

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



**SANTA FE
SAFETY FIRST**



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

WESTERN REGION

COLORADO 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.

Assistant General Managers
B.K. PERRY, AMARILLO, TEXAS
A.H. RENNE, LOS ANGELES, CALIF.
R.T. DENNISON, LOS ANGELES, CALIF.

D.J. McDOUGAL
Superintendent
LA JUNTA, COLORADO

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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"

ASSISTANT SUPERINTENDENT

S.R. GRISWOLD Denver, Colo.

TRAINMASTER

W.R. HOPPER La Junta, Colo.

TRAINMASTER— ROAD FOREMAN OF ENGINES

H.G. POWERS Raton, N.M.

ASSISTANT TRAINMASTER

T.L. REARDON Denver, Colo.

SUPERVISOR OF AIR BRAKES— GENERAL ROAD FOREMAN OF ENGINES

M.B. SPEARS Los Angeles, Calif.

ROAD FOREMEN OF ENGINES

J.R. WILSON Pueblo, Colo.

T.E. AUGÉ La Junta, Colo.

M.A. THORNTON (Amtrak) Los Angeles, Calif.

DIVISION MANAGER OF SAFETY

R.A. WEAKLEY Pueblo, Colo.

CHIEF DISPATCHER

J.O. McATEE La Junta, Colo.

ASSISTANT CHIEF DISPATCHERS—LA JUNTA

S.P. TAYLOR R.W. YERGERT

DISPATCHERS—LA JUNTA

A.W. ABEL L.T. JAPHET

L.N. STEPHAN M.D. MESSICK

J.J. GARZA R.R. HINER

P.R. HOLIMAN D.L. HUPP

D.E. DEATON B.D. ANDERSON

M.D. HARRISON D.C. ZWICK

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

FIRST SUBDIVISION

WEST- WARD	FIRST SUBDIVISION						EAST- WARD
First Class 3	STATIONS						First Class 4
Leave Daily	Station Number	Siding Feet				Mile Post	Arrive Daily
AM			DODGE CITY BRTY	TWC		PM	
5:55	58900		2.2 DODGE CITY BRTY	ABS	352.5	11:31	
5:58			6.8 SEARS	DT	354.7	11:22	
	58890		9.7 HOWELL		361.5		
	58870	6250	6.1 CIMARRON		371.2		
	58860		6.7 INGALLS		377.3		
	58850	7750	6.1 CHARLESTON		384.0		
6:25	58840		12.3 PIERCEVILLE	T	390.1		
6:37	58300	12350	6.6 GARDEN CITY BRY	W	402.4	10:48	
	58260		8.0 HOLCOMB	C	409.0	10:41	
	58250	4050	7.3 DEERFIELD		417.0		
	58240		13.0 LAKIN	A	424.3		
	58220	6850	4.9 SUTTON	B	437.3		
	58210		11.7 KENDALL	S	442.2		
7:13	58190	10000	14.9 SYRACUSE	P	453.9	10:09	
	58185		6.1 COOLIDGE	A	468.8		
	58180	E3700 W5100	6.6 HOLLY	T S	474.9		
	58170		3.8 BARTON		481.5		
7:35	58165	4000	17.0 GRANADA		485.3		
7:51	58100	7500	8.1 LAMAR	PY	502.3	9:34	
	58090		11.1 PROWERS		510.4	9:26	
	58080	4000	12.1 CADDOA		521.5		
			2.4 LAS ANIMAS JCT.	MP	533.6	9:10	
	58060	8300	14.7 LAS ANIMAS	P	536.0		
			4.2 CASA	CTC ATS	550.7		
8:40	56700		LA JUNTA	BRTY	554.9	8:51	
AM				ABS ATS 2MT		PM	
Arrive Daily	(202.4)						Leave Daily

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frt.
Dodge City and La Junta	90	55*
Dodge City and Sears — South Track	40	40

*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 RESTRICTION — 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

CROSSINGS	LOCATION	MPH
Crossings	M.P. 370.0 to 371.5	50*
Curve	M.P. 374.1 to 374.2	85
Curve	M.P. 381.6 to 381.9	75
Crossings	M.P. 401.7 to 403.0	45
3 Curves	M.P. 421.3 to 422.2	75
Crossings	M.P. 424.0 to 425.2	50*
Curve	M.P. 430.0 to 430.7	80
Curve	M.P. 432.6 to 433.2	70
2 Curves	M.P. 435.9 to 436.5	75
3 Curves	M.P. 479.9 to 481.9	70
Curve	M.P. 492.4 to 492.6	75
Crossings	M.P. 502.1 to 503.0	60
Curve	M.P. 512.0 to 512.5	80
Curve	M.P. 524.8 to 525.0	80
2 Curves	M.P. 528.6 to 531.0	75
Curve	M.P. 536.4 to 536.5	80
2 Curves	M.P. 543.1 to 543.9	70
2 Curves	M.P. 544.9 to 545.8	75
Curve	M.P. 547.9 to 548.0	75
Curve	M.P. 551.4 to 551.6	60
Curve	M.P. 552.8 to 553.1	55
2 Curves	M.P. 553.6 to 554.2	60

*Not applicable to Trains 3 and 4.

(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
Sears	S	End of Double Track Eastward and Westward M.P. 354.7	30
Cimarron	S	Both ends of siding	20
Charleston	S	Both ends of siding	20
Garden City	S	Both ends of siding	10
Deerfield	S	Both ends of siding	10
Sutton	S	Both ends of siding	30
Syracuse	S	Both ends of siding	20
Holly	S	Both ends of east siding	10
Granada	S	Both ends of siding	10
Lamar	S	Both ends of siding	20
Caddoa	S	Both ends of siding	10
Las Animas Jct.	D	Boise City Subdivision junction switch	30
Las Animas	D	Both ends of siding	30
Casa	D	Turnout South Track	30

TWC IN EFFECT: Between Dodge City and Las Animas Jct.
CTC IN EFFECT: On main tracks between Las Animas Jct. and M.P. 553.9, and on siding Las Animas.

DOUBLE TRACK IN EFFECT: between Dodge City and Sears.

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

At Sears, time of trains applies at end of double track.

At Lamar, time of No. 3 applies at the station sign.

When westward train moving against current of traffic on south track is stopped by "Stop" signal at end of double track Sears, member of crew must examine switch. If signal does not clear, train must foul track circuit beyond signal but not to foul conflicting route. After circuit has been fouled for 5 minutes, train may proceed at restricted speed to the next governing signal.

YARD LIMITS

Dodge City—Sears, M.P. 352.5 to 354.7

Garden City, M.P. 398.3 to 405.05

Lamar, M.P. 500.4 to 504.2

La Junta, M.P. 555.4 to 556.4

FIRST SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Val Agri	398.6	900	East & West
Sunflower Electric	407.4	35000	West
Iowa Beef Processors	411.4	1250	East & West
Amity	479.2	2150	East & West
Grote	491.4	1400	East & West
Hilton	527.4	3600	East

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 355.3 to 356.0	Highwater	Signals 3562 and 3541
Bridge 375.9	Highwater	Signals 3762 and 3731
M.P. 380.2	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 381.4	Highwater	Signals 3822 and 3801
Bridge 387.1	Highwater	Signals 3892 and 3871
Bridge 389.5	Highwater	Signals 3922 and 3891
Bridge 393.1	Highwater	Signals 3952 and 3921
M.P. 406.3	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 419.7	Highwater	Signals 4202 and 4191
Bridge 425.3	Highwater	Signals 4272 and 4241
Bridge 433.0	Highwater	Signals 4342 and 4311
Bridge 433.6	Highwater	Signals 4342 and 4311
M.P. 435.2	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 439.6	Highwater	Signals 4402 and 4381
Bridge 445.7	Highwater	Signals 4472 and 4441
Bridge 447.1	Highwater	Signals 4472 and 4461
Bridge 448.3	Highwater	Signals 4492 and 4461
Bridge 455.4	Highwater	Signals 4572 and 4551
M.P. 466.1	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 469.8	Highwater	Signals 4722 and 4691
Bridge 470.8	Highwater	Signals 4722 and 4691
Bridge 471.1	Highwater	Signals 4722 and 4691
Bridge 485.8	Highwater	Signals 4882 and 4851
Bridge 492.0	Highwater	Signals 4922 and 4901
M.P. 499.0	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 500.1	Highwater	Signals 5002 and 4981
M.P. 538.4 Eastward	Hot Box & Dragging Equipment	Rotating white lights at scanner & at locator (M.P. 536.6)
M.P. 538.4 Westward	Hot Box & Dragging Equipment	Rotating white lights at scanner & at locator (M.P. 540.9)

WEST-WARD ↓		SECOND SUBDIVISION				↑ EAST-WARD	
First Class	STATIONS						First Class
3							4
Leave Daily	Station Number	Siding Feet				Mile Post	Arrive Daily
AM 8:40	56700		LA JUNTA	BRTY	T W C	554.9	PM 8:51
	56660	4650	TIMPAS	P		572.3	8:31
	56650	6000	MINDEMAN		A B S	583.0	
9:10	56640	6250	DELHI	P		591.5	8:16
	56630	6250	SIMPSON		A T S	604.7	
	56620	4750	MODEL	P		615.0	
9:43	56610	6150	HOEHNES		C T C	626.3	
9:52			B.N. Crossing	MPY		635.8	7:37
9:57	56600		TRINIDAD		2 M T	636.7	8:34
	56590		JANSEN	P		638.6	
			STARKVILLE		C	642.0	
			GALLINAS			647.3	
	56565		MORLEY	P	T	648.1	
	56555		WOOTTON	P		651.8	
	56535		LYNN	P	C	652.8	
	56510	9300	KEOTA			655.2	
11:03 AM	56500	4500	RATON	BR		659.5	6:29 PM
Arrive Daily	(104.6)						Leave Daily

TWC IN EFFECT: Between La Junta and B.N. Crossing.
 CTC IN EFFECT: On main tracks between Raton and 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.
 YARD LIMITS
 La Junta, M.P. 555.4 to 556.4
 B.N. Crossing, M.P. 634.8 to 635.8

SECOND SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
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 operative brake.
- (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 operative brake, 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 20 and 21)

LOCATION	MPH
Curve M.P. 555.6 to 555.8 * **	30
Curve M.P. 556.2 to 556.4	50
Curve M.P. 557.2 to 557.4	85
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	35
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 and Curves M.P. 636.2 to 637.5	20
2 Curves M.P. 637.9 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
33 Curves M.P. 652.5 to 659.5 *	20

*Equipped with Westward ATS Inert Inductors

**Equipped with Eastward ATS Inert Inductors

SECOND SUBDIVISION

(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	Turnout south track	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	End of two tracks	20
Keota	D	Both ends siding	20
Raton	D	Both ends siding	30
	D	East yard both ends freight lead	10

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 566.6	Highwater	Signals 5692 and 5661
Bridge 576.6	Highwater	Signals 5772 and 5741
Bridge 581.3	Highwater	Signals 5822 and 5801
Bridge 585.3	Highwater	Signals 5862 and 5831
Bridge 586.9	Highwater	Signals 5882 and 5861
Bridge 589.6	Highwater	Signals 5902 and 5881
Bridge 591.6	Highwater	Signals 5922 and 5901
Bridge 594.3	Highwater	Signals 5942 and 5921
Bridge 600.1	Highwater	Signals 6022 and 5991
Bridge 600.5	Highwater	Signals 6022 and 5991
Bridge 611.2	Highwater	Signals 6122 and 6101
Bridge 615.4	Highwater	Signals 6152 and 6141
M.P. 618.5	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 633.7	Highwater	Signals 6342 and 6311
Bridge 638.6	Highwater	Eastward and Westward controlled signals at Jansen
M.P. 649.8	Dragging Equipment	Rotating white light at detector (M.P. 649.8)
M.P. 657.0	Dragging Equipment	Rotating white light at detector (M.P. 657.0)

THIRD SUBDIVISION

WEST- WARD	THIRD SUBDIVISION						EAST- WARD
First Class	STATIONS						First Class
3							4
Leave Daily	Station Number	Siding Feet			Mile Post	Arrive Daily	
AM						PM	
11:03	56500	4500	RATON <small>11.8</small>	BR	659.5	6:29	
	56490	5650	HEBRON <small>7.5</small>	C	671.3		
	56480	5900	SCHOMBERG <small>12.2</small>	T	678.8		
	56450	6050	FRENCH <small>8.4</small>	C	691.0		
11:16	56445	6300	SPRINGER <small>10.6</small>		699.4		
	56440	6250	COLMOR <small>9.7</small>		710.0		
	56430	6100	LEVY <small>5.6</small>	P A	719.7		
11:59	56425	3800	WAGON MOUND <small>17.0</small>	P B	725.3	5:23	
	56420	4650	SHOEMAKER <small>7.9</small>	P S	742.3		
	56415	6250	WATROUS <small>9.3</small>	P T	750.2		
PM							
12:42	56410	7602	ONAVA <small>10.5</small>	W	759.5		
s 1:01	56400	5700	LAS VEGAS	BRTY C	770.1	4:34	
PM						PM	
Arrive Daily	(110.6)						Leave Daily

TWC IN EFFECT: Between Springer and Las Vegas.

CTC IN EFFECT: On main track Raton to and including switch west end siding Springer, and on sidings Raton, Hebron, French and Springer.

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

YARD LIMITS

Las Vegas, M.P. 767.2 to 771.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frt.
Raton and Las Vegas	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 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
2 Curves	M.P. 660.0 to 660.4 **	40
2 Curves	M.P. 660.8 to 661.7	60
6 Curves	M.P. 663.1 to 666.3	65
5 Curves	M.P. 667.1 to 670.7	70
4 Curves	M.P. 676.7 to 679.8	70
Curve	M.P. 682.4 to 682.8	70
Curve	M.P. 683.9 to 684.1	70
4 Curves	M.P. 686.4 to 688.1	70
Curve	M.P. 689.1 to 689.4	70

(continued on next page)

(C) SPEED RESTRICTIONS – VARIOUS (continued)

	LOCATION	MPH
Curve	M.P. 690.3 to 690.4 * **	45
Curve	M.P. 690.9 to 691.1	50
Curve	M.P. 691.6 to 692.0	55
Curve	M.P. 692.2 to 692.4	65
Curve	M.P. 693.3 to 693.9	70
Curve	M.P. 695.0 to 695.2	70
Curve	M.P. 696.0 to 696.2	55
2 Curves	M.P. 698.3 to 700.3	55
Curve	M.P. 700.6 to 700.9	70
Curve	M.P. 703.6 to 703.8	75
3 Curves	M.P. 706.5 to 709.0	70
Curve	M.P. 710.7 to 711.0	70
4 Curves	M.P. 715.2 to 718.4	70
Curve	M.P. 719.1 to 719.3	65
Curve	M.P. 723.9 to 724.3	70
Curve	M.P. 725.9 to 726.0	70
Curve	M.P. 730.8 to 731.6	65
3 Curves	M.P. 732.0 to 734.2	70
26 Curves	M.P. 736.1 to 747.2 * **	40
Curve	M.P. 747.6 to 748.1 * **	35
4 Curves	M.P. 748.2 to 749.1 * **	40
Curve	M.P. 749.2 to 749.4 * **	35
Curve	M.P. 754.0 to 754.1	75
Curve	M.P. 754.7 to 754.9	65
2 Curves	M.P. 757.9 to 759.1	70
6 Curves	M.P. 763.7 to 768.6	70
Crossings	M.P. 769.3 to 770.3	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
Raton	D	Both ends siding	30
	D	East yard both ends freight lead	10
Hebron	D	Both ends siding	30
Schomberg	S	Both ends siding	30
French	D	Both ends siding	30
	D	York Canyon Subdiv. Jct. Switch	40
Springer	D	Both ends siding	30
Colmor	S	Both ends siding	10
Levy	S	Both ends siding	10
Wagon Mound	S	Both ends siding	10
Shoemaker	S	Both ends siding	10
Watrous	S	Both ends siding	10
Onava	S	Both ends siding	30
Las Vegas	S	East end siding	30
	S	West end siding	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Montana de Fibre	765.5	1280	East

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 691.3	Highwater	Eastward controlled signals at York Canyon Jct. & Westward controlled signals at French
M.P. 702.1 Eastward	Hot Box & Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 700.3)
M.P. 702.1 Westward	Hot Box & Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 704.0)
Bridge 727.1	Highwater	Signals 7272 and 7251
M.P. 753.6	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
Bridge 753.7	Highwater	Signals 7562 and 7531

WEST-WARD		FOURTH SUBDIVISION				EAST-WARD	
First Class	STATIONS						First Class
3							4
Leave Daily	Station Number	Siding Feet			Mile Post	Arrive Daily	
PM 1:01	56400	5700	LAS VEGAS BRTY	T	770.1	4:34	
	56390	4850	OJITA	W	778.5	4:20	
	56380	5400	CHAPELLE	C	788.8		
1:31	56370	4500	BLANCHARD	A	793.6	3:54	
	56360	6385	SANDS	B	803.3		
	56340	6632	GISE	S	811.0		
2:08	56330	4050	ROWE	P	816.0	3:18	
		8500	FOX	C	820.4		
	56320	5800	GLORIETA	T	825.2		
	56310	4850	CANYONCITO	C	830.0		
2:48	56190	7500	LAMY	T	835.2	2:45	
	56180	4750	WALDO	TWC	854.6		
3:20	56160	4400	DOMINGO	ABS	865.3	2:16	
	56150	6750	NUEVE	ATS	876.6		
3:40	56140	6250	BERNALILLO	Y	886.0	1:58	
3:52	56120		HAHN	DT	898.8		
4:12 PM	56100		Albuquerque BRTY	TWC ABS ATS	902.4	1:40 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.

Double Track in effect between Albuquerque and Hahn.

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

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

FOURTH SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
- (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

	MPH	
	Psg.	Frt.
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 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

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH SUBDIVISION. (See Special Instructions 20 and 21).

	LOCATION	MPH
Crossings	M.P. 769.3 to 770.3	30
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

(continued on next page)

FOURTH SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS (continued)

	LOCATION	MPH
2 Curves	M.P. 853.3 to 853.7 *	30
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	Mile Post Location	Capacity in Feet	Switch Connection
Rosario Industrial Spur (2.4 miles)	860.7	14500	West
Plains Electric	878.4	2000	East
Public Service	895.7	12850	East
Tewa Moulding Corp.	896.3	700	East
Rio Grande Steel	896.8	1750	East
Associated Grocers	898.5	1200	West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 809.2 Eastward	Hot Box & Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 807.2)
M.P. 809.2 Westward	Hot Box & Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 810.7)
M.P. 826.7 to 826.9	Slide Detector Fence	Signals 8272 & controlled signals governing westward movement at west siding switch Glorieta
Bridge 852.4	Highwater	Signals 8542 and 8511
Bridge 869.2	Highwater	Signals 8702 and 8671
Bridge 870.8	Highwater	Signals 8702 and 8701
Bridge 872.7	Highwater	Signals 8732 and 8701
Bridge 874.2	Highwater	Signals 8754 and 8731
Bridge 878.3	Highwater	Signals 8782 and 8771

WEST-WARD ↓		PUEBLO SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
56700		LA JUNTA	BRTY	T W C A B S	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	C T C	603.6
57180	7500	^{7.3} BAXTER			610.9
		^{6.9} PUEBLO JCT.	M		617.7
		^{1.2} D.&R.G.W. Crossing	M	619.0	
57200		^{0.5} PUEBLO YARD	BRT	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 operator, 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 train dispatcher.

YARD LIMITS

La Junta, M.P. 555.4 to 556.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

	MPH
La Junta and Pueblo Jct.	55
Pueblo Jct. and M.P. 619.9	20

(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
Curve	M.P. 555.7 to 556.1	40
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
Curve & Crossings	M.P. 597.3 to 598.6	40
Curve	M.P. 615.9 to 616.0	50
Curve	M.P. 617.2 to 617.4	25
2 Curves	M.P. 617.5 to 617.7 (Pueblo Jct. Interlocking)	15
2 Curves	M.P. 618.9 to 619.2 (RR Crossing M.P. 619.06)	10

PUEBLO SUBDIVISION

(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
La Junta	S	West end of freight lead (long tail)	20
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	40
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	Mile Post Location	Capacity in Feet	Switch Connection
Target Stores	610.4	2424	West
E.L. Farmer	610.6	400	East & West
Pueblo Air Base	610.7	Yard	East
Baxter Beet Track	612.6	850	East & West
Economy Building Spur	615.1	400	West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 557.5	Highwater	Signals 5572 and 5561
M.P. 570.7	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
M.P. 595.1*	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
Bridge 612.5	Highwater	Controlled signal west end Baxter

*— In addition to transmitting the defect via radio, this detector has three rows of lights to alert crew members of a defect in their train. The top light is a red rotating light which, when lighted, denotes that a defect exists. The second row of lights are white in color, the middle light, when lighted, denotes detector is operational. The white light on either side lighted denotes which side of train defect is located. The bottom row of lights are amber in color and when lighted denotes dragging equipment defect and appropriate side of train.

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

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

Eastward trains originating Pueblo must secure AT&SF track warrant and track bulletins and contact D&RGW dispatcher for restrictions prior to departure.

Between Minnequa and Southern Jct., trains and engines will be governed by the Timetable, 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

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

Pueblo Jct. and Southern Jct.	20
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(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
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	
STATION	TYPE	LOCATION	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	BRT	Via D. & R. G. W. Ry.	
		0.6 D.&R.G.W. Connection			0.6
57520		24.8 PORTLAND			25.4
57530	6800	6.1 FLORENCE			31.5
57545		8.2 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 (M.P. 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

Crossing	LOCATION	MPH
	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	Mile Post Location	Capacity in Feet	Switch Connection
Rockvale Spur	32.5	3400	East

WEST-WARD ↓		LAMAR SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
58115		WILSON JCT.		RULE 94	4.9
58110		1.0 CULP			3.9
58100		3.9 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
58115		WILSON JCT.		RULE 94	30.4
58130		6.1 WILEY			36.5
	Yard	LA JUNTA Air Base			2.0 91.5
57120		SWINK			93.5
		(8.1)			

Between Swink and La Junta Air Base and between Wilson Jct. 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
Wilson Jct. 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	RULE 94	
56200		18.1 SANTA FE			B
		(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 ↓		MANTER SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
40700		SATANTA	BRTY		
		0.4			
		SATANTA JCT.	TY		
		6.8			
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	PY		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.

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

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

South Jct. — Pritchett, M.P. 93.6 to 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	Mile Post Location	Capacity in Feet	Switch Connection
Columbian Track	13.0	3650	East & West
Kroy Industry	24.8	200	East
Kugler Oil	25.9	1650	East & West
Sullivan Track	29.1	900	East & West
Julian	38.9	1000	East & West
Bartlett	68.6	1000	East & West

WEST-WARD ↓		BOISE CITY SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
40400		BOISE CITY	PTY		122.6
		12.7			
40420	3750	CASTANEDA			135.3
		16.3			
40430	7450	CAMPO			151.6
		10.9			
40445	2200	BISONTE			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			186.0
		10.6			
40525	7700	FRICK			196.6
		16.3			
40530	2100	RUXTON			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

Boise City, M.P. 122.6 to 124.1

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

	MPH
Boise City and Las Animas Jct.	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
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

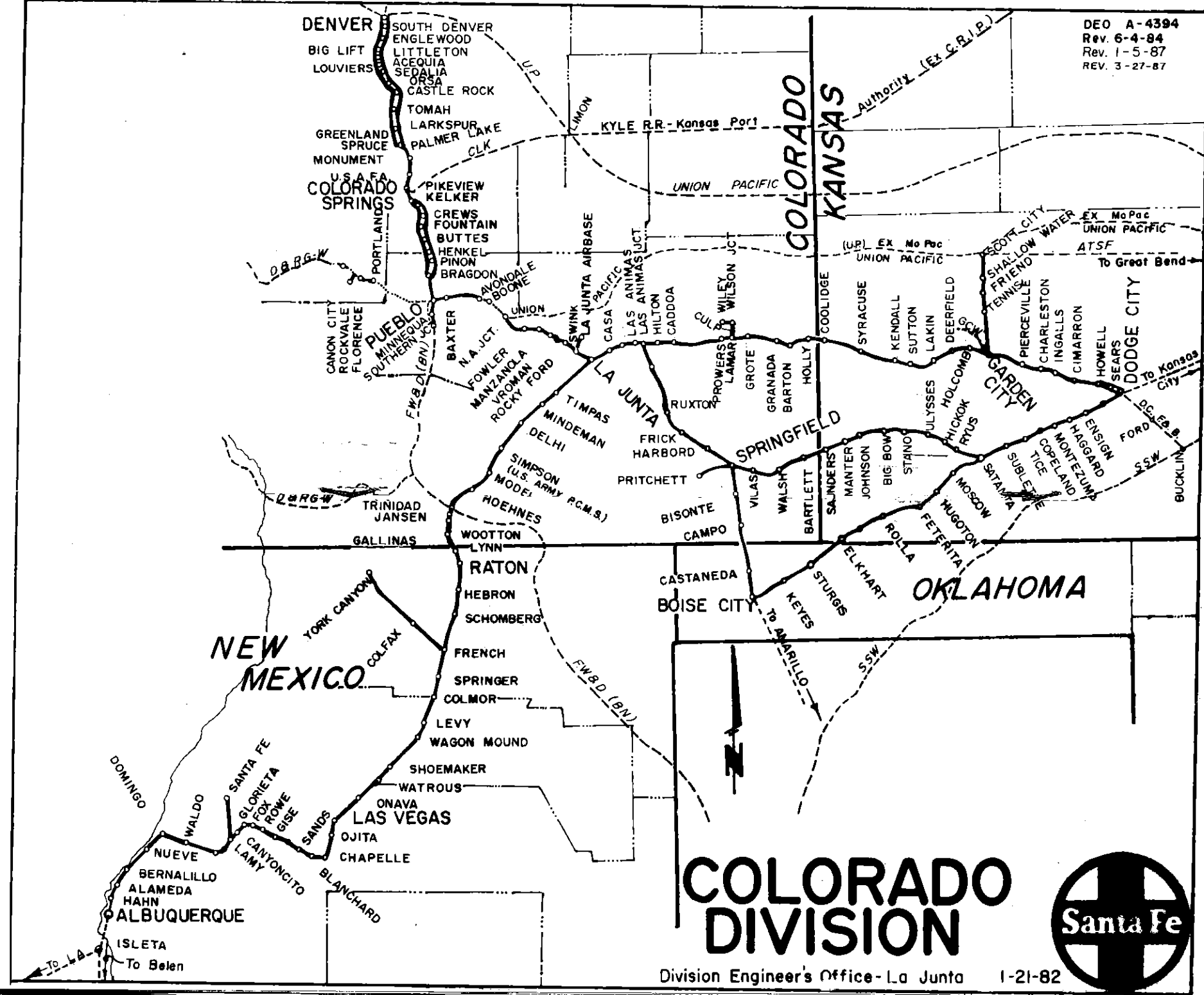
Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" — Dual Control Switch

"*" — Rigid Switch

STATION	TYPE	LOCATION	MPH
Boise City	*	West wye switch	
		Dumas Subdivision	20
	*	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 24)



COLORADO DIVISION



BOISE CITY SUBDIVISION

ALL SUBDIVISIONS Special Instructions

SPECIAL INSTRUCTIONS (continued from page 21)

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 155.2	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
M.P. 176.7	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
M.P. 214.3	Hot Box & Dragging Equip.	Rotating white lights & radio communications at scanner
Bridge 218.8	Highwater	Rotating red lights at M.P. 217.8 and M.P. 219.8 and at Bridge 218.8

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

TWC IN EFFECT: Between French and York Canyon.

YARD LIMITS

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
M.P. 0 and 1.76	
Ascending	40
Descending	35
M.P. 1.76 and 1.93	
Ascending	10
Descending	10
M.P. 1.93 and 17	
Ascending	40
Descending	35
M.P. 17 and 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 Subdivision junction switch	40
York Canyon	S	Loop track switch	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Scale run around	1.8	500	East & West

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 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 out-bound locomotive engineer.

Rule 26 last paragraph page 30 amended to read: Testing does not include visual observations made by an employe 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 employe performing the marker inspection task may afford protection by personally contacting the employe 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	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.

(continued on page 28)

ALL SUBDIVISIONS Special Instructions (continued)

4. OPERATING RULES AMENDMENTS (continued)

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.

Rule 230 through 242 modified as shown on pages 26 and 27.

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: 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 the '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.

ALL SUBDIVISIONS

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 926. 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) 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

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 AT-199466 and Jordan Spreaders MPH	Other Machines Locomotive Cranes 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.

ALL SUBDIVISIONS

9. TRACKSIDE WARNING DEVICES — INSTRUCTIONS

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS

RULE 109(C) — TRACKSIDE WARNING DETECTORS:

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:

- To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
- 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 ten-pack equipment after second detector stop.

- When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting or bearing surface, or metallic cuttings in journal box of friction type bearings.
- 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, or the date and letter "W" above each wheel indicated, found to be defective, or overheated.
- 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:
 - it is snowing or sleeting; or,
 - there is snow on ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

- After train passes the detector:
 - If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - 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.

ALL SUBDIVISIONS

9. TRACKSIDE WARNING DEVICES — INSTRUCTIONS

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS (cont'd)

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.
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. Trains 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 car 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.

INSTRUCTIONS APPLICABLE TO MONITOR DISPLAY BOARD TYPE:

1. 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 exists 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.

ALL SUBDIVISIONS

9. TRACKSIDE WARNING DETECTORS — INSTRUCTIONS

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS (cont'd)

2. 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.
3. 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.
4. When rotating white light is actuated by train, and a numerical readout is not displayed on the displayboard, train must be stopped and entire train be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.
5. 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 must 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.

(B) SHIFTED LOAD DETECTORS

All members of crew must be alert to observe indicators. When a train actuates indicators, they will display rotating light and train must stop immediately, inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone result of inspection.

When indicators display rotating white light before engine reaches detector, fixed signals indicate other than stop, and communication is established between head and rear ends of train with understanding indicators were actuated before engine reached indicator, train may without stopping proceed not to exceed 15 MPH until entire train has passed over bridge.

(C) 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.

(D) 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.

10. JOINT TRACK FACILITIES

At Pueblo Jct., when rules require communication with control operator, 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 timetable, 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 timetable, rules and regulations.

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

D&RGW CONNECTION PUEBLO-CANON CITY: AT&SF trains will use D&RGW tracks and will be governed by D&RGW timetable, 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 operative brake, or when train exceeds 7000 tons.

B.N. CROSSING—JANSEN

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

CRI&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.

ALL SUBDIVISIONS

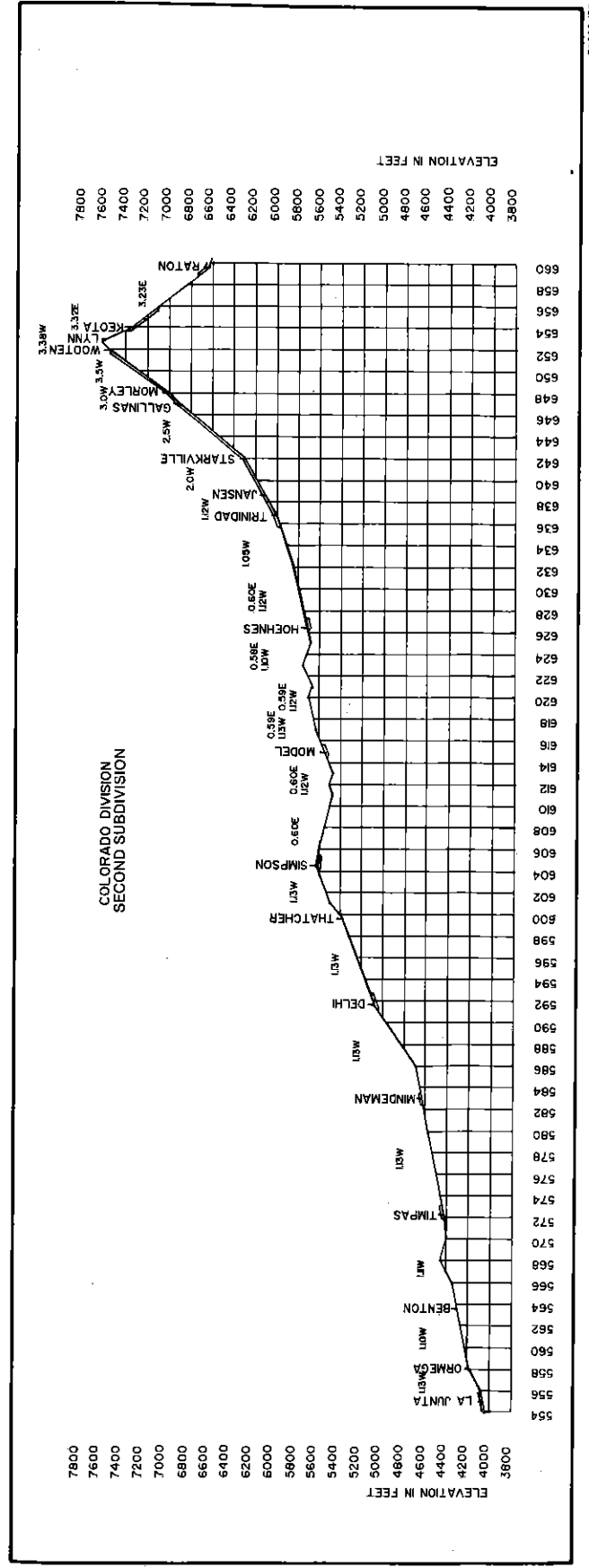
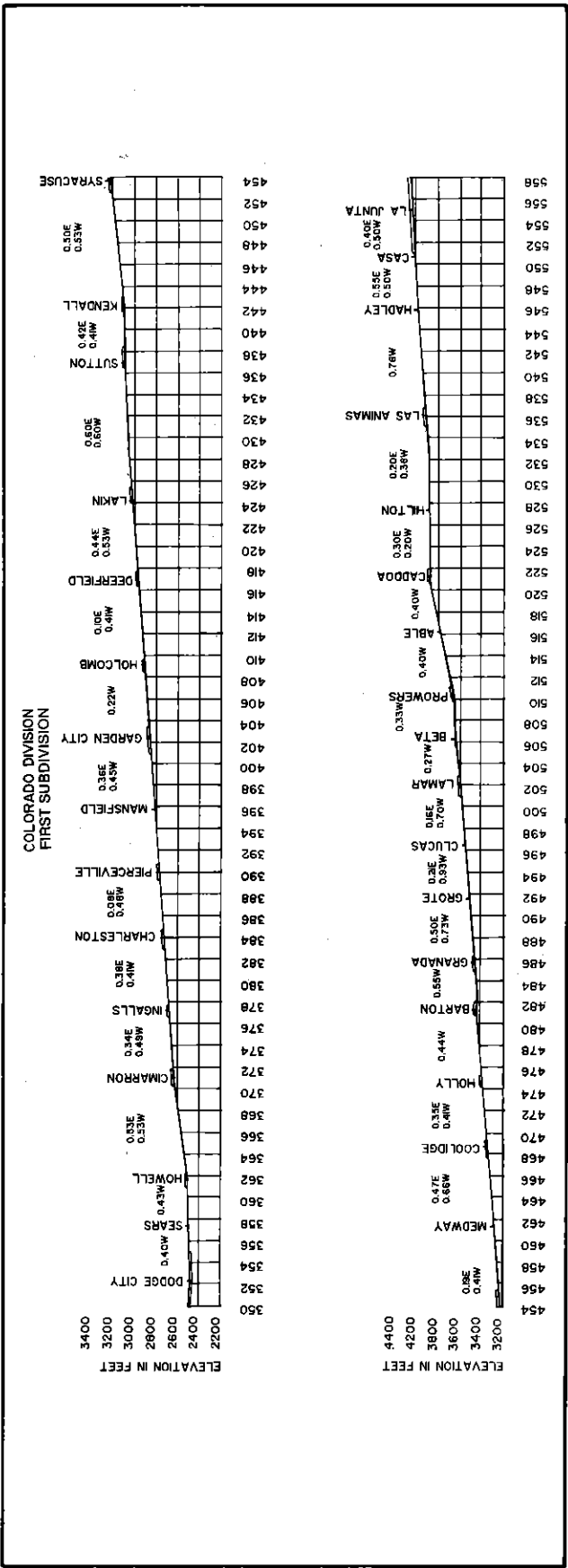
11. Rule 104(L): All sidings having hand-thrown derails will have derails locked off rail, except when engines or cars are left unattended on siding.
12. Rule 82(A): Clearances not required on Colorado Division.
13. Rule 450: Track bulletins are authorized on all Subdivisions of Colorado Division.
14. 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.
15. 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.
16. Maximum Authorized Speed - Various Cars

	MPH
(A) Trains handling continuous welded or jointed rail, excluding twin loads of 78-ft. rail *except 25 MPH on curves of 6 degrees or more.	40*
(B) Trains handling tank cars numbered: ACFX 17451 thru 17495 and NATX 10841 thru 10865	45
(C) Trains handling gondolas numbered: CR 598500 thru 598999 PC 598500 thru 598999 SP 345000 thru 345699	45
(D) Trains handling ATSF tank and work equipment cars numbered: ATSF 100301 thru 101099 ATSF 189000 thru 189999 ATSF 192770 thru 192875 ATSF 199880 thru 199899 ATSF 202750 thru 202999 ATSF 209000 thru 209999	45
(E) Trains handling, the following tank cars numbered: DVLX 4001 thru 4190 UTLX 76517, 76539 UTLX 76556, 76558, 76568, 76595, 76649 UTLX 76656, 76696, 76733 UTLX 76736 thru 76738 UTLX 76742 thru 76751 (except 76746 and 76749) UTLX 78256 thru 78269 UTLX 78272, 78274, 78278, 78281 UTLX 78285 thru 78293 (except 78286) UTLX 78326 thru 78333 (except 78327) UTLX 78336 thru 78344 (except 78341 and 78342) UTLX 78347 thru 78350 (except 78349) UTLX 78353	40
(F) Trains handling EMPTY "Schnable" type cars numbered: APXW 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, 301 CWEX 1016 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.	40
(G) Trains handling LOADED "Schnabel" type cars listed in (F) also CEBX 800 LOADED & EMPTY, must be governed by special instructions issued for each individual movement.	
(H) Trains handling solid consist of military equipment	55
(I) Trains handling EMPTY gondolas numbered: KCS 801011 thru 802930	45
(J) Trains handling hopper cars WAFX 84654 thru 84700	45
(K) Solid trains of empty trailers and/or empty containers	55

ALL SUBDIVISIONS

17. Within track warrant control limits, any track warrants 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.
18. When letter "S" (siding sign) is displayed on a 'STOP' signal, train must stop and operate switch to enter siding or diverging route, then be governed by signal indication.
19. Rule 104(M): Spring switches equipped with facing point locks - west siding switch at Lamar and west siding switch Wagon Mound.
20. TRAIN OPERATIONS ON DESCENDING GRADES BETWEEN M.P. 643 AND RATON AND BETWEEN GLORIETA AND M.P. 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. This does not apply to quality service network trains operating with an ETM or inoperative ETD.
 - B. Trains, including those operating with RCE, must not exceed speed of 15 MPH when average tons per operative brake is 90 or more, 20 MPH when average is less than 90.
 - (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 pounds 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 call 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 hand brakes. 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. 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.
21. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN M.P. 643 AND RATON, AND GLORIETA AND M.P. 833.
 - A. When average tons per operative brake 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



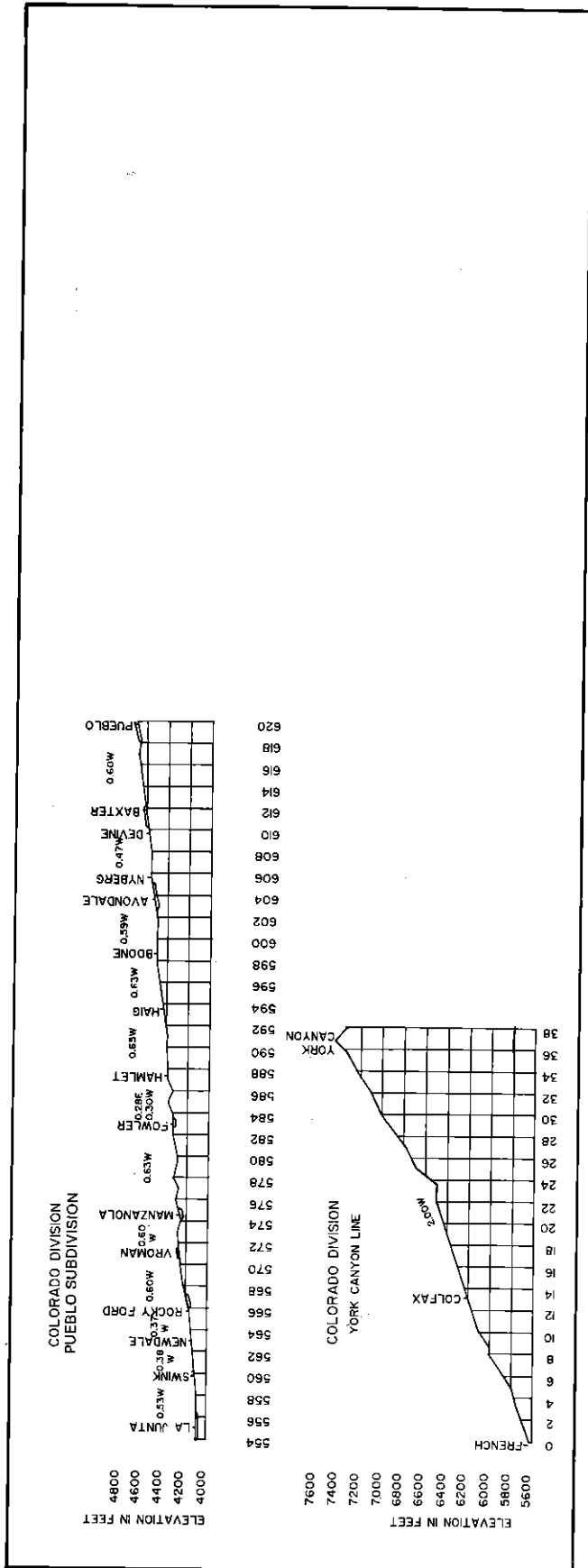
ALL SUBDIVISIONS

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.

50088-15



Position in train of placarded cars containing hazardous materials

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

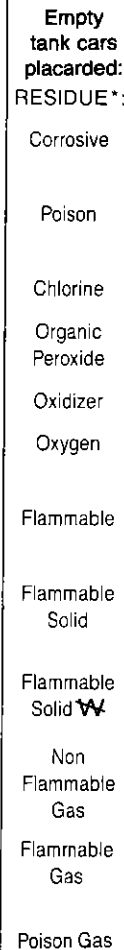
Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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.

	Loaded cars placarded: POISON GAS	Loaded cars placarded: RADIOACTIVE	Loaded cars placarded: RADIOACTIVE	Loaded tank cars placarded:	Empty tank cars placarded: RESIDUE*	Loaded cars other than tank cars placarded:	Loaded cars placarded:
MUST NOT BE NEXT TO:	X	X	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.

* 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

LOCOMOTIVE CHART

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

* 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.