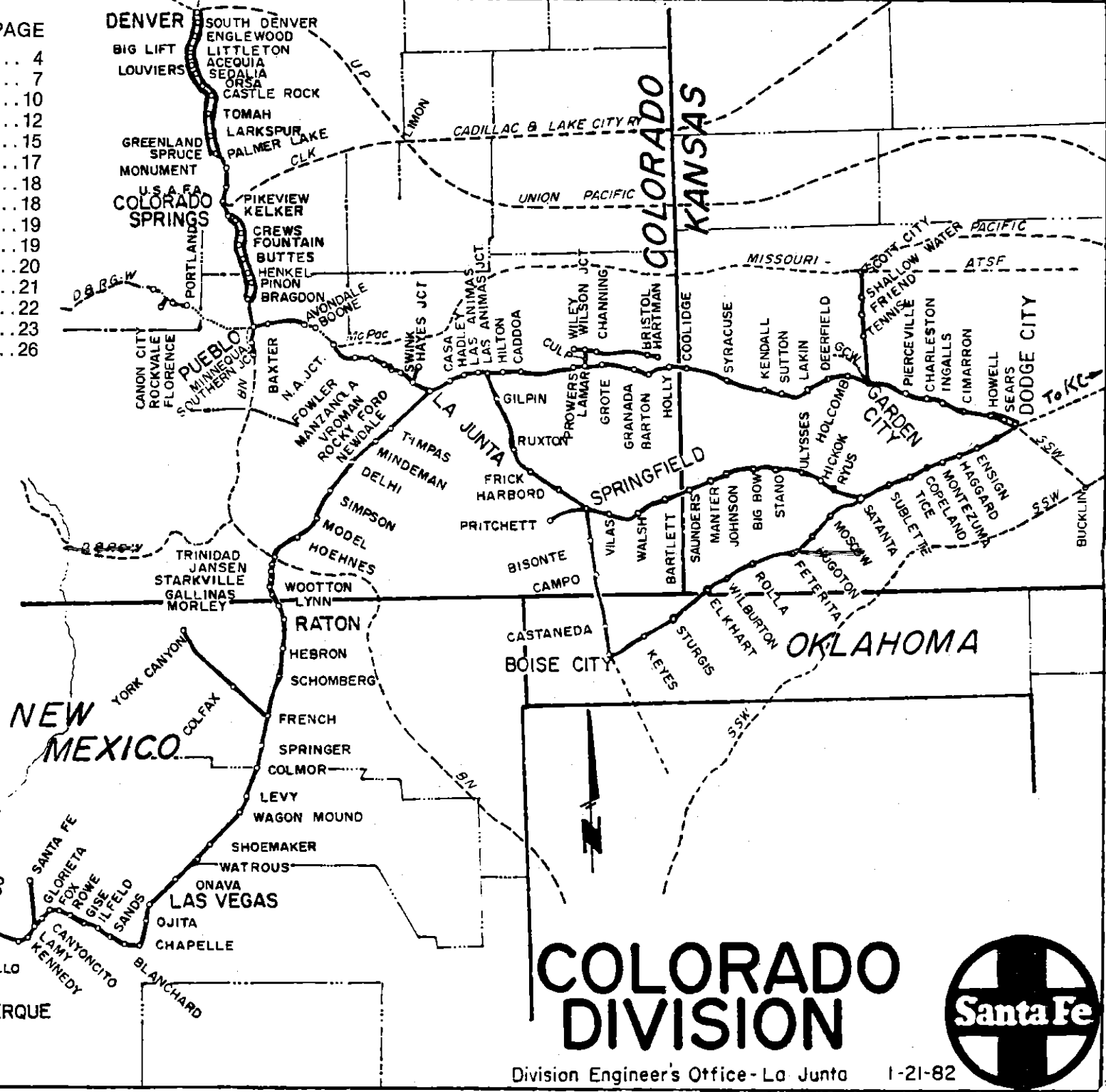
(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D"—Dual Control Switch		"—Rigid Switch	
Station	Type	Location	MPH
Boise City	*	West Wye Switch	
		Dumas Subdivision	20
Boise City	*	Amarillo Main	20
Campo	*	Both Ends Siding	30
South Jct. Siding	*	Both Ends Siding	30
South Jct.	*	Both Wye Switches	20
North Jct.	*	Turnout	20
Frick	*	Both Ends Siding	30
Las Animas Jct.	D	First Subdivision Junction Switch	30

(continued on page 26)

SUBDIVISION	PAGE
First	4
Second	7
Third	10
Fourth	12
Pueblo	15
Minnequa	17
Canon City	18
Lamar	18
A.V.	19
Santa Fe	19
Garden City	20
C.V.	21
Manter	22
Boise City	23
York Canyon	26



COLORADO DIVISION



Division Engineer's Office - La Junta 1-21-82

BOISE CITY SUBDIVISION

SPECIAL INSTRUCTIONS (Continued)

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

(A) Hotbox and Dragging Equipment Detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 155.2*		
M.P. 176.7*		
M.P. 214.3*		

*Radio Readout (Reporter) type.

(B) High Water Detectors:

Bridge 218.8* — Near Ruxton

* — When lights, which are located one mile in advance on each side of bridge and at the bridge, display red rotating aspect, train must stop and make thorough inspection to ascertain bridge and track are safe before proceeding. Notify train dispatcher at first opportunity.

WEST-WARD ↓		YORK CANYON SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
56450		FRENCH	PTY	TWC	
56460		COLFAX			13.3
56465		YORK CANYON	Y		36.1
		(36.1)			

TWC IN EFFECT: Between French and York Canyon.

YARD LIMITS (Rule 93)

French, M.P. 0.0 to M.P. 2.5
York Canyon, M.P. 33.8 to M.P. 36.1.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
M.P. 0 and M.P. 1.76	
Ascending	40
Descending	35
M.P. 1.76 and M.P. 1.93	
Ascending	4
Descending	4
M.P. 1.93 and M.P. 17	
Ascending	40
Descending	35
M.P. 17 and M.P. 35.2	
Ascending	25
Descending	20

Speed limit on loop track York Canyon 5 MPH until train on straight track, then 10 MPH.

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D"—Dual Control Switch		"S"—Spring Switch	
Station	Type	Location	MPH
French	D	Third Subdiv. Jct. Switch	40
York Canyon	S	Loop Track Switch	10

2. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Scale run around	M.P. 1.8	500

ALL SUBDIVISIONS Special Instructions

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, employes 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(l) and 15(n).

Rule 24 amended to read: "Trains will be identified as follows:

1. Regular trains-by schedule number and engine number;
2. -Extras-by engine number and direction; and,
3. Work extras-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."

Rule S-71 supplemented by adding: Eastward regular trains are superior to Westward regular trains of the same class.

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	1 1/2 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 the 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:

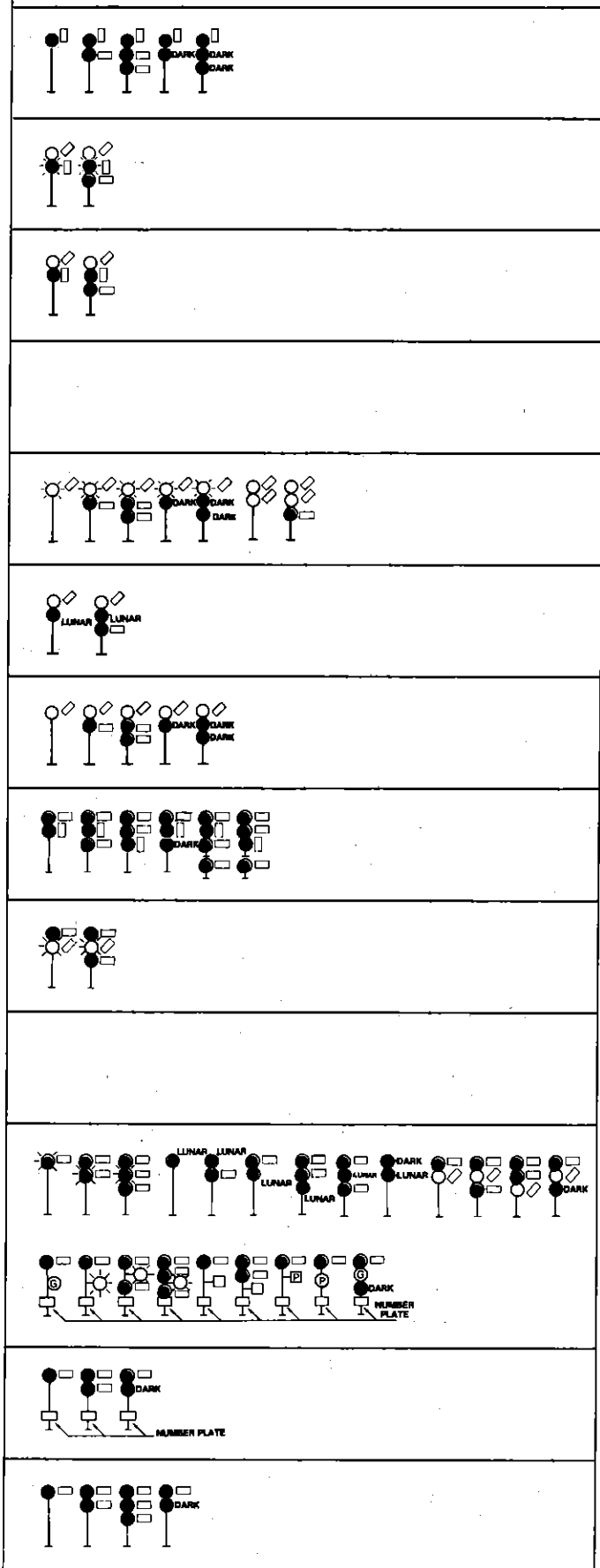
Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

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

(Continued on page 30)

**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

Special Instructions (Cont'd)

4. OPERATING RULES AMENDMENTS (Cont'd.)
- 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.

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 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 (items 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. --- 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
DK --- M --- DISPATCHER ---

Rule 450 second paragraph amended to read: Where 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.

ALL SUBDIVISIONS

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Form A and Form 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 below.

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

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 M. P.	
	1					
	2					
	3					
	4					
	5					
	6					
	7					
	8					
	9					
	10					
	11	OTHER CONDITIONS				

TOTAL LINES USED ---
DK --- 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)	FOREMAN AND GANG NO.	ESTDP
	1						
	2						
	3						
	4						
	5						
	6						
	7						
	8						
	9						
	10						

TOTAL LINES USED ---
DK --- M COPIED BY --- DISPATCHER ---
RELAYED TO ---

ALL SUBDIVISIONS

Train Order Form Y: Prescribed form for Train Order Form Y, example (1), is shown on page 118. Pre-printed pads of this form will be, and the form for mechanical transmission is, revised as depicted below.

LINE NO.	LIMITS MP TO MP	TRACK FROM UNTIL (S)	FOREMAN AND GANG NO.	STOP
1		M' M'		
2		M' M'		
3		M' M'		
4		M' M'		
5		M' M'		

WHEN YELLOW FLAGS ARE NOT DISPLAYED AS PRESCRIBED BY RULE 10, SHOW LOCATION OF FLAGS BELOW:

LINE NO.	FLAGS AT MP	DIREC-TION	FOREMAN AND GANG NO.

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 employes in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes 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.

5 (A) SPEED — AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instructions 1(A).

(B) Speed restriction over street or highway crossings listed in Special Instructions 1(C) apply only while head end of train is passing over such crossing.

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 is 45 MPH.

*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

7. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes Except Amtrak	3	5
Amtrak	2	2

ALL SUBDIVISIONS

8. DERRICKS, CRANES, SCALE TEST CARS

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 or engines 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 Spreaders MPH	Other Machines Including Pile Drivers AT-199453 Locomotive Crane AT-199600 AT-199720 MPH
First, Second, Third, Fourth, Pueblo and Boise City	40	45	30
York Canyon	30	30	30
CV and Manter	20	20	20
Garden City, Minnequa, Canon City, Lamar	15	15	15
AV and Santa Fe	10	10	10

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.

Locomotive Cranes AT 199600-199720 and pile drivers must be handled in trains next to engine.

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

9. TRACKSIDE WARNING DEVICES

(A) HOTBOX AND DRAGGING EQUIPMENT DETECTORS

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

Locator (Readout) 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 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.

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.

Monitor Display Board type:

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

9. TRACKSIDE WARNING DEVICES

(A) HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Monitor Display Board Type: (Cont'd.)

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

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

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

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

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

Radio Readout (Reporter) type:

As train approaches the detector location, to alert crew that system is operational the following message may be transmitted via radio: "SANTA FE RAILROAD, (Site Identification), SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are noted 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 the North track, the audible tone will be a fast beep; if on Middle or 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 references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Site Identification), 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."
- (5) ".....WIDE LOAD NEAR AXLE two ninety six."

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

Anytime a train receives four (4) defective car alarms, three (3) or more hotbox alarms, two (2) or more dragging equipment alarms, or one (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

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

If the rotating white light is illuminated *before* head-end of train reaches detector, AND/OR the following message is transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM FAILURE," crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone 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), 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.

9. TRACKSIDE WARNING DEVICES (Cont'd)

Instructions Applicable to All Types:

To locate defect indicated by a hotbox detector, crew must actually count axles. When making inspection, give particular attention to heat of journals and hub of wheels. 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.** Observe for smoke, sluffing or melting of bearing surface, or metallic cuttings in the journal box of a friction type bearing.

After each inspection, use yellow crayon marker to write the date and letter "B" above a roller bearing journal; the date and letter "J" above a friction bearing journal; or, the date and letter "W" on a wheel.

If an overheated condition is found, the car or unit must be set out. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found, make close inspection of three cars or units on either side of such indicated equipment; then if nothing found wrong (or entire train has been inspected) the train may proceed at prescribed speed but must stop after 30 miles 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, and relieving crew at crew change point where mechanical inspection is not made, must be informed on existing conditions.

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

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

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

When a train is stopped by detector, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

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.

(B) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are red trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

(C) SLIDE DETECTOR FENCES

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rules 312 or 313. Train dispatcher must be promptly notified if slide conditions observed.

(D) DRAGGING EQUIPMENT DETECTORS

Dragging equipment will actuate rotating white light at detector location, light must be observed; when activated train must be stopped and entire train must be thoroughly inspected for dragging equipment.

10. JOINT TRACK FACILITIES

At Pueblo Jct., when rules require communication with control station, both D&RGW and AT&SF dispatchers must be contacted.

PUEBLO JCT.—N.A. JCT.—AT&SF and Mo.Pac. trains and engines will use joint trackage and will be governed by AT&SF time table, rules and regulations.

PUEBLO JCT.—MINNEQUA—AT&SF and B.N. trains and engines will use joint trackage and will be governed by AT&SF time table, rules and regulations.

MINNEQUA—SOUTHERN JCT.—AT&SF trains and engines will use B.N. tracks and will be governed by B.N. time table, rules and regulations.

ALL SUBDIVISIONS

10. JOINT TRACK FACILITIES (Cont'd.)

D&RGW CONNECTION PUEBLO - CANON CITY — AT&SF trains will use D&RGW tracks and will be governed by D&RGW time table, rules and regulations except as modified below:

Maximum authorized speed for freight trains is 55 MPH; except, maximum authorized speed is 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

B.N. CROSSING—JANSEN

B.N. and D&RGW trains will use AT&SF tracks and will be governed by AT&SF timetable, rules and regulations.

C.R.I.&P. JCT.—C.V. JCT.

AT&SF trains will use S.S.W. track and be governed by instructions for operation on C.V. Subdivision.

11. TRAIN OPERATION ON DESCENDING GRADES BETWEEN MP 643 AND RATON AND BETWEEN GLORIETA AND MP 833.

A. Unless it is known by conductor and engineer that prescribed brake pipe pressure is indicated on gauges, trains must stop before passing summit of grade and make air brake test.

B. Trains, including those operating with RCE, must not exceed speed of 15 MPH when average tons per car is 91 or more, 20 MPH when average is 90 tons or less.

(1) When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 pounds, train may proceed.

(2) When total brake pipe reduction exceeds 18 lbs. to control speed, train must be stopped immediately and brake system fully recharged before proceeding; first setting handbrakes on 75% of cars in train consist.

In addition, if train separation has occurred, handbrakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to recouple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.

C. Trains operating without RCE, and locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. In the event total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system fully recharged, first setting all handbrakes. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of cars must be maintained to detect overheated wheels and cooling stop must be for not less than ten minutes.

D. Passenger trains must not exceed following maximum speeds:

Between Wootton and M.P. 643	—20 MPH
Between M.P. 643 and Jansen	—30 MPH
Between Lynn and M.P. 659	—20 MPH
Between Glorieta and M.P. 833	—30 MPH

Freight trains must not exceed following maximum speeds:

EASTWARD:

Between M.P. 643 and M.P. 639	—20 MPH
-------------------------------	---------

E. On passenger trains and light engines, a running test of the air brakes must be made as prescribed by Rule 916 at Lynn eastward and at Wootton and Glorieta westward.

12. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN MP 643 AND RATON, AND GLORIETA AND MP 833.

A. When average tons per car is 90 or more, maximum speed on descending grades as follows:

1.0% to 1.5%	40 MPH
1.5% to 2.0%	25 MPH
2.0% or more	15 MPH

13. Rule 82(A): Clearances not required on Colorado Division.

14. Rule 104(M): Spring switches equipped with facing point locks—West siding switch at Lamar and West siding switch Wagon Mound.

15. Rule 405: Track warrants and track bulletins may be transmitted mechanically on Colorado Division.

16. Rule 450: Track bulletins are authorized on all Subdivisions of Colorado Division.

ALL SUBDIVISIONS

17. MAXIMUM AUTHORIZED SPEED—VARIOUS CARS.

(a) Trains handling continuous welded or jointed rail excluding twin loads of 78-foot rail 40 MPH*
*except 25 MPH on curves of 6 degrees or more

(b) Trains handling UTLX tank cars numbered:

UTLX 75933 thru 75936	
UTLX 75939	
UTLX 76250 thru 76275	
UTLX 76500 thru 76751 (except 76548 and 78729)	
UTLX 78256 thru 78293	
UTLX 78313	
UTLX 78326 thru 78353	40 MPH

(c) Trains handling DVLX tank cars numbered:

DVLX 4001-4189	40 MPH
----------------	--------

(d) Trains handling ATSF tank and work equipment cars numbered:

ATSF 96606 thru 96892	
ATSF 99148 thru 99297	
ATSF 99308 thru 99493	
ATSF 99700 thru 100298	
ATSF 100301 thru 101099	
ATSF 189000 thru 189999	
ATSF 192770 thru 192875	
ATSF 199800 thru 199899	
ATSF 202750 thru 202999	
ATSF 209000 thru 209999	45 MPH

(e) Trains handling ACFX tank cars numbered:

ACFX 17451 thru 17495	45 MPH
-----------------------	--------

(f) Trains handling NATX tank cars numbered:

NATX 10841 thru 10865	45 MPH
-----------------------	--------

(g) Trains handling PC or CR gondola cars numbered:

PC 598500 thru 598999	
CR 598500 thru 598999	45 MPH

(h) Trains handling SP gondola (ore) cars numbered:

SP 345000 thru 345699	45 MPH
-----------------------	--------

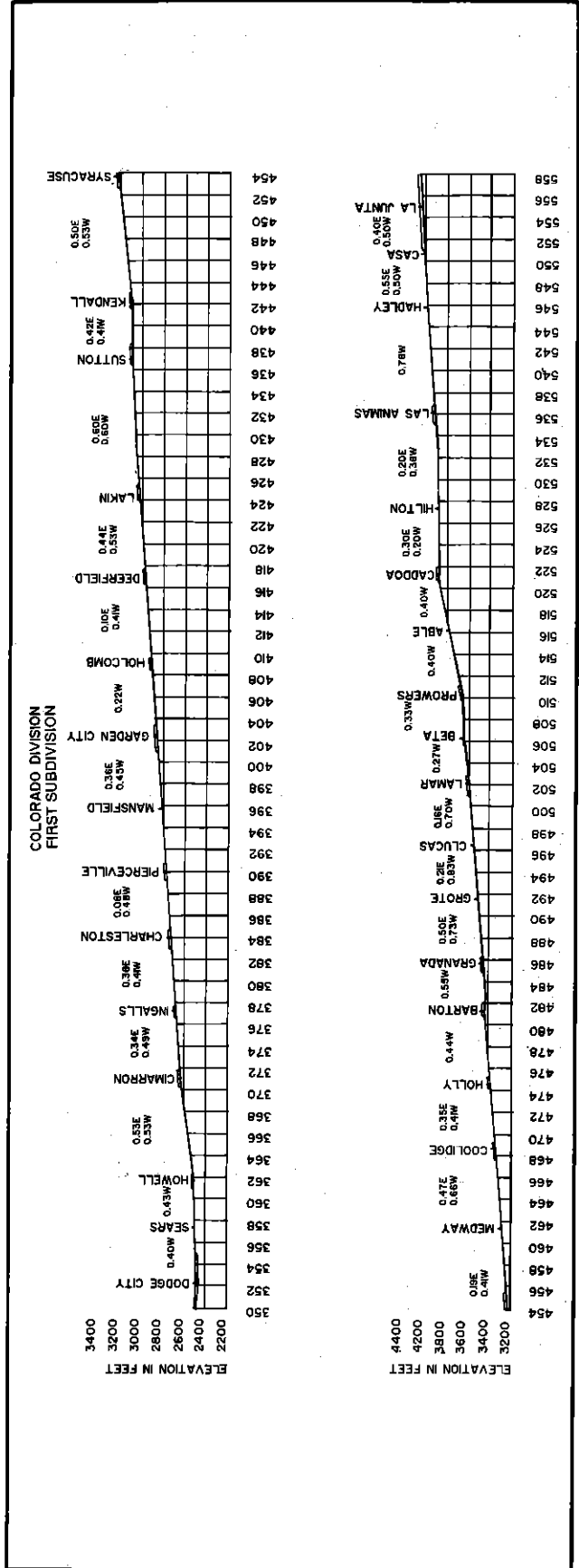
(i) Trains handling EMPTY "Schnabel" type cars numbered:

APWC 1004	
BBCX 1000	
CAPX 1001	
CEBX 100, 101	
CPOX 820	
CWEX 1016	
GEX 40010, 80002, 80003	
GPUX 100	
HEPX 200	
KWUX 10	
WECX 101, 102, 200-203, 301	40 MPH

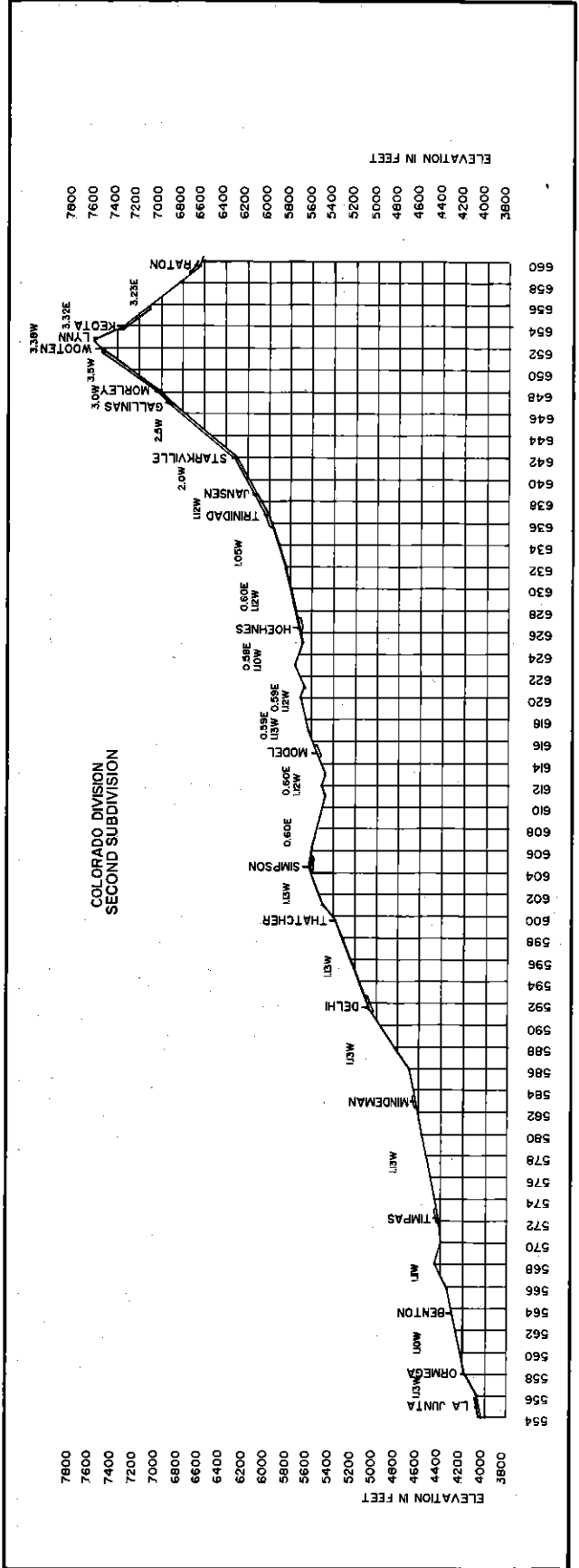
All cars listed in (i) must be handled on or near rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.

(j) Trains handling LOADED "Schnabel" type cars listed in (i), also CEBX 800 LOADED AND EMPTY, must be governed by special instructions issued for each individual movement.

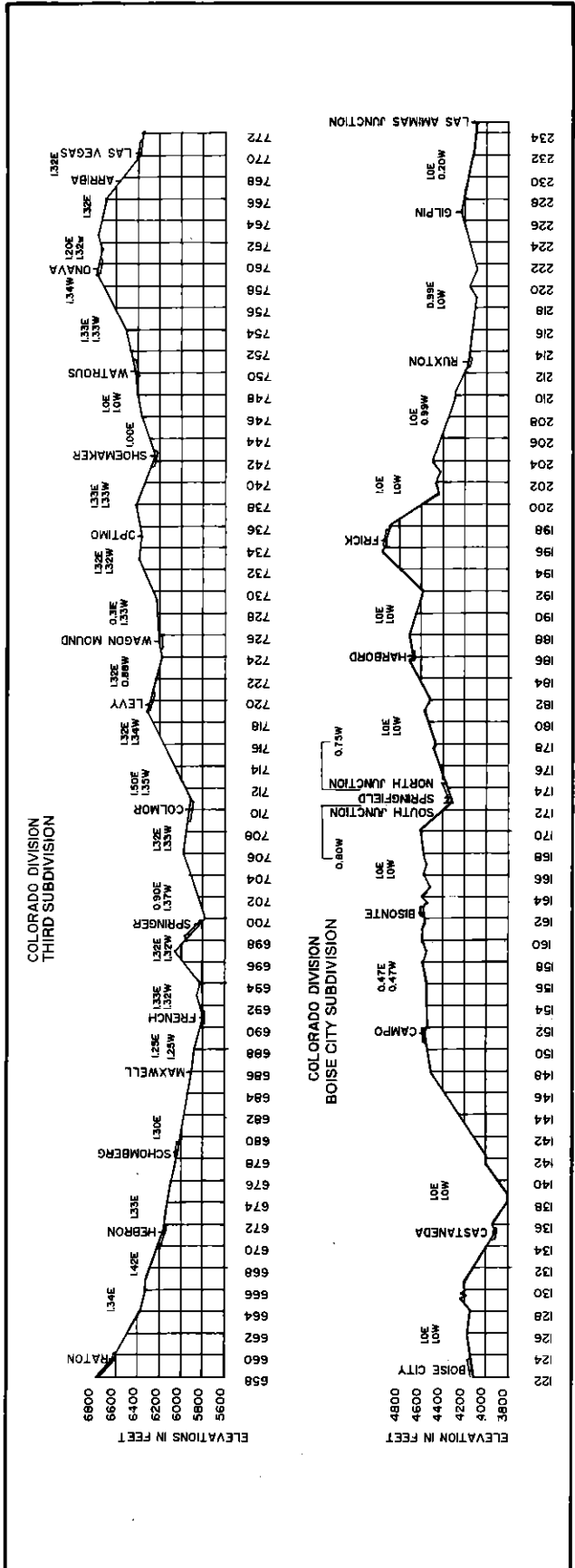
(k) Trains handling DOUBLE-STACK container cars .. 55 MPH



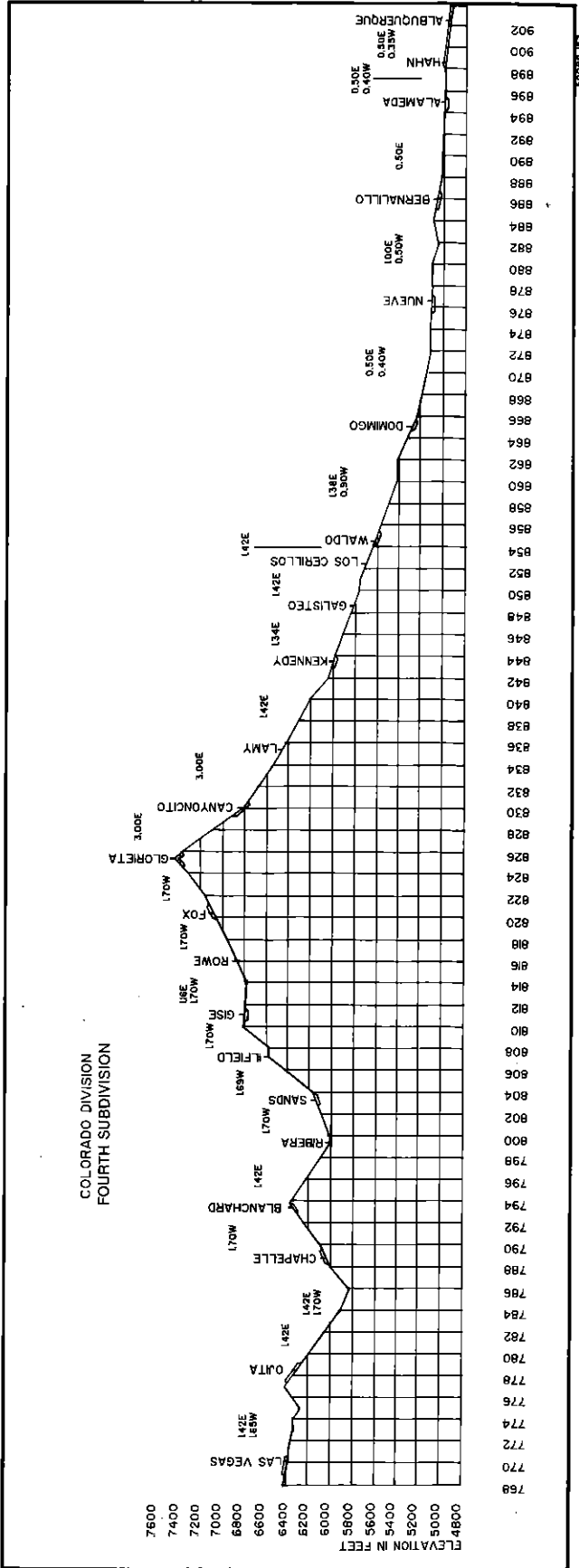
10-88006



50008-82



500000



500000

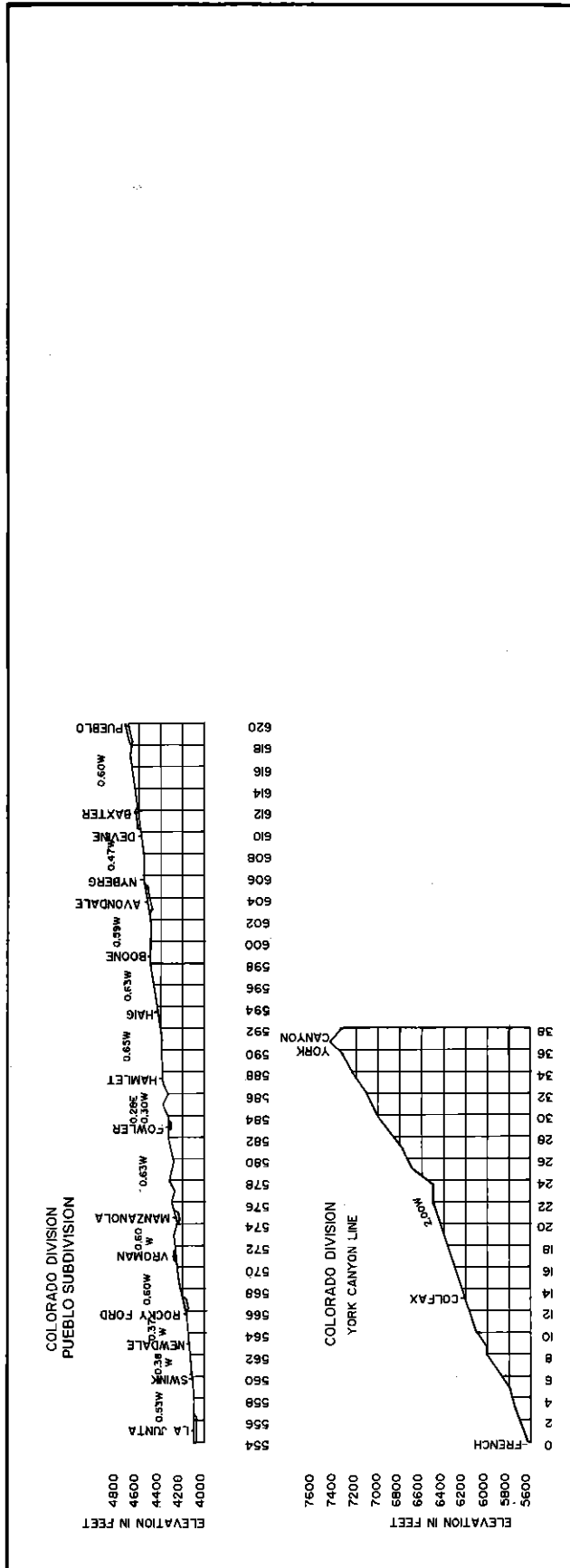
ALL SUBDIVISIONS

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 — (303) 384-3720 or (316) 283-7510. 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.

60086-155



Position in train of placarded cars containing hazardous materials

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

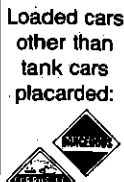
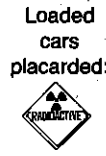
Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 NEXT TO:	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.	X	X		X			
	Engine, occupied caboose or passenger car	X	X	X	X	X		
	Car occupied by guard or escort	X (1)	X (1)		X (1)			
	Loaded plain flat car	X	X		X			
	Loaded bulkhead flat car	X (2)	X (2)		X (2)			
	Loaded TOFC/COFC flat car	X	X (3)		X (4)			
	Flat Car, loaded with vehicles	X	X		X (5)			
	Open top car with shiftable load	X (2)	X (2)		X (2)			
	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
	Car placarded EXPLOSIVES A	X		X	X		X	
	Car placarded POISON GAS		X	X	X		X	
	Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X					
							NO RESTRICTIONS	

(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.

(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

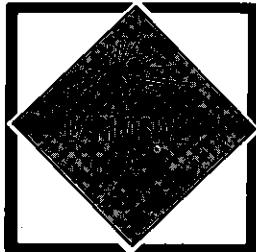
THE FOLLOWING CARS MUST NOT BE:
 CUT OFF IN MOTION, NOR BE
 IMPACTED BY CARS ROLLING UNDER
 THEIR OWN MOMENTUM

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

