RULE 455, VERBAL AUTHORIZATION BY FOREMAN AND ENGINEER'S ACKNOWLEDGMENT

When train approaches limits specified by Track Bulletin Form B, a crew member 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 ___(name)___ (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:

(1) 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 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.

(2) To authorize a train or engine to proceed at a speed other 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.

(3) To require train or engine to move at restricted speed, but less than 20 MPH, 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.

The instructions issued by foreman under (1), (2), or (3) must be repeated by a crew member and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train must not enter the limits until verbal authority is received from employe in charge as prescribed by example (1) above

SPEED TABLE

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile 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	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8	12	—	5.0

The Atchison, Topeka and Santa Fe Railway Co.

SYSTEM TIMETABLE No. 3

IN EFFECT

At 12:01 A.M.
Sunday, October 25, 1992

Central Time - Eastern Region (except Mountain Time west of Dodge City, KS)
Central Time - Southern Region
Mountain Time - Central Region (except Central Time east of Clovis, NM)
Pacific Time - Western Region

R. E. Hagberg
Vice President—Transportation
Schaumburg, IL

M. W. Franke
Vice President—Maintenance
Schaumburg, IL

FOCUS ON THE CUSTOMER

EASTERN REGION

D.J. McDougal, Asst. Vice Pres. Operations . . Kansas City, KS
W.F. Henry, Superintendent . . . . . Kansas City, KS
M. J. Wood, Terminal Superintendent . . . . . Kansas City, KS
S.R. Griswold, Superintendent . . . . . Newton, KS
B.R. Howard, Superintendent . . . . . Corwith, IL

SOUTHERN REGION

S.P. George, Regional Manager . . . . . Euless, TX
R.P. Benson,Superintendent . . . . . Euless, TX
K.W. Ross, Superintendent . . . . . Houston, TX
V.L. Kennedy, Superintendent . . . . . Temple, TX
L.E. Rees, Superintendent . . . . . Oklahoma City, OK

CENTRAL REGION

J.D. McPherson, Asst. Vice Pres. Operations Albuquerque, NM
J.R. Wilson, Superintendent . . . . . Winslow, AZ
J.E. Houghton, Superintendent . . . . . Belen, NM
J.R. Fitzgerald, Jr., Superintendent . . . . . Amarillo, TX

WESTERN REGION

W.F. McGinn, Regional Manager . . . . . San Bernardino, CA
J.M. Martin, Superintendent . . . . . Richmond, CA
T.A. Baham, Superintendent . . . . . Barstow, CA
W.W. Condotta, Terminal Superintendent . . . . . Barstow, CA
D.L. Reynolds, Superintendent . . . . . Los Angeles, CA
C.A. Roberts, Terminal Superintendent . . . Los Angeles, CA

You Have The RIGHT And The OBLIGATION To Work SAFELY

It is our belief that if we, as a company, are to grow and succeed, every action and/or process must first consider employee safety. Our personal commitment to this goal assures the future well-being and prosperity of ourselves, our fellow employees and our company.

We must, at the same time, commit to and follow through with:

- Continuously improving service to all customers to the point where we become their service partner of choice;
- Providing a work environment that is secure, satisfying, and challenging to all employees; and ...
- Recognizing the interests and needs of the various constituencies and communities we serve reflected in a safe, responsible and ethical approach to the way we do business.

The Quality Steering Team

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EASTERN REGION

SOUTHERN REGION

CENTRAL REGION

WESTERN REGION

SPECIAL INSTRUCTIONS - ALL SUBDIVISIONS

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SPECIAL INSTRUCTIONS (Cont)

EXPLANATION OF CHARACTERS

A – Automatic Interlocking
B – General Orders/Circulars/Notices
g – Gate, normal position against conflicting route.
G – Gate, normal position against this subdivision.
Ø – Gate, left lined in position last used.
M – Manual Interlocking
MT – Main Track
P – Telephone
R – Radio Communication
S – RR Crossing protected by permanent stop sign
T – Turning Facility
X – Crossover (DT)
Y – Yard Limits

EXPLANATION OF ABBREVIATIONS

Br - Bridge
Cv - Curve
Gr - Grade
MT - Main Track
RC - Rock Cuts
RRX - Railroad Crossing
Sg - Siding
Sw - Switch
Tnl - Tunnel
Trk - Track
Xing - Street or Highway Crossing

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".

SANTA FE POLICE COMMUNICATIONS TOLL FREE NUMBER
1-800-333-2383

WESTWARD ↓ EASTERN REGION Chillicothe Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
66000		CHICAGO U.S.	BP	
		1.6		
		21st St. (I.C.)		
		1.8		
		BRIDGEPORT	M	3.1
		1.3		
		ASH STREET C.R.I.-B.O.C.T.-C.R. RRX	M	4.4
		1.5		
66000		A.T.S.F. RRX	M	5.9
		CORWITH	BPRT	
		1.4		
65970		NERSKA (B.R.C. RRX)	M	7.3
		5.6		
		B.O.C.T. RRX	M	12.9
		1.6		
	6395	HARBOR		14.5
		1.5		
65580		G.M. YARD	BP	16.0
		1.0		
65570		WILLOW SPRINGS		17.0
		12.3		
65530		ROMEO		29.3
		6.9		
65500		JOLIET YARD	BPT	36.2
		1.3		
		JOLIET U.S. (METRA RRX)	M	37.5
		4.0		
65485		PLAINES		41.5
		15.6		
65450		PEQUOT		57.2
		13.8		
65430		VERONA		70.8
		13.6		
65415		KERNAN		84.4
		5.4		
		C.R.RRX	M	89.8
		0.3		
65400		STREATOR	P	90.1
		1.4		
		C.R. Connection		91.5
		4.3		
65280		ANCONA		95.8
		14.1		
65250		TOLUCA		109.9
		19.2		
		EAST CHILLICOTHE		129.1
		0.9		
65200		CHILLICOTHE	BP	130.0
		1.9		
		WEST CHILLICOTHE		131.9
		6.2		
65190		EDELSTEIN		138.1
		20.3		
65150	5340	WILLIAMSFIELD		158.4
		15.3		
65130		YOST		173.7
		3.7		
65100		GALESBURG		177.5
		2.5		
	6793	G.I.		180.0
		11.9		
65080		ORMONDE		191.9
		17.0		
65060		STRONGHURST		208.9
		10.0		
63550		LOMAX		218.9
		12.0		
63525		NIOTA, IL		230.9
		0.9		
		Mississippi RB	M	231.8
		2.2		
		EAST FT. MADISON, IA		234.0
		0.3		
63500	10490	FT. MADISON	BPRT	234.3
		(234.3)		

SEE SPL. INST.
CTC 2MT
ABS DT
CTC 2MT

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Chicago to West Ft. Madison	36	3	1

Train and engine crews will leave track warrants, track bulletins and messages on engine and caboose of through trains at Ft. Madison.

(continued on next page)

EASTERN REGION
Chillicothe Subdiv.

CTC IN EFFECT: Amtrak two main tracks between Chicago U.S. and 21st St.; I.C. main tracks Nos. 1 and 2 between 21st St. and Bridgeport; A.T.S.F. main tracks Nos. 3 and 4 between Bridgeport and Ash Street; main tracks between Ash Street and Joliet U.S.; main tracks between Pequot and Ft. Madison; and on sidings Harbor, G.I. and Ft. Madison.

RULE 251 IN EFFECT: Main tracks between Joliet U.S. and Pequot. Permanent speed signs are not displayed for movements against current of traffic. Trains operating against current of traffic must not exceed speed of 59 MPH for passenger trains, 49 MPH for freight trains.

RULE 252: Track Permits are authorized between Joliet U.S. (M.P. 38.0) and Pequot (M.P. 57.0).

Rule 312(4): At Plaines authority must be obtained from train dispatcher before passing signal displaying stop indication.

FOLLOWING INSTRUCTIONS GOVERN TRANSFERS AND INTERCHANGES TO AND FROM CORWITH

B.R.C. Radio Channels

Dispatcher	26
Yard	18
Hump	57

B.R.C. CLEARING YARD: A.T.S.F. Rules apply except as affected by the following B.R.C. Rules:

All tracks are designated "within yard limits". Trains and engines must keep to the right except that the Train Dispatcher only may verbally authorize movement of trains or engines against the current of traffic.

Engine Foreman or Conductor will contact the Belt Dispatcher prior to departure from Corwith Yard unless otherwise instructed by Asst. Trainmaster No. 1. All trains arriving at the B.R.C. Clearing Yard on No. 2 Southward Main Track will yard their train on the track specified by Dispatcher. All A.T.S.F. crews proceeding by video cameras will operate at restricted speed. Pull the transfer delivery to the east end of the Belt Yard. Contact the Belt Yardmaster prior to fouling the lead at the east end of the yard, and be governed by his instructions.

Before departing B.R.C. Clearing Yard, secure verbal clearance from the B.R.C. Dispatcher for movement with or against current of traffic.

Maximum authorized speeds from A.T.S.F. Corwith Yard to the B.R.C. Clearing Yard via Elsdon Branch:

A.T.S.F. Corwith Yard to Kostner Ave	10 MPH
Kostner Ave. to 55th St. Interlocking	10 MPH
55th Street interlocking to end of ABS Signal 500 feet South of 65th Street	25 MPH
Within the limits of the 55th Street interlocking	25 MPH
Diverging movement through interlocked switches	15 MPH
Non-interlocked	10 MPH
West end Clearing Yard NON ABS	Restricted Speed

C.R.&I.: C.R.&I. tracks are within yard limits and all movements must be made at restricted speed. Contact the C.R.&I. Yardmaster, and be governed by his instructions.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT BETWEEN CHICAGO U.S. AND ASH STREET AND BETWEEN JOLIET U.S., SOUTH JOLIET AND PLAINES

A.T.S.F. rules and instructions apply on joint track facilities except as noted. Trains and engines may use:

Chicago U.S. to 21st St.: AMTRAK two main tracks, CTC in effect both main tracks. Be governed by A.T.S.F. and Amtrak rules and instructions.

21st St. to Bridgeport: Illinois Central four main tracks, designated from the north:
- No. 1 Track - Southward - CTC in effect
- No. 2 Track - Northward - CTC in effect
- No. 3 Track - Westward - I.C. Rules 93 and M-151 in effect
- No. 4 Track - Eastward - I.C. Rules 93 and M-151 in effect

Bridgeport to Ash Street: Four main tracks, designated from the north:
- No. 1 Track (I.C.) - Westward - I.C. Rules 93 and M-151 in effect
- No. 2 Track (I.C.) - Eastward - I.C. Rules 93 and M-151 in effect
- No. 3 Track (A.T.S.F.) - CTC in effect
- No. 4 Track (A.T.S.F.) - CTC in effect

(continued on next page)

Joliet U.S. to South Joliet: S.P. two main tracks signalled in both directions. GCOR Rule 93 in effect on both main tracks.

South Joliet to Plaines: I.C. main track, ABS and I.C. Rule 93 in effect.

ILLINOIS CENTRAL RULES 93, M-151 AND DEFINITION OF RESTRICTED SPEED

RULE 93: Trains may use the main track within yard limits and flag protection is not required against other trains.

Trains must not move against the current of traffic unless authorized by the person in charge of the yard limits. The person granting such authority must provide for protection of the movement, and the movement will be made at restricted speed.

All trains must move at restricted speed unless the main track is known to be clear by block signal indication—when a block signal contains a green light as its aspect or as part of its aspect.

Trains will keep informed of the expected arrival time of passenger trains to avoid delaying them.

Conditional yard limits may be established for specified hours and days and will be identified by conditional yard limit signs.

RULE M-151: Where more than one main track is in service, they will be designated by number and trains must keep to the right unless otherwise provided.

Where more than two main tracks are in service, their use will be indicated by special instructions.

RESTRICTED SPEED: Proceed prepared to stop within one-half the range of vision—short of train, obstruction or switch not properly lined—looking out for broken rail, not exceeding 20 MPH.

All Amtrak and Santa Fe trains operating on Illinois Central tracks between 21st Street and Ash Street must ascertain from I.C. Train Director (through Bridgeport Control Operator) whether any restrictions are in effect on I.C. tracks.

Amtrak engineers on Trains Nos. 3 and 4 will notify Santa Fe Regional Operations Center at Kansas City when approaching M.P. 3.5 on the Chillicothe Subdivision between Bridgeport and Ash Street. A sign has been placed along the right-of-way as a reminder.

JOINT LINE OPERATION

PLAINES TO M.P. 46: I.C. will use A.T.S.F south track between Plaines and M.P. 46 and be governed by Special Instructions.

JOLIET U.S. TO PEQUOT: S.P. Amtrak passenger trains will use A.T.S.F. tracks and be governed by A.T.S.F. Timetable and Special Instructions.

LOMAX-FT. MADISON: T.P.&W. will use A.T.S.F. tracks and be governed by A.T.S.F. Timetable and Special Instructions.

Quality is Doing It Right The First Time

CHILLICOTHE SUBDIVISION SIGNALS NOT CONFORMING TO ASPECTS AND INDICATIONS SHOWN IN TIMETABLE.

I.C. BLOCK AND INTERLOCKING SIGNALS
21st St. – Ash St. and Joliet U.S. – Plaines

Aspect	Name	Indication
Green, or Green over Red, or White over Green	Clear	Proceed per (I.C. Rule 281) (ATSF Rule 230)
Yellow over Green	Approach Diverging	Proceed per (I.C. Rule 283) (ATSF Rule 234)
Red over Green, or Red over Green over Red, or Green over White	Diverging Clear	Proceed per (I.C. Rule 286) (ATSF Rule 237)
Yellow, or Yellow over Red, or White over Diagonal Yellow	* Approach	Proceed per (I.C. Rule 285) (ATSF Rule 236)
Red over Yellow over Red, or Diagonal Yellow over White	Diverging Approach	Proceed per (I.C. Rule 287) (ATSF Rule 238)
Diagonal Lunar or Red over White, or Red (with number plate), or White over Red (Dwarf)	Restricting	Proceed per (I.C. Rules 290-291) (ATSF Rule 240)
Red (without number plate), or Red over Red, or Horizontal Red	Stop	Stop per (I.C. Rule 292) (ATSF Rule 242)

*At interlocking Bridgeport, a fixed signal displaying single yellow aspect indicates "proceed prepared to enter turnout or stop short of train or obstruction."

BRIDGEPORT INTERLOCKING

The home signals on the bridge at Bridgeport interlocking are four separate and single color light signals for movements in both directions. Each signal governs a specific route for movement through the interlocking as follows:

EASTWARD OR NORTHWARD

1st or top signal – governs movement to Track 2 and displays aspects in accordance with I.C. Rules 281, 285 and 292.
2nd signal – governs ATSF tracks.
3rd signal – governs movement with the current of traffic on Track 4 and displays aspects in accordance with I.C. Rules 281, 285 and 292.
4th or bottom signal – governs movement against the current of traffic on Track 3 and route to Track 1 and displays aspect in accordance with I.C. Rules 290 and 292.

WESTWARD OR SOUTHWARD

1st or top signal – governs movements to Track 1 and displays aspects in accordance with I.C. Rules 281, 285 and 292.
2nd signal – governs ATSF tracks.
3rd signal – governs movements with the current of traffic on Track 1 and displays aspects in accordance with I.C. Rules 281, 285 and 292.
4th or bottom signal – governs movements against current of traffic on Track 2 and I.C. main track on the Joliet District and displays aspects in accordance with I.C. Rules 290 and 292.

JOLIET U.S. – 1 AND 2 UNIT SIGNALS:
Proceed indication on 1st or top unit – A.T.S.F. tracks.
Proceed indication on lower units – I.C. or S.P. tracks.

PLAINES – EASTWARD CONTROLLED SIGNAL:
Green, white light below – Proceed per ATSF Rule 237
Yellow, white light below – Proceed per ATSF Rule 238
Red – Stop per ATSF Rule 242

CONRAIL CONNECTION STREATOR: Manual block in effect on ConRail main track, flag protection not required. Use of ConRail running track (track extending from A.T.S.F. connection track to Miss/Begin Block Limit Station located 310 ft. west of the clearance point of the east siding switch Streator) may be authorized verbally by ConRail operator or ConRail dispatcher. Use of main track must be authorized by block authority, and such authority must be written on ConRail Movement Permit Form D, then repeated correctly. When radio communication not available use block telephone located in trailer. Crews must notify ROC when clear of ConRail main or running track. Maximum speed 10 MPH.

Manual Block System - A block system in which the use of each block is governed by a movement permit Form D and a clear block indication.
Block-Limit Station - A place where a block-limit signal is displayed.

A train must not enter or foul a block without movement permit Form D line two (2) authority and a clear block indication. Clear block must be indicated verbally or by hand signal to proceed with a green flag or green light or by a fixed manual block signal or on movement Permit Form D line thirteen (13). When clear block indication is given by radio, it must be written on movement permit Form D line thirteen (13). Unless otherwise specified on movement permit Form D, line thirteen (13), a clear block indication conveys the condition of the block only to the next block station. A movement in reverse direction must not be made without dispatcher authority. When a train clears a block, crew members must report clear to the dispatcher at which time authority previously obtained is annulled. Flag protection to the rear is not required.

Copies of all movement permit Form D's issued to Santa Fe crews at Streator must be mailed to the Assistant Superintendent's Office, Fort Madison, Iowa upon completion of tour of duty.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
21st St. & Bridgeport (I.C.)	30	10
Bridgeport & Ash Street (I.C.)	30	30
Bridgeport & Ft. Madison (A.T.S.F.)	79	55*#
Joliet U.S. & South Joliet (S.P.)	10	10
South Joliet & Plaines (I.C.)	30	30

*See Special Instructions 5 (A); # Special Instructions 5(B).

Safety Ideas - A Tool For Improvement

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Cv	2.1 - 2.6 (I.C.)	25	10	RRX	37.5	25	25
Br	3.1	10	10	Cv	37.8 - 37.9	50	45
Cv	3.2 - 4.0	40	35	Cv	38.3 - 38.9	55	50
RRX	4.4	15	15	Cv	40.6 - 41.1 (ST)	50	50
RRX	5.9	50	50	Cv	41.9 - 44.7 (ST)	75	50
RRX	7.3	40	40	Cv, RRX	57.0 - 57.3 (ST)	40	40
Cv	9.0 - 9.4	60	50	Cv	57.0 - 58.2 (NT)	75	65
Cv, Br	9.7 - 10.3	30	30	Cv	58.0 - 58.7 (ST)	55	50
Cv	10.7 - 12.2	65	60	Cv	58.4 - 58.7 (NT)	55	50
RRX	12.9	50	50	Cv	88.2 - 89.3	55	50
Cv, Br	23.9 - 25.4	40	40	Cv, RRX	89.5 - 90.3	35	35
Cv	25.6 - 25.9	50	45	Cv	131.6 - 132.1	65	60
Cv	27.4 - 28.7	60	55	Cv	132.6 - 136.8	55	50
Cv	29.1 - 29.2	65	60	Cv	161.6 - 166.9	65	65
Cv	32.6 - 32.9	65	60	Cv	167.9 - 170.3	70	65
Cv	33.1 - 34.6	75		Cv	175.5 - 175.7	70	65
Cv	35.1 - 35.6 (NT)	70		Cv	176.7 - 178.1	35	30
Cv	35.3 - 35.8 (ST)	65	60	Cv	230.7 - 231.2	45	40
Cv	36.1 - 36.6 (ST)	40	40	Br	231.2 - 231.8	30	30
Cv	36.3 - 36.6 (NT)	45	40	Cv	231.8 - 233.7	35	30
Cv	36.8 - 37.4	30	25	Cv	234.0 - 234.3	35	25

(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 or MP		Location	MPH
21st St. (I.C.), Bridgeport	D	Xovers, turnouts, bridge	10
Corwith	D	East leg of wye	10
	D	Xovers and turnouts east & west of A.T.S.F. Xing	10
Nerska	D	Xover	15
Harbor	D	Both ends siding	10
	D	Xover	40
	D	East Switch to G.M. Yard	30
Willow Springs	D	Xovers	40
	D	West Switch to G.M. Yard	30
Romeo	D	Xovers	40
Joliet Yard	D	Eastward head-in switch	30
Joliet U.S.	D	Xovers M.P. 37.2 to 37.9	15
Plaines	D	Turnout (ST)	40
	D	Connection to I.C.	30
	D	EE Xover	30
	S	WE Xover	30
Pequot	D	S.P. Connection (NT)	20
	D	S.P. Connection (ST)	20
	D	Xovers	40
Verona, Kernan	D	Xovers	40
Streator	D	Xover	30
C.R. Connection	D	Turnout C.R.	10
	D	Xover	40
Ancona, Toluca	D	Xovers	40
East Chillicothe	D	Xover	40
	D	Turnout yard lead	30
West Chillicothe	D	Turnout yard lead	30
	D	Xover	40

(continued on next page)

EASTERN REGION
Chillicothe Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES (Continued)

Station or MP		Location	MPH
Edelstein	D	Xovers	40
Williamsfield	D	Xovers	40
	D	EE siding	20
	S	WE siding	20
Yost	D	Xovers	40
G.I.	D	Both ends siding	30
	D	WE auxiliary track	20
	D	Xovers	40
	D	Tail track	15
Ormonde, Stronghurst	D	Xovers	40
Lomax	D	Xovers	40
	D	Turnout T.P.&W.	20
Niota	D	Xovers	40
East Ft. Madison	D	Xovers	25
	D	EE siding	30
	D	Turnout yard lead	25
West Ft. Madison	D	Xovers	40
	D	WE siding	30
	D	Turnout yard lead	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Waterways Terminal (ST)	9.7	3,600
McCook (NT-ST)	12.8	Yard
Industry Spur (ST)	14.6	2,750
Argonne (NT)	23.0	Lead
Lemont (NT-ST)	25.1	1,000
Thomas Steel (NT)	26.0	Yard
Union Oil Co (ST)	27.8	Yard
Lockport (ST)	32.7	Yard
Mobil Oil (NT)	47.6	Lead
Drummond (NT)	48.2	2,000
Blodgett Ordnance (ST)	50.3	Lead
Industry Spur (NT)	51.1	Lead
Lorenzo-Crossover (NT-ST)	52.8	4,000
Coal City (NT)	58.2	1,000
Mazon (NT-ST)	66.1	3,300
Kinsman (NT-ST)	74.8	1,000
Ransom (NT-ST)	79.8	4,500
Leeds (NT)	102.1	700
Wilbern (ST)	120.9	700
Princeville (NT-ST)	144.7	2,800
Monica (NT-ST)	148.3	1,100
Laura (NT)	153.5	850
Spur (ST)	165.7	790
Cameron (ST)	186.0	1,100
Smithshire (NT-ST)	201.5	2,400
Media (NT)	204.6	800
Dallas City (NT-ST)	224.8	1,600

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 22.9, 47.1, 68.3, 85.9, 100.2, 125.3, 146.7, 168.1, 188.3, 211.8, 226.9	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 125.3, 159.7, 168.1	Shifted Load	Rotating white lights & radio communication

WEST-WARD ↓	EASTERN REGION Marceline Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
63500	10490	FT. MADISON BPRT		234.3
		2.0		
		WEST FT. MADISON		236.3
		9.9		
63475		ARGYLE, IA		246.2
		16.8		
	7093	EAST MEDILL, MO		263.0
		1.8		
		WEST MEDILL		264.8
		12.0		
63455		GORIN		276.8
		13.2		
	8451	EAST BARING		290.0
		2.0		
		WEST BARING		292.0
		20.7		
63430		LA PLATA	CTC ATS 2MT	312.7
		16.6		
	6859	EAST ETHEL		329.3
		1.8		
		WEST ETHEL		330.9
		16.0		
		EAST MARCELINE		346.9
		0.4		
63400		MARCELINE BPT		347.3
		2.0		
		WEST MARCELINE		349.3
		11.4		
63350		MENDON		360.7
		13.6		
63325		BOSWORTH		374.3
		12.2		
63300		CARROLLTON		386.4
		2.2		
		W. B. JCT.		388.7
		8.0		
63290		NORBORNE	CTC 2MT	396.6
		8.8		
63280		HARDIN		405.4
		5.9	CTC-ST ABS-DT 3MT	
63240		HENRIETTA P		411.3
		6.9		
		C.A. JCT.	CTC ATS 2MT	418.2
		6.7		
		EAST SIBLEY	CTC	424.9
		1.4		
		WEST SIBLEY		426.3
		10.2		
63220		ETON	CTC 2MT	436.5
		7.7		
63175		CONGO		444.2
		1.7		
		Armco RRX M K.C.S. RRX M	CTC	445.9
		0.4		
		SHEFFIELD		446.4
		4.8		
63150		KANSAS CITY, MO (Amtrak Station) BP (216.8)	KCT Ry.	451.1

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
West Ft. Madison To Congo	30	3	1
Congo to Kansas City	36	2	1

Train and engine crews will leave track warrants, track bulletins and messages on engine and caboose of through trains at Ft. Madison.

CTC IN EFFECT: Main tracks between Ft. Madison and Hardin; South Track between Hardin and C.A. Jct.; main tracks between C.A. Jct. and Congo; main track between Congo and Sheffield; U.P main track between Congo and Rock Creek Jct.; on sidings Ft. Madison, Medill, Baring and Ethel.

RULE 251 IN EFFECT: North and Middle Tracks between Hardin and C.A. Jct. Permanent speed signs are not displayed for movements against the current of traffic.

Trains operating against current of traffic must not exceed speed of 59 MPH for passenger trains, 49 MPH for freight trains.

RULE 252: Track Permits are authorized on North and Middle Tracks between Hardin (M.P. 405.5) and C.A. Jct. (M.P. 417.8).

(continued on next page)

EASTERN REGION
Marceline Subdiv.

RULE 153: Between Hardin and C.A. Jct. three main tracks designated South, Middle and North tracks. South track is N&W track, Middle and North tracks are A.T.S.F. tracks. On North track, current of traffic is westward; on Middle track, current of traffic is eastward; and on South track, CTC is in effect.

Single track between M.P. 424.9 and M.P. 426.3 and between M.P. 444.3 and M.P. 446.0.

At Kansas City, between Santa Fe Jct. and Turner (M.P. 7.1), trains and engines will be governed by Emporia Subdivision Timetable and Special Instructions.

A.T.S.F. rules and instructions apply on joint track facilities except as noted:

W.B. JCT.–HARDIN: North track A.T.S.F., south track N.&W., joint with N.&W.

HARDIN–C.A. JCT: North and middle tracks A.T.S.F., south track N.&W., joint with N.&W.

C.A. JCT.–CONGO: A.T.S.F. tracks, joint with N.&W.

ETON–CONGO: A.T.S.F. tracks, joint with U.P.

CONGO–ROCK CREEK JCT.: U.P. main track, joint with N.&W. and A.T.S.F. CTC and Yard Limits in effect. Maximum authorized speed 30 MPH.

CONGO–SHEFFIELD AND SANTA FE JCT.–KANSAS CITY: A.T.S.F. tracks, joint with N.&W.

ROCK CREEK JCT. or SHEFFIELD–SANTA FE JCT.: A.T.S.F. trains and engines will use K.C.T. Ry. Co. tracks and be governed by A.T.S.F. rules and the Greater Kansas City Area Operating and Special Instructions and general orders.

MARCELINE SUBDIVISON SIGNALS NOT CONFORMING TO ASPECTS AND INDICATIONS SHOWN IN TIMETABLE.

W.B. JCT:

EASTWARD, 3 UNIT SIGNAL ON SOUTH TRACK:

Movement to A.T.S.F. governed by indication of top and middle units, per A.T.S.F. Rules 237, 238, 240 and 242. Movement to N.&W. governed by indications on all 3 units.

EASTWARD, 2 UNIT SIGNAL ON NORTH TRACK:

Movement to A.T.S.F. governed by indications in accordance with A.T.S.F. Rules 230, 234, 236, 237, 238, 240 and 242; to N.&W., Red over Green aspect is authority to use crossover at prescribed speed; Red over Yellow aspect is authority to enter N.&W. siding at restricted speed or approach next signal on main track prepared to stop.

SIGNAL 2153:

EASTWARD APPROACH SIGNAL 2153 to W.B. JCT. SOUTH TRACK:

If signal displays flashing green aspect, comply with A.T.S.F. Rule 232.

HARDIN:

WESTWARD, 3 UNIT SIGNAL ON SOUTH TRACK:

Movement to A.T.S.F. governed by indication of top and middle units, per A.T.S.F. Rules 237, 238, 240 and 242. Movement to N.&W. governed by indication of all three units: Red over Green over Red (Rule 237) and Red over Yellow over Red (Rule 238).

SIGNAL 2272:

WESTWARD APPROACH SIGNAL 2272 ON SOUTH TRACK will display Yellow over Green for diverging movement to South Track at Hardin, and flashing Yellow for diverging movement to North Track at Hardin.

C.A. JCT.:

WESTWARD, 2 UNIT SIGNAL ON SOUTH TRACK:

Movement to A.T.S.F. governed by indications per A.T.S.F. Rules 237, 238, 240 and 242; to N.&W., Green over Red, Yellow over Red and Red over Red.

WESTWARD, 3 UNIT SIGNAL ON NORTH TRACK:

Movement to A.T.S.F. governed by indication of top and middle units, per A.T.S.F. Rules 237, 238, 240 and 242; to N.&W. governed by indications on all 3 units.

ETON:

Color light switch point indicator located at U.P. connection switch displays yellow when lined for U.P. and dark when lined for A.T.S.F. Yellow over yellow aspect on eastward controlled signals at M.P. 439.3 indicates Eton lined for U.P. connection.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Ft. Madison & W.B. Jct.	90	55*#
W.B. Jct. & C.A. Jct. (NT)	79	55*#
Hardin & C.A. Jct. (ST)	50	50
C.A. Jct. & Hardin (MT)	79	55*#
Hardin & W.B. Jct. (ST)	60	55
C.A. Jct. & Bridge M.P. 425.0	90	55*#
Bridge M.P. 425.0 & Sheffield (A.T.S.F.)	79	55*#
Congo & Rock Creek Jct. (U.P.)	30	30
Rock Creek Jct. (0.18) & U.P. Xing (1.28) (K.C.T. Tracks 2 & 3)	25	25
U.P. Xing (1.28) and Sheffield (1.67) (K.C.T. Tracks 2 & 3)	30	30
Sheffield (1.67) & Holmes Street (5.62) (K.C.T. Tracks 2 & 3)	45	45
Sheffield (1.67) & Cleveland Ave. (3.47) (K.C.T. Track 4)	30	30
Holmes Street (5.62) & B.N. Xing (7.18) (K.C.T. Tracks 2 & 3)	20	20
B.N. Xing (7.18) & Santa Fe Jct. (7.52) (K.C.T. Tracks 2 and 3)	15	15

* See Special Instructions 5(A); # Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Cv	242.1 - 242.8	85		Cv	382.4 384.5 (ST)	70	
Cv	250.3 - 256.0*	50	45	Cv	388.5 - 388.8 (ST)	50	50
Cv	269.0 - 270.6	85		Cv	West of Hardin 405.6 - 406.0 (ST)	25	25
Cv	277.2 - 288.7	85		Cv	416.7 - 419.1	55	55
Cv	293.8 - 303.1	85		Cv	416.9 - 417.1 (ST)	40	40
Cv	309.2 - 316.9	85		Cv, Br	424.9 - 426.3*	30	30
Cv	331.0 - 333.9*	55	55	Cv	426.4 - 427.8	55	50
Cv	334.0 - 335.6*	55	45	Cv	434.9 - 436.9	75	
Cv	335.6 - 339.2	50	45	Cv	437.5 - 437.8*	40	35
Cv	339.4 - 339.7	70	65	Cv	437.9 - 438.4*	50	45
Cv	347.6 - 348.9 (NT)	60	55	Cv	438.4 - 438.9	65	60
Cv	347.6 - 347.8 (ST)	50	45	Cv	442.5 - 443.6	70	65
Cv	352.6 - 354.0	70	65	Cv	443.7 - 444.5*	40	40
Cv	372.0 - 372.7	70		Cv	445.0 - 445.8	25	25
Cv	376.2 - 376.8	75		RRX	445.9	20	20
Cv	384.3 - 384.5 (NT)	80		RRX	M.P. 446.4 K.C.T. Tracks 2 and 3 K.C.T. Track 4	25 15	25 15

* Curves protected by 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 or MP		Location	MPH
East Ft. Madison	D	Xovers	25
	D	EE siding	30
	D	Turnout yard lead	25
West Ft. Madison	D	Xovers	40
	D	WE siding	30
	D	Turnout yard lead	30
Argyle	D	Xovers	50
East & West Medill	D	Xovers	50
	D	Both ends siding	40
Gorin	D	Xovers	50
East & West Baring	D	Xovers	50
	D	Both ends siding	40
La Plata	D	Xovers	50
East & West Ethel	D	Xovers	50
	D	Both ends siding	40
East Marceline	D	Xover	50
West Marceline	D	Yard lead switches	20
	D	Xover (MP 349.3)	50
Mendon, Bosworth	D	Xovers	50
W.B. Jct.	D	Xovers	50
	D	N&W connection	50
Hardin	D	Xovers & connection to South Track	30
C.A. Jct.	D	Xovers	40
	D	N&W connection	30
East & West Sibley	D	End of 2 tracks	30
Eton	D	Xovers	40
	D	U.P. connection	30
Congo	D	West Xover	40
	D	East Xover & U.P. connection	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Amax (ST)	239.3	Lead
Fruehauf (ST)	239.5	Lead
Armour Dial (ST)	240.7	Lead
Revere (NT-ST)	256.0	900
Wyaconda (NT-ST)	272.3	3,800
Rutledge Spur (NT-ST)	282.4	1,000
Hurdland Spur (ST)	300.0	900
Gibbs (NT-ST)	306.4	1,200
Cardy Spur (NT-ST)	318.1	1,200
Elmer (NT-ST)	322.9	1,400
Bucklin (NT)	341.5	3,200
Rothville (NT-ST)	354.6	1,000
Camden Spur (NT)	417.0	250
Floyd (NT-ST)	421.7	3,500
Atherton (NT-ST)	434.0	3,800
Courtney (NT)	439.4	8,376
Missouri Portland Cement Co.	440.8	Yard
Sugar Creek (NT-ST)	442.6	Yard

EASTERN REGION
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3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 241.4, 257.9, 282.3, 306.4, 326.4, 344.5, 366.5, 382.8, 407.5, 408.7 (ST), 432.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 366.5, 373.0	Shifted Load	Rotating white lights & radio communication
M.P. 425.2	Shifted Load	Rotating light – M.P. 425.7, 426.0 & 426.3
M.P. 426.3	Shifted Load	Rotating light – M.P. 425.2, 425.7 & 426.0
Bridge 296.9	High Water	Eastward - Signals 2992 &2994 Westward - Signals 2961 & 2963

You Have The RIGHT And The OBLIGATION To Work SAFELY

WEST-WARD ↓ **EASTERN REGION Emporia Subdiv.** ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
63150		KANSAS CITY, MO Amtrak Station	BP	KCT Ry.	
		1.7			
		SANTA FE JCT.	T		1.7
		2.2			
		A.Y. TOWER		CTC 2MT	3.9
		0.9			
62000		KANSAS CITY, KS (Argentine)	BRT		4.8
		2.3			
61950		TURNER	B		7.1
		1.0			
		WEST TURNER			8.1
		0.2		CTC 4MT	
		EAST HUMP LEAD			8.3
		2.7			
61940		MORRIS			11.0
		2.4			
61930		HOLLIDAY		CTC 3MT	13.4
		1.0			
		WEST HOLLIDAY			14.4
		5.1			
		CRAIG			19.5
		6.6			
61900		OLATHE			26.1
		8.5			
61880		GARDNER			34.6
		10.9			
61850		WELLSVILLE			45.5
		10.3			
		EAST OTTAWA		CTC 2MT	55.8
		1.3			
61300	5540	OTTAWA	P		57.1
		2.8			
		U.P. RRX	A		59.9
		16.1			
		EAST MELVERN			76.0
		11.6			
		RIDGETON			87.6
		6.2			
61260		LEBO	P		93.8
		13.3			
		WIGGAM			107.1
		4.2			
		N.R. JCT.	T	CTC 3MT	111.3
		1.1			
61200		EMPORIA	BPT	CTC 2MT	112.1
		3.2			
		MERRICK		CTC-ST ABS-DT 3MT	115.3
		9.4			
55250	12080	ELLINOR			124.7
		5.6			
55245	6594	GLADSTONE			130.3
		5.8			
55240	10017	BAZAR			136.1
		8.3			
55230	7943	MATFIELD GREEN	P	CTC	144.4
		9.8			
55225	14892	CASSODAY			154.2
		4.2			
55220	14338	AIKMAN			158.4
		7.8			
55215	7010	CHELSEA			165.5
		6.7			
		EAST EL DORADO			171A.2
		1.6		CTC 2MT	
55200		EL DORADO	BPT		172.8
		1.5			
		O.D. JCT.			174.3
		9.0			
	S6646 N9512	EAST AUGUSTA		ABS DT	183.3
		2.0			
		B.N. RRX (Augusta)	MPRT		185.3
		2.3			
		WEST AUGUSTA			201.8
		3.4			
54685	6784	SALTER		CTC	205.2
		6.4			
54680	6794	ROSE HILL			211.6
		4.2			
		EAST JCT.			215.8
		4.7			
54620	6953	MULVANE	T	CTC 2MT	220.5
		1.5			
		WEST JCT.			222.0
		4.5		CTC	
54610	7502	BELLE PLAINE			226.5
		4.1			
		CICERO			230.6
		6.4		ABS DT	
		S.K. JCT.			237.0
		1.0			
54600		WELLINGTON (225.0)	BPRT	CTC	238.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Kansas City Yard	36	4	1
Kansas City to West Augusta & St. Joseph	36	2	1
West Augusta to Wellington	72	2	1

CTC IN EFFECT: On Main Tracks Santa Fe Jct. to Merrick, and on siding Ottawa (M.P. 55.9 to 57.0); on south track Merrick to Ellinor; on main tracks and sidings Ellinor to O.D. Jct.; West Augusta to Cicero; and S.K. Jct. to Wellington. At Kansas City (Argentine) on Auxiliary Main Track between A.Y. Tower and Turner; authority to enter this track through hand-throw switch must be obtained from Kansas City Train Dispatcher. Speed limit 20 MPH. At Argentine on North and South Fastracks between A. Y. Tower and West Hump Fuel Pad. Speed limit 30 MPH. At Argentine on Running Tracks 3 and 4 between 12th St. and 18th St. Speed limit 30 MPH.

CONTROL POINT IDENTIFICATION – ARGENTINE

Location	Control Point No.
12th Street (M.P. 3.5)	CP 148
A. Y. Tower (M.P. 3.9)	CP 147
Fast Trk Hldg Sig (M.P. 5.0)	CP 146
East 18th St. (M.P. 4.0)	CP 145
West 18th St. (M.P. 4.3)	CP 144
South Fuel Pad East End (M.P. 5.5)	CP 143
South Fuel Pad West End (M.P. 5.8)	CP 142
West End North Main (M.P. 6.9)	CP 141
West End Hump Lead (M.P. 8.3)	CP 139
Aux. Main Hldg Sig (M.P. 4.8)	CP 138
42nd St. Aux. Main (M.P. 5.4)	CP 137
West Aux. Main (M.P. 6.7)	CP 136
East 55th St. (M.P. 6.8)	CP 135
West 55th St. (M.P. 7.0)	CP 134
East Turner (M.P. 7.1)	CP 133
West Fast Trk (M.P. 7.2)	CP 132
West Turner (M.P. 7.9)	CP 131

RULE 251 IN EFFECT: North and Middle Tracks Merrick to Ellinor; on main tracks O.D. Jct. to West Augusta; and Cicero to S.K. Jct.

RULE 252: Track Permits are authorized on North and Middle Tracks between Merrick (M.P. 115.8) and Ellinor (M.P. 124.5); main tracks O.D. Jct. (M.P. 174.3) and B.N. Crossing (M.P. 185.2); B.N. Crossing (M.P. 185.5) and West Augusta (M.P. 201.8); and Cicero (M.P. 230.7) and S.K. Jct. (M.P. 237.1).

Permanent speed signs are not displayed for movements against the current of traffic. Trains operating against the current of traffic must not exceed speed of 59 MPH for passenger trains; 49 MPH for freight trains.

RULE 312(4): At East Augusta authority must be obtained from train dispatcher before passing signal displaying stop indication.

At Augusta mile posts escalate from 186 to 200.

Between Santa Fe Jct. and Turner, two south tracks are main tracks, three north tracks between Santa Fe Jct. and A.Y. Tower designated (from main tracks) Running Tracks 3, 4 and 5 and operated as follows: West of 12th St. (M.P. 3.4) CTC in effect. East of 12th St. current of traffic in effect on running tracks 3 (eastward) and 4 (westward); speed limit 20 MPH. Movement against current of traffic may be authorized verbally by Kansas City Train Dispatcher or by proceed indication of controlled signal. Running track 5 non-signalled; movement must be made at restricted speed. Authority to enter these tracks must be obtained either verbally from Kansas City Train Dispatcher or by proceed indication of controlled signal.

(continued on next page)

South Fastrack and North Fastrack, as well as Running Track, on north side Argentine Yard, operated as follows: Between A. Y. Tower and West Hump Fuel Pad CTC in effect under jurisdiction of Kansas City Train Dispatcher. West of West Hump Fuel Pad and east of Turner Depot authority to enter these tracks must be obtained from either Turner ATM or West Bowl ATM, depending on vicinity. Movement on all three tracks per Rule 105. Speed limit 20 MPH.

Eastward trains and yard engines operating across Kansas City Terminal Railway Company trackage must receive track warrant and track bulletins covering restrictions on Kansas City Terminal Railway Company.

As a matter of convenience for identification purposes only, at Kansas City, all left hand signals affecting movement between Santa Fe Jct. (M.P. 1.7) and Turner (M.P. 8.0) eastward and westward directions, may be identified by black taping on the mast or by black taping on pole adjacent to dwarf signals.

Greater Kansas City Area Operating and Special Instructions in effect 1991 govern employees of the eleven railroads in the Greater Kansas City Area while operating on trackage of railroads other than that by which they are employed. Except for these rules, employees will be governed by the rules and special instructions of the railroad by which they are employed. All Santa Fe Trainmen and Enginemen operating over railroads governed by Greater Kansas City Area Operating and Special Instructions, 1991, must be qualified and have copy while on duty.

Between Constitution Street (M.P. 111.9) Emporia and Merrick (M.P. 115.3) first track south of main tracks designated as Yard Track No. 3. Speed Limit 30 MPH, Rule 105 in effect.

SPLIT TRACK OPERATION:

Gardner (M.P. 34.5) to Edgerton (M.P. 39.8)—North Track mile posts designated by "X."
Melvern (M.P. 79.5) to Ridgeton (M.P. 87.6)—South Track mile posts designated by "X."
Merrick (M.P. 115.3) to Ellinor (M.P. 124.7)—South Track mile posts designated by "X."
East Jct. (M.P. 215.8) to West Jct. (M.P. 222.0)—South Track mile posts designated by "X."

CONTROL POINT IDENTIFICATION – MULVANE (NT)

LOCATION	CONTROL POINT NO.
Crossovers (M.P. 219.9)	CP 295
Mulvane Jct. (M.P. 220.7)	CP 294

Within and between control points Mulvane, tracks are numbered, from depot, tracks 1, 2 and 3.

JOINT TRACK FACILITIES: A.T.S.F. trains and engines will use B.N. tracks between Ustick Tower (North Kansas City) and St. Joseph – Winthrop and be governed by B.N. Timetable and Special Instructions.

ATCHISON INDUSTRIAL SPUR: Trackage between Winthrop, MO (M.P. 517.3) and Parnell, KS (M.P. 6.6) identified as Atchison Industrial Spur. Rule 105 in effect, speed limit 10 MPH.

WINTHROP-ATCHISON: A.T.S.F. trains will use U.P. tracks between Winthrop and U.P. Crossing, Atchison.

AT ATCHISON:

MOVEMENT OVER BRIDGE: On Missouri side of bridge, high signal governs movement from B.N. Ry., and low signal governs movement from A.T.S.F. Ry. Each signal displays stop indication until switch is lined and train enters clearing section which is indicated by yellow marks on rail.

On Kansas side of bridge, three low signals govern movement; one from Union Station tracks 1 through 4, one from A.T.S.F. on track 5, and one from U.P. Ry.

Should signals fail to indicate proceed, wait five minutes, and if no conflicting movement may proceed with member of crew preceding train or engine to opposing signal.

MOVEMENT OVER U.P. TRACKS: CTC in effect on Union Pacific main track at Atchison. Crew member must contact U.P. train dispatcher and be granted authority to enter U.P. tracks under Rule 351 Track and Time. U.P. telephone located in Bridgetender's House at west side of bridge or Track and Time authority may be relayed by U.P. Yardmaster at Atchison on U.P. radio channel.

At Atchison, junction switch normally lined for U.P. Ry.

Union Pacific RRX M.P. 1.1 protected by permanent stop sign. Be governed by Rule 98.

EASTERN REGION
Emporia Subdiv.

SPECIAL INSTRUCTIONS

1.SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Kansas City Amtrak Station & B.N. Xing, K.C.T. Tracks 2 & 3	20	20
B.N. Xing & Santa Fe Jct. (M.P. 1.7), K.C.T. Tracks 2 & 3	15	15
Santa Fe Jct. (M.P. 1.7) & A.Y. Tower	45	45
A.Y. Tower (M.P. 3.9) & Turner	30	30
Turner & Holliday, Main Track No. 1	70	55*#
Turner & M.P. 8 Main Tracks 2, 3, & 4	20	20
M.P. 8 & Holliday Main Tracks Nos. 2 & 3	70	55*#
M.P. 8 & Holliday Main Track No. 4	40	40
Holliday & Emporia Except South Track N.R. Jct. to Constitution St. (M.P. 111.9)	70	55*#
N.R. Jct. & Constitution St. (M.P. 111.9) Emporia South Track	40	40
Constitution St. (M.P. 111.9) Emporia & Ellinor	79	55*#
Ellinor & Wellington	70	55*#

* See Special Instructions 5 (A) but does not apply eastward Holliday to M.P. 8, Main Tracks 2 and 3.
# See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	1.7	15	Xing	110.6 - 111.9	30
Cv	3.5 - 3.7 (NT)	25	Cv	142.3 - 147.2	55
Cv	7.1 - 7.8 (Track No. 1)	60	Cv	147.5 - 148.9	60
Trk	13.3 - 14.4 (NT)	40	Cv	149.2 - 149.6	55
Cv	13.6 - 14.5 (MT)	60	Cv	149.9 - 150.4	65
Cv	13.6 - 14.5 (ST)	60	Cv	152.4 - 152.8	65
Cv	14.5 - 24.5	60	Cv	172.3 - 172.5	60
Xing	24.3 - 26.8	40	Cv	173.4 - 173.7	45
Cv	24.5 - 25.7	55	Cv	174.1 - 174.3 (ST) (NT)	40 30
Cv	26.6 - 27.4	50	Cv	175.3 - 175.5	60
Cv	28.1 - 29.6	65	Cv	179.6 - 179.7	60
Cv	30.4 - 30.7	55	Cv	182.8 - 183.0	65
Cv	31 1 - 31.4	60	RRX	185.3	50
Cv	34.5 - 35.1 (ST)	50	Cv	185.5 - 200.7	50
Cv	38.5 - 39.1 (ST)	55	Cv	202.4 - 203.2	55
Cv	39.5 - 39.8 (NT)	65	Cv	204.3 - 204.7	45
Cv	39.6 - 40.0 (ST)	55	Cv	205.1 - 205.2	50
Cv	49.3 - 49.6	65	Cv	205.3 - 206.1	55
Cv	57.2 - 57.5	65	Cv	209.5 - 210.4	55
RRX	59.9 (ST) (NT)	50 40	Cv	215.6 to 215.8	55
Cv	79.6 - 79.9 (NT)	45	Cv	219.4 - 221.2 (NT)	30
Cv	79.6 - 79.9 (ST)	65	Cv	217.3X - 217.4X (ST)	65
Cv	83.4 - 83.6 (NT)	45	Cv	220.0X - 221.4X (ST)	65
Cv	84.4 - 84.6 (NT)	55	Cv	228.4 - 228.6	65
Cv	85.7 - 86.0 (NT)	55	Cv	233.1 - 233.5	65
Cv	84.3 - 86.0 (ST)	65	Cv	236.6 - 237.1	40
Cv	98.0 - 101.4	55	Cv	237.7 - 237.8	45

EASTERN REGION
Emporia Subdiv.

(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 or MP		Location	MPH
Santa Fe Jct.	D	Turnout to South Main Track west of Santa Fe Jct.	30
12th St. (CP 148)	D	3 Westward Xovers from South Main Track to Running Track 4	30
	D	Other Xovers	15
A.Y. Tower (CP 147)	D	Westward Xover from North Main Track to South Main Track	40
	D	Turnout from Running Track 3 to South Fastrack	30
	D	Other Xovers and Turnouts	15
E. 18th St. (CP 145)	D	Turnout from Running Track 3 to Aux. Running Track	20
	D	Other Xovers	15
W. 18th St. (CP 144)	D	North Main Track Turnout at ED-3 Switch	30
	D	Xover between South and North Main Tracks	30
M.P. 5.5 (CP 143)	D	EE fuel platform, turnout east receiving to North Track	10
	D	Xover between North & South Main Tracks	15
M.P. 5.8 (CP 142)	D	WE fuel platform, Xover between North & South Main Tracks	15
	D	Xover between North Main Track & East Receiving 1002 Track	10
West End North Main (CP 141)	D	M.P. 6.7, Turnout from North Main Track to ER 1003 or 1004	10
	D	M.P. 6.9, Turnout from Main Track to North Main Track	30
West Fast Track (CP 132)	D	M.P. 7.2, Two Crossovers from Main Track 3 to North Fast Track	30
	D	Other Crossovers & Turnouts	15
West Turner (CP 131)	D	Xovers between Main Tracks Nos. 2, 3, & 4 M.P. 8.1	20
East Hump Lead (CP 139)	D	Turnout Main Track No. 1 to Hump Lead M.P. 8.3	40
Morris	D	Xovers M.P. 11.0	40
Holliday	D	Xover between Main Tracks Nos. 2 & 3	30
	D	Turnout Main Track No. 4	40
	D	Turnout to Topeka Subdiv.	30
West Holliday	D	Turnout North Track	40
	D	Xovers	50
Craig	D	Xovers	50
Olathe	D	Xovers	40
Gardner, Wellsville	D	Xovers	50
East Ottawa	D	Xovers	40
Ottawa	D	Both ends siding	30
M.P. 59.9, East Melvern, Ridgeton, Lebo, Wiggam	D	Xovers	40
N.R. Jct.	D	Turnout to Topeka Subdiv.	30
	D	Xovers & Turnout So. Trk.	40
Emporia	D	Xover between Middle & South Track near Merchant St.	15
	D	Turnout from South Track to Track No. 11 near Constitution St.	10

(continued on next page)

EASTERN REGION
Emporia Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES (Continued)

Station or MP		Location	MPH
Merrick	D	Xovers between Middle Track & North Track & west Xover between Middle Track & South Track	50
	D	East Xover between Middle Track & South Track	30
Ellinor	D	Main track turnouts & Xovers	40
Gladstone, Bazar, Matfield Green, Cassoday, Aikman, Chelsea	D	Both ends siding	40
East El Dorado	D	Turnout from or to South Track	50
El Dorado	D	Xovers M.P. 172.7	40
O.D. Jct.	D	Xovers M.P. 174.3	30
East Augusta	S	EE eastward siding	30
	D	EE westward siding	30
B.N. Xing	D	Turnouts & Xovers	30
West Augusta	D	End of double track westward	50
Salter, Rose Hill	D	Both ends siding	40
East Jct.	D	Turnout North Track M.P. 215.8	50
Mulvane (NT) M.P. 219.9 (CP 295)	D	Westward Xover between Track 2 and Track 1	40
	D	Other Xovers	30
Mulvane (NT) M.P. 220.7 (CP 294)	D	Turnout to west end yard lead	10
	D	Other turnout & Xovers	30
Mulvane	D	Other turnouts	30
West Jct.	D	Turnout North Track M.P. 221.9	40
Belle Plaine	D	Both ends siding	30
Cicero	D	End of double track	65
S.K. Jct.	D	Turnout end DT	40
	D	Turnouts from or to yard lead & S.K.&O. connection	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Edgerton (NT)	39.8	3,100
Pomona (ST)	67.5	900
Quenemo (NT)	71.8	2,000
Melvern (NT-ST)	79.6	4,000
Neosho Rapids (ST)	101.6	500
Saffordville (NT)	123.4	3,200

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 18.5, 41.3, 55.2, 70.4, 91.2, 121.1, 138.1, 162.6, 181.4, 202.8, 223.7	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 62.5	Shifted Load	Rotating white lights & radio communication
M.P. 106.5	Hot Box, Dragging Equip. & Shifted Load	Rotating white lights & radio communication
M.P. 20.4 to 20.6	Slide Fence	Controlled signals, Craig & Signals 212 & 214

Safety Is Everyone's Responsibility

EASTERN REGION
Topeka Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
61930		HOLLIDAY		
		11.4		
60530	8600	DESOTO	P	11.1
		15.4		
60500	6500	LAWRENCE	BRTY	26.5
		5.1		
60475	2500	LAKE VIEW		31.6
		14.4		
60425	7900	TECUMSEH		46.0
		6.6		
60200	2050	A.T.S.F. RRX	A	52.6
		TOPEKA	BRTY	50.6
		6.7		
60220	2450	PAULINE		57.3
		14.3		
60232		SCRANTON		71.6
		5.3		
60236	3400	BURLINGAME		76.9
		7.2		
60240	5000	OSAGE CITY		84.3
		0.7		
		U.P. RRX	A	84.8
		11.7		
60248		READING		96.5
		14.5		
		N.R. JCT.	YT	111.0
		(112.8)		

TWC ABS ATS

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Holliday to N.R. Jct.	30	2	1

TWC IN EFFECT: Between Holliday and N.R. Jct.

Mile post signs 51 and 52 west of station Topeka designated as 51W and 52W.

Yard Limits:
Lawrence, M.P. 22.5 to M.P. 30.0 Topeka, M.P. 49.7 to M.P. 52.5
N.R. Jct., M.P. 108.7 to M.P. 111.0

SPECIAL INSTRUCTIONS

1.SPEED REGULATIONS	MPH	
(A) MAX. SPEED BETWEEN:	Psgr.	Frt.
Holliday & N.R. Jct.	79	55#
Sunflower Ordnance Track M.P. 11.3	25	25

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	Frt.		Mile Posts	MPH Psgr.	Frt.
Cv	0.0 - 0.3	30	30	Cv	58.9 - 59.1	70	
Cv	0.7 - 0.9	65		Cv	59.8 - 60.0	70	
Cv	2.8 - 3.3	55		Cv	61.0 - 63.6	55	50
Cv	3.7 - 3.9	70		Cv	63.6 - 64.2*	50	45
Cv	6.3 - 6.5	75		Cv	64.5 - 64.7	65	
Cv	8.8 - 9.3	65		Cv	65.0 - 65.3	70	
Cv	15.1 - 16.1	70		Cv	66.5 - 67.2	50	50
Cv	18.3 - 19.5	65		Cv	67.5 - 67.8	60	
Cv	23.4 - 23.6	55		Cv	69.0 - 69.4	60	
Cv	24.6 - 24.8	70		Cv	69.8 - 70.1	75	
Cv	25.2 - 25.9	60		Cv	75.1 - 75.3	60	
Cv	26.2 - 27.4*	35	30	Cv	76.0 - 77.1	60	
Cv	28.7 - 30.3	70		Cv	83.3 - 83.5	60	
Cv	34.8 - 35.2	55	50	Cv	84.0 - 84.4	50	40
Cv	36.9 - 37.8	70		Xing	84.4 - 85.5	40	40
Cv	51.1 - 51.3	65		RRX	84.8	40	40
Cv	51.5 - 52.0	45	40	Cv	85.3 - 85.7	40	40
	52.2 (Viaduct), to Fourth St**	10	10	Cv	88.5 - 88.9	60	
RRX	52.6	10	10	Cv	89.5 - 90.2	75	
Xing	Fourth St. to Tenth St.	20	20	Cv	93.7 - 94.0	70	

(continued on next page)

EASTERN REGION
Topeka Subdiv.

(C) SPEED RESTRICTIONS – VARIOUS (Continued)

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Cv	96.1 - 96.4	60		CV, Xing	110.0 - 110.3	30	30
CV	97.8 - 98.3	60	50	CV	110.8 - 111.0 **	30	30
CV	107.3 - 108.3	60					

* Equipped with Westward and Eastward ATS Inert Inductors
** Equipped with Westward 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		Location	MPH
Holliday	D	Turnout Topeka Subdiv.	30
DeSoto, Lawrence, Lake View, Tecumseh	S	Both ends siding	10
Topeka	S	Both ends siding	10
	S	WE of yards	10
Pauline, Osage City	S	Both ends siding	10
N.R. Jct.	D	Turnout Topeka Subdiv.	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Noria Storage Track	24.0	5,600
Farmland Industries (Spur)	24.6	8,950
Industrial Spur	28.7	9,400
Storage Tracks	29.3	4,300
Kansas Power & Light Co. (Spur)	30.3	1,800
Kansas Power & Light Co.	47.0	Yard
Nationwide Warehouse (Spur)	54.5	500
Seymour Industrial(Spur)	55.6	1,250

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 21.8, 82.3	Hot Box	Rotating white lights & radio communication
M.P. 3.0	High Water	Signals 11 & 32
Bridge 62.9	High Water	Signals 621 & 652
Bridge 86.1	High Water	Westbound interlocking signal U.P. Xing M.P. 84.8 Eastbound signal 862
M.P. 36.9 to 37.2	Slide Fence	Signals 341 & 372

SAFETY And QUALITY
A Good TEAM!

EASTERN REGION
Newton Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
55250		ELLINOR		124.7
		7.0		
61170	11762	STRONG CITY		131.7
		4.1		
61150		NEVA		135.8
		9.0		
61140	8583	CLEMENTS		144.8
		12.1	CTC	
61130	8079	FLORENCE		156.9
		11.4		
61125	10487	PEABODY		168.3
		0.3		
		U.P. RRX	A	168.6
		9.7		
61120	8419	WALTON		178.3
		6.3		
		U.P.RRX	M	184.6
		0.5	CTC 3MT	
61100		NEWTON	BPRT	185.1
		(60.4)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Ellinor to Newton	55	2	1

CTC IN EFFECT: On main track and sidings, Ellinor to Newton; and on three main tracks Newton between U.P. crossing M.P. 184.6 and M.P. 185.5.

At Strong City, absolute signal governing movement through hand-throw switch from yard to siding installed on the following tracks:
M.P. 130.4 East End 8402
M.P. 131.5 West End 8402
Timetable Special Instruction governs.

When going on duty Ark City, Newton or Abilene to operate on U.P. between Wichita and Lost Springs, conductor will call Central Dispatcher at Denison, Texas 1-800-527-2190 or 1-214-465-8933. Track warrants and bulletin books located at above locations.

SPECIAL INSTRUCTIONS

1.SPEED REGULATIONS	MPH Psgr.	MPH Frt.
(A) MAX. SPEED BETWEEN:		
Ellinor & U.P. RRX (M.P. 184.6)	79	55*#
Newton – Main tracks between U.P. RRX (M.P. 184.6) & M.P. 186.0;	20	20
Freight leads between M.P. 185.6 & Sand Creek, Bridge M.P. 186.3	10	10

* See Special Instructions 5(A);# Special Instructions 5(B) .

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Cv	132.4 - 132.8	75		RRX	168.6	45	45
Cv	133.7 - 133.9	70	50	Cv	168.9 - 169.1	65	45
Cv	135.9 - 136.4	75	65	Cv	170.0 - 170.5	75	65
Cv	166.4 - 166.8	70	65	Cv	173.3 - 175.9	70	65
Cv	168.0 - 168.4	50	45	RRX	184.6	20	20

EASTERN REGION
Newton Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch			
Station or MP		Location	MPH
Ellinor	D	Main track turnouts & Xovers	40
Strong City	D	Both ends siding	40
Neva	D	Turnout to Strong City Subdiv.	20
Clements	D	Both ends siding	40
Florence	D	Both ends siding	30
Peabody	D	Both ends siding	30
	D	Connection to U.P.	20
Walton	D	Both ends siding	30
	D	East switch, storage track	10
Newton & First St.	D	Main track Xovers & turnouts M.P. 184.5 to M.P. 185.5	30
	D	Turnout to lower yard M.P. 185.6	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Elmdale	138.3	1,400

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 134.0, 159.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication

WEST-WARD ↓ **EASTERN REGION Douglass Subdiv.** ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
55100		B.N. RRX (Augusta)	MPRT	185.7
		11.3		
55080		DOUGLASS		197.0
		5.6		
55070		ROCK		202.6
		6.2		
55060	7495	AKRON		207.0
		7.2		
54895	5833	W.N. JCT.	P	216.0
		(30.3)		

CTC

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Augusta to W.N. Jct.	32	2	1

CTC IN EFFECT: On main track and sidings Augusta to W.N. Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Augusta & W.N. Jct.	55#

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	186.1 - 188.7	35	Cv	198.8 - 200.0	25
Cv	191.7 - 191.8	50	Cv	211.2 - 211.5	40
Cv	197.4 - 197.5	50	Cv	215.6 - 216.0	25

EASTERN REGION
Douglass Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch			
Station or MP		Location	MPH
Augusta	D	Turnout to Emporia Subdiv.	30
Akron	D	Both ends siding	40
W.N. Jct.	D	East end siding	30
	D	Turnouts to Arkansas City Subdiv.	25

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 198.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication

WEST-WARD ↓ **EASTERN REGION Waynoka Subdiv.** ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
54600	3550	WELLINGTON	BPRT		238.0
		0.5			
		H.S. JCT.			238.5
		3.6			
54598	12500	ROLAND			242.1
		4.9			
54596	7800	MAYFIELD			247.0
		7.1			
54594	8450	MILAN			254.1
		5.1			
54592	7300	ARGONIA			259.2
		0.4			
		K.S.W. RRX	M		259.6
		6.9			
54590	13010	DANVILLE			266.5
		7.3			
54500	19477	HARPER	PT		273.8
		6.5			
54490	7300	EULA			280.3
		5.3			
54200	s6650 n7700	ATTICA	PT	CTC	285.6
		6.6			
54160	10500	CRISFIELD			292.2
		7.6			
54120	11282	HAZELTON			299.8
		7.1			
54100	17800	KIOWA, KS	PT		306.9
		0.9			
		K.S.W. RRX	M		307.8
		5.4			
54085	10178	LODER, OK			313.2
		3.2			
54080		CAPRON			316.4
		3.1			
	11400	BRINK			319.5
		5.2			
54070		ALVA			324.7
		4.2			
54065	18966	NOEL			328.9
		6.8			
54060	7531	AVARD			335.7
		9.8			
					342.4
54000		WAYNOKA	BPR	CTC 2MT	345.5
		(107.5)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Wellington to Waynoka	72	4	3

CTC IN EFFECT: On main tracks and sidings, Wellington M.P. 237.1, to Waynoka, including extension track, Waynoka.

TWO TRACKS: At Waynoka, between M.P. 342.4 and M.P. 346.9. At east end Wellington Yard, Switch 150 is to be left lined and locked for Track 150 (Tail Track). Westward trains entering Wellington Yard through north way should see that Switch 150 is left lined and locked for Track 150 (Tail Track) after entering Wellington Yard.

(continued on next page)

At Wellington, between S.K.&O. connection (M.P. 266 + 1780 feet) and westward controlled signal M.P. 267.5, Santa Fe trackage identified as Wolcott Industrial Spur. Rule 105 in effect, speed limit 20 MPH. S.K.&O. trains use A.T.S.F. tracks into Wellington Yard and are governed by A.T.S.F. Timetable and Special Instructions.

Waynoka - Avard: B.N. trains use A.T.S.F. tracks and are governed by A.T.S.F. Timetable and Special Instructions.

At Avard, Yard Limits on B.N. track and all movements on B.N. track must be made at restricted speed, regardless of block signal indication.

If A.T.S.F. trains clear B.N. main track, they must open the main track switch and wait five minutes before fouling the main track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psgr.	Frt.
Wellington & Waynoka	70	55*#

*See Special Instructions 5(A): #Special Instructions 5(B).

	Mile Posts	MPH		Mile Posts	MPH
Cv	237.7 - 237.8	45	Cv	323.5 - 324.0	60
Xing	238.5 - 239.2	40	Cv	324.2 - 324.9	45
Cv	239.6 - 239.7	60	Cv	325.3 - 328.0	60
RRX	259.6	50	Cv	343.3 - 343.9	60
RRX	307.8	40	Cv	345.2 - 345.7	55

(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 or MP		Location	MPH
S.K. Jct.	D	Turnout end DT	40
	D	Turnouts from or to yard lead & S.K.&O. connection	20
Wellington	D	EE siding	15
	D	WE siding	40
H.S. Jct.	D	H. & S. Subdiv. junction switch	15
	D	Turnout west lead, WE freight yard	30
	D	Turnout east lead, WE freight yard	15
	D	Xover, M.P. 238.6	30
Roland, Mayfield, Milan, Argonia, Danville	D	Both ends siding	40
Harper	D	Both ends siding	40
	D	Xover, M.P. 273.1	40
	D	Xover, M.P. 274.4	15
	D	Xover, siding to No. 1 track	15
	D	Turnout to H. & S. Subdiv.	15
	D	Both ends No. 1 yard track	10
Eula	D	Both ends siding	40
Attica	D	Both ends both sidings	40
Crisfield, Hazelton	D	Both ends siding	40

(continued on next page)

(D) SPEED RESTRICTIONS – SWITCHES (continued)

"D" – Dual Control Switch		"S" – Spring Switch	
Station or MP		Location	MPH
Kiowa	D	Both ends siding	40
	D	Xover, M.P. 306.6	40
	D	Xover, M.P. 307.2	40
	D	Turnout to Enid Subdiv. M.P. 307.2	15
	D	Xover, M.P. 308.0	40
Loder, Brink	D	Both ends siding	40
Noel	D	Both ends of siding	30
Avard	D	Both ends siding	40
	D	Turnout to B.N. Ry.	20
Waynoka	D	EE extension track	40
	D	Turnout EE 2 Tracks, M.P. 342.4	40
	D	South Track to yard, M.P. 342.5	10
	D	East Xover, M.P. 345.1	30
	D	West Xover, M.P. 345.1	15
	D	South Track to yard, M.P. 345.2	10
	D	Turnout WE 2 Tracks, M.P. 346.9	50

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Mayfield Cooperative Elevator	249.2	1,215

3. TRACK SIDE WARNING DEVICES

Location	Type	Locator & Signals Affected
M.P. 244.2	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 264.4, 283.1, 303.1, 323.0, 339.3	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 273.0	High Water	Eastward–Controlled Signals–East Xover Harper Westward–Controlled Signals –EE Siding Harper

QUALITY and SAFETY
Stamp Your Work
With Excellence

WEST-WARD ↓		EASTERN REGION Panhandle Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS			Mile Post
54000		WAYNOKA	BPR	CTC 2MT	345.5
		5.6			
53950	8225	HEMAN			351.8
		4.5			
53945	11804	BELVA			356.3
		5.3			
53935	10329	QUINLAN			361.6
		5.5			
53925	7103	CURTIS			367.1
		3.9			
53915	7924	MOORELAND			371.0
		10.3			
53900	14649	WOODWARD	P		382.8
		3.5			
53850	7267	GERLACH			386.3
		6.3			
53835	8164	TANGIER			392.6
		5.7			
53825	7785	FARGO			398.3
		8.4			
53815	7683	GAGE			406.7
		7.7			
53800	n7637 s5703	SHATTUCK	PT	CTC	414.4
		6.5			
53765	10978	GOODWIN, OK			421.0
		7.7			
53760	11170	HIGGINS, TX			428.7
		8.6			
53755	11803	COBURN			437.3
		6.8			
53750	10910	GLAZIER			444.1
		5.3			
	20609	CLEAR CREEK			449.4
		5.7			
53740	19620	CANADIAN	PT		455.1
		8.4			
53735	11017	MENDOTA			463.5
		7.7			
53730	11532	LORA			471.2
		5.7			
53725	11723	MIAMI			476.9
		6.9			
53720	11104	CODMAN			483.8
		7.4			
53715	10788	HOOVER			491.2
		6.1			
	s6743 n6470	EAST PAMPA			497.3
		1.5			
53700		PAMPA	PT	CTC 2MT	498.8
		2.0			
		WEST PAMPA			500.8
		5.1			
53690		KINGS MILL	XY		505.9
		6.9			
53680	s5402 n7610	WHITE DEER	X		512.8
		5.8			
53650		CUYLER	X		518.6
		7.4			
53520	s5368 n13507	PANHANDLE	XT	TWC ABS DT	526.0
		7.2			
53515		LEE	X		533.2
		7.8			
53510		ST. FRANCIS	X		541.0
		5.1			
53505		FOLSOM			546.1
		4.4			
		EASTERN (205.0)			550.5

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Waynoka to West Siding Switch Mooreland	72	2	3
West Siding Switch Mooreland to St. Francis	55	2	3
St. Francis to Amarillo	32	2	3

(continued on next page)

EASTERN REGION
Panhandle Subdiv.

CTC IN EFFECT: On main tracks and sidings (except south siding Shattuck) between Waynoka and West Pampa.

TWC IN EFFECT: On Double Track between West Pampa and Eastern.

LOCATION OF DOUBLE TRACK CROSSOVERS:

Station	M.P.	Points	Turnout Speed
Kings Mill	504.6	Trailing	10
	507.2	Trailing	10
White Deer	512.7	Trailing	10
Cuyler	519.2	Trailing	10
Panhandle	526.3	Trailing	10
	527.3	Trailing	10
	527.8	Facing	10
Lee	533.9	Trailing	10
St. Francis	539.1	Trailing	10
	540.5	Facing	10
	543.6	Trailing	10

RULE 81(A): Movement with the current of traffic may be authorized verbally by the Train Dispatcher.

Between Eastern and Amarillo trains and engines will be governed by Central Region Hereford Subdivision Timetable and Special Instructions.

Between Heman and Curtis Westbound signals 3541, 3561, 3563, 3591, 3611, 3613 and 3641 will display Flashing Red "Rule 240" aspect as the most restrictive indication that they may display.

At Kings Mill, a clear signal indication on controlled signal, M.P. 505.5, governing movements against the current of traffic on the South Track indicates the South Track is clear of trains or engines within yard limits.

At Kings Mill, permission must be obtained from train dispatcher, before complying with Rule 312, Item 4, when absolute signals governing movement on South Main Track between M.P. 505.5 and 507.5, and absolute signal governing movement from Celanese Corp. coal track to South Main Track, display stop indication.

Between Waynoka and Belva the distance between M.P. 350 and 351 is 1168 feet and between Curtis and Woodward the distance between M.P. 372 and 374 is 2440 feet and M.P. 373 is therefore eliminated.

YARD LIMITS
Kings Mill, M.P. 505.5 to 507.4 (South Track Only)

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Waynoka & Eastern (Exception: 35 MPH when moving eastward between Curtis and Belva with total consist of 6,500 tons or over.)	70	55*#
Against current of traffic on double track between Eastern & West Pampa.	59	49
Celanese Corp. Coal Track: To Spring Switch		15
On Loop		10
Pantex Ordnance Spur		20
Pampa Industrial Spur, M.P. 0.0 to 4.7		20

*See Special Instructions 5 (A); #Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	345.2 - 345.7	55	Cv	422.3 - 425.4	65
Cv	345.9 - 346.3 (ST)	65	Cv	445.7 - 450.1	65
Cv	345.2 - 346.8 (NT)	55	Cv	450.8 - 451.2	60
Cv	379.0 - 379.3	65	Cv	452.4 - 453.4	50
Xing	382.5 - 384.7	50	Cv	454.2 - 454.5	60
Cv	382.9 - 384.1	50	Cv	464.8 - 465.0	65
Cv	385.5 - 388.9	50	*Trk	476.3 - 477.8	60
Cv	389.6 - 389.9	60	Cv	477.8 - 480.9	65

* City ordinance, speed restriction applies to entire train.

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH; with ABS limits hand throw crossover switches between North and South tracks, 15 MPH.

"D" – Dual Control Switch		"S" – Spring Switch	
Station or MP		Location	MPH
Waynoka	D	EE extension track	40
	D	Turnout EE 2 Tracks, M.P. 342.4	40
	D	South Track to Yard, M.P. 342.5	10
	D	East Xover, M.P. 345.1	30
	D	West Xover, M.P. 345.1	15
	D	South Track to Yard, M.P. 345.2	10
	D	Turnout WE 2 Tracks, M.P. 346.9	50
Heman, Belva	D	Both ends siding	40
Quinlan	D	Both ends siding	30
Curtis	D	Both ends siding	40
Mooreland	D	Both ends siding	40
Woodward	D	Both ends siding	40
	D	Double Xover, M.P. 381.3	40
Gerlach, Tangier, Fargo, Gage, Shattuck, Goodwin	D	Both ends siding	40
Higgins	D	Both ends siding	40
Coburn, Glazier	D	Both ends siding	40
Clear Creek	D	Both ends siding	40
Canadian	D	Both ends siding	40
Mendota, Lora, Miami, Codman, Hoover	D	Both ends siding	40
East Pampa	D	Turnout to North Track, M.P. 497.3	50
	D	Both ends South siding	40
	D	Both ends North siding	30
West Pampa	D	Double Xover, M.P. 500.8	40
Kings Mill	D	Turnout Celanese Corp. Coal Track	15
	S	On Loop Celanese Corp. Coal Track	10
Panhandle	S	WE North Siding	15
Eastern	D	Xover, M.P. 550.5	30
	D	Turnout to east leg of wye, M.P. 550.6	20

**Don't Let A Fall Get You Down!
Keep A Firm Grip**

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Dow Chemical	385.3	1,450
Union Underwear	391.2	4,150
Cabot Carbon Pampa Plant	502.6	2,250
Ingersoll-Rand	503.6	1,512
Celanese Corp. of America	504.3	9,800
Celanese Corp.	505.6	2.4 miles
Pantex Ordnance Plant	539.1	Yard
Iowa Beef	542.1	Yard
Amarillo Air Base (T.S.T.I.)	543.4	Yard
Pepsi-Cola Spur	548.2	614

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 359.8,378.6, 396.1,416.7,433.2, 459.4,479.7,503.0, 548.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 522.9	Hot Box	Rotating white lights & radio communication
Bridges 376.4, 376.8	High Water	Eastward - Signal 3782 Westward - Signal 3761
Bridge 398.0	High Water	Eastward controlled signals EE siding Fargo Westward - Signal 3961
Bridge 403.5	High Water	Eastward - Signal 4032 Westward - Signal 4011
Bridges 404.5, 405.0	High Water	Eastward – Controlled signals EE siding Gage Westward – Signal 4031
Bridge 409.6	High Water	Eastward – Signal 4112 Westward - Signal 4091
Bridges 461.2, 462.3	High Water	Eastward – Controlled signals EE siding Mendota Westward – Signal 4611
Bridge 465.0	High Water	Eastward – Signal 4662 Westward – Controlled signals WE siding Mendota
Bridge 468.7	High Water	Eastward – Controlled signals EE siding Lora Westward – Signal 4681
Bridge 470.5	High Water	Eastward main track – Controlled signal WE siding Lora Eastward on siding – Signal 4714 Westward – Controlled signals EE siding Lora
Bridge 472.7	High Water	Eastward – Signal 4742 Westward – Controlled signals WE siding Lora
Bridge 481.0	High Water	Eastward – Signal 4812 Westward – Signal 4791
Bridges 482.0, 483.2	High Water	Eastward – Controlled signals EE siding Codman Westward – Signal 4811
Bridge 486.3	High Water	Eastward – Signal 4872 Westward – Controlled signals west end siding Codman
Bridge 488.1	High Water	Eastward – Controlled signals EE siding Hoover Westward – Signal 4871

WEST-WARD ↓	EASTERN REGION Borger Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
53520		PANHANDLE Y		0.0
		6.6		
53580	3695	ABELL		5.5
		10.3	TWC	
53590	3787	McBRIDE		15.8
		12.0		
53600		BORGER BPRY		27.8
		(27.8)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Panhandle to Borger	55	2	3

TWC IN EFFECT: Between Panhandle and Borger.

At Borger, split-point derail located in main track M.P. 28.2.

YARD LIMITS:

Panhandle, M.P. 0.0 to 1.5 Borger, M.P. 24.3 to End of Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Panhandle and Borger	40
Borger, West Leg Lead Track 6401	20

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH, except Track 6150, 5 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Phillips Petroleum Co	15.4	15,099

You Have The RIGHT And The OBLIGATION To Work Safely

WEST-WARD ↓	EASTERN REGION Arkansas City Subdiv.				↑ EAST-WARD
Station Number	Siding Feet	STATIONS			Mile Post
61100		NEWTON BPRT		CTC 3MT	185.1
		0.4			
		FIRST ST.			185.6
		2.4			
		McGRAW			188.0
		3.2			
54735	6628	PUTNAM		CTC	191.2
		4.0			
54730	7526	SEDGWICK			195.2
		6.6			
54725	6710	VALLEY CENTER B.N. RRX M			201.8
		7.3			
54700		WICHITA BPRTY			209.1
		1.0		ABS DT	
		U.P. RRX A			210.1
		1.6			
		NORTH JCT. Y		WUT Ry CTC 2MT	211.7
		0.8			
54710		WICHITA U.S.			212.3
		0.9			
		SOUTH JCT.			213.2
		4.2			
	6616	CONNELL			217.4
		5.6			
54640	6872	DERBY			223.0
		4.9			
54620	15184	MULVANE T			227.8
		10.0			
54660	6156	UDALL		CTC	238.8
		11.8			
54895	9294	W.N. JCT.			249.7
		1.1			
54900		WINFIELD			250.8
		5.3			
52720	8023	HACKNEY			256.1
		7.3			
52700	n7000	ARKANSAS CITY BPRT			263.4
		(78.3)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Newton to Arkansas City	32	2	3

CTC IN EFFECT: On three main tracks Newton between U.P. crossing M.P. 184.6 and M.P. 185.5. On main track and sidings First St. to M.P. 207.9 Wichita, and North Jct. to Arkansas City.

RULE 251 IN EFFECT: M.P. 207.9 Wichita to North Jct. Permanent speed signs are not displayed for movements against the current of traffic.

Trains or engines must not foul or enter main tracks through hand throw switches where Rule 251 is in effect, until authority to do so has been obtained from the train dispatcher. Movement must be made as prescribed by Rule 317.

Westward Arkansas City Subdivision trains or engines will not leave Sand Creek Yard via McGraw Lead until white train departure light, located west of McGraw Jct. switch, is displayed or authority received from train dispatcher.

Independent track between Wichita and North Jct. is the first track east (geographically) of South Track and will be used by trains and engines as instructed. Eastward movements may be authorized by signal indication at North Jct.

Trains and engines between North Jct. and South Jct. will be governed by The Wichita Union Terminal Railway Company Special Rules and Regulations, which provide:

"Between North Jct. and South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track."

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call central dispatcher at Denison, Texas 1-800-527-2190 or 1-214-465-8933 to operate on U.P. between Wichita and Lost Springs. Track Warrant forms and bulletin books are located at above locations.

Absolute signals at North Jct. and South Jct. controlled by Santa Fe train dispatcher located at Kansas City, Kansas.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company.

(continued on next page)

CONTROL POINT IDENTIFICATION – MULVANE

LOCATION	CONTROL POINT NO.
Crossovers (M.P. 227.2)	CP 295
Mulvane Jct. (M.P. 228.0)	CP 294

Within and between control points Mulvane, tracks are numbered, from depot, Tracks 1, 2 and 3.

At South Jct., absolute signal governing movement throught hand throw switch from yard to siding installed on the following tracks:
M.P. 213.5 West End Track 501.

Timetable Special Instruction governs.

WICHITA - LOST SPRINGS: A.T.S.F. trains will use U.P. tracks between Wichita and Lost Springs (63.3 miles).

WICHITA: A.T.S.F. trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

At Winfield, between S.K.&O. connection (M.P. 246 + 2640 feet) and W.N. Jct., Santa Fe trackage identified as Winfield Industrial Spur. Rule 105 in effect, speed limit 20 MPH. S.K.&O. trains use A.T.S.F. tracks between connection and west side W.N. Jct. and are governed by A.T.S.F. Timetable and Special Instructions.

ARKANSAS CITY-BELLE PLAINE & ARKANSAS CITY - WICHITA: U.P. trains will use A.T.S.F. tracks between Arkansas City and Belle Plaine, and between Arkansas City and Wichita.

YARD LIMITS:
Wichita to North Jct., M.P. 207.9 to 211.7.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Newton – Main tracks between U.P. RRX (M.P. 184.6) & M.P. 186.0	20
Freight leads between M.P. 185.6 & Sand Creek, bridge M.P. 186.3	10
First St. M.P. 185.6 & North Jct.	55#
North Jct. & South Jct (W.U.T. Ry.)	30
South Jct. & Arkansas City (M.P. 262.9)	55#
Arkansas City – Main track between hand throw Xover M.P. 262.9 & M.P. 264.1; track 198 between M.P. 262.6 & M.P. 264.1	20

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	185.7 - 186.7	40	Cv	215.3 - 215.5	45
Xing	194.5 - 195.6	30	Xing	222.5 - 223.0	45
Xing	201.1 - 202.0	45	Cv	227.7 - 229.8	40
RRX	201.8	50	Xing	237.6 - 238.2	45
Xing	207.7 - 214.9	40	Cv	243.2 - 246.2	45
Cv	209.6 - 210.6	40	Cv	247.5 - 253.6	30
RRX	210.1	30	Cv	259.7 - 261.2	40
Cv	211.7 - 213.3	30	Cv	262.7 - 262.9	50
Xing	214.9 - 215.6	45	Cv	263.2 - 263.6	20

See The Light
WORK SAFELY

(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 or MP		Location	MPH
Newton and First St.	D	Main track Xovers & turnouts M.P. 184.5 to 185.5	30
	D	Turnout to lower yard M.P. 185.6	10
McGraw	D	Turnout from or to Sand Creek Yard	10
Putnam, Sedgwick, Valley Center	D	Both ends siding	25
Wichita	D	End of double track westward	40
	D	EE No. 1 yard track	10
	D	Turnout to Independent track	10
North Jct.	D	Turnout to Independent track	10
North Jct. (W.U.T. Ry)	D	Main track Xovers & turnouts	30
South Jct. (W.U.T. Ry)	D	East Xover between main tracks M.P. 213.0	30
	D	Turnout to A.T.S.F. Arkansas City Subdiv.	30
Connell, Derby	D	Both ends siding	25
Mulvane M.P. 227.2 (CP 295)	D	Westward Xover between Track 2 and Track 1	40
	D	Other Xovers	30
Mulvane M.P. 228.0 (CP 294)	D	Turnout to west end yard lead	10
	D	Other turnout and Xovers	30
Mulvane	D	Other turnouts	30
Udall	D	Both ends siding	25
W.N. Jct.	D	Turnouts to Douglass Subdiv.	25
	D	Turnouts to yard	10
	D	Other turnouts & Xovers	30
Hackney	D	Both ends siding	40
Arkansas City	D	EE North siding	40
	S	M.P. 262.3 EE yard lead	10
	D	Xover betweeen main track & Track 198 M.P. 262.6	20

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 220.0, 253.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication

Don't Let A Fall
Get You Down!
Keep A Firm Grip.

EASTERN REGION
La Junta Subdiv.

WESTWARD ↓ | ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
61100		NEWTON	BPT	CTC 3MT	185.1
		0.5			
		FIRST ST.			185.6
		0.5		CTC 2MT	
		RAIL MILL			186.1
		0.6			
61100		SAND CREEK	BPRT		186.7
		1.0			
		WEST SAND CREEK			187.7
		2.3			
		S.C. JCT.			190.0
		4.6			
61040	6124	HALSTEAD			194.6
		9.1			
61030	10452	BURRTON			203.7
		0.4			
		B.N. RRX	M		204.1
		10.8			
61000		WAY	BPRT	CTC	214.1
		1.6			
		S.S.W. RRX	M		216.5
		1.8			
61000	29903	HUTCHINSON	P		218.0
		0.3			
		C.H. JCT.			218.3
		0.9			
		K.S.W. RRX	M		219.2
		0.0			
		WEST HUTCH	Y		219.2
		15.9			
58980	10166	ABBYVILLE			235.1
		16.0			
58968	10300	ZENITH			251.1
		6.1			
		K.S.W. RRX	A		257.2
		8.8		TWC ABS ATS	
58960	10284	ST. JOHN			266.0
		18.9			
58945	10370	BELPRE			284.9
		17.5			
58935	8600	KINSLEY	Y		302.4 (316.7)
		8.0			
58930	5282	OFFERLE			324.7
		11.4			
58920	7768	SPEARVILLE			336.1
		8.6			
58915		WRIGHT	Y		344.7
		5.4		TWC DT ABS ATS	
		DODGE CITY JCT.	Y		350.1
		2.4			
58900		DODGE CITY	BPRTY		352.5
		2.2			
		SEARS	Y		354.7
		16.5			
58870	6250	CIMARRON			371.2
		12.8			
58850	7750	CHARLESTON			384.0
		18.4			
58300	12350	GARDEN CITY	BPRTY		402.4
		14.6			
58250	4050	DEERFIELD			417.0
		20.3			
58220	6850	SUTTON			437.3
		16.6			
58190	10000	SYRACUSE, KS	P	TWC ABS ATS	453.9
		21.0			
58180	3700	HOLLY, CO			474.9
		10.4			
58165	4000	GRANADA			485.3
		17.0			
58100	7500	LAMAR	P		502.3
		19.2			
58080	4000	CADDOA			521.5
		12.1			
		LAS ANIMAS JCT.	P	CTC	533.6
		(334.2)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Newton to Las Animas Jct.	55	2	3

CTC IN EFFECT: At Newton on three main tracks U.P. Crossing (M.P. 184.6 on Newton Subdivision) to First St. (M.P. 185.5); on two main tracks First St. (M.P. 185.5) to S.C. Jct.; on main track and sidings S.C. Jct. to West Hutch (M.P. 219.2).

TWC IN EFFECT: Between West Hutch M.P. 219.2 and Las Animas Jct M.P. 533.6. When trains are to operate "via Hutchinson Subdivision", track warrant must so indicate.

DOUBLE TRACK: Between Wright M.P. 344.7 and Sears M.P. 354.6. Permanent speed signs are not displayed for movements against current of traffic.

At Kinsley Mile Posts escalate from 302 to 317.

Between Las Animas Jct. and La Junta trains and engines will be governed by Central Region Boise City Subdivision Timetable and Special Instructions.

At Dodge City Jct. eastward trains or engines on Freight Lead if stopped by STOP signal at entrance to South Track and eastward trains or engines on North Track at end of Double Track Wright, M.P. 344.7 and Westward trains on South Track at end of Double Track Sears, if stopped by a "Stop" signal at entrance to single track, a crew member must examine switch. If signal does not clear, train or engine must foul track circuit beyond signal, but not to foul conflicting route. After circuit has been fouled for five minutes, train or engine may proceed at Restricted Speed to the next governing signal.

HUTCHINSON: A.T.S.F. trains and engines will use S.S.W. main track between Hutchinson and M.P. 0.6, H&S Subdivision and track 351. "DTC" in effect on S.S.W. main track. After authority is received crew must open switch and wait five minutes, then proceed at restricted speed to next governing signal.

YARD LIMITS:

West Hutch, M.P. 219.2 to 222.5	Garden City, M.P. 398.3 to 405.0
Kinsley, M.P. 301.4 to 319.0	Wright, M.P. 344.7 to Sears M.P. 354.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Newton – Main tracks between U.P.RRX (M.P. 184.6) & Rail Mill (M.P. 186.1).	20	20
Freight leads between First St. M.P. 185.6 & Sand Creek Bridge M.P. 186.3	10	10
Rail Mill (M.P. 186.1) & West Hutch	79	55*#
West Hutch & Wright (M.P. 344.7)	90	55*#
Wright (M.P. 344.7) & Sears (M.P. 354.7) North Track	90	55*#
South Track	40	40
Dodge City – Freight lead between east switch & bridge at M.P. 351.0	20	20
Sears (M.P. 354.7) & Las Animas Jct.	90	55*#

* See Special Instructions 5(A); # Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Cv	186.4 - 186.5	75	65	RRX	257.2	50	50
Cv	187.3 - 187.8	55	50	Cv	257.2 - 257.4	50	50
Xing	203.3 - 204.0	50	50	Xing	265.7 - 266.2	55	55
RRX	204.1	50	50	Cv	266.1 - 266.5	85	
RRX	216.5	40	40	Cv	301.7 - 302.0	60	55
Xing	216.6 - 219.1	30	30	Xing	301.9 - 302.4	55	55
Cv	218.1 - 219.1	40	30	Cv	302.2 - 302.4	75	65
RRX	219.2	40	40	Cv	347.9 - 351.4 (NT)	75	65
Cv	219.4 - 220.2	60	55	Cv	351.4 - 352.0 (NT)	65	65
Cv	228.3 - 228.8	85		Cv	352.0 - 352.3 (NT)	30*	20

(continued on next page)

(C) SPEED RESTRICTIONS – VARIOUS (Continued)

		MPH				MPH	
	Mile Posts	Psgr.	Frt.		Mile Posts	Psgr.	Frt.
Cv	352.0 - 352.3 (ST)	20*	20	Cv	435.9 - 436.5	85	
Cv	381.6 - 381.9	85		Cv	479.9 - 481.9	75	
Xing	401.7 - 403.0	45	45	Cv	492.4 - 492.6	85	
Cv	421.3 - 422.2	80		Xing	502.1 - 503.0	60	60
Cv	432.6 - 433.2	75		Cv	528.6 - 531.0	85	

* Equipped with Westward 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 or MP		Location	MPH
Newton and First St.	D	Main track Xovers & turnouts M.P. 184.5 to M.P. 185.5	30
	D	Turnout to lower yard M.P. 185.6	10
Rail Mill	D	Xover M.P. 186.1	40
West Sand Creek	D	Turnouts to yard M.P. 187.8	10
	D	Xovers M.P. 187.8	30
S.C. Jct.	D	Turnout from or to south track M.P. 190.0	40
Halstead, Burrton	D	Both ends siding	40
Way to West Hutch	D	Second Xover west of S.S.W. RRX between siding & main track	10
	D	Xover west of S.S.W. RRX between siding & Track 301	10
	D	Other turnouts & Xovers	30
Abbyville, Zenith, St. John, Belpre, Kinsley	S	Both ends siding	30
Offerle, Spearville	S	Both ends siding	20
Wright	S	Turnout from or to South Track M.P. 344.7	30
Dodge City Jct.	S	South Main Track M.P. 350.1	30
	*S	Turnout EE Freight lead	20
Sears	S	End of Double Track M.P. 354.7	30
Cimarron, Charleston	S	Both ends of siding	20
Garden City, Deerfield	S	Both ends of siding	10
Sutton	S	Both ends of siding	30
Syracuse	S	Both ends of siding	20
Holly, 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 Subdiv. junction switch	30

* Normal position is lined for freight lead.

Safety Is The Pursuit Of Excellence

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Whiteside	223.4	4,200
Partridge	229.0	5,500
Plevna	240.7	200
Sylvia	246.4	2,460
Stafford	257.0	7,325
Dillwyn	272.8	5,950
Macksville	277.6	6,140
Lewis	293.3	7,350
Bellefont	330.3	8,350
Wright Storage Track	344.7	6,805
Howell	361.5	1,930
Ingalls	377.3	5,747
Pierceville	390.1	6,750
Val Agri	398.6	900
Sunflower Electric	407.4	35,000
Holcomb	409.0	6,564
Iowa Beef Processors	411.4	1,250
Lakin	424.3	9,897
Kendall	442.2	6,886
Coolidge	468.8	6,289
Amity	479.2	2,150
Grote	491.4	1,400

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 192.1, 221.4, 247.9, 275.5, 321.2, 341.0, 380.2, 406.3, 435.2, 466.1, 499.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 355.3 to 356.0	High Water	Signals 3562 & 3541
Bridge 375.9	High Water	Signals 3772 & 3741
Bridge 381.4	High Water	Signals 3822 & 3801
Bridge 387.1	High Water	Signals 3892 & 3871
Bridge 389.5	High Water	Signals 3922 & 3891
Bridge 393.1	High Water	Signals 3952 & 3921
Bridge 419.7	High Water	Signals 4202 and 4191
Bridge 425.3	High Water	Signals 4272 & 4241
Bridge 433.0, 433.6	High Water	Signals 4342 & 4311
Bridge 439.6	High Water	Signals 4402 & 4381
Bridge 445.7	High Water	Signals 4472 & 4441
Bridge 447.1	High Water	Signals 4472 & 4461
Bridge 448.3	High Water	Signals 4492 & 4461
Bridge 455.4	High Water	Signals 4572 & 4551
Bridge 469.8, 470.8, 471.1	High Water	Signals 4722 & 4691
Bridge 485.8	High Water	Signals 4882 & 4851
Bridge 492.0	High Water	Signals 4922 & 4901
Bridge 500.1	High Water	Signals 5002 & 4981

Safety Is Everyone's Responsibility

WEST-WARD ↓ EASTERN REGION Strong City Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
61150		NEVA			
		7.6			
59415		HYMER			7.6
		5.8			
59425		DIAMOND SPRINGS			13.4
		5.8			
59435		BURDICK			19.2
		6.3			
59445		U.P. RRX LOST SPRINGS	A Y		25.5
		5.4			
		S.S.W. RRX	A		30.9
		5.9			
59465	2785	HOPE			36.8
		0.3			
		U.P. RRX	A		37.1
		7.3			
59475		NAVARRE			44.4
		7.7			
59485		ENTERPRISE			52.1
		0.1			
		U.P. RRX	g		52.2
		5.9			
59500		ABILENE	BPRY		58.1
		0.5			
		O.K.T. JCT.			58.6
		0.2			
		S.A. JCT.			58.8
		0.2			
		U.P. RRX	A		59.0
		8.0			
59705		TALMAGE			67.0
		5.8			
59710	1931	MANCHESTER		TWC	72.8
		5.6			
59765	1874	LONGFORD			78.4
		5.3			
59770		OAK HILL			83.7
		9.3			
59775	2964	MILTONVALE			93.0
		9.1			
59780		AURORA			102.1
		5.9			
59785		HUSCHER			108.0
		2.0			
59790		COOK			110.0
		3.2			
		KYLE RRX	S		113.2
		0.3			
59800		CONCORDIA	Y		113.5
		14.2			
59820		KACKLEY			127.7
		6.0			
59830		KYLE RRX COURTLAND	S Y		133.7
		7.5			
59840		LOVEWELL			141.2
		5.8			
59850		WEBBER, KS			147.0
		4.9			
		State Line			151.9
		1.2			
		B.N. JCT.			153.1
		0.7			
59900		SUPERIOR, NE (153.8)	PY		153.8

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Neva to Superior	36	4	3

TWC IN EFFECT: Between Neva and Superior.

At Lost Springs main track switch from connection track to Strong City Subdivision will be left lined and locked as last used.

At Abilene, main track switches at either end of yard will be left lined and locked as last used.

Main track switch at S. A. Jct. will be left lined and locked as last used.

At Concordia main track switches at the east and west ends of Tracks 7602 and 7611 will be left lined and locked as last used.

At Superior junction switches normally lined for B.N. main track.

(continued on next page)

EASTERN REGION Strong City Subdiv.

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call Central Dispatcher at Denison, Texas 1-800-331-9840, 1-214-465-8933 or 1-800-527-2190 to operate on U.P. between Wichita and Lost Springs. Track Warrants and Bulletin Books are located at above locations.

WICHITA - LOST SPRINGS: A.T.S.F. trains will use U.P. tracks between Wichita and Lost Springs (63.3 miles).

O.K.T. JCT. - WEST ABILENE: U.P. trains will use A.T.S.F. main track.

WEST ABILENE-EAST SALINA: A.T.S.F. trains will use U.P. tracks between West Abilene and East Salina (19.9 miles).

COURTLAND: A.T.S.F. trains and engines will use Kyle R.R. main track and siding and will be governed by Rules 93 and 105.

SUPERIOR: A.T.S.F. trains and engines will use B.N. main track and will be governed by Rule 93.

YARD LIMITS:

Lost Springs, M.P. 25.5 to 26.0 Courtland, M.P. 132.7 to 134.7
Abilene, M.P. 55.5 to 62.7 Superior, M.P.150.0 to End of Track
Concordia, M.P. 112.0 to 116.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Neva & Lost Springs	25
Lost Springs & Superior	40

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
RRX	25.5	25	RRX	59.0	20
RRX	30.9	40	Cv	92.7 - 93.4	20
RRX	37.1	40	RRX	113.2 (Stop)	15
RRX	52.2 (Approach prepared to stop)	15	RRX	133.7 (Stop)	30
Cv	51.7 - 53.0	35	Cv	133.8 - 134.0	20
Cv	56.5 to 57.2	30	Cv	152.6 - 153.1	15
Xing	58.1 - 59.2	15			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Quality Is Doing It Right The First Time

EASTERN REGION
Salina Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
59500		ABILENE	BPRY	
		0.5		
		O.K.T. JCT.	TWC	
		0.2		
		S.A. JCT.		
		0.3		
		WEST ABILENE		
		7.6		
59550		SOLOMON	U.P. Ry.	
		12.3		
		EAST SALINA		
		0.4		
		A.B. JCT.		20.5
		1.0		
		U.P. RRX	S	21.5
		0.1		
		U.P. RRX	S	21.6
		0.1		
59600		SALINA	PY	21.7
		1.0		
		U.P. RRX	A	22.7
		7.4		
59610	2184	HEDVILLE		30.1
		15.4		
59625		WESTFALL		45.5
		9.7		
59630		BARTON		55.2
		1.4		
		U.P. RRX	G	56.6
		0.3	TWC	
59635	2811	LINCOLN		56.9
		5.2		
59640		GOLDENROD		62.1
		3.1		
59645		DENMARK		65.2
		6.5		
59650		ASH GROVE		71.7
		5.4		
59655		HUNTER		77.1
		8.9		
59660	981	TIPTON		86.0
		8.2		
59665		CORINTH		94.2
		3.9		
59670		FORNEY		98.1
		4.4		
59675		OSBORNE	Y	102.5
		(103.2)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Abilene to Osborne	36	4	3

TWC IN EFFECT: Between Abilene and Osborne.

Westward trains originating Abilene secure U.P. and A.T.S.F. track warrants at Abilene.

Eastward trains secure U.P. and A.T.S.F. track warrants at Salina.

At West Abilene and East Salina, junction switches normally lined for U.P. Railroad, and at A.B. Jct., switch normally lined for A.T.S.F.

At Abilene, switch at S.A. Junction will be left lined and locked as last used.

WEST ABILENE - EAST SALINA: A.T.S.F. and U.P. trains will use U.P. main track.

EAST SALINA-A.B. JCT.: U.P. and A.T.S.F. trains will use U.P. main track.

YARD LIMITS:
Salina, M.P. 20.5 to 26.5
Osborne, M.P. 102.0 to End of Track
Abilene, M.P. 55.5 to M.P. 62.7, Strong City Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Salina & Osborne	30

EASTERN REGION
Salina Subdiv.

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	20.7	10	Cv	25.1 - 25.2	15
Xing	21.3 - 22.4	15	Cv	55.1 - 55.4	15
RRX	21.5 (Stop)	15	RRX	56.6 (Stop)	15
RRX	21.6 (Stop)	15	Cv	88.7 - 91.5	20
RRX	22.7	20	Br	101.1 (Solomon River)	20
Cv	24.5 - 24.6	15			

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓ | ↑ EAST-WARD

EASTERN REGION
Little River Subdiv.

Station Number	Siding Feet	STATIONS		Mile Post
58700		LYONS	Y	577.1
		6.7		
		POLLARD		583.8
		5.4		
		U.P. RRX	G	589.2
		FREDERICK		589.2
		4.9		
58708		LORRAINE		594.1 20.7
		5.8		
58712		HOLYROOD		26.1
		4.6	TWC	
58716		FARHMAN		30.7
		5.7		
58720		HITSCHMANN		36.4
		4.8		
58724		BEAVER		41.2
		5.8		
58728		SUSANK		47.0
		2.9		
58732		STICKNEY		49.9
		7.0		
58740		GALATIA	TY	56.9
		(53.4)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Lyons to Galatia	36	4	3

TWC IN EFFECT: Between Lyons and Galatia.

At Lyons main track switch from Little River Subdivision track 4506 to McPherson Subdivision will be left lined and locked as last used.

YARD LIMITS:
Lyons, M.P. 577.1 to 578.1
Galatia, M.P. 55.7 to End of Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Lyons & Galatia	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Trk	577.1 - 594.1	10	RRX	589.2 (Stop)	20

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓ EASTERN REGION McPherson Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
59260		MARION	Y		10.1
		0.3			
		U.P. RRX	A		10.4
		4.9			
59250		CANADA			15.3
		5.2			
59240		HILLSBORO			20.5
		5.8			
59230		LEHIGH			26.3
		7.8			
59220	2054	CANTON			34.1
		5.8			
59210		GALVA			39.9
		3.9			
		S.S.W. RRX	A		43.8
		3.4			
59200		McPHERSON	BPRY		47.2
		0.1			
		U.P. RRX	S	TWC	47.3
		6.4			
58785		CONWAY	Y		53.7
		6.9			
58780		WINDOM			60.6
		5.6			
58775		LITTLE RIVER			66.2
		5.8			
58770		MITCHELL			72.0
		5.4			
		K.S.W. RRX	G		77.4
		0.7			
58700		LYONS	Y		78.1
		7.9			
58690		CHASE			86.0
		8.1			
58680		SILICA			92.1
		6.4			
58615		ELLINWOOD	Y		98.5
		(88.4)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Marion to Ellinwood	36	4	3

TWC IN EFFECT: Between Marion and Ellinwood.

At McPherson, switch from U.P. connection track 4725 into yard track 4799 and west switch of track 4722 into McPherson Subdivision main track, and at Lyons switch from Little River Subdivision track 4506, will be left lined and locked as last used.

NEWTON-MCPHERSON-SALINA AND AT LYONS: A.T.S.F. trains will use U.P. tracks between Newton and McPherson (29.4 miles) and McPherson and Salina (35.4 miles) and at Lyons, will use K.S.W. tracks.

YARD LIMITS:
Marion, End of track to M.P. 12.0.
McPherson-Conway, M.P. 43.8 to 58.0
Lyons, M.P. 76.5 to 79.5
Ellinwood, M.P. 97.0 to 98.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Marion & M.P. 43.8	30
M.P. 43.8 & Ellinwood	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	10.0 - 10.8	15	RRX	47.3 (Stop)	10
RRX	10.4	20	Cv	66.0 - 66.1	15
RRX	43.8	20	RRX	77.4 (Stop)	15
Xing	46.5 - 48.0	15	Xing	77.9	15

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓ EASTERN REGION Hutchinson Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
61000		C.H. JCT.	P		218.3
		4.4			
		Y.A. JCT.	Y		222.7
		0.5			
58645		YAGGY			223.2
		5.4			
58640	2300	NICKERSON			228.6
		7.0			
		S.T. JCT.	Y		235.6
		1.1			
58635	2181	STERLING			236.7
		6.2			
58630	4124	ALDEN			242.9
		6.1			
58625		RAYMOND		TWC	249.0
		4.5			
58620		CLARENDON			253.5
		5.9			
58615	4120	ELLINWOOD			259.4
		4.5			
58610		DARTMOUTH			263.9
		5.8			
58500		GREAT BEND	BPRTY		269.5
		7.8			
58510		DUNDEE			277.3
		5.7			
58515		PAWNEE ROCK			283.0
		8.8			
58520		LARNED	Y		291.8
		10.7			
58590		GARFIELD			302.5
		14.2			
58935		KINSLEY	Y		316.7
		(98.4)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
C.H. Jct. to Kinsley	36	4	3

TWC IN EFFECT: Between C.H. Jct. and Kinsley.

At Great Bend, main track switch from Great Bend Subdivision to Hutchinson Subdivision will be left lined and locked as last used.

At Larned, main track switch from Larned Subdivision to Hutchinson Subdivision will be left lined and locked as last used.

At Kinsley to enter La Junta Subdivision, trains must stop at signal at M.P. 316.6, line switch and signal will indicate proceed. Failure to receive a proceed signal requires compliance with Rule 312(4).

Y.A. JCT.-S.T. JCT.: K.S.W. trains will use A.T.S.F. tracks between Y.A. Jct. and S.T. Jct.

YARD LIMITS
Y.A. Jct. M.P. 222.0 to 223.0
S.T. Jct. M.P. 235.0 to 236.0
Great Bend, M.P. 267.8 to 275.0
Larned, M.P. 290.6 to 293.6
Kinsley, M.P. 314.2 to 316.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
C.H. Jct. & Great Bend (M.P. 271.0)	40
Great Bend (M.P. 271.0) & Kinsley	25

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
Trk	290.0 - 304.0	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Great Bend Industrial Spur	274.6	9,751

WEST-WARD ↓ EASTERN REGION Great Bend Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
58500		GREAT BEND	BPRTY	
		15.4		
58450		ALBERT		15.1
		9.1		
58440		TIMKEN		24.2
		7.7		
58430		RUSH CENTER		31.9
		6.9		
58420		NEKOMA		38.8
		6.0		
58410		ALEXANDER		44.8
		7.7		
58390		BAZINE		52.5
		11.6		
58380	3880	NESS CITY		64.1
		8.4		
58375		LAIRD		72.5
		7.7		
58370		BEELER		80.2
		6.7		
58365		ALAMOTA		86.9
		9.0		
58360		DIGHTON		95.9
		7.3		
58355		AMY		103.2
		6.3		
58350		GRIGSTON		109.5
		9.4		
		U.P. RRX		118.9
		1.2		
58340		SCOTT CITY	Y	120.1
		(120.1)		

TWC

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Great Bend to Scott City	36	4	3

TWC IN EFFECT: Between Great Bend and Scott City.

At Great Bend, main track switch from Great Bend Subdivision to Hutchinson Subdivision will be left lined and locked as last used.

YARD LIMITS:
Great Bend, Great Bend to M.P. 1.6
Scott City, M.P. 119.0 to end of track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Great Bend & M.P. 1.2	10
M.P. 1.2 to M.P. 9.0	30
M.P. 9.0 to M.P. 93.0	25
M.P. 93.0 to M.P. 103.0	20
M.P. 103.0 to Scott City	30
Scott City Ind. Spur	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
RRX	118.9 (Stop)	15	RRX	M.P. 120.1 (Scott City Ind. Spur, interlocking, protected by derails. Stop and follow instructions posted in box.)	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Centel Corporation	6.7	2,016
Scott City Ind. Spur	120.1	6.1 miles

WEST-WARD ↓ EASTERN REGION Larned Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
58520		LARNED	Y	
		12.2		
58545		SANFORD		12.2
		4.8		
58550		ROZELL		17.0
		6.9		
58555		BURDETT		23.9
		11.5		
58565		HANSTON		35.4
		7.3		
58570		BOSSE		42.7
		3.5		
58575		JETMORE	TY	46.2
		(46.2)		

TWC

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Larned to Jetmore	36	4	3

TWC IN EFFECT: Between Larned and Jetmore.

At Larned, main track switch from Larned Subdivision to Hutchinson Subdivision will be left lined and locked as last used.

YARD LIMITS:
Larned to M.P. 1.5 Jetmore, M.P. 45.0 to End of Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Larned & Jetmore	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

WESTWARD ↓ EASTERN REGION C.V. Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
58900		DODGE CITY	BPRTY		
		0.2			
		C.R.I.P.JCT.	Y	SSW Ry.	0.2
		0.9			
		C.V.JCT.	Y		1.1
		12.9			
40770	3250	ENSIGN			14.0
		5.0			
40760		HAGGARD			19.0
		7.2			
40750	5600	MONTEZUMA			26.2
		10.9			
40740	5500	COPELAND			37.1
		5.6			
40730		TICE			42.7
		6.9			
40720	4150	SUBLETTE			49.6
		8.3			
40700		SATANTA	BPRTY		57.9
		0.4			
		SATANTA JCT.	Y		58.3
		15.7			
40695	1600	MOSCOW		TWC	74.0
		12.7			
40690	2600	HUGOTON			86.7
		7.3			
40685		FETERITA			94.0
		8.7			
40680	1650	ROLLA			102.7
		16.9			
40670	2000	ELKHART, KS	T		119.6
		12.4			
40665		STURGIS, OK			132.0
		11.6			
40660	1200	KEYES			143.6
		15.6			
40400		BOISE CITY	PTY		159.2
		(159.2)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Dodge City to M.P. 139	36	4	3
M.P. 139 to Boise City	72	4	3

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 MPH.

Rule 98(A):
At C.R.I.P. Jct., and C.V. Jct. switch normally lined for A.T.S.F.
At Satanta Jct., normal position of switch is left lined as last used.
At Boise City, east wye track switch (M.P. 157.8) normally lined for C.V. Subdivision and west wye track switch (M.P. 158.3) normally lined for Boise City Subdivision.

C.R.I.P. JCT.-C.V. JCT.: A.T.S.F. trains will use S.S.W. track and be governed by instructions for operation on C.V. Subdivision.

YARD LIMITS:
Dodge City, M.P. 0.0 to 2.7 Boise City, M.P. 156.8 to 159.2
Satanta–Satanta Jct., M.P. 56.6 to 59.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
C.V. Jct. & Boise City	35

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Collingwood Grain	50.9	900
Cave	69.6	750

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 63.7	High Water	Rotating red lights at M.P. 62.7 & M.P. 64.7 & at Bridge 63.7

WESTWARD ↓ EASTERN REGION Manter Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
40700		SATANTA	BPRTY		
		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		TWC	34.7
		10.6			
40570	1700	JOHNSON			45.3
		7.8			
40566	1250	MANTER	T		53.1
		9.3			
40562		SAUNDERS, KS			62.4
		14.2			
40554	1100	WALSH, CO			76.6
		9.6			
40550		VILAS			86.2
		8.8			
		SOUTH JCT.	TY		95.0
		(95.0)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Satanta to M.P. 70	36	4	3
M.P. 70 to South Jct. & Pritchett	72	4	3

TWC IN EFFECT: Between Satanta and South Jct.

Between South Jct. and North Jct. at Springfield trains and engines will be governed by Central Region Boise City Subdivision Timetable and Special Instructions.

Between North Jct. (MP 96.8) and Pritchett (MP 109.2), trackage identified as Pritchett Industrial Spur. Rule 105 in effect; speed limit 20 MPH.

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. M.P. 93.6 to 95.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Satanta & South Jct.	35

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Columbian Track	12.9	4,242
Mobile	13.5	1,199
Sunflower	24.8	207
Kugler Oil	25.8	2,243
Sullivan Coop	28.8	1,375
Sullivan	28.8	1,645
Julian	38.8	2,625
Bartlett Coop	67.7	1,323
Bartlett G&H	68.3	1,816

WEST-WARD ↓	EASTERN REGION H. & S. Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post
		S.S.W. JCT. PY		0.6
		12.4		
54585		CASTLETON		13.0
		6.8		
54582		PRETTY PRAIRIE		19.8
		4.3		
54580		VARNER		24.1
		7.5		
		EAST KINGMAN JCT. Y		31.6
		0.2		
54550		KINGMAN PTY		31.8
		0.7		
		WEST KINGMAN JCT. Y	TWC	32.5
		0.3		
		K.S.W. RRX g		32.8
		6.1		
54545		CARVEL		38.9
		4.6		
54540		BASIL		43.5
		4.7		
54513		RAGO A.T.S.F. RRX STY		48.2
		4.6		
54510		DUQUOIN		52.8
		6.9		
54500		HARPER PTY	CTC	59.7
		9.7		
52495		ANTHONY, KS		69.4
		0.6		
		K.S.W. RRX		70.0
		10.7		
52478		MANCHESTER, OK		80.7
		5.0		
52474		GIBBON		85.7
		5.0		
52470		WAKITA		90.7
		6.2		
52466		CLYDE		96.9
		5.3		
52462		MEDFORD		102.2
		0.3		
		U.P. RRX M		102.5
		7.0		
52458		NUMA		109.5
		4.8	TWC	
52454		DEER CREEK		114.3
		4.0		
52450		NARDIN		118.3
		9.3		
52400		BLACKWELL PTY		X34.3
		0.3		
		A.T.S.F. RRX S		X34.0
		5.3		
52505		SUMPTER		X28.7
		3.5		
52515		BRAMAN, OK		X25.2
		7.2		
52520		HUNNEWELL, KS		X17.9
		3.3		
52525		SOUTH HAVEN		X14.6
		7.7		
52530		ROME		X 6.9
		6.9		
54600		WELLINGTON BPRTY (161.0)	CTC	X 0.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
S.S.W. Jct. to Wellington	36	2	3

TWC IN EFFECT: Between S.S.W. Jct. and Wellington.

At Harper and Wellington, trains will be governed by Waynoka Subdivision timetable rules.

At Hutchinson on A.T.S.F. tracks, trains will be governed by La Junta Subdivision Timetable rules.

At East Kingman Jct. and West Kingman Jct., Wichita Subdivision junction switches normally lined for H. & S. Subdivision.

At Harper, wye switches will be left lined as last used.

At Blackwell, wye switches will be left lined as last used.

Between Wellington and Blackwell, mile posts are designated by "X".

(continued on next page)

EASTERN REGION H. & S. Subdiv.

HUTCHINSON: A.T.S.F. trains and engines will use S.S.W. main track between Hutchinson and M.P. 0.6, H.&S. Subdivision and Track 351. "DTC" in effect on S.S.W. main track. Before lining switch, crew must obtain permission from S.S.W. train dispatcher. After permission obtained, crew must open switch and wait five minutes, then proceed at restricted speed to next governing signal.

YARD LIMITS

S.S.W. Jct., M.P. 0.6 to 6.0	Harper, M.P. 59.3 to 60.9
Kingman, M.P. 30.8 to 33.1	Blackwell, M.P. 125.2 to X33.5
Rago, M.P. 47.3 to 48.6	Wellington, M.P. X1.1 to X0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
H. & S. Subdivision	30

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	31.5 - 31.6	10	Cv	69.1 - 69.9	10
Cv	32.5 - 32.6	10	RRX	70.0 (Stop. Rule 98)	10
RRX	32.8 (Approach prepared to Stop)	10	RRX	102.5 Stop and be governed by instructions in release box	10
RRX	48.2 (Stop. Rule 98)	10	RRX	127.2 (Stop. Rule 98)	10
Cv	48.2 - 48.7	20	RRX	X34.0 (Stop.Rule 98)	10
Cv	59.6 - 60.1	20			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Spring	76.5	900

Safety Starts With YOU

Say "YES" To A

Drug- Free Workplace

WEST-WARD ↓ EASTERN REGION Wichita Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
		SOUTH JCT.	Y		
		2.1			
		WICHITA JCT.	Y		2.1
		0.6			
		U.P. RRX	G		2.7
		3.9			
		TYLER	Y		6.6
		7.3			
54565		GODDARD			13.9
		5.9			
54562		GARDEN PLAIN			19.8
		5.9			
54559		CHENEY			25.7
		8.3			
54556		MURDOCK			34.0
		10.1			
		EAST KINGMAN JCT.	Y		44.1
		0.2			
54550		KINGMAN	PTY	TWC	44.3
		0.7			
		WEST KINGMAN JCT.	Y		45.0
		1.1			
		K.S.W. RRX	G		46.1
		8.0			
41022		CALISTA			54.1
		8.2			
41019		CUNNINGHAM			62.3
		6.7			
41016		CAIRO			69.0
		3.1			
41013		WALDECK			72.1
		7.3			
41010		PRATT	Y		79.4
		0.3			
		End of Track (79.7)			79.7

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
South Jct. to Pratt	36	2	3

TWC IN EFFECT: Between South Jct. and Pratt.

Eastward trains must secure permission before proceeding east of Wichita Jct.

At Wichita Jct., Englewood industry spur switch normally lined for Wichita Subdivision.

At East Kingman Jct. and West Kingman Jct., H. & S. Subdivision junction switches normally lined for H. & S. Subdivision.

YARD LIMITS
South Jct. – Tyler, M.P. 9.0
Kingman, M.P. 43.5 to 48.0
Pratt – M.P. 78.4 to M.P. 79.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
South Jct. & M.P. 3.6	10
M.P. 3.6 & M.P. 54	20
M.P. 54 to M.P. 79.7	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	2.1 - 3.5	10	Cv	19.8 - 20.1	10
RRX	2.7 (Stop)	10	RRX	46.1 (Stop)	20

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Western Electric Co.	14.9	1,650

WEST-WARD ↓ EASTERN REGION Englewood Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
		End of Track	Y		46.0
		0.8			
54513		RAGO A.T.S.F. RRX	STY		46.8
		4.5			
54390		SPIVEY			51.3
		6.7			
54385		ZENDA			58.0
		7.7			
54380	1700	NASHVILLE			65.7
		7.3			
54375		ISABEL			73.0
		7.5			
54370		SAWYER			80.5
		8.0			
54365		COATS			88.5
		6.6			
54360		SPRINGVALE			95.1
		2.9			
54355		CROFTS			98.0
		5.3			
		O.B. JCT.		TWC	103.3
		1.1			
54320		BELVIDERE	T		104.4
		12.1			
54323		WILMORE			116.5
		8.5			
54326		COLDWATER			125.0
		9.7			
54329	3150	PROTECTION			134.7
		9.8			
54332		SITKA			144.5
		6.3			
54334		ASHLAND			150.8
		8.0			
54336		ACRES			158.8
		7.3			
54340		ENGLEWOOD	TY		166.1
		0.3			
		End of Track (120.4)			166.4

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Rago to Englewood	36	2	3

TWC IN EFFECT: Between M.P. 46.0 and M.P. 166.4

All sidings are equipped with derails.

YARD LIMITS
Rago, M.P. 46.0 to 47.7
Englewood, M.P. 165.0 to 166.4

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
End of Track, M.P. 46.0 & Rago	10
Rago & Protection, M.P. 134	20
Protection & End of Track, M.P. 166.4	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
RRX	46.8 (Stop. Rule 98.)	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

WEST-WARD ↓ EASTERN REGION Medicine Lodge Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
54200		ATTICA	PTY		0.0
		10.5			
54222		SHARON			10.5
		5.1			
54280		PIXLEY			15.6
		5.0			
54300		MEDICINE LODGE	PR	TWC	20.6
		14.2			
54305		LAKE CITY			33.6
		5.7			
54310		SUN CITY			39.3
		10.1			
		O.B. JCT. (50.6)			49.4

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Attica to O.B. Jct.	36	2	3

TWC IN EFFECT: Between Attica and O.B. Jct.

Main Track out of service from M.P. 42 to M.P. 49.4

At Attica, wye switches will be left lined as last used.

YARD LIMITS
Attica, M.P. 0.0 to 0.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Attica & Medicine Lodge	35
Medicine Lodge & M.P. 41.0	25
M.P. 41.0 & O.B. Jct.	10
Gyp Spur, M.P. 40.3	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	20.0	10	Xing	20.5	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 5 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Gyp Spur (2.2 miles)	40.3	2,400

Safety Is Everyone's Responsibility

WEST-WARD ↓ SOUTHERN REGION Oklahoma Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
52700	n7000 s9900	ARKANSAS CITY, KS	BPRT		263.4
		0.8			
		A.T.S.F. RRX	M		264.2
		11.6			
52680	12185	NEWKIRK, OK			275.8
		13.1			
52300	32442	PONCA CITY	BPRT		288.9
		11.4			
52290	8616	MARLAND			300.3
		6.5			
52280	7447	RED ROCK			306.8
		5.9			
52270	7993	OTOE			312.7
		3.6			
		BLACK BEAR B.N. RRX	A	CTC	316.3
		5.3			
52100	s3624 n5515	PERRY	P		321.6
		6.8			
52090	8563	ASP			328.4
		10.4			
52060	10149	MULHALL			338.8
		8.1			
52050	8915	LAWRIE			347.2
		5.4			
51700	14725	GUTHRIE	PT		352.6
		7.4			
51695	9735	SEWARD			360.1
		10.0			
51690	7041	EDMOND			370.1
		6.7			
51680	8029	BRITTON			376.8
		3.8			
		NOWERS		ABS DT RULE 94	380.6
		3.4			
51500		OKLAHOMA CITY	T		384.0
		1.7		CTC 2MT	
		BURNETT			385.7
		3.1			
		GM Crossover			388.8
		1.7			
51500	8460	FLYNN	BPRT		390.5
		4.4			
51420	8351	MOORE			393.2
		8.6			
51415	6678	NORMAN			401.8
		6.2			
51410	9075	NOBLE			408.1
		9.2			
51400		PURCELL			417.3 517.5
		7.3			
51325	8297	WAYNE			510.2
		7.6			
51315	8229	PAOLI			502.6
		7.0			
51300	7926	PAULS VALLEY		CTC	495.6
		7.5			
51255	8804	WYNNEWOOD			488.1
		10.1			
51250	9225	DAVIS	T		478.0
		8.4			
51240	8599	DOUGHERTY			469.6
		9.3			
51225	8443	GENE AUTRY			460.3
		9.9			
51200	5731	ARDMORE	PRT		450.4
		7.4			
	6427	OVERBROOK			443.0
		9.9			
51140	10025	MARIETTA			433.1
		10.0			
51120	8053	THACKERVILLE, OK			423.1
		11.8			
51100		GAINESVILLE, TX (259.4)	BPR		x411.3

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Arkansas City, KS to Gainesville, TX	30	4	3

CTC IN EFFECT: On main tracks and sidings, Arkansas City M.P. 263.4 to Nowers M.P. 380.6, and Burnett M.P. 385.7 to Gainesville M.P. X411.3; and on two tracks, Burnett M.P. 385.7 to M.P. 387.4.

DOUBLE TRACK: Nowers to M.P. 383.6 Oklahoma City, and M.P. 384.6 Oklahoma City to Burnett. Permanent speed signs are not displayed for movements against the current of traffic.

(continued on next page)

SOUTHERN REGION
Oklahoma Subdiv.

RULE 94 IN EFFECT: End of Double Track Nowers M.P. 380.6 to Burnett M.P. 385.7.

Trains or engines must not foul nor enter main tracks through hand throw switches where Rule 94 in effect, until authority to do so has been obtained from the train dispatcher.

Between Gainesville and Thackerville, M.P. 411 through M.P. 418 are designated by an "X".

Between Gainesville and Thackerville the most restrictive indication that Signal 4151 may display is Flashing Red "Rule 240."

Booth phone located at Washita River, M.P. 464.3.

A.T.S.F. trains will use B.N. tracks between Black Bear and Pawnee, governed by B.N. Timetable and Special Instructions.

B.N. trains will use A.T.S.F. tracks between Black Bear and Perry, governed by A.T.S.F. Timetable and Special Instructions.

A.T.S.F. trains will use U.P. tracks between Shawnee and Harter, governed by U.P. Timetable and Special Instructions. Secure Track Warrants from U.P. by calling 1-800-331-9838 or 1-800-527-2190.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Arkansas City – Main track between hand throw Xover M.P. 262.9 & M.P. 264.1;Track 198 between M.P. 262.6 & M.P. 264.1	20
Arkansas City M.P. 264.1 & Nowers	55#
Nowers & Burnett	20
Burnett & End of Two Tracks M.P. 387.4 North Track South Track	40 55#
M.P. 387.4 & Gainesville	55#
Ponca City Industrial Spur	10
O.G.&E. Sooner Spur between main track switch & Loop Track switch	20
Flynn & GM Yard (Flynn Industrial Spurs)	20
Midwest City Industrial Spur	10
Shawnee Industrial Spur	10
Purcell Yard Track No. 1	20

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	262.7 - 262.9	50	Xing	385.7 - 387.2	50
Cv	263.2 - 264.2	20	Xing	392.4 - 392.5	50
RRX	264.2	30	Xing	398.7 - 398.8	50
Cv	264.4 - 265.0	30	Xing	399.6 - 402.7	45
Cv	265.3 - 266.2	50	Xing	402.7 - 402.8	40
Xing	275.4 - 276.0	45	Xing	409.6 - 409.7	40
Xing	287.2 - 287.3	50	Cv	415.8 - 416.5	50
Xing	287.3 - 290.8	40	Cv	515.4 - 513.2	50
Cv	287.7 - 287.9	50	Cv	506.7 - 504.5	50
Cv	290.4 - 290.6	45	Xing	488.3 - 488.2	50
RRX	316.3	50	Xing	488.2 - 487.7	40
Xing	320.8 - 321.7	50	Cv	475.1 - 473.7	50
Cv	351.7 - 351.8	45	Cv	467.5 - 467.3	50
Cv	351.9 - 352.7	50	Cv	466.4 - 462.8	35
Xing	352.4 - 352.9	50	Cv	462.6 - 462.0	45
Xing	369.7 - 370.4	45	Cv	460.3 - 459.6	45
Xing	374.6 - 377.4	50	Cv	459.3 - 453.2	50
Cv	377.1 - 377.4	40	MT,Sg	451.0 - 449.7	25
Cv	378.6 - 380.6	45	Xing	451.3 - 449.3	30
Cv	380.7 - 385.7	20	Cv	422.3 - X418.6	50
			Br	X418.5 - X418.3	45
			Cv	X418.2 - X417.7	45
FLYNN INDUSTRIAL SPURS M.P. 388.8					
Cv	0.0 - 0.3	10	Cv	3.8 - GM Yard	10

SOUTHERN REGION
Oklahoma Subdiv.

(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 or MP		Location	MPH
Arkansas City	D	Xover between main track & Track 198 M.P. 264.1	20
	D	WE west siding	40
	S	M.P. 262.3 EE yard lead	10
Newkirk	D	Both ends siding	40
Ponca City	D	EE yard lead	10
	D	Other turnouts & Xovers	40
Marland	D	Both ends siding	40
Red Rock	D	Both ends siding	40
	D	OG&E Sooner Spur M.P. 308.2	20
Otoe	D	Both ends siding	40
Perry	D	Both ends North siding	30
	D	Both ends South siding	40
Asp, Mulhall, Lawrie	D	Both ends siding	40
Guthrie	D	Xover between Enid Subdiv. & Oklahoma Subdiv. MT	30
	D	Both ends siding & middle Xover	40
Seward, Edmond, Britton	D	Both ends siding	40
Nowers	D	End of double track	40
Burnett	D	Xovers M.P. 385.8	40
	D	From or to North Track M.P. 387.4	40
GM Crossover	D	Turnout to GM Lead	10
Flynn	D	Both ends siding	30
Moore, Norman, Noble	D	Both ends siding	40
Purcell	D	Both ends Yard Track No. 1	20
Wayne, Paoli, Pauls Valley, Wynnewood, Davis, Dougherty, Gene Autry	D	Both ends siding	30
Ardmore	D	Both ends siding	25
Overbrook, Marietta, Thackerville	D	Both ends siding	30
Gainesville	D	East end tail track EE yard	30
	D	Xover main track to tail track	30

Santa Fe

Safety First

SOUTHERN REGION
Oklahoma Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Kildare Coop Spur	281.2	1,984
OG&E Sooner Spur	308.2	34,141
Team Track (Pipe Yard)	366.7	710
Central Fixtures Spur	372.5	464
Leonhardt Spur	372.9	756
Ralston Purina Lead (Dereco)	373.0	11,024
Cain's Coffee	373.9	983
Flynn Industrial Spurs	388.8	22,338
Tyler Simpson	400.2	598
Midwest City Industrial Spur	482.6 to 483.3	35,600
Shawnee Industrial Spur	123.4 to 134.0	10.6 miles
Runaround	125.3	700
Wolverine Tube	125.3	1,178
Mobil Chemical Company	125.9	2,267
Allen Bradley	127.6	914
Pauls Valley Industrial Lead	496.1	14,050
Rayford storage track	473.3	4,900
Crusher	466.4	11,050
Ardmore Air Park	461.1	6,550
Ardmore Industrial Lead	449.6	26,400
Western Company	448.6	1,550
Borden Chemical	X414.0	800

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 270.8, 293.8, 317.5, 358.9, 367.6, 405.4, 426.2, 457.6, 491.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 341.5	Hot Box	Rotating white lights & radio communication
M.P. 407.4*	Shifted Load	Westward M.P. 409.5
M.P. 416.2*	Shifted Load	Eastward M.P. 414.0
Bridge 467.5	High Water	Eastward – Signal 4662 Westward – Controlled signals at WE Dougherty

* Detectors on both sides of track which will not clear person on side of cars

You Have the RIGHT
And The OBLIGATION
To Work SAFELY

WEST-WARD ↓ SOUTHERN REGION Ft. Worth Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
51100		GAINESVILLE	BPR		411.3
		10.5			
51060	8204	VALLEY VIEW			400.8
		8.6			
51050		SANGER			392.2
		4.6			
51045	8179	METRO	T		387.6
		2.0			
		WEST WYE	T		385.6
		2.1			
51040		KRUM			383.5
		6.2			
51035	7898	PONDER		CTC	377.3
		6.7			
51030	6678	JUSTIN			370.6
		7.1			
51027		ALLIANCE			363.5
		1.5			
51025	6961	HASLET			362.0
		8.1			
	s11896	B.N. RRX	M		
	n12059	U.P. RRX	M		
51020		SAGINAW	BPR		353.9
		5.1			
51015	4383	B.N. RRX No. Ft. Worth	M		348.8
		2.8			
51000		FT. WORTH		RULE 94	346.0
		0.3			
		S.P. RRX	M		
		U.P. RRX	M		345.7
		0.1			
		U.P. RRX	M		
		U.P. RRX	M		
		TOWER 55			345.6
		0.7			
	1755	POLKS			344.9
		2.1			
43535	6054	BIRDS			342.8
		9.1			
43520	7908	CROWLEY			333.7
		8.4			
43510	8437	JOSHUA			325.3
		4.7			
43505	7468	MIDWAY			320.6
		3.1			
43500		CLEBURNE	BPRT		317.5
		7.2			
43496	11050	RIO VISTA			310.3
		6.8			
43495	11150	BLUM			303.5
		9.1		CTC	
43485	10730	KOPPERL			294.4
		6.6			
43480	6950	MORGAN			287.8
		7.1			
43475	10700	MERIDIAN			280.7
		10.3			
43470	11130	CLIFTON			270.4
		15.4			
43455	10840	MANHATTAN			255.0
		11.6			
43420	10930	McGREGOR	T		243.4
		9.9			
43415	11200	MOODY			233.5
		8.1			
43410	10050	PENDLETON			225.4
		4.2			
		BELCO			221.2
		3.0			
43400	7580	TEMPLE	BPRT		218.2
		(193.1)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Gainesville to Temple	36	4	3

CTC IN EFFECT: On main track and sidings between M.P. 411.3 Gainesville and M.P. 346.8 Ft. Worth; between M.P. 345.7 Ft. Worth and M.P. 218.2 Temple and on Passenger Track 3 Temple; between West wye M.P. 385.6 on west leg of wye and Dallas Jct., Dallas Subdivision M.P. 110.2, and Metro M.P. 367.6 on East leg of wye and Dallas Jct. on Dallas Subdivision M.P. 110.2, EXCEPT on sidings Alliance, Saginaw and North Ft. Worth.

RULE 94 IN EFFECT: At Ft. Worth, between M.P. 346.8 and M.P. 345.7.

(continued on next page)

At Gainesville, trains will be governed by Oklahoma Subdivision timetable rules and instructions.

At Ft. Worth, absolute signal at west end passenger yard is two-unit colorlight signal. Top unit governs westward movements to A.T.S.F. Track; bottom unit governs movements to the S.P. track.

At Temple, trains will be governed by Galveston Subdivision timetable rules and instructions.

S.P. trains use A.T.S.F. tracks between M.P. 344.3 and M.P. 345.7 governed by A.T.S.F. Timetable and Special Instructions.

A.T.S.F. trains use B.N. tracks between B.N. North Yard and U.P. Tower 55 at Ft. Worth governed by B.N. Timetable and Special Instructions.

A.T.S.F. trains will use U.P. tracks between Tower 55 and Tecific governed by U.P. Timetable and Special Instructions.

A.T.S.F. trains use U.P. track between Tower 55 and Centennial Yard and between Tower 55 and M.P. 752.8 (Peach Street), governed by U.P. Timetable and Special Instructions.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Gainesville & Ft. Worth		55#
Ft. Worth & Temple	79	55#

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	411.2 - 409.5	30	Cv	318.7 - 317.2	40
Xing	354.1 - 353.8	30	Xing	309.9 - 309.3	50
RRX	353.8	25	Cv	292.8 - 292.6	75
Xing	353.8 - 353.7	40	Cv	287.5 - 282.3	65
Xing	351.0 - 350.7	40	Cv	280.6 - 280.0	75
Cv	351.0 - 350.7	45	Cv	276.4 - 275.8	65
RRX	349.0 - 348.5	25	Cv	274.8 - 274.2	75
Cv	348.5 - 346.9	40	Cv	271.7 - 271.2	45
RRX, Trk	346.9 - 345.4	10	Xing	270.6 - 270.5	65
Cv, Xing	345.4 - 343.7	20	Cv	267.2 - 266.8	75
Xing	343.7 - 339.5	40	Cv	264.9 - 263.7	65
Xing	337.7 - 336.2	50	Cv	260.6 - 257.5	60
Xing	335.7 - 335.6	60	Cv	253.3 - 251.5	65
Xing	335.6 - 331.9	55	Cv	245.0 - 244.7	75
Cv	329.3 - 329.1	70	Xing	243.3 - 243.2	55
Cv	327.5 - 327.2	70	Xing	243.0 - 242.9	70
Xing	317.8 - 317.6	55	Cv	237.9 - 236.7	70
Xing	317.6 - 317.5	40	Cv	218.8 - 217.6	20
Xing	317.5 - 317.4	55	Xing	220.5 - 220.4	35
			Xing	218.1 - 217.6	20

Don't Let A Fall
Get You Down!
Keep A Firm Grip.

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH

Station or MP	"D" - Dual Control Switch / "S" – Spring Switch	Location	MPH
Gainesville	D	WE long track	10
Valley View	D	Both ends siding	30
Metro	D	Both ends siding	30
	D	East leg of wye	25
West Wye	D	West leg of wye M.P. 385.6	25
Dallas Jct.	D	Switch to East & West legs wye	25
Ponder, Justin	D	Both ends siding	30
Alliance	D	Both ends Auto Facility Siding	30
Haslet	D	Both ends siding	30
Saginaw	D	Both ends of both sidings	10
No.Ft. Worth	D	Both ends siding	10
Ft. Worth	D	EE Freight Main	10
Polks	D	Both ends siding	10
Birds	D	Both ends siding	20
	D	Dublin Subdiv.	10
Crowley, Joshua	D	Both ends siding	30
Midway	D	EE siding	30
	D	Xovers	30
Cleburne	D	Xovers	10
Rio Vista, Blum, Kopperl, Morgan, Meridian, Clifton, Manhattan, McGregor, Moody, Pendleton	D	Both ends siding	30
Belco	D	Switch to freight yard	20
Temple	D	WE Psgr. Track 3	20
	D	EE Main Tracks, M.P. 216.9	30
	D	Both Xovers M.P. 217.9 & 218.0	20
	D	North track at Lampasas Subdiv. M.P. 218.1	20
	D	Xover M.P. 218.8 Ft. Worth Subdiv.	20
	D	Both ends siding	20
	D	Xover between West Freight No. 1 & West Freight No. 2	10
	S	West Freight No. 2 at Lampasas Subdiv., Main Track, M.P. 218.9	15

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Alliance Auto Facility Unloading	363.5	30,878
Brazlime	300.2	1,550
Clifstone	266.5	1,800
Valley Mills	259.2	3,110
Crawford	250.1	1,560
Tonk Quarries	249.5	4,620

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locators &Signals Affected
M.P. 390.7, 375.1, 358.5	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 351.4	Dragging Equip.	Rotating white light located at: M.P. 351.4 & M.P. 349.9
M.P. 321.3, 307.8, 286.9, 265.8, 247.3, 224.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication

SOUTHERN REGION
Galveston Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
43400	7580	TEMPLE	BPRT	CTC 2MT	218.2
		0.8			
		U.P. RRX	M		217.4
		2.5			
		KNOWD		CTC 6MT	214.9
		10.2			
43580	11570	ROGERS			204.7
		8.7			
43584	12070	BUCKHOLTS			196.0
		8.0			
43588	11190	CAMERON			188.0
		6.7			
43590	12160	HOYTE			181.3
		6.9			
43592	10570	MILANO	P		174.4
		U.P. RRX	A		
		8.6			
43596	10970	CHRIESMAN			165.8
		8.0			
43600	12054	CALDWELL	P		157.8
		6.5			
44575	11320	DAVIDSON			151.3
		9.9			
44600	4980	SOMERVILLE	BPRT		141.4
		8.5			
44610	11480	LANDES			132.9
		6.9			
44620		BRENHAM	P		126.0
		A.T.S.F. RRX	M		
		5.9			
44630	11230	PHILLIPSBURG		CTC	120.1
		9.8			
44640	6810	DANT			110.3
		4.1			
44700	9420	BELLVILLE	P		106.2
		11.6			
44710	10400	U.P. RRX	A		94.6
		SEALY			
		12.4			
		S.P. RRX	M		82.2
		1.4			
33910	11740	WALLIS			80.8
		14.6			
		TOWER 17	BR		66.2
		S.P. RRX	M		
		0.4			
34100	12210	ROSENBERG	P		65.2
		10.8			
34120	11450	BOOTH			55.0
		4.6			
34125		THOMPSONS	T		50.4
		6.2			
34130	8790	DUKE			44.2
		8.2			
34145	12210	MANVEL			36.0
		7.4			
35600		ALVIN	T	CTC 2MT	28.6
		4.2			
35610		ALGOA	T		24.4
		13.4			
35900	5460	TEXAS CITY JCT.	T	TWC ABS	11.0
		4.7			
35950		VIRGINIA POINT			6.3
		1.1		CTC	
		LIFT BRIDGE	MR		5.2
		1.1			
		ISLAND			4.1
		1.9		RULE 93	
36100		GALVESTON	BPY		2.2
		(216.0)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Temple to Bellville	72	2	3
Bellville to Galveston	36	2	3

TWO TRACKS: Between M.P. 216.9 and Temple, and between Algoa and Alvin.

SIX TRACKS: Between Knowd and M.P. 216.9.

CTC IN EFFECT: At Temple, on passenger Track 3; on West Freight No. 1 from Gober to West Freight crossover; on Lampasas Subdivision Main Track Gober to M.P. 218.1; on main tracks and sidings between Temple M.P. 218.2 and Algoa M.P. 24.4, and between Virginia Point M.P. 6.3 and Island M.P. 4.1, EXCEPT on siding Somerville and Bellville.

(continued on next page)

SOUTHERN REGION
Galveston Subdiv.

TWC IN EFFECT: Between Algoa (M.P. 24.4) and Virginia Point (M.P. 6.3).

At Temple, maximum speed authorized on West Freight No. 1 between Gober, Lampasas Subdivision, and West Freight crossover, 20 MPH.

At Temple, maximum authorized speed on West Freight No. 2 between Lampasas Subdivision Main Track and West Freight Crossover, 15 M.P.H.

At Temple, maximum authorized speed on East Freight Lead between Ft. Worth Subdivision Main Track and East End Freight Yard, 10 MPH.

S.P. trains use A.T.S.F. tracks between Tower 17 (Rosenberg) and Galveston and be governed by A.T.S.F. Timetable and Special Instructions.

At Temple, A.T.S.F. trains and engines upon permission from U.P. train dispatcher, may use U.P. main track to interchange cars to and from Coble siding, and will be governed by U.P. Timetable and Special Instructions.

At Somerville and Bellville, authority from train dispatchers must be obtained before entering siding on other than signal indication from main track.

At Thompsons, Smithers Lake Industrial Spur track to East Leg of Wye normally lined for East Leg of Wye.

A.T.S.F. trains use U.P. tracks between Algoa and Bay City and will be governed by U.P. Timetable and Special Instructions.

B.N. trains use A.T.S.F. tracks between Alvin and Galveston and will be governed by A.T.S.F. Timetable and Special Instructions.

U.P. trains use A.T.S.F. tracks between Sealy and Algoa governed by A.T.S.F. Timetable and Special Instructions.

A.T.S.F. trains use S.P. tracks between Tower 17 and Houston and be governed by S.P. Timetable and Special Instructions.

Galveston, trains using Galveston Wharves tracks are governed by General Code of Operating Rules and A.T.S.F. Timetable.

YARD LIMITS:
Galveston, M.P. 0.3 to 4.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Temple & Algoa	55#
Algoa & Virginia Point	25
Virginia Point & Galveston	20
Smithers Lake Industrial Spur	20

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	220.5 - 220.4	35	RRX	126.0	25
Xing	218.1 - 217.6	20	Cv	126.6 - 125.5	35
Cv	218.8 - 217.6	20	Xing	126.8 - 126.7	35
RRX	217.4	30	Xing	126.2 - 125.5	25
Trks 1, 2, 3, 4, 5, 6	217.4 - 214.9	30	Cv	125.1 - 123.8	45
			Cv	106.8 - 106.5	45
			RRX	94.6	50
Xing	188.4 - 188.0	30	Xing	94.6 - 94.5	40
Xing	187.7 - 187.5	35	RRX	82.2	50
Cv	187.6 - 187.3	45	Xing	66.8 - 66.6	35
Br	186.0 - 185.4	45	RRX	66.2	30
RRX	174.4	30	Cv	66.2 - 63.2	30
Cv	175.7 - 174.1	50	Xing	66.1 - 65.5	30
Cv	170.8 - 170.4	50	Cv	51.0 - 50.6	50
Cv	170.1 - 169.7	40	Cv	45.3 - 43.8	40
Cv	169.4 - 169.1	45	Trk	East leg of wye Alvin	10
Cv	157.6 - 157.4	45	Trk	West leg of wye Alvin	25
Cv	134.4 - 134.1	40	Lift Br	5.2	10
Cv	133.8 - 133.5	45			

(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 or MP		Location	MPH
Temple	D	Both ends siding	20
	S	West Freight No. 2 at Lampasas Subdiv. Main Track, M.P. 218.9	15
	D	Xover M.P. 218.8 Ft. Worth Subdiv.	20
	D	Xover between West Freight No. 1 & West Freight No. 2	10
	D	North track at Lampasas Subdiv., M.P. 218.1	20
	D	Both Xovers M.P. 218.0 & 217.9	20
	D	EE Main Tracks M.P. 216.9	30
	D	WE Psgr. Track 3	20
Knowd	D	WE Main Tracks	30
Rogers, Buckholts, Cameron, Hoyte, Milano, Chriesman	D	Both ends siding	30
Caldwell	D	Both ends siding	30
	D	S.P. Connection	10
Davidson	D	Both ends siding	30
Somerville	D	Both ends siding	20
	D	EE yard	10
Landes, Phillipsburg, Dant, Bellville, Sealy, Wallis	D	Both ends siding	30
Tower 17	D	S.P. Junction	10
Rosenberg	D	S.P. Transfer	10
	D	Both ends siding	30
Booth	D	Both ends siding	30
Thompsons	D	Turnout, East leg of wye	20
Duke, Manvel	D	Both ends siding	30
Alvin	D	Turnout, East leg of wye	10
	D	Turnout, West leg of wye	25
	D	Xovers M.P. 28.6	10
M.P. 27.3	D	Xovers between North & South Track	30
Algoa	D	East connection to U.P.	30
	D	Xovers between North & South Track	30
Texas City Jct.	S	Both ends siding	30
Virginia Point	D	S.P. & G.H.&H. Junctions	30
Island	D	S.P. & G.H.&H. Junctions	30
Galveston	S	EE West yard	10

Safety is Everyone's Responsibility

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Heidenheimer	212.3	2,300
El Pleasant	87.1	4,990
Orchard	76.2	4,600
Chips	69.5	2,150
Smithers Lake Industrial Spur (Includes track serving H.L.&P. Yard)	50.4	20,792
Arcola	42.6	1,160
Tex Stone	12.7	6,200

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 199.0, 178.4	Hot Box, Dragging Equipment & Shifted Load	Rotating white lights & radio communication
M.P. 161.3, 129.0, 107.6, 77.3, 46.2, 20.7	Hot Box & Dragging Equip.	Rotating white lights & radio communication

WEST-WARD ↓ **SOUTHERN REGION Houston Subdiv.** ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
35600		ALVIN	T	.0
		4.1		
35550	13140	HASTINGS		4.1
		5.9		
35500	5490	PEARLAND		10.0
		4.0	CTC	
35490	S10320 N16230	MYKAWA	BRT	14.0
		5.4		
		S.P. RRX T.&N.O. JCT.	M	19.4
		0.9		
35100		NEW SOUTH YARD (20.3)		20.3

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Alvin to New South Yard	36	2	3

CTC IN EFFECT: At Alvin, on east and west legs of wye; on main track and sidings between Alvin and signals east of S.P. crossing at T.&N.O. Jct., EXCEPT on north siding Mykawa.

B.N. trains use A.T.S.F. tracks between Alvin and T.&N.O. Jct. and will be governed by A.T.S.F. Timetable and Special Instructions.

U.P. trains use A.T.S.F. tracks between Alvin and T.&N.O. Jct. governed by A.T.S.F. Timetable and Special Instructions.

A.T.S.F. trains use H.B.T. tracks and Port Terminal tracks governed by General Code of Operating Rules and on H.B.T. Tracks, H.B.T. Timetable and Special Instructions.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Alvin & M.P. 18	55#
M.P. 18 & T.&N.O. Jct.	20

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Trk	East leg of wye Alvin	10	Xing	16.0 - 16.1	45
Trk	West leg of wye Alvin	25	RRX	19.4	20

SOUTHERN REGION
Houston Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch			
Station or MP		Location	MPH
Alvin	D	East leg of wye	10
	D	West leg of wye	25
Hastings, Pearland	D	Both ends siding	30
Mykawa	D	Both ends South siding	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Edwards Spur	0.9	1,700
HD No. 1	6.1	5,160
HD No. 2	7.1	5,280
HD No. 3	8.2	5,070
Chance Collar Inc.	8.5	800
Midwest Steel	8.7	380
Gate Concrete Products	9.0	1,020
HD No. 4	10.9	2,800
HD No. 5	11.6	3,210
Energy Coatings	11.9	1,200
HD No. 6	13.0	6,520
TOFC Facilities	14.5	Yard
Gifford Hill Storage	18.4	1,250
Ideal Cement	18.5	2,160
Industrial Tracks	18.9	7,900

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 1.7	Hot Box & Dragging Equip.	Rotating white lights & radio communication

QUALITY and SAFETY
Stamp Your Work
With Excellence

SOUTHERN REGION
Lampasas Subdiv.

WESTWARD ↓ / EASTWARD ↑

Station Number	Siding Feet	STATIONS			Mile Post
43400	7580	TEMPLE	BPRT	CTC	218.1
		1.8			
		GOBER		Rule 94	219.9
		6.5			
43345	5480	BELTON			226.4
		9.3			
43335	13100	NOLANVILLE			235.7
		10.6			
43325		FORT HOOD			246.3
		8.0			
43320	5500	COPPERAS COVE	P		254.3
		9.4			
43315	5960	KEMPNER			263.7
		10.0			
43310	6250	LAMPASAS	PT		273.7
		9.6			
43305	7950	OGLES			283.3
		8.4			
43200	10248	LOMETA	P	TWC ABS	291.7
		8.6			
43197	4980	ANTELOPE GAP			300.3
		5.8			
43194	11481	CASTOR			306.1
		7.2			
43190	5270	GOLDTHWAITE	P		313.3
		10.3			
43188	10050	MULLEN			323.6
		6.7			
43184	4910	VILLA			330.3
		5.9			
43180	9920	ZEPHYR			336.2
		8.2			
43105	5400	RICKER			344.4
		4.0		CTC	
43100	8100	BROWNWOOD	BPRT	Rule 94	348.4
		15.8			
43015	6708	OBREGON		CTC	364.2
		9.3			
43005		SAN ANGELO JCT.	T		373.5
		4.8			
42994	8697	COLEMAN			378.3
		12.7			
42990	5639	SILVER VALLEY			391.0
		5.5			
42986	9149	NOVICE			396.5
		6.4			
42982	4010	GOLDSBORO		ABS TWC	402.9
		6.6			
42978	4039	LAWN	P		409.5
		5.9			
42974	5261	TUSCOLA			415.4
		11.2			
42966	7012	VIEW			426.6
		16.7			
42958	6512	TOLAND			443.3
		11.2			
42950	6738	TECIFIC			454.5
		5.1			
42900		SWEETWATER (241.4)	BPRT	CTC	459.6

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Temple to Tecific	55	4	3
Tecific to Sweetwater	36	4	3

CTC IN EFFECT: At Temple, on Passenger Track 3; on West Freight No. 1 from Gober to West Freight crossover; on Lampasas Main Track M.P. 218.1 Temple to Gober; M.P. 219.9; on Main Track between Westward Signal M.P. 343.7, Ricker and Signal M.P. 347.7, and between M.P. 348.9 and M.P. 349.0, Brownwood; between Orient Jct., on Central Region, and M.P. 454.2, Lampasas Subdiv. and on sidings Ricker, Brownwood and Tecific.

TWC IN EFFECT: Between Gober M.P. 219.9 and Ricker M.P. 343.7 and between Brownwood, M.P. 349.4 and Tecific, M.P. 454.2.

RULE 94 IN EFFECT: At Gober between M.P. 219.9 and M.P. 220.9; and Brownwood, between M.P. 347.7 and M.P. 348.9; and between M.P. 349.0 and M.P. 349.4.

At Tempie, trains and engines will be governed by Galveston Subdivision timetable rules and instructions.

A.T.S.F trains will use U.P. tracks between Tower 55 and Tecific governed by U.P. Timetable and Special Instructions.

Between Tecific and Sweetwater trains will be governed by Slaton Subdivision of Central Region Timetable rules and instructions.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Temple & Gober	20
Gober & Ricker (Exception:(1) 40 MPH when moving Eastward between M.P. 282.0 and M.P. 274.9 averaging over 60 tons per operative brake, or total consist exceeds 6,500 tons. (2) 40 MPH when moving Westward between M.P. 340.0 and M.P. 344.0 averaging over 60 tons per operative brake, or total consist exceeds 6,500 tons.)	55#
Ricker & Brownwood	49#
Brownwood & Sweetwater	55#

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Miie Posts	MPH		Mile Posts	MPH
Cv	219.4 - 222.3	40	Cv	345.7 - 346.2	40
Cv	223.5 - 226.2	50	Cv	347.7 - 348.2	30
Xing	225.8 - 226.1	30	Xing	348.8 - 349.0	20
Cv	226.2 - 228.1	40	Cv	349.8 - 350.1	35
Cv	234.1 - 234.6	50	Cv	350.8 - 353.2	30
Cv	248.4 - 249.8	50	Cv	362.3 - 362.7	50
Cv	255.7 - 274.1	50	Cv	369.4 - 369.6	40
Cv	283.9 - 284.3	50	Xing	369.6 - 370.2	30
Cv	298.6 - 299.1	50	Cv	380.2 - 381.9	45
Cv	302.3 - 303.7	50	Cv	383.4 - 383.8	50
Trk,Cv	305.4 - 311.8 Eastward	35	Cv	386.3 - 386.6	40
Cv	310.1 - 310.5 Westward	50	Cv	391.3 - 391.7	45
Xing	313.2 - 313.3	45	Cv	397.6 - 398.3	45
Trk,Cv	318.5 - 321.4 Eastward	35	Cv	399.6 - 400.1	45
Cv	319.8 - 321.0 Westward	50	Cv	410.7 - 411.3	50
Cv	321.4 - 321.8	50	Cv	455.7 - 457.1	45
Trk,Cv	327.1 - 331.9	45	Cv	458.0 - 460.6	40

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch "S" – Spring Switch

Station or MP		Location	MPH
Temple	D	WE Psgr. Track 3	20
	D	EE Main Tracks Nos. 1, 2 , 3, & 6, M.P. 216.9	30
	D	Both Xovers M.P. 217.9 & 218.0	20
	D	North track at Lampasas Subdiv. M.P. 218.1	20
	D	Xover M.P. 218.8 Ft. Worth Subdiv.	20
	D	Both ends siding	20
	D	Xover between West Freight No. 1 & West Freight No. 2	10
	S	West Freight No. 2 at Lampasas Subdiv. Main Track, M.P. 218.9	15
Gober	D	WE West Freight No. 1	20
Belton, Nolanville, Copperas Cove, Kempner, Lampasas, Ogles, Lometa, Antelope Gap, Castor, Goldthwaite, Mullen, Villa, Zephyr	S	Both ends siding	30

(continued on next page)

SOUTHERN REGION
Lampasas Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES (Continued)

Station or MP		Location	MPH
Ricker	D	Both ends siding	30
	D	Both ends pocket track	30
	D	Dublin Subdiv.	30
Brownwood	D	EE tail track	10
	D	WE yard lead M.P. 349.0	10
	D	Both ends siding	20
Obregon	S	Both ends siding	20
San Angelo Jct.	S	East leg wye	20
Coleman, Silver Valley, Novice, Goldsboro, Lawn, Tuscola, View, Cozart, Toland	S	Both ends siding	20
Tecific	D	Both ends siding	30
	D	Turnout from siding to U.P.	30
Sweetwater	D	Tail Track	10
	D	EE Track 201	10
	D	Turnout from Main Track to WE Track 201	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
American Rockwool	233.5	1,488
Killeen Storage Track	243.5	3,700
Nichols	248.0	2,360
Alamo	334.4	240
Bangs	359.2	2,100
Santa Anna	369.7	2,800
Martin Brick	379.1	3,268
Coleman Grain	379.2	1,123
Storage Tracks	379.4	4,344
Cozart	432.0	2,500

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 231.6	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 238.0	High Water	Eastward – Signal 2392 Westward – Signal 2361
M.P. 247.2, 287.4, 318.4	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 345.1, 372.0, 400.9, 429.4	Hot Box & Dragging Equip.	Rotating white lights & radio communication

Quality Is Doing It
Right The First Time

WEST-WARD ↓	SOUTHERN REGION Dallas Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
		DALLAS JCT.	TWC	110.2
		5.5		
48640		DENTON		104.7
		2.3		
48635	3878	MINCHIN		102.4
		27.1		
48625	6050	COWLEY		75.3
		5.0		
48620		RICHARDSON		70.3
		6.6		
48615		WHITE ROCK Y		63.7
		1.1		
48610	5426	ZACHA JCT. BPRY		62.6
		2.3	CTC	
48605		REINHARDT		60.3
		6.6		
		U.P. RRX A		53.7
		0.5		
48600		DALLAS BPRY	RULE 93	53.2
		0.7		
		S.P. RRX M	CTC	52.5
		0.7		
		SANTA FE JCT.		51.8
		0.1		
		TOWER 19 BPRT U.P. RRX M END OF TRACK		51.7
		END OF TRACK		46.0
		0.3		
44468		HALE Y		45.7
		5.6		
44450		DUNCANVILLE Y		40.1
		5.5		
44440		CEDAR HILL Y		34.6
		7.3		
		S.P.RRX A		27.3
		0.4	RULE 93	
44435		MIDLOTHIAN Y		26.9
		3.2		
43556		WARD SPUR Y		23.7
		4.1		
43554		VENUS Y		19.6
		6.9		
43550		ALVARADO Y		12.7
		1.3		
		U.P. RRX AP		11.4
		11.4		
43500		CLEBURNE BPRTY (104.5)		0.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Dallas Jct. to Cleburne	55	2	3

CTC IN EFFECT: On main track between eastward controlled signal Tower 19, M.P. 51.7 and westward controlled signal S.P. Crossing M.P. 52.5; on main track between eastward controlled signals M.P. 53.7 and Zacha Jct. M.P. 62.6.

At Dallas, CTC in effect on S.P. main track between M.P. 52.7 and 51.7.

TWC IN EFFECT: Between Dallas Jct. M.P. 110.2 and Zacha Jct.M.P. 62.6.

Tower 19 controlled by DART Control Operators between M.P. 51.7 and M.P. 52.5.

RULE 315(A): At Dallas Tower 19, when crank operated power switches are used in hand position (cranked over), switches must not be returned to power or motor position until movement is clear of switches.

Signals on the industrial lead and connecting tracks between the S.P. connection at Santa Fe Jct. and west end Dallas yard at Good-Latimer Expressway, M.P. 52.6, govern movements over dual control switches only.

At Dallas Jct. and Cleburne be governed by Ft. Worth Subdivision timetable rules and instructions.

L.&A. trains use A.T.S.F. tracks between Zacha Jct. and Tower 19 governed by General Code of Operating Rules, A.T.S.F. Timetable and Special Instructions and K.C.S. Co. General Orders.

A.T.S.F. trains use U.P. tracks between Tower 19 and Browder Yard, (M.P. 216.1) governed by U.P. Timetable and Special Instructions.

U.P. trains use A.T.S.F. tracks between Tower 19, M.P. 51.7 and Zacha Jct. M.P. 62.6 governed by A.T.S.F. Timetable and Special Instructions.

A.T.S.F. trains use S.P. tracks at Dallas between M.P. 52.7 and 51.7 governed by S.P. Timetable and Special Instructions.

YARD LIMITS:
Richardson, Zacha Jct., M.P. 66.8 to 62.6
Dallas, M.P. 53.7 to 52.5
Cleburne, M.P. 0.0 to 46.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Dallas Jct. & M.P. 53.7	25
M.P. 53.7 & M.P. 52.5	20
M.P. 46.0 & Cleburne	20
Hale Cement	10
Red Bird Industrial Spur	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	82.7 - 79.4	20	Xing	29.0 - 27.3	25
Xing	73.5 - 68.4	20	RRX	27.3	20
Cv,Trk	66.9 - 61.4	20	Xing	27.3 - 23.5	25
Cv	54.1 - 53.7	20	Cv	13.4 - 12.3	25
RRX	53.7	20	RRX	11.4	20
Trk	53.7 - 52.7	20	Cv	7.9 - 7.0	25
RRX, Cv	52.7 - 51.5	20	Trk	2.0 - 0.3	20
Cv,Trk	45.8 - 45.0	20	Cv	0.3 - 0.0	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	
Station or MP		Location	MPH
Cowley	S	EE siding	10
Zacha Jct.	D	Garland Subdiv.	20
	D	Both ends siding	20
Dallas	D	EE, east yard lead	10
	D	Xover M.P. 52.6	10
	D	Xover M.P. 52.4	10
	D	Xover M.P. 52.1	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Tetra Pak	105.5	11,000
Martin Brower Track	91.1	1,200
Lewisville Team Track	90.8	500
McCormick	88.8	550
Dallas Morning News	74.7	1,860
Arapaho Team Track	70.2	600
Northgate Industrial Lead	66.4	2,750
Niagra Envelope	65.4	1,500
Jupiter Road Industrial Lead – Quaker	64.5	1,960
Jupiter Road Industrial Lead – DAP	64.4	1,910
Gaylord Container	64.3	1,860
White Rock Industrial Lead	63.7	15,000
Hale Cement	45.8	46,940
Red Bird Industrial Lead	42.2	16,929
High Meadows Industrial Lead	31.8	8,950
Box-Crow Track	29.5	9,300
Southwest Railroad Car Parts Company	19.9	970

WEST-WARD ↓ SOUTHERN REGION Garland Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
		L. & A. JCT.	PY	TWC	91.1
		0.1			
48676		FARMERSVILLE	Y		91.0
		6.7			
48673	1942	COPEVILLE			84.3
		6.5			
48670	1889	WYLIE			75.8
		4.2			
48655		SACHSE			71.6
		4.8			
		U.P. RRX	A		66.8
		0.4			
48650		GARLAND	Y		66.4
		3.8			
48610	5426	ZACHA JCT.	BPRY		62.6
		(28.5)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
L.&A. Jct. to Zacha Jct.	55	2	3

TWC IN EFFECT: Between M.P. 91.1 and Zacha Jct. M.P. 62.6.

At Farmersville, L.&A. Jct. switch normally lined for L.&A.

At Zacha Jct., Dallas Subdivision timetable rules will govern.

L.&A. trains use A.T.S.F. tracks between Farmersville and Zacha Jct. governed by General Code of Operating Rules, A.T.S.F. Timetable and Special Instructions and Kansas City Southern Co. General Orders.

Chaparral (Kiamichi) trains use A.T.S.F. tracks between Farmersville and Garland governed by A.T.S.F. Timetable and Special Instructions.

YARD LIMITS :
Farmersville, M.P. 91.1 to 90.0
Garland–Zacha Jct., M.P. 67.7 to 62.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
M.P. 91.1& M.P. 90.0	20
M.P. 90.0 & M.P. 67.7	30
M.P. 67.7 & Zacha Jct.	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
RRX	M.P. 66.8	20

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnouts of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Inter-Continental, 5 tracks	67.4	4,500
Team track	64.9	300
Texas Industries	63.0	250
Team track	63.0	950

If It's Too Heavy
Get Help!

WEST-WARD ↓ SOUTHERN REGION Cresson Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
43500		CLEBURNE	BPRTY	TWC	0.0
		10.3			
43172	1036	GODLEY			10.3
		8.1			
43168	7185	CRESSON	Y		18.4
		(18.4)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Cleburne to Cresson	55	2	3

TWC IN EFFECT: Between Cleburne M.P. 0.0 and Cresson M.P. 18.4.

At Cleburne, trains and engines will be governed by Ft. Worth Subdivision Timetable rules and Special Instructions.

At Cresson, trains and engines will be governed by Dublin Subdivision Timetable rules and Special Instructions.

Switch to Track 2114, east end will be left lined for Track 2114.

YARD LIMITS:
Cleburne, M.P. 0.0 to 3.0
Cresson, M.P. 17.0 to 18.4

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Cleburne & M.P. 14.0	40
M.P. 14.0 & Cresson	30

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	0.0 - 0.1	10	Trk,Br	5.4 - 8.0	30
Trk	0.0 - 3.0	20			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnouts of switches, 10 MPH.

You Have The RIGHT
And The OBLIGATION
To Work SAFELY

WEST-WARD ↓	SOUTHERN REGION Dublin Subdiv.		↑ EAST-WARD
Station Number	Siding Feet	STATIONS	Mile Post
43535	6054	BIRDS	0.0
		8.4	
43174	7218	PRIMROSE	8.4
		13.6	
43168	7187	CRESSON T	22.0
		8.7	
43164	7382	WAPLES	30.7
		5.8	
43160		GRANBURY	36.5
		9.9	
43153	7202	TOLAR	46.4
		8.7	
43148		BLUFFDALE	55.1
		7.4	
43144	7203	IMMERMERE	62.5
		9.8	
43140	7213	STEPHENVILLE P	72.3
		13.8	
43136	8154	DUBLIN	86.1
		9.2	
43132	7643	PROCTOR	95.3
		12.8	
43128	7391	COMANCHE	108.1
		13.6	
43124	7206	BLANKET	121.7
		6.3	
43120	7496	DELAWARE	128.0
		6.5	
43105	5403	RICKER	134.5
		(134.5)	

CTC

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Birds to Ricker	55	2	3

CTC IN EFFECT: On main track and sidings between Birds and Ricker.

Signals 252, 882 and 1302 most restrictive indications that they may display is Flashing Red "Rule 240."

At Birds, trains will be governed by Ft. Worth Subdivision timetable rules and instructions.

At Ricker, trains will be governed by Lampasas Subdivision timetable rules and instructions.

B. N. and F.W.W.R.trains use A.T.S.F. tracks between M.P. 0.0 and M.P. 0.9 governed by A.T.S.F. Timetable and Special Instructions.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
M.P. 0.0 & M.P. 1.7	20
M.P. 1.7 & M.P. 6.6	40
M.P. 6.6 & Ricker	49#

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	0.0 - 0.9	10	Cv	73.4 - 73.6	45
Cv	21.3 - 21.7	45	Cv	75.1 - 75.3	45
Cv	25.0 - 28.5	40	Cv	75.6 - 76.8	40
Cv	29.4 - 30.0	30	Cv	79.1 - 79.4	45
Cv	34.7 - 35.1	40	Cv	79.6 - 85.5	40
Xing	35.3 - 37.3	30	Xing	85.4 - 86.4	30
Cv	39.0 - 39.5	30	Cv	85.7 - 86.2	30
Cv	39.7 - 41.0	40	Cv	86.7 - 86.9	45
Cv	41.0 - 43.4	30	Cv	89.0 - 91.8	40
Cv	43.5 - 44.1	45	Cv	95.9 - 98.4	35
Cv	45.6 - 45.8	40	Cv	98.6 - 99.8	40
Cv	48.3 - 48.6	40	Cv	100.3 - 100.4	45
Cv	48.9 - 50.5	30	Cv	101.1 - 102.4	40
Cv	52.3 - 52.9	35	Xing	107.2 - 108.6	20
Cv,Br	53.6 - 53.8	40	Cv	111.1 - 115.1	40
Cv,Br	55.3 - 57.4	40	Cv	118.1 - 118.4	45
Cv	60.3 - 66.2	40	Cv	122.0 - 126.9	40
Cv,Br	71.0 - 71.9	30	Cv	134.5 - 134.6	40
Cv	72.4 - 72.6	30			

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch			
Station or MP		Location	MPH
Birds	D	Ft. Worth Subdiv.	10
Primrose	D	Both ends siding	30
Cresson	D	Cresson Subdiv.	30
	D	Both ends siding	30
Waples, Tolar, Immermere, Stephenville, Dublin, Proctor, Comanche, Blanket, Delaware	D	Both ends siding	30
Ricker	D	Both ends pocket track	30
	D	Lampasas Subdiv.	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
DeCordova Spur	42.3	1,490
Associated Milk Producers	68.6	1,074
Triple B Fertilizer	86.5	1,121
Moorman Mfg. Co.	109.4	1,330
American Plant Food	110.8	500

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 33.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 64.1	High Water	Eastward – Signal 652 Westward – Controlled signals west end siding Immermere
M.P. 68.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 80.6	High Water	Eastward – Controlled signals east end siding Dublin Westward – Controlled signals west end siding Stephenville
M.P. 102.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication

Safety Is Everyone's Responsibility

WEST-WARD ↓ SOUTHERN REGION San Saba Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
43200		LOMETA	RY	0.0
		24.7		
43210		SAN SABA		24.7
		14.8		
43230		RICHLAND SPRINGS		39.5
		26.4		
43300		BRADY	PY	65.9
		1.6		
		End Of Track (67.5)		67.5

TWC

RULE 93

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Lometa to End of Track	55	4	3

TWC IN EFFECT: Between Brady M.P. 67.5 and Lometa M.P. 0.0.

At Lometa, trains will be governed by Lampasas Subdivision Timetable rules and Special Instructions.

YARD LIMITS:
Lometa, M.P. 0.0 to 2.3 Brady, M.P. 64.5 to 67.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Lometa & M.P. 66.0	30
M.P. 66.0 & End of Track, M.P. 67.5	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Br	13.7 - 14.0	20	Xing	65.8 - 66.5	6

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Texas Architectural Aggregates	22.5	330
Texas Architectural Aggregates	25.9	650

Safety Starts With YOU!
Say "YES" To A Drug-Free Workplace

WEST-WARD ↓ SOUTHERN REGION Conroe Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
44600		SOMERVILLE	BPRTY	0.0
		5.4		
44750		SCOFIELD		5.4
		12.9		
44760	5650	ALLENFARM		18.3
		9.8		
44770		NAVASOTA S.P. RRX	A	28.1
		5.0		
44860	4620	WOOD		33.1
		4.6		
44865	2600	YARBORO		37.7
		12.2		
44880		B.N. RRX DOBBIN	A	49.9
		5.7		
44885		MONTGOMERY		55.6
		8.2		
44895	7910	HONEA		63.8
		8.4		
44900	5600	CONROE U.P. RRX	BPR A	72.2
		2.4		
44910		BEACH		74.6
		4.5		
44950		WAUKEGAN		79.1
		5.9		
44970	9650	SECURITY		85.0
		4.6		
44980		FOSTORIA		89.6
		5.3		
44990	3850	S.P. RRX CLEVELAND	A P	94.9
		10.6		
45415		RAYBURN		105.5
		5.5		
45425	8540	ROMAYOR		111.0
		10.5		
45440		VOTAW	P	121.5
		7.4		
45445	7650	BRAGG		128.9
		4.5		
45450		LELAVALE		133.4
		5.6		
45465	5937	KOUNTZE		144.0
		8.2		
45700		SILSBEE (152.5)	BPRTY	152.2

TWC

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Somerville to Silsbee	36	2	3

TWC IN EFFECT: Between Somerville M.P. 0.0 and Silsbee M.P. 152.2.

At Silsbee, Silsbee Subdivision junction switches normally lined for Conroe and Longview Subdivisions.

At Somerville, trains will be governed by Galveston Subdivision timetable rules and instructions.

YARD LIMITS:
Somerville, M.P. 0.0 to 1.0 Silsbee, M.P. 149.5 to 152.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Conroe Subdivision	49#

See Special Instructions 5(B).

A Safe Performance Keeps Us In SHAPE

SOUTHERN REGION
Conroe Subdiv.

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Wye	0.0 - 0.4	10	RRX	49.9	49
Cv	26.4 - 28.1	30	Cv	50.3 - 50.9	35
Xing	27.5 - 29.0	25	Cv	50.9 - 55.0	40
RRX	28.1	20	Xing	71.3 - 71.8	40
Cv	28.2 - 28.3	10	Xing	71.8 - 73.4	30
Cv	28.7 - 28.9	40	RRX	72.2	20
Cv	35.3 - 35.9	30	RRX	94.9	20
Cv	36.1 - 38.6	20	Cv	151.7 - 151.8	10
Cv	42.6 - 44.0	40	Wye	152.2	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Clay	11.9	1,350
Trinity Industrial	31.1	450
Plantersville	43.4	1,040
Maverick Tube	75.3	1,320
Owens-Corning	76.1	420
Texaco Chemical Co.	76.4	2,400
Youens-Columbia Carbon	77.0	1,750
Pavers Supply	77.7	1,500
Union Tank Car Co.	99.5	1,610
Kirby	103.9	4,800
Dolen	107.3	1,550
Honey Island	135.5	780

You Have The RIGHT And The OBLIGATION To Work SAFELY

SOUTHERN REGION
Longview Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
46500		LONGVIEW	BPRTY		207.6
		12.4			
46450		EASTON			195.4
		7.6			
46445		TATUM			187.8
		6.4			
46435		BECKVILLE			181.4
		9.7			
46430	4010	CARTHAGE			171.7
		10.0			
46420		GARY			161.7
		10.1			
46190	2550	S.P. RRX TENAHA	A PY		151.6
		11.8			
46100	2040	CENTER	P		139.8
		12.8			
45920		CALGARY			127.0
		6.6			
45900	2490	SAN AUGUSTINE	BPY		120.4
		5.5			
45880		VENABLE			114.9
		10.2			
45860		BRONSON			104.7
		7.2			
45840	2080	PINELAND	P		97.5
		9.5			
45830	5970	BROWNDELL		TWC	88.0
		3.8			
45820		HORTON			84.2
		5.5			
45810		COLLINS			78.7
		5.1			
45800	4140	JASPER	PTY		73.6
		6.5			
45790		KEITHTON			67.1
		4.7			
45780		ROGANVILLE			62.4
		9.4			
		J&E JCT.			53.0
		0.6			
45740	1950	KIRBYVILLE			52.4
		4.4			
45735		CALL			48.0
		4.8			
45730	3080	LE VERTE			43.2
		5.8			
45725	2640	BESSMAY	Y		37.4
		1.3			
45720		BUNA			36.1
		6.0			
45715	3110	QUINN			30.1
		2.4			
45705		EVADALE			26.6
		7.0			
45700		SILSBEE	BPRTY		21.0
		(186.6)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Longview to Silsbee	36	2	3

TWC IN EFFECT: Between Longview M.P. 207.6 and Silsbee M.P. 21.0.

At Silsbee, Silsbee Subdivision junction switches normally lined for Longview and Conroe Subdivisions.

YARD LIMITS:
Silsbee, M.P. 21.0 to 21.8
Bessmay, M.P. 36.6 to 38.2
Jasper, M.P. 72.8 to 75.8
San Augustine, M.P. 118.6 to 122.0
Tenaha, M.P. 150.2 to 153.1
Longview, M.P. 202.0 to 207.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Swepco Industrial Spur	10
M.P. 207.8 & M.P. 162.0	35
M.P. 162.0 & M.P. 21.0	49#

See Special Instructions 5(B).

SOUTHERN REGION
Longview Subdiv.

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	207.8 - 206.2	10	Cv	108.5 - 108.3	40
Cv	205.7 - 205.2	25	Cv	106.7 - 106.6	30
Cv,Br	197.1 - 196.5	10	Cv	106.2 - 103.3	40
Cv	171.5 - 171.3	20	Cv	102.5 - 102.4	30
Cv	161.7 - 161.4	10	Cv	101.2 - 98.2	40
Cv	160.5 - 159.8	45	Trk	96.0 - 93.0	10
Cv	156.1 - 155.8	40	Trk	93.0 - 91.0	25
RRX	151.6	20	Cv	86.9 - 85.0	30
Cv	152.8 - 150.2	35	Cv	85.0 - 80.7	20
RRX	139.9 - 139.8	35	Cv	73.5 - 72.0	35
Cv	130.7 - 128.8	20	Cv	64.5 - 63.3	40
Cv	128.6 - 120.0	40	Cv	36.6 - 36.3	20
Cv	118.8 - 117.7	35	Cv,Br	26.5 - 26.1	25
Cv	117.5 - 115.1	25	Wye	21.1	10
Cv	112.9 - 112.4	40			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Rescar	203.8	1,100
Texas Eastman Co.	202.7	3,700
Swepco Industrial Spur	195.5	16,679
Martin Lake Jct.	184.9	1,800
Louisiana Pacific	174.5	1,200
Rite Care	149.9	770
Neuville	131.4	2,050
Rebecca	109.6	800

See The Light
WORK SAFELY

SOUTHERN REGION
Silsbee Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
45700		SILSBEE	BPRTY		21.0
		6.9			
37185		LUMBERTON			14.1
		3.8		TWC	
		LOEB JCT.			10.3
		1.8			
37190		VOTH			8.5
		6.8			
37200		BEAUMONT	PTY		1.7
		1.0			
		S.P. RRX	M		0.7
		0.1			
		U.P. RRX S.P. RRX	M		76.4
		5.5			
37212		BROOKS	Y		70.9
		11.5			
37228		MOREY	Y	RULE 93	59.4
		2.3			
37232		HAMSHIRE	Y		57.1
		5.3			
37236		WINNIE	Y		51.8
		2.1			
37240		STOWELL	Y		49.7
		0.7			
		End Of Track (47.8)	Y		49.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Silsbee to End of Track	36	2	3

TWC IN EFFECT: Between Silsbee M.P. 21.0 and Beaumont M.P. 1.7.

At Silsbee, Silsbee Subdivision junction switches normally lined for Conroe and Longview Subdivisions.

S.P. trains use A.T.S.F. tracks between Loeb Jct. and Beaumont and governed by A.T.S.F. Timetable and Special Instructions.

YARD LIMITS:
Silsbee, M.P. 21.0 to 19.3
Beaumont, M.P. 4.5 to End of Track 49.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Silsbee & Beaumont	49#
Beaumont & M.P. 56.3	20
M.P. 56.3 & M.P. 49.0	10

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Wye	21.0	10	Cv	1.1 - 2.3	10
Cv	18.8 - 19.1	35	RRX	0.7	10
Cv	15.1 - 16.3	35	RRX	76.4	10
Cv	9.5 - 10.3	45	Cv	76.2 - 76.4	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Seth	16.1	550
Beaumont Warehouse-Corporation	73.8	702
Coors Beer Company	73.7	442
American Rice Growers	69.0	1,100
Gulfco	68.4	2,200
Cheek	68.0	1,300
Goodyear	66.8	3,000

WEST-WARD ↓ SOUTHERN REGION Oakdale Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
		End Of Track	TWC	39.4
		1.0		
46745		DeRIDDER PY K.C.S. RRX G		38.4
		4.9		
46735	2130	SHEAR		33.5
		1.0		
46730	2440	BOISE CASCADE		32.5
		5.0		
46725	2610	NEALE		27.5
		5.4		
46720	2540	MERRYVILLE, LA		22.1
		6.4		
46715		BON WIER, TX		15.7
		3.5		
46710	1500	FAWIL		12.2
		12.2		
		J.&E. JCT. (39.4)		0.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
End of Track to J&E Jct.	36	2	3

TWC IN EFFECT: Between DeRidder M.P. 39.4 and J.&E. Jct. M.P. 0.0.

YARD LIMITS:
DeRidder, M.P. 37.4 to 39.4

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Oakdale Subdivision	30
Boise Cascade Industrial Spur	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
RRX	38.4	20	Cv	0.5 - 0.7	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Hite	36.1	1,700
Bleakwood	5.2	600

Safety Starts With
YOU!
Say "YES" To A
Drug-Free Workplace

WEST-WARD ↓ SOUTHERN REGION Bay City Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
		End of Track	TWC	42.2
		0.6		
		S.P. RRX g		42.8
		0.3		
33430		WHARTON		43.1
		8.3		
33480		LANE CITY		51.4
		3.8		
33485		CANE JCT. TY		55.2
		5.3		
33495		RUNNELLS		60.5
		7.8		
33600		BAY CITY BPRY	Rule 93	68.6
		0.4		
		U.P. RRX M		69.0
		7.3		
33605		SOUTH BAY CITY Y		76.3
		3.3		
33690		WADSWORTH Y		79.6
		2.9		
		End of Track (40.3)		82.5

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
End of Track to End of Track	36	2	3

TWC IN EFFECT: Between M.P. 42.2 and M.P. 66.4

At Cane Jct. east and west legs of wye, tracks 7123 and 7697 will be left lined and locked as last used.

A.T.S.F. trains use U.P. tracks between Bay City and Algoa governed by U.P. Timetable and Special Instructions.

YARD LIMITS: Bay City, M.P. 66.4 to 82.5
Cane Jct., M.P. 54.0 to 55.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
M.P. 42.2 & Bay City	30
Bay City & M.P. 82.5	20
Celanese Industrial Spur	10
New Gulf Industrial Spur	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
RRX	42.8	10	RRX	69.0	20

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Terra International	42.5	520
Hughes Drilling	45.2	720
Svatek Distributor	45.4	420
New Gulf Industrial Spur	55.2	41,902
Celanese Industrial Spur (5 mi.) includes tracks serving Cities Service Company at M.P. 2.6 on Celanese Industrial Spur with Lead Track Capacity 8,800 Feet & Plant Track Capacity 518 Feet	76.3	5.0 miles
Oxy Chemical	82.1	Yard

SOUTHERN REGION
Enid Subdiv.

WESTWARD ↓ — ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
54100		KIOWA, KS	TY	TWC	0.1
		0.8			
		K.S.W. RRX	g		0.6
		8.2			
51870	6420	BURLINGTON, OK			8.8
		10.9			
51850	5022	CHEROKEE	Y		19.7
		12.1			
51840	2202	JET			31.8
		8.2			
51830	2235	NASH			40.0
		7.8			
51820	1968	HILLSDALE			47.8
		10.4			
51810	4129	BLANTON	Y	Rule 93	58.2
		2.8			
		B.N. JCT.	Y		61.0
		0.9			
		B.N. JCT.	Y		61.9
		0.1			
		U.P. RRX	AY		62.0
		0.1			
		B.N. JCT.	Y		62.1
		0.2			
51800		ENID	BPRY	TWC	62.3
		0.9			
		B.N. RRX	S		63.2
		9.6			
51735		FAIRMONT			72.8
		0.8			
		B.N. RRX	A		73.6
		6.8			
51725	1422	DOUGLAS			80.4
		8.0			
51715	6250	MARSHALL			88.4
		6.7			
51710		LOVELL			95.1
		7.7			
51705		CRESCENT			102.8
		13.6			
		ENID JCT. (116.6)	PRT		116.4

B.N. Ry.

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Kiowa to Enid Jct.	30	2	3
Wellington to Waynoka	72	4	3

TWC IN EFFECT: Between Kiowa M.P. 0.1 and Enid Jct. M.P. 116.4.

Between outlying wye switch and Kiowa, on Waynoka Subdivision of the Eastern Region, CTC Rules in effect on main track and siding. Trains will be governed by Waynoka Subdivision timetable rules and instructions.

At Blanton and B.N. Jct., junction, switches normally lined for B.N. Railroad

At Marshall, east siding switch located M.P. 88.7.

A.T.S.F. trains will use B.N. tracks between Enid and Blanton and between Blanton and Avard governed by B.N. Timetable and Special Instructions.

A.T.S.F. trains must secure permission from B.N. Train Dispatcher before entering B.N. main track Enid and Blanton. Trains operating Avard to Enid must secure permission before passing Blanton.

TXRR trains will use A.T.S.F. tracks between M.P. 16.5 and M.P. 20.0 at Cherokee and will be governed by A.T.S.F. Timetable and Special Instructions.

YARD LIMITS:
Kiowa, M.P. 0.1 to 3.0
Cherokee, M.P. 16.5 to 20.0
Blanton, M.P. 56.4 to 58.1
Enid, M.P. 60.5 to 65.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Kiowa & M.P. 65.0	30
M.P. 65.0 & Enid Jct.	49#
B.N. Main Track, Enid (M.P. 545.0) to Blanton (M.P. 548.2)	20

See Special Instructions 5(B).

SOUTHERN REGION
Enid Subdiv.

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
RRX	0.6 (Approach prepared to stop)	20	RRX	73.6	20
RRX	62.0	30	Cv	111.9 - 112.3	45
RRX	63.2 (Stop)	30	Cv	115.4 to Enid Jct.	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH

SOUTHERN REGION
Stillwater Subdiv.

WESTWARD ↓ — ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
52110		PAWNEE	PY	TWC	6.2
		11.7			
52115		GLENCOE			17.9
		12.0			
52120	1267	STILLWATER	Y		30.4
		(24.2)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Pawnee to Stillwater	30	2	3

TWC IN EFFECT: Between Pawnee M.P. 6.2 and Stillwater M.P. 30.4.

Trains to operate from Pawnee via B.N. must secure track warrant from B.N. operator via direct dial telephone at Black Bear, or Pawnee.

PAWNEE: A.T.S.F. main tracks between M.P. 7.3 and M.P. 8.2 is designated a siding for B.N. trains. A.T.S.F. Timetable and Special Instructions will govern.

A.T.S.F. trains will use B.N. tracks between Black Bear and Pawnee, governed by B.N. Timetable and Special Instructions.

YARD LIMITS:
Pawnee, end of track to M.P. 9.0
Stillwater, M.P. 26.0 to end of track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Pawnee & Stillwater	30

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Swan Rubber	26.5	2,439
Boomer Spur	26.7	5,100

CENTRAL REGION
Hereford Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
		EASTERN	CTC 2MT	550.5
		1.7		
		B.N. RRX's M		552.2
		2.2		
53200		AMARILLO BPRT	ABS DT	554.4
		1.4		
		WEST AMARILLO		555.8
		2.5		
53180		ZITA	CTC 2MT	558.3
		2.9		
53170		HANEY		561.2
		8.3		
	5436	EAST CANYON		569.5
		1.3		
		LUBBOCK JCT. PT		570.8
		1.4		
53160		CANYON		572.2
		4.2		
	11616	EAST UMBARGER	CTC	576.4
		2.5		
53140		UMBARGER		578.9
		2.2		
	10560	WEST UMBARGER		581.1
		5.4		
53130	10827	DAWN		586.5
		6.8		
53120	11006	JOEL		593.3
		4.3		
	7894	EAST HEREFORD		597.6
		1.6		
53100		HEREFORD BPR		599.2
		1.2		
	5641	WEST HEREFORD		600.4
		7.4		
53090	10806	SUMMERFIELD		607.8
		6.9		
53080	11953	BLACK		614.7
		7.1		
53070	8276	FRIONA		621.8
		3.8		
	7920	EAST PARMERTON		625.6
		1.6		
53060		PARMERTON		627.2
		2.2		
	11088	WEST PARMERTON		629.4
		4.7		
53050	8179	BOVINA		634.1
		6.9		
53040	11959	WILSEY		641.0
		5.1		
53030		TEXICO	CTC 2MT	646.1
		0.7		
		EAST LONE STAR JCT., TX		646.8
		0.8		
	6903	LONE STAR JCT., NM PT		647.6
		1.5		
		WEST TEXICO		649.1
		4.5		
		HOUSE 185		653.6
		2.1		
		EAST CLOVIS (105.2)		655.7

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Eastern to Clovis	32	2	3

DOUBLE TRACK: At Amarillo, between B.N. crossings M.P. 552.2 and West Amarillo M.P. 555.8.

TWO TRACKS: Between Eastern M.P. 550.5 and B.N. crossings M.P. 552.2, between West Amarillo, M.P. 555.8 and Canyon, M.P. 572.2; between Texico, M.P. 646.1 and East Clovis, M.P. 655.7.

RULE 93 IN EFFECT: At Amarillo, between B.N. crossings M.P. 552.2 and West Amarillo M.P. 555.8.

CTC IN EFFECT: On main tracks at East Clovis; on east Leg of Wye at East Lone Star Jct.; on main tracks and sidings between East Clovis and West Amarillo, M.P. 555.8, except on siding Lone Star Jct: on main tracks between B.N. crossings M.P. 552.2 and Eastern M.P. 550.5.

(continued on next page)

CENTRAL REGION
Hereford Subdiv.

At East Clovis, trains will be governed by Clovis Subdivision Timetable Special Instructions.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A)MAX. SPEED	MPH Frt.
Hereford Subdivision	55*#
Amarillo—East & West Freight Lead	20

* See Special Instructions 5(A); # Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	552.0 - 553.7	20	Cv	647.2 - 647.6 (ST)	30
Cv	Plainview Subdiv. main track, 570.9 to 571.2	30	Cv	647.0 - 647.6 (NT)	30

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings between Eastern and East Clovis, except those listed below, 40 MPH; other main track switches, except those listed below, 10 MPH.

Switches at each end of sidings on Hereford Subdivision are dual control.

"D" - Dual Control Switch

Station		Location	MPH
Eastern	D	Xover, M.P. 550.5	30
	D	Turnout to east leg of wye, M.P.550.6	20
B.N. RRX's	D	Turnout to Boise City Subdiv., M.P. 552.3	10
	D	Turnout to Western stock yards, M.P. 552.3	10
	D	Xover, M.P. 552.3	10
	D	Turnouts to main tracks & freight leads, M.P. 552.4	20
	D	Boise City Subdiv. to B.N. Ry.	10
West Amarillo	D	Turnouts to yard, M.P. 555.8	10
	D	Xover M.P. 555.8	40
Zita	D	Xover M.P. 558.3	40
	D	Turnout to EE storage track	10
Haney	D	Xover M.P. 561.2	40
East Canyon	D	Xover M.P. 569.5	40
	D	EE siding	40
	D	WE siding	10
Lubbock Jct.	D	Xover M.P. 570.8	40
	D	Xover M.P. 570.9	30
	D	Xover between South Track & Plainview Subdiv., M.P. 570.9	30
Canyon	D	Turnouts to or from North or South Tracks at end of Two Tracks, M.P. 572.2	60
Umbarger	D	Xover M.P. 578.9	40
Parmerton	D	Xover M.P. 627.2	40
Texico	D	Turnout to or from South Track at end of 2 Tracks, M.P. 646.0	40
East Lone Star Jct.	D	Turnouts to East Leg of Wye	10
Lone Star Jct.	D	Both ends siding	30
	D	Turnout to Lubbock Subdiv. M.P. 647.6	30
West Texico	D	Double Xover, M.P. 649.1	40

(continued on next page)

CENTRAL REGION
Hereford Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES (continued)

"D" - Dual Control Switch

Station		Location	MPH
East Clovis	D	Turnout from North Track to industry lead	10
	D	Turnouts from South Track to yard	30
	D	Xovers between North & South Tracks	40
	D	Turnouts from South Track to Siding	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Hereford Feed Yards	595.9	1,950
Spencer Chemical Co.	596.7	450
Chemical Co. of Texas	597.1	450
A&P	601.6	4,700
Reinauer & Sons	604.3	1,152
TOFC Ramp	604.5	2,350
Armour & Co.	604.7	1,000
Cattleman's Grain	610.0	1,182
Holly Sugar Corp.	623.6	2,000
West Friona Grain Co.	623.6	1,000
Riverside Chemical Co.	635.4	605
Holly Sugar Corp.	652.6	2,004

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 574.3, 595.7, 618.7	Hot Box	Rotating white lights & radio communication
Bridge 636.6	High Water	Eastward-Signal 6372 Westward-Controlled signals west end siding Bovina
M.P. 643.2	Hot Box & Dragging Equip.	Rotating white lights & radio communication

You Have The RIGHT
And The OBLIGATION
To Work SAFELY

CENTRAL REGION
Boise City Subdiv.

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
		B.N. RRX's	M	RULE 94	0.1
		0.9			
		DUMAS JCT.	T	CTC	1.0
		7.2			
53220	8300	JULLIARD			8.2
		10.6			
53240	3241	PUENTE			18.8
		8.4			
53250	3547	MARSH			27.2
		7.4			
53260	3160	EXELL			34.6
		6.7			
53270		BAUTISTA			41.3
		10.8			
53300	2862	DUMAS			52.1
		6.2			
53320	3058	MACHOVEC			58.3
		5.7			
53330	3291	ETTER	T		64.0
		11.1			
53335		LAUTZ			75.1
		10.4			
		S.S.W. RRX	A		85.5
		0.2			
40325	3168	STRATFORD			85.7
		14.4			
40340	8200	KERRICK, TX		TWC	100.1
		10.9			
40345	3140	CONRAD, OK			111.0
		11.6			
40400	7100	BOISE CITY	PRTY		122.6
		12.7			
40420	3750	CASTANEDA, OK			135.3
		16.3			
40430	7450	CAMPO, CO			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		533.6
		2.4		CTC	
58060	8300	LAS ANIMAS.	P	ATS	536.0
		14.7			
		CASA		CTC ATS	550.7
		4.2			
56700		LA JUNTA	BPRTY	2MT	554.9
		(256.8)		2MT ABS ATS	

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
B.N. RRX's to Las Animas Jct.	72	2	3
Las Animas Jct. to La Junta	32	2	3

CTC IN EFFECT: At Dumas Jct. and between Dumas Jct. and Eastern (Hereford Subdivision) on east leg of wye.

TWC IN EFFECT: Between Dumas Jct. and Las Animas Jct.

RULE 94 IN EFFECT: Between B.N. RRX's and Dumas Jct. and between Dumas Jct. and M.P. 4.5.

Eastward trains must secure authority from ATM, Amarillo, to enter yard, before fouling ASARCO Industry lead, M.P. 2.5.

At Boise City, east wye switch normally lined for C.V. Subdivision, and west wye switch normally lined for Boise City Subdivision.

RULE 98(A): At Boise City, South Jct. and North Jct., switches normally lined for Boise City Subdivision.

Mountain time in effect on the entire Boise City Subdivision.

YARD LIMITS
Boise City, M.P. 120.7 to 124.1
South Jct. – North Jct., M.P. 171.5 to 175.4
La Junta, M.P. 553.9 to 556.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS	MPH	
(A) MAX. SPEED BETWEEN:	Psgr.	Frt.
B.N. RRX's & Las Animas Jct.		49#

(continued on next page)

1. SPEED REGULATIONS (continued)

(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Las Animas Jct. & La Junta	90	55*#
La Junta M.P. 554.2 & M.P. 554.9	40	40
(ASARCO-SWPS Industrial Spur): M.P. 0.0 to 4.0 Beyond M.P. 4.0		 10 5
(Machovec Industrial Spur): M.P. 0.0 to 2.3 M.P. 2.3 to 5.7		 10 20

See Special Instructions 5(B).* See Special Instructions 5(A).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Xing	0.6		20	Cv,Br	111.3 - 111.6		25
Xing	1.1		15	Cv	113.6 - 113.9		45
Cv	3.1 - 3.2		20	Cv	121.3 - 121.6		20
Cv	10.6 - 11.2		40	Cv	123.2 - 123.8		20
Cv	17.6 - 17.9		40	Cv	172.2 - 172.8		20
Br	19.1 - 19.5		30	Cv	174.3 - 174.4		20
Cv	19.8 - 20.1		40	Cv	234.8 - 235.5		30
Cv	20.8 - 21.1		40	Cv	536.4 - 536.5	80	
Cv	22.2 - 23.5		30	Cv	543.1 - 543.9	80	
Cv	25.5 - 25.8		40	Cv	544.9 - 545.8	85	
Cv	27.2 - 27.5		45	Cv	547.9 - 548.0	85	
Cv	30.8 - 31.1		45	Cv	551.4 - 551.6	80	60
Cv	51.6 - 51.9		20	Cv	552.8 - 553.1	60	55
Xing	85.2 - 86.6		30	Cv	553.6 - 554.2	80	60
RRX	85.5		30				

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch "S" - Spring Switch "*" – Rigid Switch

Station or MP		Location	MPH
Dumas Jct.	D	Turnout to East Leg of Wye, M.P. 1.0	20
Boise City	*	West wye switch	20
	*	Both ends siding	20
Campo, 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	Boise City Subdiv. junction switch	30
Las Animas	D	Both ends of siding	30
Casa	D	Turnout South Track	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Texas Sulphur Prod.	48.6	582
Dumas Cattle Feeders	56.1	538
Farmers Grain Co.	57.5	604
Machovec Industrial Spur (5.7 miles)	57.8	10,337
Triangle Grain Co.	61.9	649
James R. Lovell	82.8	1,358

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 6.3,39.2,69.6, 93.2,155.2,176.7,214.3, 538.4	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 111.5	High Water	*Eastward – M.P. 112.9 *Westward – M.P. 110.6
Bridge 218.8	High Water	Rotating red lights at M.P. 217.8 & M.P. 219.8 & at Bridge 218.8
Bridge 500.1	High Water	Signals 5002 & 4981

*Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

CENTRAL REGION Plainview Subdiv.

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
		LUBBOCK JCT.	PT		570.8
		4.7			
42140	5450	CLETA			575.5
		6.6			
42130	5150	OGG			582.1
		6.3			
42120	5150	HAPPY			588.4
		8.0			
42110	5150	KAFFIR			596.4
		6.9			
42100	5200	TULIA			603.3
		12.0			
41935	5200	KRESS			615.3
		6.5			
41930	11500	FINNEY			621.8
		5.8			
41900	9700	PLAINVIEW	BPRTY	TWC	627.6
		0.6			
		FLOYDADA JCT.			628.2
		0.2			
		B.N. RRX	A		628.4
		5.6			
41880	5200	FURGUSON			634.0
		6.9			
41875	5150	HALE CENTER			640.9
		5.6			
41870	5050	UNDERWOOD			646.5
		4.9			
41865	5100	ALLEY			651.4
		5.6			
41855	5200	ABERNATHY			657.0
		6.3			
41850	5280	MONROE			663.3
		8.6			
	6200	MARNELS	Y		671.9
		1.2			
		HOUSE 246			673.1
		0.4			
		CANYON JCT.	T	CTC	673.5
		(102.7)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Lubbock Jct. to Canyon Jct.	30	4	3

TWC IN EFFECT: Between Lubbock Jct. and House 246.

CTC IN EFFECT: On Plainview Subdivision main track between Canyon Jct. and House 246, and on west leg of wye Canyon Jct.

YARD LIMITS
Marnels, M.P. 670.6 to 673.1 Plainview, M.P. 622.9 to 633.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Plainview Subdivision	49#

See Special Instructions 5(B).

CENTRAL REGION
Plainview Subdiv.

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	570.9 - 571.2	30	Cv,Xing	629.5 - 630.1	45
Cv,Xing	626.6 - 628.8	20	Cv	668.6 - 668.8	45
RRX	628.4	20	Cv	673.1 - 673.5	20

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH, except as listed below.

"D" - Dual Control Switch			
Station		Location	MPH
Canyon Jct.	D	Turnout from North Track to Plainview Subdiv.	30
	D	Turnout to west leg of wye, Lubbock Subdiv.	15
	D	Xover between North & South Tracks	30
	D	Turnout to west leg of wye, Plainview Subdiv.	15

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Eunice	607.8	5,900
Houston Elevator, Inc.	609.9	2,250
Riverside Chemical	613.9	400
Burson & Wilson	616.3	1,900
BFW Grain Co.	617.0	1,200
Six Point Grain Co.	637.9	1,250
Tuco Grain Co.	653.7	1,400
Western Warehouse Co.	654.8	1,150

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 618.1, 584.9, 573.6, 636.0, 666.7	Hot Box & Dragging Equip.	Rotating white lights & radio communication

QUALITY And SAFETY
Stamp Your Work
With Excellence

CENTRAL REGION
Lubbock Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
42300		SLATON	BPRT		690.0
		10.2			
42280	4916	BURRIS		CTC	679.8
		3.3			
		B.N. RRX	M		676.6
		2.0			
42200		LUBBOCK	BPRX	2MT	674.6
		1.1			
		CANYON JCT.	TX		88.6
		3.1			
		HOUSE 245			85.5
		7.4			
41665	5326	SHALLOWATER			78.1
		12.5			
41655	5292	ANTON			65.6
		12.6			
41645	7341	LITTLEFIELD			53.0
		14.9			
41635	4757	SUDAN			38.1
		8.0			
41630	5416	MILL			30.1
		3.0			
		TOLK		CTC	27.1
		4.9			
41625	11630	MULESHOE			22.2
		12.4			
41615	11721	LARIAT			9.8
		6.7			
		HOUSE 227			3.1
		2.5			
		FARWELL, TX			0.6
		0.6			
53030	6903	LONE STAR JCT., NM (105.1)	PT		0.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Slaton to Lone Star Jct.	36	4	3

CTC IN EFFECT: On main track between Slaton and B.N. crossing; between Canyon Jct. and Lone Star Jct.; on Plainview Subdivision main track between Canyon Jct. and House 246; and on west leg of wye, Canyon Jct.; on siding Lariat and on east leg of wye, Farwell.

RULE 94 IN EFFECT: At Lubbock, on two main tracks.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A)MAX. SPEED	MPH
Lubbock Subdivision	55#
Southwestern Public Service Industrial Spur. M.P. 27.1: M.P. 27.1 to gate	20
On Loop 10	10
Through Dumper	2

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	0.1 - 0.7	30	RRX	676.6	40
Xing	20.6 - 23.0	50	Trk 4301	688.8 - 689.2	20
Xing	51.8 - 53.9	30	Trk 4301	689.2 - 690.5	10
Xing	53.9 - 55.6	45	Trk 4301	690.5 - 690.9	20
Xing	86.5 - 88.6	30			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Lubbock Subdivision, except those listed below, 30 MPH; other main track switches, except those listed below, 10 MPH.

Switches at each end of sidings on Lubbock Subdivision are dual control.

(continued on next page)

CENTRAL REGION
Lubbock Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES (continued)

"D" - Dual Control Switch

Station		Location	MPH
Slaton	D	Turnouts to yard	20
Burris	D	Both ends siding	10
Lubbock	D	EE two main tracks	40
	D	Turnout from North Track to EE lower yard	10
Canyon Jct.	D	WE two main tracks	40
	D	Turnout to west leg of wye	10
	D	Xover between North & South Tracks	30
	D	Turnout from North Track to Plainview Subdiv.	30
	D	Turnout to S.W.G.R. R.R.	10
	D	Turnout from North Track to yard	10
	D	Wye switch on Plainview Subdiv.	15
Shallowater	D	Both Ends Siding	10
Anton	D	Both Ends Siding	10
Littlefield	D	Both Ends Siding	20
Sudan	D	Both Ends Siding	10
Tolk	D	Southwestern Public Service Industrial Spur	20
Muleshoe	D	Both Ends Siding	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Monsanto Chemical	2.9	311
Progress	15.6	919
Custom Farm Service, Inc.	18.5	495
Shamrock-Blackwater	18.9	370
Baker Fertilizer Co.	20.9	436
Valley Grain Corp.	23.9	800
Protein Processors	26.0	900
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1,600
Sudan Livestock Co.	39.3	986
Amherst	45.5	7,600
Tide Products Co.	50.2	558
American Cotton Growers	55.1	2,347
Littlefield Industrial Foundation	55.2	659
Bainer	59.5	4,775
Roundup	69.9	5,204
White's Stores	79.2	700
Broadview	83.6	5,504
Helena Chemical Co.	84.5	606
Caprock Paint Co.	84.8	98
Keeton Cattle Co.	681.7	2,125
Sunray Grain Co.	682.2	2,544
Great Plains Distributors	682.4	503
Godbold Inc.	683.5	654
Posey Beer Track	684.8	1,277

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 5.0, 26.1	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge M.P. 34.5	High Water	Eastward-Signal 341 Westward-Controlled signals at West end of siding Sudan
MP. 41.5, 62.2 685.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication

WESTWARD ↓ **CENTRAL REGION Slaton Subdiv.** ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
42950	6738	TECIFIC		454.5
		5.1		
42900		SWEETWATER	BPRT	793.7
		1.1		
		ORIENT JCT.		792.6
		5.3		
	12253	GANNON		787.3
		12.0		
42415	7106	PYRON		775.3
		6.7		
42410	4878	HERMLEIGH		768.6
		11.7		
42400	5701	SNYDER		756.9
		10.1		
42390	4754	DERMOTT		746.8
		8.2		
42380	7543	FULLERVILLE		740.6
		11.6		
42370	5154	JUSTICEBURG		729.0
		8.7		
42365	5482	AUGUSTUS		720.3
		6.5		
42360	6911	POST		713.8
		10.2		
42355	5400	BUENOS		703.6
		6.3		
42350	9497	SOUTHLAND		697.3
		7.3		
42300		SLATON	BPRT	690.0
		(108.8)		

CTC

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Tecific to Slaton	36	4	3

CTC IN EFFECT: On main track between Slaton and Tecific and on sidings Tecific, Gannon, Pyron, Fullerville and Southland.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A)MAX. SPEED	MPH
Slaton Subdivision	55#

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Trk 4301	688.8 - 689.2	20	Xing	755.7 - 759.2	50
Trk 4301	689.2 - 690.5	10	Cv	777.9 - 778.0	45
Trk 4301	690.5 - 690.9	20	Cv	458.0 - 460.6	40
Cv	700.7 - 705.6	45	Cv	455.7 - 457.1	45
Xing	712.7 - 714.3	50			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Slaton Subdivision, except those listed below, 30 MPH; other main track switches, except those listed below, 10 MPH.

Switches at each end of sidings on Slaton Subdivision are dual control.

"D" - Dual Control Switch

Station		Location	MPH
Tecific	D	Turnout from siding to U.P.	30
Sweetwater	D	Tail Track	10
	D	EE Track 5201	10
	D	Turnout from Main Track to WE Track 5201	10
	D	East & West legs of Wye	10
	D	Orient Jct.	10
Hermleigh, Snyder, Dermott, Justiceburg, Post, Buenos	D	Both ends siding	10
Slaton	D	Turnout to yard	20

CENTRAL REGION
Slaton Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Chevron Oil Co.	751.0	1,682
Brand	751.4	5,280
Snyder Industrial Spur (11.2 Miles)	751.9	7,456
Halliburton Co.	752.2	792
Sun Oil Co.	752.8	9,241

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 709.0, 730.9, 748.5, 770.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 785.9	High Water	Eastward-Controlled signals east end siding Pyron & Signal 7831. Westward-Controlled signals west end siding Gannon.
M.P. 791.7	Hot Box & Dragging Equip.	Rotating white lights & radio communication

WEST-WARD ↓ **CENTRAL REGION Lamesa Subdiv.** ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
42300		SLATON	BPRTY	0.0
		10.0		
42310		WILSON	Y	10.0
		11.3		
42315		TAHOKA	Y	21.3
		14.8		
42320	2800	O'DONNELL	Y	36.1
		11.7		
42330		ARVANA	Y	47.8
		5.9		
42335		LAMESA	TY	53.7
		0.4		
		End Of Track (54.2)	Y	54.1

RULE 93

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Slaton to End of Track	36	4	3

At Slaton, trains will be governed by Slaton Subdivision Timetable Special Instructions.

YARD LIMITS
Entire Subdivision

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A)MAX. SPEED	MPH
Lamesa Subdivision	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
Xing	M.P. 21.2	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Texas P&B	50.8	599
Farm Grain & Warehouse Co.	51.1	1,050

WEST-WARD ↓ **CENTRAL REGION Clovis Subdiv.** ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
		EAST CLOVIS			655.7
		1.9			
41300	s8300	CLOVIS	BRT	CTC	657.6
		1.0			
		WEST CLOVIS		2MT	658.6
		11.1			
		GRIER			669.7
		11.5			
41185		MELROSE			681.2
		6.8			
41179	10953	CANTARA			687.6
		5.8			
41176	10978	KRIDER			693.4
		5.1			
41170	8221	TOLAR			698.5
		4.3			
41165	13154	TAIBAN			702.8
		7.3			
41160	10187	LA LANDE			710.1
		6.7			
41155	7359	FORT SUMNER	PT		716.8
		6.8			
41153	11845	AGUDO			723.6
		5.7		CTC	
41145	10944	RICARDO			729.3
		7.3			
41142	11120	EVANOLA			736.6
		7.3			
41136	11905	YESO			743.9
		5.7			
41130	11118	LARGO			749.6
		6.5			
41125	11171	BUCHANAN			756.1
		5.3			
41120	11126	CARDENAS			761.4
		7.6			
41114	11960	DUORO			769.0
		4.6			
41109		JOFFRE			773.6
		2.6			
		WEST JOFFRE		CTC	776.2
		11.0			
		EAST VAUGHN		2MT	787.2
		1.3			
40130		VAUGHN	PR		788.5
		0.7			
		WEST VAUGHN			789.2
		3.5			
40122	10665	TEJON			792.7
		6.0			
40118	9081	CARNERO			798.7
		5.1			
40114	5740	ENCINO			803.8
		5.0			
40110	11911	NEGRA			808.8
		6.7			
40106	11417	PEDERNAL			815.5
		4.0			
40102	5638	DUNMOOR		CTC	819.5
		4.5			
40098	9786	CULEBRA			824.0
		4.8			
40094	10593	LUCY			828.8
		7.3			
40090	7968	SILIO			836.1
		6.0			
40086	6409	WILLARD			842.1
		6.4			
40082	12416	BRONCHO			848.5
		5.0			
		EAST MOUNTAINAIR			853.5
		1.3			
40078	6376	MOUNTAINAIR	P		854.8
		7.6			
40074		ABO		CTC	862.4
		5.0			
		KAYSER		2MT	867.4
		2.9			
40066		SCHOLLE			870.3
		5.6			
40062	8465	SAIS			875.9
		5.7			
40058	9247	BECKER		CTC	881.6
		5.0			
40054	9460	BODEGA			886.6
		4.7			
40050		MADRONE		CTC	890.3
		4.5		2MT	
		JARALES			894.8
		0.8			
		EL PASO JCT.			895.6
		1.3			
		BELEN		CTC	896.9
		0.7			
40000		BELEN JCT. (241.9)	BRT	5MT	897.6

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Clovis to west switch at Ft. Sumner	32	2	3
West Switch Ft. Sumner to El Paso Jct.	72	4	3
El Paso Jct. to Belen Jct.	50	4	3

TWO TRACKS: Between East Clovis M.P. 655.7 and Melrose M.P. 681.2; between Joffre M.P. 773.6 and Vaughn M.P. 788.5; between Mountainair M.P. 854.8 and Scholle M.P. 870.3; and between Madrone M.P. 890.3 and El Paso Jct. M.P. 895.6

FIVE TRACKS: At Belen, CLIC Tracks 7223 and 7224 are designated Track 23 and 24, respectively; between M.P. 895.6 El Paso Jct. and Belen Jct. the track to the right as viewed from westward Clovis Subdivision train is designated the NORTH track, the track to the left is designated SOUTH track, and the track between the NORTH and SOUTH track is the MIDDLE track.

CTC IN EFFECT: between East Clovis and Belen Jct. on Main Tracks and sidings. On Tracks 23 and 24 between Belen and Belen Jct. and on freight lead between M.P. 894.8 and 895.4.

RULE 94 IN EFFECT: on tracks 23 and 24 between Belen and switch at the east end of these tracks. On freight lead between 7223 switch and 17 lead switch. Normal position of switches within Rule 94 limits will be left lined as last used.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX SPEED	MPH Psgr.	MPH Frt.
Clovis Subdivision (Exception: 35 MPH for westward trains consisting of 6000 tons or more between Mountainair and Becker.)	70	55*#

* See Special Instructions 5(A); # Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	717.5 - 720.6	65	Cv	854.8 - 865.8 (ST)	55
Cv	726.8 - 727.6	65	Cv	865.8 - 870.1 (NT)	45
Cv	750.9 - 757.5	65	Cv	865.8 - 870.1 (ST)	45
Cv	762.9 - 764.6	65	Cv	870.5 - 872.8	40
Cv	769.5 - 771.3	65	Cv	873.6 - 875.0	50
Cv	778.8 - 780.5 (NT)	60	Cv	893.1 - 894.6	60
Cv	786.6 - 787.2	60	Cv	894.9 - 895.6	30
Cv	788.6 - 796.7	60	Frt Lead	894.8 - 895.4	30
Cv	843.9 - 844.7	65	Frt Lead	895.4 - 7223 Switch	30
Cv	856.3 - 865.8 (NT)	55	Trk 7223 & 7224 Belen		30

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; switches at each end of sidings on which CTC is in effect 40 MPH; other main track switches, except those listed below 10 MPH.

Switches at each end of sidings between Clovis and Belen Jct. are dual control.

"D" – Dual Control Switch "V" – Variable Switch

Station		Location	MPH
East Clovis	D	Turnout from North Track to industry lead	10
	D	Turnouts from South Track to yard	30
	D	Xovers between North & South Tracks	40
Clovis	D	Turnout from South Track, west of Hull Street, to 199 lead	10
	D	Both ends siding	30
West Clovis	D	Xover Between North & South Tracks	40
	D	Turnouts from South Track to Yard	10

(continued on next page)

(D) SPEED RESTRICTIONS – SWITCHES (Continued)

Station		Location	MPH
Grier	D	Xovers between North & South Tracks	50
Melrose	D	End 2 Tracks, M.P. 681.2	60
Joffre	D	Turnout to North Track M.P. 773.6	50
West Joffre	D	Xover between North & South Tracks	40
Vaughn	D	Turnout to North Track, M.P. 788.5	50
	D	East switch, Tail Track	10
West Vaughn	D	West switch, Tail Track	10
Encino, Dunmoor, Willard	D	Both ends siding	30
Mountainair	D	Turnout to South Track, M.P. 854.8	50
Abo	D	Xovers between North & South Tracks	50
Kayser	D	Xovers betweeen North & South Tracks	45
Scholle	D	Turnout to South Track, M.P. 870.3	45
Madrone	D	Turnout to South Track, M.P. 890.3	50
Jarales	D	Xover between North and South Track	40
	D	Turnout to Freight Lead	40
El Paso Jct.	D	All switches (except entering yard at M.P. 895.6)	30
	D	Entering Belen Yard (M.P. 895.6)	10
Belen Jct.	D	All switches (except entering yard at 7110 or 7112 leads)	30
	D	Entering yard at 7112 lead	10
	D	Entering yard at 7110 lead	10
Belen	V	EE Tracks 7223 & 7224	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Gallaher Air Base	662.8	4,041
Peavey	668.0	4,058

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 665.0 (North & South Track)	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 684.3	Hot Box Dragging Equip.	Rotating white lights & radio communication
M.P. 705.8, 725.5	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 746.4, 764.9	Hot Box	Rotating white lights & radio communication
M.P. 779.1 (South Track)	High Water	Eastward Signal 7814 Westward Signal 7783
M.P. 791.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 806.1	Hot Box	Rotating white lights & radio communication
Bridge M.P. 806.9	High Water	Eastward–Controlled signals east end siding Negra.Westward–Signal 8051
M.P. 832.5, 852.2	Hot Box & Dragging Equip.	Rotating white lights & radio communication

(continued on next page)

3. TRACKSIDE WARNING DEVICES (Special Instruction 9) Continued

Location	Type	Locator & Signals Affected
Bridges M.P. 870.4 M.P. 871.2	High Water	Eastward Signal 8712 Westward–Controlled signals Scholle.
M.P. 870.9 M.P. 871.1	Rock Slide	Eastward–Signal 8712 Westward–Controlled signals Scholle. Red indicators M.P. 870.8 & 871.1.
M.P. 871.5	Rock Slide	Eastward–Signal 8722 Westward–Signal 8711 Indicators M.P. 871.5, 871.7 & 871.8
M.P. 872.1	Rock Slide	Eastward–Signal 8722 Westward–Signals 8711 & 8721. Red indicator M.P. 872.2
M.P. 872.7	Rock Slide	Eastward–Signal 8732 Westward–Signal 8721 Red indicators M.P. 872.5 & 872.8
Bridge M.P. 875.0	High Water	Eastward–Controlled signals east end siding Sais. Westward–Signals 8731
M.P. 877.8	Hot Box	Rotating white lights & radio communication
M.P. 892.2 (North & South Track)	Hot Box & Dragging Equip.	Rotating white lights & radio communication

Safety Starts With YOU!
Say "YES" To A Drug-Free Workplace

Station Number	Siding Feet	STATIONS			Mile Post
41300		CLOVIS	BRTY		656.8
		8.1			
41310	5786	CAMEO			7.5
		10.1			
41315		PORTALES	Y		17.6
		12.1			
41325	5765	DELPHOS			29.8
		7.4			
41330	5809	KERMIT			37.2
		5.0			
41335		ELIDA			42.2
		5.5			
41350	5747	TORNERO			47.6
		4.8			
41355		KENNA			52.5
		13.0			
41360	10246	BOAZ			65.5
		16.7			
41370	5740	CAMPBELL			82.2
		12.7			
41380	5635	MELENA		TWC	94.9
		8.0			
41390	5764	POE			103.0
		4.8			
41400		ROSWELL	PRTY		107.8
		4.8			
41420		SOUTH SPRING			112.6
		6.2			
41425	5658	CHISUM			118.8
		5.4			
41430		DEXTER			124.2
		6.3			
41440		HAGERMAN			130.5
		13.2			
41450	10223	ESPUELA			143.8
		6.1			
41460		ARTESIA	PRY		149.9
		5.2			
41470	5788	ATOKA			155.1
		2.7			
41480		DAYTON			157.7
		7.5			
41490	7300	LAKEWOOD			165.2
		12.2			
41495		AVALON	Y		177.5
		5.5			
41500		CARLSBAD (183.3)	BRTY	Rule 93	183.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Clovis to Carlsbad	30	2	3

TWC IN EFFECT: Between M.P. 178.5 and Clovis.

On Carlsbad Subdivision trains and engines outside of yard limits or Rule 105 territory must approach facing point spring switches prepared to stop until it can be determined that switch is properly lined by the indication of the switch point indicator.

At Clovis, trains will be governed by Clovis Subdivision Timetable Special Instructions.

At Clovis, wye switches for Carlsbad Subdivision on south lead at Hull St. will be left lined as last used.

RULE 104(M): Spring switch equipped with facing point lock – east leg of wye at Carlsbad.

YARD LIMITS
Clovis, M.P. 0.0 to 1.0
Portales, M.P. 16.7 to 18.6
Roswell, M.P. 105.5 to 110.0
Artesia, M.P. 146.9 to 151.0
Carlsbad, M.P. 178.5 to 183.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Clovis & M.P. 181.3	49#
Carlsbad Industrial Spur	30

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	0.0 - 0.2	5	Cv	84.1 - 90.9	30
Cv	8.7 - 9.0	45	Cv	128.9 - 129.2	40
Cv	49.9 - 50.2	45	MT	181.3 - 183.0	20

CENTRAL REGION
Carlsbad Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

"S" - Spring Switch

Station		Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	10
	S	West leg of wye M.P. 181.6	10
Espuela	S	West sding switch M.P. 145.7	10
Boaz	S	West siding switch M.P. 66.1	10
Carlsbad Industrial Spur	S	Jct. switch, Getty wye	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Yerba	20.9	567
Kenna: Auxiliary Track	52.4	3,750
South Spring: Auxiliary Track	112.6	1,210
Roswell Industrial Air Center	113.0	40,951
Pecos Valley Feed Co.	117.1	1,112
Hagerman Auxiliary Track	130.5	273.0
Agri. Products Co.	142.4	581
Dayton: No. 1 Storage	157.6	1,240
: No. 2 Storage	157.6	1,265
CARLSBAD INDUSTRIAL SPUR N-REN Southwest Inc.	4.3	2,210
Beker Industries Corp.	6.0	3,847
Run around track	6.0	1,346
Getty	12.8	5,326
Gulf Oil Spur	13.5	354
Eddy Mine — Getty	13.6	5,110
Lindberg Industries, Ltd.	19.2	22,893
Run around track	18.5	3,109
Amax Potash Company	6.1	10,802
Run around track	5.4	3,100
Western Agri. Minerals Refinery	7.1	18,158
DuPont Spur	2.6	278
New Mexico Potash	4.2	19,649
National Potash Company	8.9	11,185
Run around track	8.5	2,204

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 49.8, 114.9	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 159.0	Hot Box & Dragging Equip.	Radio communication only
Bridge M.P. 176.2	High Water	Eastward - M.P. 178.1 (Semaphore Type)
Bridge M.P. 176.9	High Water	Westward - M.P. 175.2 (Semaphore Type)

Safety Is Everyone's Responsibility

CENTRAL REGION
Rustler Springs Subdiv.

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
41500		CARLSBAD	BRTY		183.0
		6.1			
41510		OTIS			189.1
		5.3			
		LOVING JCT.	PTY		194.4
		0.9			
41515		LOVING	Y	TWC	195.3
		4.5			
41520		MALAGA			199.8
		15.1			
41525		PECOS JCT., NM	T		0.0
		25.5			
41530		RUSTLER SPRINGS, TX (57.4)	TY		25.5

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Carlsbad to Rustler Springs	30	2	3

TWC IN EFFECT: On Rustler Springs Subdivision.

YARD LIMITS
Carlsbad, M.P. 183.0 to 185.6
Loving Jct., Loving, M.P. 194.3 to 195.5
Rustler Springs, M.P. 24.8 to 25.3

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Rustler Springs Subdivision	45
Loving Industrial Spur	30

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
MT	183.0 - 185.6	20	Pennzoil Trk Scale	20.8 - 20.9	20
Br	198.9 - 199.0	30	All tracks beyond M.P. 25.5		5
Cv	201.5 - 202.4	35	LOVING IND. SPUR Track, M.P. 4.3 to west switch Mississippi Chemical yard		10
Cv	209.9 - 212.1	35			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnouts 10 MPH, except those listed below.

"S" - Spring Switch

Station		Location	MPH
Loving Jct.	S	East wye switch	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Continental Spur	183.4	733
Carlsbad Industrial Block Co.	183.9	349
Elmac Spur	184.7	683
West Storage Track No. 1	184.9	3,289
West Storage Track No. 2	184.9	2,882
Ashland Chemical	184.9	1,359
Pecos Storage	0.0	10,000
LOVING INDUSTRIAL SPUR Mississippi Chemical	4.3	18,215
Western Agricultural Minerals — Nash Draw	8.6	10,533
International Minerals & Chemicals Corporation	14.4	17,129

WEST-WARD ↓	CENTRAL REGION Pueblo Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
56700		LA JUNTA	BPRTY	554.9
		4.9		
57120		SWINK	P	559.8
		5.8		
57140	5000	ROCKY FORD		565.6
		5.4		
57145	4100	VROMAN		571.0
		3.5		
57150	5400	MANZANOLA		574.5
		8.6		
57155	3350	FOWLER		583.1
		8.5		
		N.A.JCT.		591.6
		7.0		
57160		BOONE		598.6
		5.0		
57165	7500	AVONDALE	T	603.6
		7.3		
57180	7500	BAXTER		610.9
		6.9		
		PUEBLO JCT.	M	617.7
		1.2		
		S.P. RRX	M	619.0
		0.5		
57200		PUEBLO YARD (64.6)	BRT	619.5

TWC ABS

CTC

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
La Junta to Pueblo Yard	36	4	3

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.

PUEBLO JCT.: When rules require communication with control operator, both S.P. and A.T.S.F. dispatchers must be contacted.

PUEBLO JCT.-N.A. JCT.: A.T.S.F. and U.P. trains and engines will use joint trackage and will be governed by A.T.S.F. Timetable and Special Instructions.

YARD LIMITS:
La Junta, M.P. 553.9 to 556.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
La Junta & Pueblo Jct.	55#
Pueblo Jct. & M.P. 619.9	20

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	555.7 - 556.1	40	Cv	615.9 - 616.0	50
Xing	565.0 - 566.1	30	Cv	617.2 - 617.4	25
Cv	586.3 - 587.8	50	Cv	617.5 to 617.7 (Pueblo Jct.)	10
Cv	591.0 - 591.1	50	Cv	618.9 - 619.2	10
Cv, Xing	597.3 - 598.6	40	RRX	619.0	10

Santa Fe
Safety First

CENTRAL REGION
Pueblo Subdiv.

(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 or MP		Location	MPH
La Junta	S	WE of freight lead (long tail)	20
Rocky Ford, Manzanola, Fowler	S	Both ends of siding	10
N.A. Jct.	D	N.A. Junction Switch	40
Avondale, Baxter	D	Both ends of siding	30
Pueblo Jct.	D	All switches	10
Pueblo	D	North end loop line	10
	D	SE receiving yard lead	10
	D	SE departure yard lead	10
	D	NE yard – 29th Street Northward	20
		Southward	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Target Stores	610.4	2,424
E.L. Farmer	610.6	400
Pueblo Air Base	610.7	Yard
Baxter Beet Track	612.6	850
Economy Building Spur	615.1	400

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 557.5	High Water	Signals 5572 and 5561
M.P. 570.7 , 595.1	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 612.5	High Water	Controlled signal west end Baxter & Signal 6142

Don't Let A Fall Get You Down
Keep A Firm Grip!

CENTRAL REGION Minnequa Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
	4500	SOUTHERN JCT.	Y		124.3
		1.7			
57190	1750	MINNEQUA	Y		122.6
		1.4			
		SALT CREEK JCT.			121.2
		1.1			
		U.P. RRX	A	CTC	120.1
		0.3			
		PUEBLO JCT.	M		119.8
		(4.5)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Southern Jct. to Pueblo Jct.	36	4	3

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

Eastward trains originating Pueblo must secure A.T.S.F. track warrant and track bulletins and contact S.P. dispatcher for restrictions prior to departure.

Between Pueblo Jct. and Minnequa A.T.S.F. and B.N. trains and engines will use joint trackage and will be governed by A.T.S.F. Timetable and Special Instructions.

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) MAX. SPEED BETWEEN:

	MPH
Pueblo Jct. & Southern Jct.	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
RRX	120.1	20	Cv	121.9 - 122.6 Eastward	20
Cv	121.9 - 122.6 Westward	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

Station or MP		Location	MPH
Pueblo Jct.	D	Junction Switches	10
Salt Creek Jct.	D	Turnout	20
Minnequa	D	Turnout	10

If It's Too Heavy
Get Help!

CENTRAL REGION Canon City Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
57200		PUEBLO YARD	BRT		
		0.6			
		S.P.		2MT CTC	0.6
		2.5			
		GOODNIGHT			3.1
		7.8			
	7350	SWALLOWS			10.9
		8.8			
	6800	HOBSON			19.7
		6.2			
57520		PORTLAND			25.9
		1.3			
57525	6100	ADOBE		CTC	27.2
		4.8			
57530	6900	FLORENCE			32.0
		8.9			
57545	7200	CANON CITY			40.9
		(40.9)			

Via S.P. Ry.

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Pueblo Yard to Canon City	36*	4*	3

* Santa Fe dispatcher only.

Conductor must contact S.P. train dispatcher for check of possible restrictions (S.P. Form 3055) before leaving Pueblo Yard.

Between S.P. connection (M.P. 0.6) and Canon City, trains will use S.P. tracks and be governed by S.P. Timetable and Special Instructions.

No switch lights on Canon City Subdivision except on west crossover switch, Portland.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
Xing	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
Rockvale Spur	32.5	3,400

A Safe Performance
Keeps Us In SHAPE

SOUTH-WARD ↓ CENTRAL REGION A.T.S.F. Denver Subdiv. ↑ NORTH-WARD

Station Number	Siding Feet	STATIONS		Mile Post
57900		B.N. DENVER YARD	BRTY	
		0.3		
		23RD ST. RRX	MY	738.1
		3.1		
		SO. PARK JCT.	Y	735.1
		1.7		
		S.P. RRX (2 MT) SOUTH DENVER	MY	733.4
		(5.1)		
		JOINT LINE		
57620	5300	BRAGDON		630.6
		1.4		
		SOUTH BRAGDON		629.2
		6.9		
		NORTH PUEBLO		622.3
		2.4		
		CANON CITY JCT.		619.9
		0.4		
57200		PUEBLO YARD	BRT	619.5
		0.5		
		S.P. RRX	M	619.0
		(11.6)		

CTC

RADIO COMMUNICATION :	CH.	Tone Call-In DS	CC
	36	4	3

CTC IN EFFECT: On main track and siding between S.P. RRX and Bragdon.

Trains originating Pueblo must secure track warrant before departing.

Trains or engines between South Denver and B.N. Denver Yard, except movements within Interlocking Limits at South Denver, are governed by Timetable, Rules and Regulations of the B.N. Railroad Company, Denver Division, 2nd Subdivision.

Southward A.T.S.F. and S.P. trains originating Denver must secure a S.P. track warrant for authority listing track bulletins in effect. They must also secure an A.T.S.F. track warrant listing track bulletins and track condition messages in effect.

Between S.P. RRX and Pueblo Jct. trains will be governed by Pueblo Subdivision Timetable Special Instructions.

YARD LIMITS: B.N. Denver Yard to South Denver

SOUTH-WARD ↓ CENTRAL REGION S.P. Denver Subdiv. 1 ↑ NORTH-WARD

Station Number	Siding Feet	STATIONS		Mile Post
09490		NORTH BRAGDON		*107.9
		0.9		
09492		TAPP		*108.8
		9.4		
09496		PUEBLO JCT.	M	*118.2
		0.3		
		A.T.S.F. - B.N. - MAIN TRACK RRX	M	*118.5
		0.9		
09800		PUEBLO	BY	*119.4
		(11.5)		

CTC

* Indicates S.P. Mile Posts

Northward S.P. trains originating Pueblo must secure A.T.S.F. track warrant, track bulletins and track condition messages from S.P. yard office. They must also secure S.P. track warrants and track bulletins at the same location.

Northward A.T.S.F. trains originating Pueblo must secure A.T.S.F. track warrant, track bulletins and track condition message from printer located in A.T.S.F. RFO at Pueblo.

Northward trains originating Pueblo must obtain permission to depart from Pueblo Tower Yardmaster.

YARD LIMITS: Pueblo (S.P. only)

SOUTHWARD ↓ CENTRAL REGION JOINT LINE Denver Subdiv.

Station Number	Track Capacity In Feet				
ATSF	Other Tracks	Sidings	Mile Post		STATIONS
			* 3.6	CTC	SOUTH DENVER M
					6.3
57860	1950	1800	* 9.9	CTC	LITTLETON P
					9.4
57800	6000		* 19.3	TWC ABS DT	BIG LIFT BR
					5.2
57790	4800		* 24.5	TWC ABS DT	SEDALIA X
					3.3
57785		8200	709.5	TWC ABS DT	ORSA
					4.3
57780	5700		705.2	TWC ABS DT	CASTLE ROCK
					16.4
57760	2800		688.8	TWC ABS DT	SPRUCE
					2.5
57755	1000		* 52.0		PALMER LAKE P
					5.2
57750	1550	6900	* 57.2	CTC	MONUMENT
					8.1
57740		7200	* 65.3	CTC	ACADEMY
					8.0
			* 73.3	CTC	NORTH COLORADO SPRINGS
					1.1
			* 74.4	CTC	BIJOU
					.5
57700		20600	* 74.9	CTC	COLORADO SPRINGS R
					.5
			* 75.4	CTC	CIMARRON
					1.0
			* 76.4	CTC	SOUTH COLORADO SPRINGS
					2.7
57660		5400	659.9	CTC	KELKER
					5.4
57665			654.4	TWC ABS DT	CREWS
					4.0
57650	500		650.5	TWC ABS DT	FOUNTAIN X
					6.8
57640	463		643.7	TWC ABS DT	BUTTES X
					13.1
57620		5300	630.6	CTC	BRAGDON
					(103.8)

RADIO COMMUNICATION :	CH.	Tone Call-In DS	CC
	36	4	3

* Indicates S.P. Mile Posts.

Southward track is under S.P. operating jurisdiction between South Denver and Palmer Lake, and between Crews and Bragdon.

Single track (CTC) is under A.T.S.F. operating jurisdiction between Palmer Lake and Crews.

TWC IN EFFECT: Between Littleton and Palmer Lake.
Between Crews and Bragdon.

CTC IN EFFECT: Between South Denver and Littleton on southward main track.

On main track and sidings between Palmer Lake and Crews.

MULTIPLE MAIN TRACKS IN EFFECT: Between South Denver and Littleton.

Southward track – CTC in effect – traffic in either direction by signal indication.

Northward track – TWC in effect – current of traffic northward only.

RULE 410: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by train dispatcher.

CENTRAL REGION
JOINT LINE
Denver Subdiv.

↑ NORTHWARD

STATIONS		Mile Post	Track Capacity In Feet: Sidings	Track Capacity In Feet: Other Tracks	Station Number ATSF
SOUTH DENVER M	ABS TWC	733.4			
6.3					
LITTLETON PY		727.1			57860
9.1					
BIG LIFT BR		718.0		6000	57800
5.2					
SEDALIA X	TWC DT ABS	712.8	5000		57790
8.0					
CASTLE ROCK		* 32.5		1900	57780
19.5					
PALMER LAKE P		* 52.0		1300	57755
5.2					
MONUMENT	CTC	* 57.2	6900	1550	57750
8.1					
ACADEMY		* 65.3	7200		57740
8.0					
NORTH COLORADO SPRINGS		* 73.3			
1.1					
BIJOU		* 74.4			
.5					
COLORADO SPRINGS R		* 74.9	20600		57700
.5					
CIMARRON		*75.4			
1.0					
SOUTH COLORADO SPRINGS		*76.4			
2.7					
KELKER		659.9	5400		57660
5.4					
CREWS		654.4		2700	57655
3.1	ABS DT TWC				
FOUNTAIN X		* 87.9		4500	57650
10.2					
WIGWAM		* 98.1		4300	57635
9.8					
NORTH BRAGDON (103.7)	CTC	*107.9			57620

RADIO COMMUNICATION :	CH.	Tone Call-in DS	Tone Call-in CC
	36	4	3

* Indicates S.P. Mile Posts.

Northward track is under A.T.S.F. operating jurisdiction between North Bragdon and Crews, and between Palmer Lake and South Denver.

Single track (CTC) is under A.T.S.F. operating jurisdiction between Crews and Palmer Lake.

TWC IN EFFECT: Between North Bragdon and Crews.
Between Palmer Lake and South Denver.

CTC IN EFFECT: On main track and sidings between Crews and Palmer Lake and at North Bragdon.

MULTIPLE MAIN TRACKS IN EFFECT: Between Littleton and South Denver.

Northward track – TWC in effect – current of traffic northward only.

Southward track – CTC in effect – traffic in either direction by signal indication.

RULE 410: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by train dispatcher.

YARD LIMITS: Northward Track – M.P. 724 to South Denver.

Quality Is Doing It Right The First Time

CENTRAL REGION
Denver Subdivision

SPECIAL INSTRUCTIONS

On Southward and Northward tracks derails installed on all sidings except CTC sidings at Monument, Academy, Colorado Springs, Kelker and Bragdon.

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
B.N. Denver Yard and South Denver	20
South Denver and Cimarron - Main Track	45
Bijou and Cimarron siding only	20
Cimarron and Bragdon - SWT (Cimarron and Tapp - NWT)	55
Bragdon and Pueblo – A.T.S.F.	55
Tapp and M.P. 115 – S.P.	50
M.P. 115 and Pueblo – S.P.	45
Colorado Springs – Kelker, all yard tracks	10
AGAINST CURRENT OF TRAFFIC - Crews and Bragdon or North Bragdon and Crews	49

(B) SPEED RESTRICTIONS – TONNAGE

A.T.S.F and B.N. TRAINS:

Maximum speed for freight trains when averaging 90 tons and over per operative brake or over 7,000 tons total is 45 MPH.

On freight trains at locations shown below:
Southward Track – Palmer Lake to Colorado Springs
Northward Track – Palmer Lake to M.P. 41

When total brake pipe reduction exceed 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 locomotive consist engine rating.

(C) SPEED RESTRICTIONS – VARIOUS

Mile Posts	MPH	Mile Posts	MPH
PUEBLO and BRAGDON (A.T.S.F.)		74.6 - 76.2 S.P.	30
618.9 - 619.2	10	76.2 S.P. - 658.2 A.T.S.F.	40
619.3 - 619.9	20		
BRAGDON and SOUTH DENVER		SOUTHWARD TRACK	
NORTHWARD TRACK		21.7 S.P. - 712.3 A.T.S.F.	35
95.0 - 94.9 S.P.	50	712.3 - 707.3 A.T.S.F.	40
88.3 - 88.1 S.P.	35	706.9 - 704.6 A.T.S.F.	30
86.2 S.P. - 653.8 A.T.S.F.	45	704.6 - 704.4 A.T.S.F.	40
45.4 - 45.2 S.P.	40	697.8 - 693.0 A.T.S.F.	40
44.7 - 43.3 S.P.	35	692.1 - 688.8 A.T.S.F.	35
32.4 - 31.8 S.P.	40	688.5 A.T.S.F. - 52.0 S.P.	25
SINGLE TRACK		649.3 - 646.0 A.T.S.F.	45
52.0 - 60.3 S.P.	25		
60.3 - 68.6 S.P.	30		

Safety First

(continued on next page)

CITY SPEED RESTRICTIONS

While head end of train is passing the street crossing of cities and towns named below, indicated speed must not be exceeded.

City	Streets	Mile Post Location	MPH
Sheridan	All Streets All Streets	S.P. M.P. 7.7 – 8.5 A.T.S.F. M.P. 728.4 –729.5	40
Castle Rock	All Streets	Northward Track S.P. M.P. 32.4 – 32.6	40
Colorado Springs	All Streets	S.P. M.P. 74.9 – 76.6	30
*Fountain		A.T.S.F. M.P. 654.4 – 650.0	35
		S.P. M.P. 89.6 – A.T.S.F. M.P. 654.4	35

* Indicates restriction applies until rear of train has cleared limits of restrictions.

(D) SPEED RESTRICTIONS – SWITCHES

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

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"D" – Dual Control Switch "S" – Spring Switch
* – Hand Throw Switch

Station		Location	MPH
South Denver	D	Normal route	20
	D	Reverse Movements or other than normal route	10
Englewood	*	Normal route M.P. 729.3	25
Littleton	D	Crossover S.P. & A.T.S.F.	30
Palmer Lake	D	Turnout to Northward Main Track	25
Monument	D	Both ends siding	25
Academy	D	Both ends siding	30
North Colorado Springs	D	Turnout to Siding	30
Bijou	D	Crossovers	30
Cimarron	D	Crossover	30
	D	Connection (A.T.S.F.)	10
South Colorado Springs	D	Turnout to Siding	30
Kelker	D	Both ends siding	30
Crews	D	Turnout to Southward Main Track	35
Bragdon	D	Crossovers A.T.S.F. & S.P.	40
	D	Both ends A.T.S.F. siding	30
A.T.S.F.			
North Pueblo	D	North end yard: Northward Southward	20 10

Safety Is Everyone's Responsibility

(continued on next page)

2. TRACKS BETWEEN STATIONS

Location	M.P.	Capacity In Feet	Switch Connection
SOUTHWARD TRACK			
Englewood	7.5	3100	North & South
Military Jct.	8.2	6,330	South
Blakeland Spur	15.3	Ind.	South
Acequia	17.0	4200	South
Dupont Spur	20.6	Ind.	South
Palmer Lake (Spur)	51.8	500	South
Tomah	700.2	1650	South
Larkspur	694.9	1250	South
Greenland	691.5	2300	South
Nixon Spur	647.6	15,100	North
Henkel	638.4	1200	South
SINGLE TRACK			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Air Force Spur	66.0	5,000	North
Russina Spur	70.7	4,000	North
Manitou Branch	75.1	10,000	North
* Drenan & Columbine Industrial Center	658.9	1,700	South
Fort Carson	659.9	7,000	North
NORTHWARD TRACK			
Pinon	104.7	700	North
Industrial Lead (Georgia Pacific track)	89.2	1,345	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Acequia Spur	719.9	400	North
Santa Fe Park	724.5	3,000	North & South

* Joint S.P. & A.T.S.F.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
A.T.S.F. M.P. 635.5, 657.7, 715.3	Hot Box & Dragging Equip.	Rotating white lights & radio communication.
S.P. M.P. 21.2	Hot Box	Southward M.P. 23.6
S.P. M.P. 60.4	Hot Box *	Hot Box "Talker" M.P. 60.4
S.P. M.P. 100.1	Hot Box	Northward M.P. 98.0
Bridge M.P. 88.5 (NWT)	Highwater	Rotating purple lights & radio communication.
Bridge M.P. 654.1 (NWT)	Highwater	Signal 6523
Bridge M.P. 43.4 (NWT)	Highwater	Rotating purple lights & radio communication.
Bridge M.P. 42.4 (NWT)	Highwater	Rotating purple lights & radio communication.
Bridge M.P. 32.8 (NWT)	Highwater	Rotating purple lights & radio communication.
Bridge M.P. 639.7 (SWT)	Highwater	Signal 6392
Bridge M.P. 77.9	Highwater	Rotating purple lights & radio communication.

* Instructions for S.P. Radio Readout (Talker) M.P. 60.4 and dragging equipment detectors are as follows:

(continued on next page)

3. TRACKSIDE WARNING DEVICES (Special Instruction 9) Continued

Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on S.P., B.N. and A.T.S.F. radio channels per the following:

A. Real time while the train is passing the Hot Box Detector site.

A short "beep tone" for warning purposes will be transmitted for each real time alarm.

B. Post-train talker message.

1. The talker message will be transmitted a few seconds after the last axles has passed the detector.

2. For trains with no alarms, the following message will be transmitted:

S.P. detector mile post 60.4
(Northbound Or Southbound) no alarms.

This message will be repeated once after a two-second pause, followed by:

Message complete.

End of transmission.

(The following is a sample message only.)

3. For trains with one or more alarms, the following message will be transmitted:

S.P. detector M.P. (60.4) (Northbound or Southbound) (Number) alarms, count from head end of train.

First alarm, Hot bearing, (East or West) rail, axle (Number)

Second alarm, Hot bearing, (East or West) rail, axle (Number)

Third Alarm, hot wheel, near axle (Number)

Fourth alarm, hot wheel, near axle (Number)

Fifth alarm, dragging equipment, near axle (Number)

If over 10 alarms are detected, the following message will be transmitted:

Over ten alarms inspect the rest of the train.

This message shall be repeated once after a two-second pause, followed by:

Message complete.

End of transmission.

If no radio transmission is received after rear of train exits detector location, this fact must be immediately reported to the S.P. train dispatcher.

Instructions for S.P. Dragging Equipment Detectors

Dragging equipment detectors (a detector designated by the letter "D" displaying a purple indication when the device is actuated), with automatic reset feature, are in service on the joint line between South Denver and Bragdon.

Employees must familiarize themselves with locations of dragging equipment detectors.

S.P. dragging equipment detectors are equipped with voice alertors and S.P., A.T.S.F. and B.N. radio frequencies.

These detectors apply to trains in "both directions" and the normal indication of the dragging equipment detector is dark. When purple indication is activated by a train, the train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding.

If a detector is illuminated in advance of a train, unless otherwise instructed by the train dispatcher, train must be stopped and movement beyond the detector signal must be made at restricted speed for one-half mile, watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication when purple indication is displayed by the dragging equipment detector.

(continued on next page)

3A. GENERAL INSTRUCTIONS

(1) Between South Denver and Bragdon and Pueblo Jct.: S.P. and A.T.S.F. trackage are used jointly. Movements will be governed by the General Code of Operating Rules and by timetable of the employing carrier.

(2) On S.P. trackage resume speed signs are not used.The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

(3) At South Denver – absolute signals, controlled by S.P. train dispatcher at Denver. If absolute signals display other than proceed indication, crew member must contact S.P. train dispatcher, Denver and be governed by his instructions. Phone is near each absolute signal.

General Code of Operating Rules, B.N., are in effect. Absolute signal indications govern as follows:

Northward – Northward main track:
Top light – Movements to S.P.
Middle light – Movement to B.N.–A.T.S.F. northward main track.
Bottom light – Movement to B.N.–A.T.S.F. southward main track.

Southward – B.N.–A.T.S.F. Southward main track:
Top light – Movement to southward main track.
Bottom light – All other movements.

(4) At Littleton, when southward movement from southward main track to northward main train is required, authority must be obtained from S.P. dispatcher for movement through the crossover. TWC authority must be obtained from A.T.S.F. dispatcher before fouling northward main track. S.P. dispatcher must line movement through crossover; and before a signal other than Stop can be obtained, a crew member must operate key release located at absolute signal, with A.T.S.F. switch key.

When operating southward on the northward main track from South Denver to Littleton crossover and to continue southward on northward main track south of Littleton crossover, authority must be obtained from both A.T.S.F. and S.P. dispatchers. S.P. dispatcher must line movement; and before a signal other than Stop can be obtained, a crew member must operate key release, located at absolute signal, with A.T.S.F. switch key. TWC authority must be obtained from A.T.S.F. dispatcher.

When making northward or southward movements on northbound main track at Littleton crossover, permission must be obtained from train dispatcher before complying with Rule 312(4) when absolute signals governing movement in either direction on northbound main track display Stop indication.

(5) When northward movement to the southward main track at Palmer Lake is required, after obtaining proper authority from the S.P. and A.T.S.F. dispatchers, A.T.S.F. dispatcher must line the movement; and before a signal other than Stop can be obtained, a crew member must operate the Key Switch mounted on the Palmer Lake bungalow with a S.P. old style switch key.

(6) Crews – signal has been provided to move against current of traffic on northbound track. Clearing of signal requires operation of key controller mounted on side of signal house, after dispatcher has positioned signal. Aspect will be Rule 240 restricting.

(7) Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, M.P. 118.9, must obtain permission from A.T.S.F. train dispatcher prior to lining switch or fouling A.T.S.F. main track between east end Pueblo Union Depot and railroad crossing at grade M.P. 118.9. When movement is completed and in clear of A.T.S.F. main track, employes must report in clear to A.T.S.F. train dispatcher.

You Have The Right And The Obligation To Work Safely

WEST-WARD ↓ CENTRAL REGION Raton Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
56700		LA JUNTA	BRTY	TWC ABS ATS	554.9
		17.4			
56660	4650	TIMPAS	P		572.3
		10.7			
56650	6000	MINDEMAN			583.0
		8.5			
56640	6250	DELHI	P		591.5
		13.2			
56630	6250	SIMPSON			604.7
		10.3			
56620	4750	MODEL	P		615.0
		11.3			
56610	6150	HOEHNES			626.3
		9.5			
		TRINIDAD	PY		635.8
		1.3			
56600		WEST TRINIDAD		CTC 2MT	637.1
		1.5			
56590		JANSEN	P		638.6
		8.7			
		GALLINAS			647.3
		4.5			
56555		WOOTTON, CO	P		651.8
		1.0			
56535		LYNN, NM	P	CTC	652.8
		2.4			
56510	9300	KEOTA			655.2
		4.3			
56500	4500	RATON	BR		659.5
		(104.6)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
La Junta to Raton	32	2	3

TWC IN EFFECT: Between La Junta and Trinidad.

CTC IN EFFECT: On main tracks between Raton and Trinidad, and on sidings at Raton and Keota.

B.N., C.&W. and S.P. trains will use A.T.S.F. tracks between Trinidad and Jansen, and will be governed by A.T.S.F. timetable, rules and regulations.

TRAIN OPERATIONS ON DESCENDING GRADES BETWEEN M.P. 643 AND RATON.

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 tons per operative brake is less than 90.

(1) When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 pounds to control speed, 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, starting behind lead locomotive. Before proceeding, hand brakes must be released.

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.

(continued on next page)

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 westward.

FREIGHT TRAIN OPERATIONS HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN M.P. 643 AND RATON.

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

YARD LIMITS
La Junta, M.P. 553.9 to 556.5 Trinidad M.P. 634.8 to 635.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
La Junta & Trinidad	90	55*#
Trinidad & Raton	79	55#

* See Special Instructions 5(A); # Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Cv	555.6 - 555.8* **	35	30	Cv	622.9 - 624.7 **	40	35
Cv	556.2 - 556.4	55	50	Cv	633.6 - 633.8	75	
Cv	575.5 - 576.0	80		Xing, Cv	636.2 - 637.5	20	20
Cv	576.2 - 577.2	75		Cv	637.5 - 638.5	45	35
Cv	581.2 - 581.4	80		Cv	638.5 - 643.0	30	30
Cv	587.1 - 589.3	75		Cv	643.0 - 648.9 **	25	20
Cv	589.5 - 590.6	85		Cv	648.9 - 651.2**	20	20
Cv	591.0 - 591.4	75		Cv	651.2 - 652.1 **	25	20
Cv	593.3 - 594.1	75		Tnl	652.1 - 652.5	20	20
Cv	595.1 - 596.5	75		Cv	652.5 - 653.3 *	25	20
Cv	605.1 - 605.5	75		Cv	653.3 - 654.5 *	30	20
Cv	606.6 - 607.3	80		Cv	654.5 - 655.6 *	25	20
Cv	615.6 - 615.8	75		Cv	655.6 - 656.6 *	30	20
Cv	618.1 - 618.5	75		Cv	656.6 - 657.6 *	25	20
Cv	619.6 - 619.7 *	40	35	Cv	657.6 - 657.9 *	35	20
Cv	620.2 - 622.4	45	35	Cv	657.9 - 659.4	40	20

* Equipped with Westward ATS Inert Inductors
** Equipped with Eastward ATS Inert Inductors

Santa Fe
Safety First

CENTRAL REGION
Raton Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" - Dual Control Switch "R" - Rigid Switch
"S" - Spring Switch

Station		Location	MPH
Timpas	S	Both ends siding	25
Mindeman, Delhi, Simpson	S	Both ends siding	30
M.P. 605.5	R	Turnout to Pinon Canyon	10
Model, Hoehnes	S	Both ends siding	30
Trinidad	D	Turnout South track	30
	D	EE No. 6 track	10
West Trinidad	D	WE No. 6 track	20
Jansen	D	Both ends of 2 Xovers	30
	D	Connection, Jansen yard	10
Gallinas	D	Both ends of 2 Xovers	20
Wootton	D	End of 2 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 & Signals Affected
Bridge 566.6	High Water	Signals 5692 & 5661
Bridge 576.6	High Water	Signals 5772 & 5741
Bridge 581.3	High Water	Signals 5822 & 5801
Bridge 585.3	High Water	Signals 5862 & 5831
Bridge 586.9	High Water	Signals 5882 & 5861
Bridge 589.6	High Water	Signals 5902 & 5881
Bridge 591.6	High Water	Signals 5922 & 5901
Bridge 594.3	High Water	Signals 5942 & 5921
M.P. 594.5	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 600.1	High Water	Signals 6022 & 5991
Bridge 600.5	High Water	Signals 6022 & 5991
Bridge 611.2	High Water	Signals 6122 & 6101
Bridge 615.4	High Water	Signals 6152 & 6141
M.P. 618.5	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 633.7	High Water	Signals 6342 & 6311
Bridge 638.6	High Water	Eastward & Westward controlled signals at Jansen
M.P. 649.8, 657.0	Dragging Equip.	Rotating white lights & radio communication

Safety Ideas - A Tool For Improvement

WEST-WARD ↓ CENTRAL REGION Las Vegas Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
56500	4500	RATON	TBR	CTC	659.5
		11.8			
56490	5650	HEBRON			671.3
		7.5			
56480	5900	SCHOMBERG			678.8
		12.2			
56450	6050	FRENCH	PT		691.0
		8.4			
56445	6300	SPRINGER			699.4
		10.6			
56440	6250	COLMOR		ABS TWC	710.0
		9.7			
56430	6100	LEVY	P		719.7
		5.6			
56425	3800	WAGON MOUND	P		725.3
		17.0			
56420	4650	SHOEMAKER	P		742.3
		7.9			
56415	6250	WATROUS	P		750.2
		9.3			
56410	7602	ONAVA			759.5
		10.5			
56400	5700	LAS VEGAS	BPY		770.1
		(110.6)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Raton to Las Vegas	32	2	3

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 warrants, track bulletins and messages on engine and caboose of through trains at Las Vegas.

RULE 104(M): Spring switch equipped with facing point lock – west siding switch Wagon Mound.

YARD LIMITS
Las Vegas, M.P. 767.2 to 771.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH Psgr.	Frt.
Las Vegas Subdivision	79	55*#

* See Special Instructions 5(A); # Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	Frt.		Mile Posts	MPH Psgr.	Frt.
Cv	659.9 - 660.5 **	45	40	Cv	695.0 - 695.2	75	
Cv	660.8 - 661.7	70	60	Cv	696.0 - 696.2	70	55
Cv	663.1 - 664.2	79	65	Cv	698.3 - 700.3	65	55
Cv	664.2 - 667.1	75	65	Cv	719.1 - 719.3	79	65
Cv	667.1 - 670.7	75		Cv	730.8 - 731.6	79	65
Cv	676.6 - 676.9	75		Cv	732.0 to 734.3	75	
Cv	682.4 - 682.8	75		Cv	736.1 - 739.8* **	40	40
Cv	686.4 - 686.6	75		Cv	739.8 - 747.3* **	45	40
Cv	689.1 - 689.5	75		Cv	747.6 - 748.1* **	40	35
Cv	690.2 - 690.5* **	50	45	Cv	748.1 - 749.0* **	45	40
Cv	690.9 - 691.2	55	50	Cv	749.0 - 749.4* **	40	35
Cv	691.6 - 692.0	65	55	Cv	754.7 - 754.9	79	65
Cv	692.2 - 692.5	79	65	Xing	769.3 - 770.3	30	30

* Equipped with Westward ATS Inert Inductors
** Equipped with Eastward ATS Inert Inductors

CENTRAL REGION
Las Vegas Subdiv.

(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		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, Levy, Wagon Mound, Shoemaker, Watrous	S	Both ends siding	10
Onava	S	Both ends siding	30
Las Vegas	S	EE siding	30
	S	WE siding	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Medite Corp.	765.5	1,280

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 675.8	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 691.3	High Water	Eastward controlled signals at York Canyon Jct. & westward controlled signals at French
M.P. 702.1	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 727.1	High Water	Signals 7272 & 7251
M.P. 728.0, 753.6	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 753.7	High Water	Signals 7562 & 7531

You Have The RIGHT
And The OBLIGATION
To Work SAFELY

CENTRAL REGION
Glorieta Subdiv.

WEST-WARD ↓ EAST-WARD ↑

Station Number	Siding Feet	STATIONS			Mile Post
56400	5700	LAS VEGAS	BPY		770.1
		8.4			
56390	4850	OJITA			778.5
		10.3			
56380	5400	CHAPELLE		TWC ABS	788.8
		4.8			
56370	4500	BLANCHARD			793.6
		9.7			
56360	6385	SANDS			803.3
		7.7			
56340	6632	GISE			811.0
		5.0			
56330	4050	ROWE	P		816.0
		4.4			
	8500	FOX			820.4
		4.8			
56320	5800	GLORIETA	P	CTC	825.2
		4.8			
56310	4850	CANYONCITO			830.0
		5.2			
56190	7500	LAMY			835.2
		19.4			
56180	4750	WALDO			854.6
		10.7			
56160		DOMINGO		TWC ABS ATS	865.3
		11.3			
56150	5950	NUEVE			876.6
		9.4			
56140	6250	BERNALILLO			886.0
		12.8			
56120		HAHN	Y	DT TWC ABS ATS	898.8
		3.6			
56100		ALBUQUERQUE	BRTY		902.4
		1.4			
		ABAJO			903.8
		2.6			
		RIO BRAVO			906.4
		8.6			
40015	2486	ISLETA		CTC	12.6
		14.8			
20870		DALIES			27.4
		(159.7)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Las Vegas to Dalies	32	2	3

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: on sidings Fox, Glorieta and Canyoncito; and on main track between Abajo and Dalies.

DOUBLE TRACK IN EFFECT: Between Hahn and Abajo.

RULE 94 IN EFFECT: At Albuquerque between M.P. 901.1 and end of Double Track at Abajo.

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

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.

(continued on next page)

TRAIN OPERATIONS ON DESCENDING GRADES BETWEEN GLORIETA AND M.P. 833.

A. Unless it is known by conductor and engineer that prescribed brake pipe pressure is indicated on gauges, train 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 tons per operative brake is less than 90 or 30 MPH for quality service network trains when average tons per operative brake 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, starting behind lead locomotive. Before proceeding, hand brakes must be released.

   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.

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

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

A. When averaging 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

YARD LIMITS
Las Vegas, M.P. 767.2 to 771.1
Hahn-Albuquerque, M.P. 893.0 to M.P. 901.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A)MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Las Vegas & Lamy	79	55*#
Lamy & Albuquerque	90	55*#
Albuquerque & Abajo	79	55#
Abajo & M.P. 905.2	20X	20X
M.P. 905.2 & Dalies	79	55#

X Westbound trains may resume speed when the head-end clears the restricted area.

* See Special Instructions 5(A); # Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Xing	769.3 - 770.3	30	30	Cv	819.2 - 819.5* **	50	40
Cv	770.7 - 772.0	75	60	Cv	819.6 - 819.7* **	40	35
Cv	772.6 - 772.8 *	40	35	Cv	819.7 - 822.6* **	50	40
Cv	772.8 - 779.4 *	50	45	Cv	822.6 - 824.6* **	50	45
Cv	779.4 - 781.9	55	50	Cv	824.6 - 824.9* **	35	30
Cv	782.3 - 784.1	45	45	Cv	824.9 - 825.8* **	25	20
Cv	784.7 - 784.9	40	40	Cv	825.8 - 827.8* **	20	20
Cv	786.1 - 786.3	60	50	Cv	827.8 - 829.5* **	25	20
Cv	786.5 - 787.0* **	50	45	Cv	830.2 - 831.7* **	40	30
Cv	788.4 - 790.5	50	45	Cv	832.1 - 832.9* **	20	20
Cv	790.8 - 793.9	45	40	Cv	833.1 - 835.0	65	50
Cv	794.3 - 794.5	45	30	Cv	838.3 - 842.3	80	
Cv	794.7 - 795.2* **	45	20	Cv	845.4 - 847.3	80	
Cv	795.2 - 799.9* **	25	20	Cv	850.7 - 851.5	85	55
Cv	800.4 - 802.8* **	50	45	Cv	852.5 - 852.7 *	50	45
Cv	804.0 - 805.1* **	55	50	Cv	852.9 - 853.2 *	55	50
Cv	805.1 - 805.8* **	45	45	Cv	853.2 - 853.7 *	35	30
Cv	805.8 - 808.8* **	50	45	Cv	861.3 - 862.2	80	60
Cv	809.4 - 809.7	75	60	Cv	866.7 - 871.3	80	
Cv	811.1 - 811.5	79	60	Cv	873.9 - 875.6	80	
Cv	812.3 - 812.8	55	50	Cv	878.2 - 879.6	75	
Cv	812.8 - 813.2* **	45	40	Xing	898.8 - 899.4	60	60
Cv	813.2 - 814.1* **	50	40	Xing	899.4 - 901.5	50	50
Cv	814.3 - 814.4	60	55	Xing	901.5 - 901.8	25	25
Cv	815.0 - 815.6	65	60	Cv	905.2 - 905.4	70	
Cv	816.9 - 817.1	75	60	Cv	12.5 - 13.6	70	
Cv	818.6 - 818.9	55	50	Cv	26.8 - 27.4	50	40

* 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		Location	MPH
Las Vegas	S	EE siding	30
	S	WE siding	10
Ojita, Chapelle	S	Both ends siding	10
Blanchard	S	Both ends siding	10
Sands, Gise	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	10
Nueve, Bernalillo	S	Both ends siding	25
Hahn	S	End of Double track eastward	30
Abajo	D	WE Double track	40
Isleta	D	Both ends siding	10
Dalies	D	Switch M.P. 27.4	40
	D	Xover M.P. 27.5	40
	D	Xover M.P. 27.6	50

CENTRAL REGION
Glorieta Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Domingo Spur	864.9	4400
Public Service	895.7	12,850
Tewa Moulding Corp.	896.3	700
Rio Grande Steel	896.8	1,750
Associated Grocers	898.5	1,200
Home Planners, Inc.	905.9	1,458
M. Lieberman	906.0	1,404
Kinney	907.1	498
American Pipe & Constr. Co.	907.8	1,583
Industrial Park	908.2	4,018
Briner Rust Proofing Co.	908.5	1,847
Industrial Wood Components	908.9	640
Bates Lumber Company	910.6	862

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 774.9, 809.2	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 826.7 to 826.9	Slide Detector Fence	Signals 8272 & controlled signals governing westward movement at west siding switch Glorieta
M.P. 843.4	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 852.4	High Water	Signals 8542 & 8511
Bridge 869.2	High Water	Signals 8702 & 8671
Bridge 870.8	High Water	Signals 8702 & 8701
Bridge 872.7	High Water	Signals 8732 & 8701
Bridge 874.2	High Water	Signals 8754 & 8731
M.P. 874.5	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 878.3	High Water	Signals 8782 & 8771
Bridge 908.7	High Water	Eastward – Signal 9092 Westward – Controlled Signal M.P. 906.4

If It's Too Heavy
Get Help!

CENTRAL REGION
El Paso Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
40015	3546	ISLETA		915.0
		7.4		
40010	4136	LOS LUNAS	TWC	922.4
		5.0		
40005		CHLOE		927.4
		5.2		
40000		BELEN JCT.	CTC 5MT	932.4
		2.0		
		EL PASO JCT. Y		934.4
		8.1		
29785		SABINAL		942.5
		11.0		
29780	7790	LA JOYA		953.5
		10.0		
29775	4102	SAN ACACIA		963.5
		14.3		
29765	4147	SOCORRO RT		977.8
		10.4		
29760	4128	SAN ANTONIO		988.2
		10.8		
29755	4132	ELMENDORF		999.0
		6.1		
29745	6004	SAN MARCIAL		1005.1
		7.2		
29740		POPE		1012.3
		9.1		
29735		LAVA		1021.4
		10.1		
29730	4044	CROCKER		1031.5
		11.7		
29725	6326	ENGEL P		1043.2
		8.2		
29720	4121	CUTTER		1051.4
		15.7		
29710	4150	ALIVIO		1067.1
		6.6		
29705		GRAMA	TWC	1073.7
		5.9		
29700		RINCON RTY		1079.6
		7.7		
29660	4194	TONUCO		1087.3
		8.4		
29645		MEDLER		1095.7
		5.4		
29630		LEASBURG		1101.1
		5.8		
29615	3132	DONA ANA		1106.9
		5.6		
29600		LAS CRUCES R		1112.5
		2.5		
29590		MESILLA PARK		1115.0
		6.9		
29580	4174	MESQUITE, NM		1123.9
		12.5		
29550	2509	ANTHONY, TX		1136.4
		3.4		
29540		VINTON		1139.8
		2.6		
29530		CANUTILLO		1142.4
		2.9		
29520	3224	MONTOYA		1145.3
		10.7		
29500		EL PASO BRY		1156.0
		(241.0)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
El Paso to M.P. 1074	36	2	3
M.P. 1074 to El Paso Jct.	30	2	3
El Paso Jct. to Belen Jct.	50	4	3
Belen Jct. to Isleta	32	2	3

TWC IN EFFECT: Between El Paso and El Paso Jct., between Belen Jct. and Isleta.

At El Paso Jct. trains will be governed by Clovis Subdivision Timetable Special Instructions to and including Belen Jct.

At El Paso Jct., all movements within yard limits on El Paso Subdivison must be made at restricted speed regardless of signal indication.

At Rincon, Deming Subdivision junction switch will be left lined as last used.

(continued on next page)

At El Paso, trains or engines must approach levee track crossing, located approximately 195 feet South of the headblock of Santa Fe Track to the International Bridge and 387 feet North of the center of bridge, prepared to stop. If crossing clear and no conflicting movement evident, movement over crossing may be made without stopping at speed not exceeding 10 MPH.

YARD LIMITS
Belen Jct., M.P. 931.2 to 932.3
El Paso Jct., M.P. 934.5 to 936.0
Rincon, M.P. 1078.4 to 1080.8
El Paso, M.P. 1151.9 to 1156.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Isleta & Belen	49#
El Paso Jct. & El Paso	49#

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
#Trk, Xing	914.9 - 915.2	20	Cv	1079.9 - 1080.4	40
Cv	957.9 - 966.3	30	Cv	1082.8 - 1086.0	40
Cv	973.1 - 973.5	45	Cv	1088.4 - 1088.6	45
Cv	985.3 - 986.3	40	Cv	1090.1 - 1092.9	20
Cv	987.5 - 987.7	30	Cv	1093.3 - 1094.7	30
Br,Cv	1006.2 - 1022.2	40	Cv	1096.0 - 1101.6	45
Cv	1022.9 - 1023.1	30	Xing	1111.5 - 1114.4	30
Cv	1036.4 - 1037.0	45	Xing	1144.6	20
Cv	1075.8 - 1079.1	30	Cv,Xing	1147.5 - 1151.9	30
Cv	1079.4 - 1079.8	20	Trk	1151.9 - 1156.0	10*

Speed restriction applies to eastward trains only until head end of train passes over crossing.
* Eastward trains may resume speed when head-end passes yard limit sign at M.P. 1151.9

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnouts 10 MPH,except those listed listed below..

"D" – Dual Control Switch "V" – Variable Switch

Station		Location	MPH
Isleta	D	Turnout to Belen Jct.	40
Belen Jct.	D	All switches (except entering yard at 7110 or 7112 lead)	30
	D	Entering yard at 7112 lead	10
	D	Entering yard at 7110 lead	10
Belen	V	EE tracks 7223 & 7224	30
El Paso Jct.	D	To El Paso (M.P. 934.4)	30
	D	Entering Belen yard (M.P. 934.4)	10

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2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Edmunds Chemical Co.	935.3	373
Tiffany Stock Yards	1002.1	1,112
Aleman	1056.4	350
Hanes Knitting Mill	1118.2	580
Brazito Packing Co.	1120.6	566
Santo Tomas	1123.5	770
Vado	1127.8	2,687
Berino	1131.4	1,385
Anthony Growers, Inc.	1135.6	587
Mountain Pass Canning Co.	1137.5	815
W. Silver Co.	1138.3	3,625
Border Steel Co.	1138.9	3,647
Metal Processing, Inc.	1138.9	11,653
Proler Steel Co.	1138.9	5,471
Darbyshire Steel Co.	1141.1	1,671

3. TRACKSIDE WARNING DEVICES – HIGH WATER DETECTORS (Special Instruction 9)

	Detector Location		Location of Indicator
	Bridge	M.P. 965.8	Signs M.P. 964.8, M.P. 967.1 &
	Bridge	M.P. 966.1	Radio Communication
*	Bridge	M.P. 979.4	Eastward — M.P. 982.1
	Track	M.P. 980.1	(Rotating Red Light)
	Bridge	M.P. 981.3	Westward — M.P. 978.9
			(Rotating Red Light)
	Track	M.P. 982.9	Eastward — M.P. 987.9
	Bridge	M.P. 983.2	(Rotating Red Light)
	Bridge	M.P. 983.5	Westward — M.P. 982.1
	Bridge	M.P. 984.6	(Rotating Red Light)
	Track	M.P. 985.0	
	Bridge	M.P. 985.1	
	Bridge	M.P. 986.5	
	Bridge	M.P. 986.9	
	Track	M.P. 987.1	
*	Bridge	M.P. 987.4	
	Bridges	M.P. 1050.1	Eastward — M.P. 1052.4
		M.P. 1050.9	Westward — M.P. 1048.9
		M.P. 1051.3	(Rotating Red Lights)
	Bridges	M.P. 1052.6	Eastward — M.P. 1056.9
		M.P. 1053.3	Westward — M.P. 1051.4
		M.P. 1053.7	(Rotating Red Lights)
		M.P. 1054.3	
		M.P. 1055.7	
	Bridges	M.P. 1065.2	Eastward — M.P. 1067.5
		M.P. 1066.3	Westward — M.P. 1063.7
			(Rotating Red Lights)
	Bridges	M.P. 1069.7	Eastward — M.P. 1072.8
		M.P. 1071.6	Westward — M.P. 1068.3
			(Rotating Red Lights)
	Bridge	M.P. 1081.9	Eastward — M.P. 1084.8
	Bridge	M.P. 1082.5	(Rotating Red Lights)
	Track	M.P. 1082.7	Westward — M.P. 1080.9
	Bridge	M.P. 1083.0	(Rotating Red Lights)
	Track	M.P. 1083.7	
	Bridge	M.P. 1085.5	Eastward — M.P. 1086.2
			(Rotating Red Lights)
			Westward — M.P. 1084.8
			(Rotating Red Lights)
	Bridge	M.P. 1088.4	Eastward — M.P. 1091.7
	Track	M.P. 1088.7	(Rotating Red Lights)
	Bridge	M.P. 1089.2	Westward — M.P. 1087.5
	Bridge	M.P. 1090.2	(Rotating Red Lights)
	Bridge	M.P. 1090.9	
	Bridge	M.P. 1091.5	
	Track	M.P. 1093.0	Eastward — M.P. 1095.0
	Bridge	M.P. 1093.2	(Rotating Red Lights)
	Bridge	M.P. 1093.8	Westward — M.P. 1091.7
	Bridge	M.P. 1094.4	(Rotating Red Lights)

* On El Paso Subdivision, eastward trains must approach the indicator located at M.P. 987.9 at speed that will permit stopping short of bridge at M.P. 987.4 in case the detector has been actuated. Westward trains must approach indicator located at M.P. 978.9 at speed that will permit stopping short of bridge at M.P. 979.4 if detector has been actuated.

WEST-WARD ↓ CENTRAL REGION Deming Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
29700		RINCON	PRTY		1079.6
		5.2			
29325		HATCH			1084.8
		9.1			
29320	2962	HOCKETT			1093.9
		11.3			
29315		NUTT			1105.2
		20.8		TWC	
29305	3100	MIRAGE			1125.8
		7.1			
29100		DEMING	BPRY		1132.9
		4.0			
29110		PERUHILL			3.1
		13.6			
29115		SPALDING			16.7
		13.6			
29120		WHITEWATER (84.5)	TY	RULE 93	30.3

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Rincon to Whitewater	36	2	3

TWC IN EFFECT: Between Rincon and Whitewater.

At Rincon, El Paso junction switch normally lined as last used.

At Whitewater, Southwestern Railroad junction switch normally lined for Southwestern Railroad. Speed limit 10 MPH on wye.

YARD LIMITS
Rincon, M.P. 1079.6 to 1081.1
Deming, M.P. 1131.1 to 1.9
Whitewater, M.P. 29.3 to end of A.T.&S.F. property

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Rincon & Deming	45
Deming & Whitewater	30

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	1080.1 to 1080.3	20	Cv	1102.5 to 1106.6	30
Cv	1085.7 to 1088.6	30	Cv,Trk	1132.3 to 0.1	20

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnouts 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Asarco Mill	1.1	3,523

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WEST-WARD ↓ CENTRAL REGION York Canyon Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
56450		FRENCH	TY		
		13.3			
56460		COLFAX		TWC	13.3
		22.8			
56465		YORK CANYON (36.1)	Y		36.1

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
French to York Canyon	32	2	3

TWC IN EFFECT: Between French and York Canyon.

At York Canyon, derail on main track located 150 feet east of loop track switch must be locked in non-derailing position except when equipment is left on any track west thereof.

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) MAX. SPEED BETWEEN:	MPH
M.P. 0 & 1.9	35
M.P. 1.9 & 17 Westward Eastward	 40 35
M.P. 17 & 35.2 Westward Eastward	 25 20
Speed limit on loop track York Canyon	5

(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		Location	MPH
French	D	Raton Subdiv. junction switch	40
York Canyon	S	Loop track switch	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Scale run around	1.8	500

CENTRAL REGION
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WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
40000		BELEN JCT.	BRT	CTC 5MT	0.0
		10.1			
20870	s5314	DALIES	P		10.1 27.4
		8.7			
20862		RIO PUERCO			33.9
		No. 13.5 / So. 14.6			
20840	s6768	SUWANEE			47.2
		11.6			
20830		MARMON			58.7
		11.7			
20810		LAGUNA			71.1
		11.6			
20784		MCCARTYS			82.7
		11.8			
20770	s6620	EAST GRANTS			94.3
		4.0			
	n5842	WEST GRANTS			98.3
		8.9			
20750	s5844 n6758	BLUEWATER			107.2
		6.1			
20720		EAST BACA	T	CTC 2MT	113.3
		1.5			
		WEST BACA	T		114.8
		No. 2.9			
20705		EAST PEGS	T		117.7
		No. 0.8 — So. 10.8			
		WEST PEGS	T		118.5
		No. 7.1			
20690	s7128	THOREAU	T		125.6
		3.2			
20680		GONZALES			128.8
		No. 17.1 / So. 15.6			
20640		PEREA			143.0
		6.3			
20620	s5270	MCCUNE	T		149.3
		2.3			
20610	n8534	ZUNI			151.6
		6.0			
20600		GALLUP	BRT		157.6
		7.4			
20595		EAST DEFIANCE	T		165.0
		2.0			
		WEST DEFIANCE, NM	T		167.0
		13.4			
20580	n6737	LUPTON, AZ	X	ABS DT TWC	180.4
		10.9			
20575	n7220 s6750	HOUCK	X		191.2
		8.0			
20570	s5259	CHETO	X		199.7
		15.0			
		EAST CORONADO JCT.	T	CTC 2MT	214.8
		1.1			
		WEST CORONADO JCT.			215.9
		3.2			
20540	n6437 s7107	PINTA	X		219.2
		12.1			
20535	n6820 s5687	ADAMANA	PX		232.3
		20.7			
20525	n6769 s5718	HOLBROOK	X	ABS DT TWC	253.0
		5.6			
20515	s7505	PENZANCE			258.6
		3.7			
20510	s3599	JOSEPH CITY	PX		262.4
		12.2			
20505	n7155 s5621	HIBBARD	X		274.8
		9.7			
20500		EAST WINSLOW NORTH TRACK (271.4) SOUTH TRACK (271.0)	BRT	CTC 3MT	284.5

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Belen to M.P. 10	50	4	3
M.P. 10 to Gallup	36	2	3
Gallup to East Winslow	72	4	3

CTC IN EFFECT: On main tracks between Belen and Gallup, on both legs of wye Pegs, between Gallup and West Defiance, M.P. 167.0, on main tracks between East Coronado Junction, M.P. 214.8 and West Coronado Junction, M.P. 215.9 and at East Winslow M.P. 284.5.

(continued on next page)

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TWC IN EFFECT: Between East Winslow, M.P. 284.5 and West Coronado Junction, M.P. 215.9 and between East Coronado Junction, M.P. 214.8 and West Defiance, M.P. 167.0.

RULE 81(A): Movement with the current of traffic may be authorized verbally by the train dispatcher.

At Belen Jct. trains will be governed by Clovis Subdivision Timetable Special Instructions.

RULE 410: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by Train Dispatcher.

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

RULE 380: ATS in effect on both Main Tracks between Dalies and Marmon in both directions.

On South Main Track between Gonzales and East Winslow, westward movements only.

On North Main Track between East Winslow and Gallup, Gonzales and M.P. 85.9, eastward movements only.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Belen Jct. & Dalies		55*#
SOUTH TRACK		
Dalies & Marmon	90	55*#
Marmon & Gonzales	79	55*#
Gonzales & Gallup (westward only)	90	55*#
Gallup & Gonzales (eastward only)	79	55*#
Gallup & East Winslow	90	55*#
NORTH TRACK		
East Winslow & Gallup	90	55*#
Gallup & Gonzales	79	55*#
Gonzales & M.P. 85.9 (eastward only)	90	55*#
Gonzales & M.P. 85.9 (westward only)	79	55*#
M.P. 85.9 & Marmon	79	55*#
Marmon & Dalies	90	55*#
AGAINST CURRENT OF TRAFFIC		
West Defiance & East Coronado Jct.	59	49#
West Coronado Jct. & East Winslow	59	49#
ANACONDA MILL SPUR		10
PEGS SPUR		
Both Legs of Wye - M.P. 0.0 & 0.8		40
M.P. 0.8 & 2.6		20
M.P. 2.6 & 4.3		15
Dumper & M.P. 3.9		4

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

Westward M.P. 130.4 to M.P. 135.5 (ST)
Eastward M.P. 10 to M.P. 2

* See Special Instructions 5(A); # Special Instructions 5(B).

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(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
SOUTH TRACK				Xing	253.1	70	
Trk 7223 & 7224 Belen			30	Cv	252.1 - 249.5	80	
Cv	0.1 - 0.5		30	Cv	219.2 - 213.2	80	
Cv	6.7 - 10.2		55	Cv	188.9 - 188.4	80	
Cv	27.5A - 32.5	70	65	Cv	166.7 - 166.4	85	
Cv	36.8X - 45.0X	70	65	Cv	160.9 - 160.7	85	
Cv	59.1 - 60.1	65	60	Cv	158.3 - 157.6	45	30
Cv	60.1 - 61.2	55	50	Xing	157.9 - 157.6	30	30
Cv	61.2 - 62.9 ** *	50	45	Cv	157.6 - 156.8	65	50
Cv	62.9 - 66.0	70	65	Cv	136.4X - 133.4X	60	55
Cv	66.0 - 66.7	60	55	Cv	130.7X - 129.9X	60	55
Cv	66.7 - 67.8	70	65	Cv	127.8 - 127.5 (Eastward Only)	80	
Cv	83.9 - 88.0	60	55	Cv	109.7 - 105.0 (Eastward Only)	80	
Cv	88.0 - 91.0	70	65	Cv	102.3 to 101.8 (Eastward Only)	85	
Cv	129.4 - 130.2 (Westward Only)	80		Cv	91.0 - 88.0	70	65
Cv	149.7 - 150.1 (Westward Only)	80		Cv	88.0 - 83.9	60	55
Cv	154.6 - 156.8 (Westward Only)	85		Cv	67.8 - 66.7	70	65
Cv	156.8 - 157.6	65	30	Cv	66.7 - 66.0	60	55
Xing	157.6 - 157.9	30	30	Cv	66.0 - 62.9	70	65
Cv	157.6 - 158.3	45	30	Cv	62.9 - 61.2** *	50	45
Cv	160.7 - 160.9	85		Cv	61.2 - 60.1	55	50
Cv	166.4 - 166.7	85		Cv	60.1 - 59.1	65	60
Cv	188.4 - 188.9	80		Cv	39.1 - 38.6	85	
Cv	213.2 - 219.2	80		Cv	32.4 - 27.5A	70	65
Cv	228.0 - 228.3	85		Cv	27.5 - 27.4	50	40
Cv	249.5 - 252.1	80		Cv	10.2 - 10.0		40
Xing	253.1	70		Cv	10.0 - 9.6		50
Cv	264.2 - 264.4	80		Cv	9.6 - 8.4		55
Cv	284.6 - 285.5	65	55	Cv	8.4 - 6.7		65
NORTH TRACK				Cv	0.5 - 0.1		30
Cv	285.5 - 284.6	65	55	Trk 7223 & 7224 Belen			30
Cv	264.4 - 264.2	80					

* Denotes restrictions protected by Westard Inert Inductors.
**Denotes restrictions protected by Eastward Inert Inductors.

A Safe Performance Keeps Us In SHAPE

(D) SPEED RESTRICTIONS — SWITCHES

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

"D" - Dual Control "S" - Spring Switch
"ESL" - Electric Switch "V" - Variable Switch

Station		Location	MPH
Belen	V	EE Tracks 7223 & 7224	30
Belen Jct.	D	All switches (except entering yard at 7110 or 7112 leads)	30
	D	Entering yard at 7112 lead	10
	D	Entering yard at 7110 lead	10
	D	Xover M.P. 0.5	50
Dalies	D	Switch M.P. 27.4	40
	D	Xover M.P. 27.5	40
	D	Xover M.P. 27.6	50
Rio Puerco	D	2 Xovers M.P. 33.9	50
Suwanee	D	2 Xovers M.P. 47.2	50
Marmon	D	2 Xovers M.P. 58.7	50
Laguna	D	2 Xovers M.P. 71.1	50
McCartys	D	2 Xovers M.P. 82.7	50
East Grants	D	Xover M.P. 94.3	50
West Grants	D	Xover M.P. 98.3	50
East Baca	D	Xover M.P. 113.3	50
	D	Switch to East Leg of Wye M.P. 113.4	40
West Baca	D	Switch to West Leg of Wye M.P. 114.7	40
	D	Xover M.P. 114.8	50
East Pegs	D	Switch to East Leg of Wye M.P. 117.7	40
West Pegs	D	Switch to West Leg of Wye M.P. 118.5	40
Pegs	D	Stem of Wye	40
Gonzales	D	2 Xovers M.P. 128.9	50
Perea	D	2 Xovers M.P. 142.9	50
Gallup	D	Xover M.P. 156.4	40
	D	Xover M.P. 156.5	50
	D	EE Freight Lead M.P. 156.6	20
	D	2 Xovers M.P. 161.3	50
	D	WE freight lead M.P. 161.2	20
East Defiance	D	Xover M.P. 165.1	50
	D	East leg of wye M.P. 165.3	30
	ESL	EE Storage No. 1 M.P. 165.4	30
	ESL	WE Storage No. 1 M.P. 165.9	30
West Defiance	D	West leg of wye M.P. 166.9	30
	D	Xover M.P. 167.0	50
Houck	S	WE South Siding – EE North Siding	30
East Coronado Jct.	D	Xover M.P. 214.8	50
	D	Switch to East Leg of Wye, M.P. 214.8	40
West Coronado Jct.	D	Switch to West Leg of Wye, M.P. 215.8	40
	D	Xover M.P. 215.8	50
Pinta	S	WE South Siding – EE North Siding	30
Adamana	S	WE South Siding – EE North Siding	30
Holbrook	S	WE South Siding	30
Penzance	S	WE South Siding	30
Hibbard	S	EE North Siding	30
East Winslow	D	Xover M.P. 284.5	50
	D	Xover M.P. 284.7	50
	D	East freight lead M.P. 284.8	20
	D	South main track M.P. 284.9	50
East Pass	D	Yard track No. 1 M.P. 285.3	20

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

CENTRAL REGION
Gallup Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
NORTH TRACK		
Rico Puerco	34.2	852
Garcia	42.2	1,254
Suawnee	45.8	3,335
Quirk North Set Out	63.5	931
Laguna	67.9	2,649
Acomita	76.3	1,490
Anzac	86.5	488
Reid	100.7	4,944
West Baca	114.1	1,000
North Guam	136.7	972
Wingate	146.5	2,277
Chambers	205.9	3,455
Navajo	213.3	2,247
Arntz	245.2	584
SOUTH TRACK		
Garcia	42.2x	1,054
Quirk South Set Out	63.5	458
Laguna	69.7	2,550
Anzac	86.1	2,059
Reid	101.6	384
West Baca	114.4	1,000
South Guam	136.2	3,440
Ciniza	138.9	3,093
Chambers	206.1	1,829
Navajo	212.7	941
Arntz	245.9	737

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
(Both Tracks) (Bi-Directional) M.P. 28.3, 65.8, 90.5, 111.1, 153.9, 176.9, 202.4, 225.2, 247.4, 270.4	Hot Box & Dragging Equip.	Rotating white light & radio communication
M.P. 44.5, 131.3X (North Track) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating white light & radio communication
M.P. 45.7X, 131.3 (South Track) (Bi-Directional)	Hot Box & Dragging Equip.	Rotating white light & radio communication
M.P. 908.7	High Water	Eastward signal 9092 Westward-controlled signal M.P. 906.4
Bridges 69.8 and 70.1	High Water	Westward signals 681 & 683 Eastward-controlled signals Laguna M.P. 71.2
Bridge 72.6	High Water	Signals 721, 723, 752 & 754
Bridge 91.5	High Water	Signals 901, 903, 922 & 924
Bridge 141.8X	High Water	Signal 1411 & eastward - controlled signals Perea
Bridge 150.5	High Water	Signals 1481, 1483, 1502 & 1504
Bridge 239.4	High Water	Signals 2391 & 2392
M.P. 174.8	Rock Slide	Signals 1741 & 1752 & rotating red warning lights at M.P. 174.8 & 175.1

CENTRAL REGION
Lee Ranch Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
20745		LEE RANCH	Y	15.4X
		15.4		
20740		LEE RANCH JCT.		0.0X 27.3
		10.2		
20736		AMBROSIA	TWC	17.1
		12.1		
20730		ESCALANTE JCT.		5.0
		4.1		
		BACA	Y	0.9
		0.9		
		WEST BACA (42.7)	CTC	0.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Lee Ranch to West Baca	36	2	3

CTC IN EFFECT: Between West Baca and Baca and on east leg of wye between Baca and East Baca.

TWC IN EFFECT: Between Baca and Lee Ranch.

At Baca, eastbound movements within yard limits must be made at restricted speed regardless of signal indication.

YARD LIMITS:
Baca, M.P. 0.9 to M.P. 3
Lee Ranch, M.P. 12.3X to M.P. 15.4X

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
West Baca & Baca	40
Baca & Lee Ranch M.P. 13.5X	49#
Lee Ranch M.P. 13.5X & M.P. 15.4X	25
East Leg of Wye - Baca	40
Escalante Spur	15

See Special Instructions 5(B).

(D) SPEED RESTRICTIONS — SWITCHES
Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control "S" - Spring Switch

Station		Location	MPH
West Baca	D	Switch to North Main Track	40
East Baca	D	Swtich to North Main Track	40
Baca	D	Switch to East Leg of Wye	40
Baca Wye Storage	D	WE Storage 0.9	30
	S	EE Storage 2.2	30

At Lee Ranch normal position for loop track switch is lined for counter-clockwise movement.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Wye Storage	0.9	6,451
Escalante Spur	5.0	3.2 Miles
Ambrosia Storage	17.1	147
Lee Ranch Mine Storage	12.3X	6,840
Lee Ranch Coal Loop Storage	14.8X	797

Santa Fe
Safety First

CENTRAL REGION Defiance Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
20590		P&M NORTH	Y	21.7
		8.2		
20588		P&M SOUTH		13.5
		1.0		
20586	6200	P&M SIDING		12.5
		9.5	TWC	
20584		CARBON JCT.	Y	3.0
		1.0		
20583	5920	MENTMORE	Y	2.0
		1.4		
		DEFIANCE	Y	0.6
		0.6		
20595		EAST DEFIANCE (21.7)	CTC	0.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
P&M North to East Defiance	72	4	3

CTC IN EFFECT: Between East Defiance and Defiance and on west leg of wye between Defiance and West Defiance.

TWC IN EFFECT: Between Defiance and P&M North.

At Defiance, eastbound movements within yard limits must be made at restricted speed regardless of signal indication.

YARD LIMITS:
Defiance – Carbon Jct., M.P. 0.6 to M.P. 3.0
P&M North, M.P. 19.0 to M.P. 21.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
East Defiance & Defiance	30
Defiance & M.P. 20.3	25
M.P. 20.3 & M.P. 21.7	10
West Leg of Wye – Defiance	30

(D) SPEED RESTRICTIONS — SWITCHES
Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control			
Station		Location	MPH
East Defiance	D	Switch to North Main Track	30
West Defiance	D	Switch to North Main Track	30
Defiance	D	Switch to West Leg of Wye	30

At P&M North normal position for loop track switch is l. .d for clockwise movement.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Mentmore Storage	1.5	5,880
Carbon Coal Loop	3.0	10,511
P&M South Mine	13.5	4,100

CENTRAL REGION Coronado Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
		EAST CORONADO JCT.	CTC	0.0
		0.7		
		PLATT		0.7
		19.6		
20550		SALT RIVER		20.3
		19.2	TWC	
20552		TEPCO JCT.	A	39.5
		5.9		
20555		CORONADO (45.4)	Y	45.4

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
East Coronado Jct. to Coronado	72	4	3

(continued on next page)

CENTRAL REGION Coronado Subdiv.

CTC IN EFFECT: Between East Coronado Jct. and Platt and on west leg of wye between Platt and West Coronado Jct.

TWC IN EFFECT: Between Platt and Coronado.

YARD LIMITS:
Coronado, M.P. 42.5 to M.P. 45.4

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
East Coronado Jct. & Platt	30
Platt & M.P. 42.5	49#
M.P. 42.5 & M.P. 44.0	15
M.P. 44.0 through dumper	4
M.P. 44.1 & M.P. 45.4	15
West Leg of Wye at Platt	30

See Special Instructions 5(B)

(D) SPEED RESTRICTIONS — SWITCHES
Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control		"S" - Spring Switch	
Station		Location	MPH
East Coronado Jct.	D	Switch to South Main Track	40
West Coronado Jct.	D	Switch to South Main Track	40
Platt	D	Switch to West Leg of Wye	30
Tepco Jct.	D	Springerville Subdiv.	40
Coronado	S	Coronado Loop Track	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Salt River Storage	20.3	514
Coronado Generating Station	42.6	5,882

CENTRAL REGION Springerville Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
		TEPCO JCT.	A	0.0
		29.7		
20560		TEPCO (29.7)	Y	29.7
			TWC	

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Tepco Jct. to Tepco	72	4	3

TWC IN EFFECT: Between Tepco Jct. and Tepco.

YARD LIMITS:
Tepco, M.P. 26.1 & M.P. 29.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Tepco Jct. & M.P. 26.1	49#
M.P. 26.1 & M.P. 29.7	15

See Special Instructions 5(B)

(D) SPEED RESTRICTIONS — SWITCHES
Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control		"S" - Spring Switch	
Station		Location	MPH
Tepco Jct.	D	Coronado Subdiv.	40
Tepco	S	Tepco Loop Track	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Carrizo Storage	1.8	653
Tucson Electric Power Company	26.1	3,700

WEST-WARD ↓		CENTRAL REGION Seligman Subdiv.		↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
		EAST WINSLOW	CTC 2MT	284.5
		0.8		
		EAST PASS		285.3
		0.9		
20500		WINSLOW BPRT	CTC 3MT	286.2
		0.4		
		WEST PASS		286.6
		1.7		
		WEST WINSLOW		288.3
		22.2		
20440	n6436	EAST CANYON DIABLO		310.5
		1.6		
		WEST CANYON DIABLO		312.1
		14.8		
20420		EAST DARLING		326.7
		2.8		
		WEST DARLING		329.5
		9.3		
		RAILHEAD		338.8
		3.3		
		EAST FLAGSTAFF		342.1
		2.7		
20400		WEST FLAGSTAFF		344.8
		9.7		
		EAST BELLEMONT		354.5
		1.8		
20390	s4984	BELLEMONT		356.3
		6.0		
20382		MAINE	CTC 2MT	362.5
		11.8		
20125		EAST WILLIAMS JCT.		374.3
		0.7		
		WEST WILLIAMS JCT.		375.0
		8.1		
		EAST PERRIN		383.1
		2.5		
20120		WEST PERRIN		385.6
		6.4		
		EAST DOUBLEA		392.0
		3.1		
20115		WEST DOUBLEA		395.1
		10.4		
		EAST EAGLE NEST		405.5
		2.0		
20109		WEST EAGLE NEST		407.5
		10.8		
20105		EAST CROOKTON		418.3
		2.2		
		WEST CROOKTON		420.5
		7.4		
20100		EAST SELIGMAN T		427.9
		1.9		
		WEST SELIGMAN		429.8
		17.1		
19955	n5355	PICA X		446.9
		5.2		
19950	n6784 s5329	YAMPAI X		452.2
		7.9		
19945	n4647 s5783	NELSON X		460.2
		5.6		
19935	n5714 s7743	PEACH SPRINGS X		465.8
		11.4		
19930	n5423 s5557	TRUXTON X		477.3
		7.0		
19925	s8376	VALENTINE X		484.0
		17.2		
19915	n5550 s5939	WALAPAI X		501.3
		8.2		
19910	n7130 s7132	BERRY TX	ABS DT TWC	509.4
		4.5		
19905		GETZ X		513.9
		2.8		
19900		KINGMAN BRX		516.4
		5.1		
19840	s7117	HARRIS P		521.5
		5.5		
19835	n5422 s7106	GRIFFITH X		526.8
		8.8		
19830	s7100	ATHOS X		535.6
		4.6		
19825	n7115 s5160	YUCCA X		540.2
		12.5		
19815	n5198 s7132	FRANCONIA X		552.7
		12.4		
19805	n5357 s5491	TOPOCK, AZ PX		565.1
		9.6		
		EAST NEEDLES, CA	CTC 2MT	574.7
		3.3		
19800		NEEDLES, BRTY NORTH TRACK (291.4) SOUTH TRACK (292.1)	ABS DT TWC	578.0

CENTRAL REGION
Seligman Subdiv.

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
East Winslow to West Seligman	55	2	3
West Seligman to Needles	36	4	3

CTC IN EFFECT: On main tracks between East Winslow, M.P. 284.5 and West Seligman, M.P. 429.9, and on yard track No. 1, Seligman. On main tracks between East Needles, M.P. 574.4 and M.P. 574.8 and on freight lead Needles between M.P. 574.8 and M.P. 580.2.

TWC IN EFFECT: Between West Seligman, M.P. 429.9 and East Needles. M.P. 574.7 and on main tracks between East Needles, M.P. 574.8 and Needles, M.P. 578.3.

RULE 380: ATS in effect on North track between Maine and East Crookton, Peach Springs and Needles.
South track between Getz and Valentine, East Crookton and Maine. Both tracks between East Darling and East Winslow Eastward movements only.

RULE 410: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by train dispatcher.

RULE 81(A): Movement with the current of traffic may be authorized verbally by the train dispatcher.

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

Westward freight trains must stop not less than ten minutes between M.P. 540 and 544 to cool wheels and inspect train when train weight exceeds 400 tons per axle of operative dynamic brake.

YARD LIMITS
Needles M.P. 574.8 to 578.3 and M.P. 578.6 to 580.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
WESTWARD MOVEMENTS BOTH TRACKS		
East Winslow & Maine	79	55*#
EASTWARD MOVEMENTS BOTH TRACKS		
Maine & East Darling	79	55*#
East Darling & East Winslow	90	55*#
BOTH TRACKS BOTH DIRECTIONS		
Maine & East Crookton	90	55*#
East Crookton & West Seligman	79	55*#
NORTH TRACK		
West Seligman & Peach Springs	79	55*#
Peach Springs & Needles	90	55*#
SOUTH TRACK		
Needles & Getz	79	55*#
Getz & Valentine	90	55*#
Valentine & West Seligman	79	55*#
AGAINST CURRENT OF TRAFFIC		
West Seligman & Needles	59	49#

*See Special Instructions 5(A); # Special Instructions 5(B).

Freight trains averaging more than 80 tons per operative brake or having more than 5500 tons must not exceed:
25 MPH, M.P. 514.4 to 518.8
45 MPH, M.P. 518.8 to 562.8

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

Westward	MPH	Eastward	MPH
M.P. 350.7 to 428.8	30	M.P. 451.9 to 446.0	30
M.P. 451.9 to 489.0	30	M.P. 410.0 to 407.0	30
M.P. 514.4 to 522.0	25	M.P. 350.7 to 291.0	30
M.P. 522.0 to 565.0	30		

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

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.
Cv	285.5 - 286.4	65	55
MT	286.5***	20	20
Cv	286.4 - 287.4** *	45	40
Cv	302.0 - 303.3	80	
Cv	327.0 - 328.6	75	65
Cv	328.6 - 330.8** *	55	50
Cv	330.8 - 331.8** *	40	35
Cv	331.8 - 335.7** *	45	40
Cv	335.7 - 336.2** *	40	40
Cv	336.2 - 338.0	60	55
Cv	341.6 - 343.5	55	50
Cv	343.5 - 345.2** *	45	40
Cv	345.2 - 348.2	40	35
Cv	348.2 - 350.2	45	40
Cv	350.2 - 352.6** *	50	45
Cv	352.6 - 353.9	70	65
Cv	362.5 - 364.1	80	
Cv	364.1 - 364.3** *	45	45
Cv	364.3 - 366.8	55	50
Cv	366.8 - 367.9** *	50	45
Cv	367.9 - 369.6** *	55	50
Cv	369.6 - 371.8** *	60	50
Cv	421.6 - 422.8** *	50	45
Cv	422.8 - 425.4** *	55	50
NORTH TRACK			
Cv	447.4 - 448.2	75	
Cv	448.2 - 451.6	60	55
Cv,Gr	451.6 - 453.2*	50	45
Cv,Gr	453.2 - 455.5	65	55
Cv,Gr	455.5 - 457.7	50	45
Cv,Gr	457.7 - 460.1	55	50
Cv,Gr	460.1 - 463.7	60	55
Cv	463.7 - 464.9	50	45
Cv,Gr	464.9 - 469.0	70	55
Cv,Gr	469.0 - 470.5*	50	45
Cv,Gr	470.5 - 472.7	75	
Cv,Gr	472.7 - 477.0	85	
Cv,Gr	477.0 - 479.0	75	
Cv,Gr	479.0 - 480.6*	30	25
Cv,Gr	480.6 - 481.6	45	40
Cv,Gr	481.6 - 482.5	70	65
Cv,Gr	482.5 - 490.2	80	
Cv,Gr	514.4 - 515.2*	60	55
Cv,Gr	515.2 - 516.5	45	40
Cv,Gr	516.5 - 518.8	40	35
Cv,Gr	518.8 - 524.3	80	

	Mile Posts	MPH Psgr.	MPH Frt
Cv,Gr	524.3 - 525.7	85	
Cv	562.3 - 562.8	65	60
Cv	562.8 - 564.5*	55	50
Cv	564.5 - 565.5	50	45
Cv	565.5 - 565.9	45	40
Cv	575.6 - 576.8	80	
Cv	576.8 - 577.5	55	50
Cv	577.5 - 578.0	40	30
SOUTH TRACK			
Cv	578.0 - 577.5	50	30
Cv	577.5 - 576.8	65	50
Cv	576.8 - 575.6	75	
Cv	565.9 - 565.5**	45	40
Cv	565.5 - 564.5	50	45
Cv	564.5 - 562.3	55	50
Cv	552.6 - 551.2	70	60
Cv	526.9X - 525.9X**	79	65
Cv	525.9X - 524.3X**	55	50
Cv	524.3X - 524.0X	50	45
Cv	524.0X - 520.3X	60	55
Cv	520.3X - 519.9X**	30	30
Cv	519.9X - 517.8X	40	35
Cv	517.8X - 515.3X	45	40
Cv	515.3X - 514.1	75	60
Cv	490.2 - 488.9	80	
Cv	488.9 - 486.8	70	65
Cv	486.8 - 482.5	70	60
Cv	482.5 - 481.6**	50	45
Cv	481.6 - 480.6**	45	40
Cv	480.6 - 479.3**	30	25
Cv	479.3 - 479.0	45	40
Cv	479.0 - 477.0	65	60
Cv	472.6 - 470.5	70	60
Cv	470.5 - 469.0**	50	45
Cv	469.0 - 467.9	60	55
Cv	467.9 - 464.9	65	55
Cv	464.9 - 463.8	50	45
Cv	463.8 - 460.1X	60	55
Cv	460.1X - 457.7	55	50
Cv	457.7 - 455.4	50	45
Cv	455.4 - 453.2	65	55
Cv	453.2 - 451.6	50	45
Cv	451.6 - 448.2	60	55
NEEDLES YARD			
Frt. Lead	574.8 - 580.2	30	30
Xing	578.1	30	30

* Equipped with Westward ATS Inert Inductors.
** Equipped with Eastward ATS Inert Inductors.
*** Headend restriction only.

**If It's Too Heavy
Get Help**

(D) SPEED RESTRICTIONS — SWITCHES

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

"D" - Dual Control Switch "S" - Spring Switch

Station		Location	MPH
Winslow	D	Yard Track No. 1 M.P. 286.7	20
West Winslow	D	Switch North Track M.P. 287.9	50
	D	West freight lead M.P. 288.3	20
	D	Xover M.P. 288.1	50
	D	Xover M.P. 288.3	50
East Canyon Diablo	D	EE Siding	40
	D	Xover M.P. 310.5	50
West Canyon Diablo	D	Xover M.P. 312.1	50
	D	WE Siding	40
East Darling	D	Xover M.P. 326.7	50
West Darling	D	Xover M.P. 329.5	50
East Flagstaff	D	2 Xovers M.P. 342.1	50
East Bellemont	D	2 Xovers M.P. 354.5	50
Maine	D	2 Xovers M.P. 362.1	50
East Williams Jct.	D	Xover M.P. 374.3	50
West Williams Jct.	D	EE & WE Yard Track No. 1	30
	D	Xover M.P. 375	50
	D	Switch from Seligman Subdiv. to Phoenix Subdiv.	40
East Perrin	D	Xover M.P. 383.1	50
West Perrin	D	Xover M.P. 385.6	50
East Doublea	D	Xover M.P. 392.0	50
West Doublea	D	Xover M.P. 395.1	50
East Eagle Nest	D	Xover M.P. 405.5	50
West EagleNest	D	Xover M.P. 407.5	50
East Crookton	D	Xover M.P. 418.3	50
West Crookton	D	Xover M.P. 420.5	50
East Seligman	D	Xover M.P. 427.7	50
	D	EE No. 1 Track	30
West Seligman	D	Xover M.P. 429.6	50
	D	Xover M.P. 429.9	50
	D	WE No. 1 Track	30
Pica	S	WE North Siding	30
Yampai	S	EE South Siding	10
		WE North Siding	30
Nelson, Peach Springs, Truxton	S	EE South Siding; WE North Siding	30
Valentine	S	EE South Siding	30
Walapai	S	EE South Siding	30
		WE North Siding	10
Berry	S	EE South Siding	10
		WE North Siding	30
Harris	S	EE South Siding	30
Griffith	S	EE South Siding; WE North Siding	30
Athos	S	EE South Siding	30
Yucca, Franconia, Topock	S	EE South Siding; WE North Siding	30
East Needles	D	2 Xovers M.P. 574.7	50
	D	Frt. Lead to North Track M.P. 574.8	50

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Dennison North Track	298.3	520
South Track	298.2	505
Sunshine South Track	305.9	3617
Angell North Track	322.7	Wye
South Track	322.7	330
Cosnino North Track	333.1	430
South Track	333.3	1044
Railhead North Track	339.9	4735
Ralston Purina South Track	340.2	Yard
Bellemont South Track	355.9	490
North Track	356.3	412
Maine North Track	362.5	2272
Spur South Track	368.1	293
North Track	368.1	360
West Perrin North Track	385.4	560
West Doublea South Track	395.0	650
West Eagle Nest North Track	407.2	562
North Track	419.0	1877
SOUTH TRACK		
Powell	558.8	663
Audley	438.8	1000
Hackberry	489.8	1788
NORTH TRACK		
Audley	440.9	200
Shipley	461.4	Yard
Hackberry	489.0	4934
McConnico	521.2	1921
Haviland	545.8	475

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
(Both Tracks) (Bi-Directional) M.P. 294.2, 315.5, 336.8, 358.3, 377.6, 401.2, 426.9, 473.9, 493.3, 512.5, 536.0, 561.5	Hot Box & Dragging Equip.	Rotating white light & radio communication
M.P. 452.1 (Both tracks)	Hot Box & Dragging Equip.	Rotating white light & radio communication
M.P. 379.4-379.8	Rock Slide	Warning lights M.P. 379.4, M.P. 379.9 & 380.9 & signals 3781-3783, 3792-3794 & 3812-3814
M.P. 395.5	Rock Slide	Warning lights M.P. 393.6, 394.0, 394.5, 394.6, 396.0, 396.4, 397.0, controlled signals M.P. 395.1 & signals 3972 & 3974
M.P. 402	Rock Slide	Warning lights at M.P. 401.1 & 402.7 & signals 4001-4003 & 4032-4034
M.P. 409-411	Rock Slide	Warning lights and signals 4091-4093 & 4112-4114; red rotating lights at M.P. 409, 410 & 411
M.P. 290.5	High Water	Westward controlled signal M.P. 287.5 Automatic signals 2912-2914

(continued on next page)

3. TRACKSIDE WARNING DEVICES (continued)

Location	Type	Locator & Signals Affected
M.P. 439.0	High Water	Signals 4381 & 4412
M.P. 467.7	High Water	Signals 4671 & 4682
M.P. 505.9	High Water	Signals 5051 & 5082
M.P. 552.2 & 554.8	High Water	Signals 5511-5531 & 5532-5562 (for both bridges)
M.P. 562.8	High Water	Signals 5611 & 5632
M.P. 575.8	High Water	Westward controlled signal west of M.P. 574 & eastward signal 5772; & eastward controlled signal on freight lead at M.P. 576.9
M.P. 305.9 (Both Tracks) (Westward Only)	Dragging Equip.	Rotating lights on posts opposite signals 3071-3073
M.P. 322.8 (Both Tracks) (Eastward Only)	Dragging Equip.	Rotating lights on posts at signals 3202 -3204
M.P. 480.7 (Both Tracks)	Dragging Equip.	Radio communication
M.P. 569.2 (South Track)	Dragging Equip.	Rotating lights at M.P. 568

Safety Ideas - A Tool For Improvement

WEST-WARD ↓	CENTRAL REGION Phoenix Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
20125		WEST WILLIAMS JCT.		375.2
		2.9		
20150		WILLIAMS		378.1
		6.1		
20180	5433	SERENO		384.2
		20.5		
20200		ASH FORK	PY	401.2 0.0
		21.2		
20210		DRAKE	T	21.2
		7.2		
20240	6188	ABRA		28.4
		6.0		
20270	1480	KAYFOUR		34.4
		11.8		
20275	6262	TUCKER		46.2
		20.0		
20280	6623	SKULL VALLEY		80.6
		6.2		
20285	3087	KIRKLAND		86.8
		8.6		
20290	3460	GRAND VIEW		95.4
		6.1	TWC	
20297	4939	HILLSIDE		101.5
		8.2		
20305	6452	DATE		109.7
		6.7		
20315	1878	PIEDMONT		116.4
		6.4		
20322	3598	CONGRESS		123.2
		11.8		
19550		MATTHIE	TY	135.0
		4.6		
19554	2322	WICKENBURG		139.6
		10.7		
19558	7453	CASTLE HOT SPRINGS		150.3
		7.3		
19562	3602	WITTMANN		157.6
		11.5		
19566	4222	BEARDSLEY		169.2
		4.5		
19578	3622	ENNIS		173.6
		6.3		
19654		PEORIA		179.9
		3.8		
19690		GLENDALE	Y	183.7
		4.6		
19694		ALHAMBRA	TY	188.3
		2.7	Rule 93	
19700		MOBEST	BRTY	191.6
		2.1		
19700		PHOENIX (208.87)	TY	193.7

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Phoenix to Ash Fork	36	4	3
Ash Fork to West Williams Jct.	55	2	3

TWC IN EFFECT: Between West Williams Jct. and Glendale.

RULE 102(2): Trains on the Phoenix Subdivision will be treated as if they are 5,000 tons or more and the exception to Rule 102(2) does not apply.

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

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

At Phoenix, Signal No. 9058, governing movement to the S.P. interchange will display aspects red, lunar or dark. The indications will be as follows, red—stop, then proceed at restricted speed, lunar—proceed at restricted speed and dark—stop then proceed at restricted speed.

Trains exceeding 2500 tons must have all empty flatcars in rear half of train. In addition, trailing tonnage behind any empty flatcars cannot exceed 2500 tons. (This rule does not apply if entire train consists of empty flatcars.)

Those cars loaded with empty trailers, empty containers or chassis, or empty chassis, are considered loads.

YARD LIMITS
Ash Fork, M.P. 399.6 to 1.3
Matthie, M.P. 133.9 to 136.1
M.P. 181.5 to Phoenix M.P. 193.7

SPECIAL INSTRUCTIONS

1 SPEED REGULATIONS

(A) MAX. SPEED	MPH
Phoenix Subdivision	49#
Ennis Spur	10

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

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

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	375.1 - 378.0	40	Cv	91.6 - 92.1	30
Cv,Xing	378.0 - 378.9	30	Cv	92.1 - 123.2	35
Cv	378.9 - 381.1	40	Cv	134.5 - 135.6	20
Cv	381.1 - 391.0X	35	Cv	135.6 - 150.3	35
Cv	391.0X - 392.0X	30	Cv	174.9 - 175.1	40
Cv	392.0X - 402	35	Cv,Xing	175.8 - 181.5	25
Cv	0.2 - 0.8	20	Cv,Xing	182.5 - 190.8	30
Cv	0.8 - 14.2	40	Xing	188.2 (Eastward Only)	20
Cv	14.2 - 21.1	35	Cv	190.8 - 191.1	20
Cv	21.1 - 21.4	20	Xing	191.0	10
Cv	21.4 - 23.2	30	Cv,Xing	191.0 - 192.9	20
Cv	23.2 - 24.4	40	Sw, Xing	192.9 - 193.7	15
Cv	83.5 - 91.6	35			

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Daze	393.3	601
Meath	9.2	350
Matthie	135.2	1100
Lizard Acres	171.6	948
Surprise	172.5	937
Ennis Spur	174.1	12.5 miles
Goldbadge	(1.0)	806
Burnstead	(3.3)	1043
Webb Spur	(5.2)	8925
Olive Avenue	(6.0)	1328
Wayne	(7.7)	706
Fennemore	(9.0)	1827
Sun City	177.2	1873

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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

WESTERN REGION
Needles Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
19800		NEEDLES	BPRTXY	DT ABS	578.0
		NO. 2.2 — SO. 2.1			
		WEST NEEDLES			580.2
		5.4		CTC 2MT	
19795	n5317	JAVA			585.6
		6.8			
19790	n5650	IBIS			592.3
		NO. 5.4 — SO. 4.6			
19785	n5418	BANNOCK	X		597.0
		4.6			
19780	n6716	HOMER	X		601.5
		7.5			
19775	n9218 s7254	GOFFS	X		609.1
		9.7			
19770		FENNER	X		618.7
		7.5			
19765	s5369	ESSEX	X		626.2
		8.5			
19760	n5383 s5841	DANBY	X		634.7
		13.4			
19295	n9328 s9292	CADIZ	PTX		648.1
		10.3			
19290	s2590	SALTUS	X		658.4
		3.1		DT ABS TWC	
19285	n5296 s5406	AMBOY	X		661.5
		7.8			
19280	s5022	BAGDAD	X		669.3
		7.4			
19275	n6746	SIBERIA	X		676.6
		NO. 9.5 — SO. 7.7			
19265	n5414 s7113	ASH HILL	TX		686.7
		6.7			
19260		LUDLOW	X		693.4
		13.2			
19250	n6605 s6682	PISGAH	X		706.6
		6.2			
19245		HECTOR	X		712.8
		12.8			
19240	n7352 s5363	NEWBERRY	X		725.6
		11.7			
19215		DAGGETT			737.3
		6.3			
		EAST BARSTOW		CTC 2MT	743.6
		2.3			
19000		BARSTOW NORTH (168.7) SOUTH (166.0)	BPRT		745.9

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Needles to East Barstow	55	4	3
East Barstow to Barstow	32	4	3

RULE N: Union Pacific trains will use joint track between Daggett and Barstow.

YARD LIMITS
Needles, M.P. 574.8 to M.P. 580.2

TWC IN EFFECT: Between Daggett and Ibis.

DOUBLE TRACK IN EFFECT: Between East Needles and West Needles and between Ibis and Daggett.

RULE 10(E): Permanent speed signs are not displayed for movements against the current of traffic.

RULE 81(A): Movement with the current of traffic may be authorized verbally by the train dispatcher.

Rule 312(4): At Needles authority must be obtained from train dispatcher before passing signal displaying stop indication.

RULE 380: ATS in effect on North Track Goffs to Bagdad and Pisgah to Daggett; and on South Track Daggett to Pisgah and Bagdad to M.P. 646.1.

RULE 410: When operating with the current of traffic, not necessary to report limits clear unless so instructed by train dispatcher.

CTC IN EFFECT: On main tracks between M.P. 580.2 and M.P. 592.3; between M.P. 737.3 and Barstow; on freight lead, Needles.

(continued on next page)

WESTERN REGION
Needles Subdiv.

Rule 233: A signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding 40 MPH, immediately reduce to that speed".

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

	(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
NORTH TRACK	Needles & Goffs	79	55*#
	Goffs & Bagdad	90	55*#
	Bagdad &Pisgah	79	55*#
	Pisgah & Daggett	90	55*#
	Daggett & Barstow	79	55*#
SOUTH TRACK	Barstow & Daggett	79	55*#
	Daggett & Pisgah	90	55*#
	Pisgah & M.P. 685.8	79	55*#
	M.P. 685.8 & M.P. 671.4	79	45
	M.P. 671.4 & Bagdad	79	55*#
	Bagdad & M.P. 646.1	90	55*#
	M.P. 646.1 & Needles	79	55*#
BOTH TRACKS	Daggett & Ibis against current of traffic	59	49#

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

Westward M.P. 611.0 to M.P. 635.0
M.P. 706.5 to 713.0

Eastward M.P. 700.0 to 694.0
M.P. 686.5 to 669.5
M.P. 607.4 to 578.0

* See Special Instructions 5(A):# Special Instructions 5(B).

NOTE: Eastward freight trains qualifying for 70 MPH must not exceed 60 MPH between Goffs and Needles, and are further restricted to 45 MPH if any of the following apply:

- Train averages more than 80 tons per operative brake
- Train exceeds 5,500 tons
- Tonnage (including locomotives without operative dynamic brake) exceeds 300 tons per axle of operative dynamic brake, using the table contained in Special Instruction 11.

You Have The RIGHT And The OBLIGATION To Work SAFELY

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.
NORTH TRACK			
Xing	578.1	30	30
Cv	578.0 - 579.4	50	40
Cv	579.4 - 582.7	45	40
Cv	582.7 - 584.5	50	50
Cv	584.5 - 587.0	55	50
Cv	587.0 - 587.8	50	45
Cv	587.8 - 589.3	50	50
Cv	589.3 - 592.7	65	55
Cv	592.7 - 593.3	60	50
Cv	593.3 - 593.8	30*	30
Cv	593.8 - 597.8	65	55
Cv	597.8 - 599.1	60	55
Cv	599.1 - 601.5	70	
Cv	608.2 - 609.1	70	
Cv	609.1 - 609.7	80	
Cv	618.9 - 619.2	85	
Cv	638.8 - 639.2	85	
Cv	642.4 - 642.7	85	
Cv	644.8 - 646.2	75	
Cv	671.5 - 674.0	60	50
Cv	674.0 - 678.1	55	50
Cv	678.1 - 680.3	40	35
Cv	680.3 - 682.7	55	50
Cv	682.7 - 683.5	40	40
Cv	683.5 - 686.2	55	50
Cv	688.4 - 689.5	60	55
Cv	692.9 - 693.7	70	65
Cv	693.7 - 695.0	45*	45
Cv	695.0 - 696.1	60	55
Cv	696.1 - 700.4	65	55
Cv	700.4 - 702.0	55	55
Cv	707.8 - 710.6	70	65
Cv	710.6 - 711.6	80	
Cv	745.0 - 747.1	50	50
SOUTH TRACK			
Cv	747.1 - 747.2	50	50
%	747.2	30	30
Cv	747.2 - 745.0	50	50
Cv	711.6 - 710.6	80	
Cv	710.6 - 708.2	70	65
Cv	708.2 - 707.8	65	60

	Mile Posts	MPH Psgr.	MPH Frt.
Cv	702.0 - 701.5	60	55
Cv	701.5 - 700.4	70	65
Cv	699.2 - 696.2	70	
Cv	696.2 - 694.9	60	55
Cv	694.9 - 693.6	50*	45
Cv	693.6 - 692.8	70	65
Cv	689.5 - 688.4	60	55
Cv,Gr	688.4 - 685.8	70	65
Cv,Gr	685.8 - 683.4	75	
Cv,Gr	683.4 - 680.7X	50*	
Cv,Gr	680.7x - 678.3x	75	
Cv,Gr	678.3X - 677.8	65	
Cv,Gr	677.8 - 676.9	75	
Cv,Gr	676.9 - 671.4	70	
Cv	639.2 - 638.8	75	
Cv	625.5 - 625.3		65
Cv	624.6 - 618.9	75	65
Cv	612.2 - 611.0	75	65
Cv	611.0 - 609.2		65
Cv	609.2 - 608.3	70	
Cv	601.5 - 599.1	70	
Cv	599.1 - 597.7	65	
Cv	597.7 - 595.2	75	
Cv	591.4 - 589.3	70	
Cv	589.3 - 587.8	55	50
Cv	587.8 - 587.0	45	45
Cv	587.0 - 585.2	65	50
Cv	585.2 - 583.2	50	50
Cv	583.2 - 582.3	55	50
Cv	582.3 - 578.0	60	50
Xing	578.1	30	30
NEEDLES YARD			
Frt Lead	578.4 - 580.3	30	30
Xing	578.1	30	30
DAGGETT			
Trk	U.P. Siding between Santa Fe St. and Daggett–Yermo Rd	10	10
BARSTOW YARD			
Psgr. Sdg over Sw 0142	746.1	15	15
Needles Subdiv. Yard Entry between First Street Bridge, M.P. 746.5 & Junction High and Low Leads		30	30
Low Lead		15	15
Balloon Track		10	10

% Fuel Facilities - While Head End Passes
* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH; except for Dual Control, spring and power switches and crossovers at following locations:

"D" - Dual Control "S" - Spring
"P" - Power

Station		Location	MPH
Needles	D	Xover freight lead to North Track M.P. 578.4	30
	D	Xover M.P. 578.4	30
West Needles	D	WE freight lead	50
	D	2 Xovers	50
Ibis	D	2 Xovers	50
Bannock, Homer	S	WE North Siding	15
Goffs	S	WE North Siding EE South Siding	15
Essex	S	EE South Siding	15
Danby, Cadiz, Amboy	S	WE North Siding EE South Siding	15
Bagdad	S	EE South Siding	15
Siberia	S	WE North Siding	15
Ash Hill, Pisgah, Newberry	S	WE North Siding EE South Siding	15
Daggett	D	2 Xovers	50
	D	Turnout to U.P. main track	20
	S	WE U.P. Siding	15
East Barstow	D	2 Xovers	50
	D	Auxiliary Yard Entry	30
Barstow	D	EE Passenger Siding	20
	D	Xover	50
	D	Yard Entry	50
Barstow Yard	D	EE & WE Inspection Yard Tracks 1102 and 1103	50
	D	Jct. Diesel Shop Lead & Needles Subdiv. Yard Entry Track	10
	D	Jct. of High & Low Leads on Needles Subdiv. Yard Entry Track	30
	P	Xovers between Cajon & Mojave Subdiv. Yard Entry Tracks	30
	P	EE & WE All Receiving Yard Tracks	30
	P	EE Departure Yard Tracks 1201 through 1205	30
	P	WE All Departure Yard Tracks	30
	P	Xover between North Departure Lead & South Departure Lead WE Departure Yard	30
	P	Xover between WE Inspection Yard Track 1103 & WE Departure Yard Track 1201	30
	P	EE Departure Yard Tracks 1206 through 1210	15

WESTERN REGION
Needles Subdiv.

(E) SPEED RESTRICTIONS – LIGHT ENGINES

		Light Forward
Diesels without dynamic brakes in use	Ash Hill-Bagdad	24
	Goffs-Needles	24

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Klondike (NT)	682.0	345
Lavic (ST)	702.7	235
Cool Water (NT)	735.9	300
Daggett (U.P. Siding) (NT)	737.3	5800
Nebo (ST)	741.6	5488

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 587.9	High Water	5861, 5863, 5892 & 5894
Bridge 642.9	High Water	6421 & 6442
M.P. 607.5 (NT), 612.4 (ST), 628.1, 644.5, 665.0, 690.3, 711.1, 733.3	Hot Box & Dragging Equip.	Rotating white lights & radio communication

Quality Is Doing It Right The First Time

WESTWARD ↓ WESTERN REGION Lucerne Valley Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
19060	2900	CUSHENBURY	Y	29.2
		3.1		
	700	SPUR 5		26.1
		10.5		
	760	BASS		15.6
		4.3	TWC	
	122	SPUR 2		11.3
		4.3		
	114	SPUR 1		7.0
		6.8		
19055		HESPERIA	PY	0.0
		(29.2)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Cushenbury to Hesperia	72	4	3

TWC IN EFFECT: Between Cushenbury and Hesperia.

YARD LIMITS
Hesperia, M.P. 0.0 to 0.9 Cushenbury, M.P. 28.0 to 29.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Hesperia and M.P. 25.2	35
M.P. 25.2 and 29.2	20

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Pluess-Staufer, Inc.	23.5	884
Chas. Pfizer and Co. Inc.	26.2	1300

Safety Starts With YOU! Say "YES" To A Drug-Free Workplace

WESTERN REGION
Cajon Subdiv.

WESTWARD ↓ | ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
19000		BARSTOW BPRT		745.9
		0.9		
		EAST D YARD		746.8
		2.2		
		WEST D YARD		749.0
		0.9		
		VALLEY JCT.		749A.0
		0.9		
		WEST R YARD		4.3
		2.4		
19015		LENWOOD		6.7
		6.9		
		HODGE		13.6
		15.8		
		EAST ORO GRANDE		29.4
		2.1		
19035		ORO GRANDE		31.5
		3.1		
		EAST VICTORVILLE		34.6
		2.1		
19045		VICTORVILLE P	CTC 2MT	36.7
		1.3		
		FROST		38.0
		7.1		
19055		HESPERIA		45.1
		5.0		
		LUGO		50.1
		5.8		
19065		SUMMIT		55.9
		NO. 6.9 ___ SO. 6.9		
19075		CAJON		62.8
		6.6		
19080		KEENBROOK		69.4
		4.5		
		VERDEMONT		73.9
		6.9		
		FIFTH STREET		80.8
		0.7		
19100		SAN BERNARDINO BPRT SOUTH TRACK (82.0) NORTH TRACK (84.0)		81.5

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Barstow to Lenwood	32	2	3
Lenwood to Lugo	36	2	3
Lugo to San Bernardino	72	4	3

RULE N: Union Pacific trains will use joint track between Barstow and San Bernardino.

CTC IN EFFECT: On Main Tracks between Barstow and San Bernardino.

RULE 153: Main tracks cross at grade separation M.P. 39.1 and are designated as prescribed by Rule 153 (as amended) either side of crossing.

RULE 233: A signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is "Proceed, approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding 40 MPH, immediately reduce to that speed".

RULE 916: At Summit, westward passenger trains will make running test of train brakes between M.P. 55 and M.P. 56.

If train is stopped at Summit for any reason, an automatic brake application of not less than 10 psi will be made and not released until ready to proceed.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH Psgr.	Frt.
Barstow & San Bernardino	79	55*#

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

Eastward M.P. 54.4 to M.P. 38

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 700 class units in consist:

Between M.P. 79.2 and M.P. 79.5 on Both Tracks

* Special Instructions 5(A) applies between Barstow and Summit.
# See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	Frt.		Mile Posts	MPH Psgr.	Frt.
WESTWARD MOVEMENTS BOTH TRACKS				Cv	72.0 - 71.5	45	45
Cv	746.4 to 747.1	50	50	Cv	71.5 - 70.8	45	40
Cv	747.1 - 4.6 (NT)	65	60	Cv	70.8 - 66.5	50	45
Cv	747.1 - 747.2 (ST)	50	50	Cv	66.5 - 64.2	40	35
%	747.2 (ST)	30	30	Cv	64.2 - 62.2	50	45
Cv	747.2 - 4.6 (ST)	65	60	Cv	62.2 - 58.8 (ST)	35	30
Cv	31.9 - 33.8	60	55	Cv	58.8 - 57.2 (ST)	30	30
Cv	33.8 - 34.4	40*	35	Cv	57.2 - 56.5 (ST)	40	30
Cv	34.4 - 36.2 (NT)	65	45	Cv	56.5 - 56.1 (ST)	50	40
Cv	34.4 - 36.2 (ST)	60	45	Cv	64.3X - 63.7X (NT)	40	35
Cv	36.2 - 37.2	50	45	Cv	63.7X - 63.1X (NT)	35	35
Cv	37.2 - 37.4	35	35	Cv	63.1X - 61.7X (NT)	40	35
Cv	37.4 - 39.1 (NT)	50	45	Cv	61.7X - 57.4X (NT)	30	30
Cv	39.1 - 42.0 (ST)	50	45	Cv	57.4X - 56.8X (NT)	45	40
Cv	37.4 - 39.1 (ST)	45	40	Cv	56.8X - 56.1 (NT)	45	45
Cv	39.1 - 42.0 (NT)	50	45	Cv	56.1 - 52.1	55	50
Cv	42.0 - 43.7	55	50	Cv	52.1 - 50.4	50	50
Cv	47.2 - 48.1	75	65	Cv	50.4 - 48.8	55	50
Cv	48.1 - 48.8	55	55	Cv	48.8 - 48.1	55	55
Cv	48.8 - 50.4	55	50	Cv	48.1 - 47.2	75	65
Cv	50.4 - 52.2	50	50	Cv	43.7 - 42.0	55*	50
Cv	52.2 - 56.1	55	50	Cv	42.0 - 39.1 (ST)	50	45
Gr	56.1 - 56.6 (ST)	40	40	Cv	39.1 - 37.4 (NT)	50	45
Gr	56.1 - 56.6 (NT)	45	45	Cv	42.0 - 39.1 (NT)	50	45
Gr	56.6 - 62.2 (ST)	30*	20	Cv	39.1 - 37.4 (ST)	45	40
Gr	56.6 - 64.2X (NT)	30*	30	Cv	37.4 - 37.2	35	35
Gr	62.2 - 64.2	40	35	Cv	37.2 - 36.2	50	45
Gr	64.2 - 66.5	35	35	Cv	36.2 - 34.4 (NT)	65	45
Gr	66.5 - 72.6	40	35	Cv	36.2 - 34.4(ST)	60	45
Gr	72.6 - 80.8	50	35	Cv	34.4 - 33.9	40	35
Cv, Trk	80.8 - 81.5	20*	20	Cv	33.9 - 31.8	60	55
EASTWARD MOVEMENTS BOTH TRACKS				Cv	4.6 - 747.1 (NT)	65	60
Cv, Trk	81.5 - 80.8	20	20	Cv	4.6 - 747.1 (ST)	65	60
Cv	79.5 - 79.2	60		Cv	747.1 - 747.2 (ST)	50	50
Cv	79.2 - 78.3	70		%	747.2 (ST)	30	30
Cv	72.6 - 72.0	50	45	Cv	747.1 - 746.4	50	50

% Fuel Facilities - While Head End Passes
* Denotes Restrictions Protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch			
Station		Location	MPH
Barstow	D	EE Passenger Siding	20
	D	Xover	50
	D	Yard Entry	50
East D Yard	D	WE Passenger Siding	20
	D	Xover	50
	D	Departure Yard Lead	50
	D	Inspection Yard Lead	50
West D Yard	D	Inspection Yard Lead	50
	D	North Departure Yard Lead	50
	D	South Departure Yard Lead	50
	D	2 Xovers	50
Valley Jct.	D	Mojave Subdiv. Jct. Switch	50
West R Yard	D	Receiving Yard Lead M.P. 4.3	30

(continued on next page)

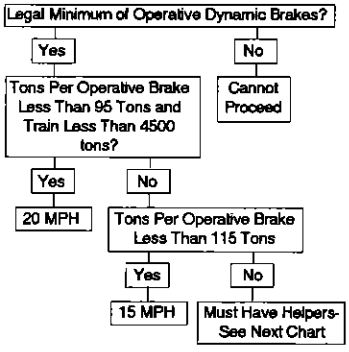
(D) SPEED RESTRICTIONS – SWITCHES (Continued)

"D" – Dual Control Switch			
Station		Location	MPH
Lenwood, Hodge, East Oro Grande	D	2 Xovers	50
East Victorville	D	Xover	50
	D	Turnout yard lead to South Track	15
Frost, Lugo, Summit, Cajon, Keenbrook, Verdemont	D	2 Xovers	50
Fifth Street	D	Xover	20
	D	Turnout yard lead to North Track	15
San Bernardino	D	Xover & junction switch	15

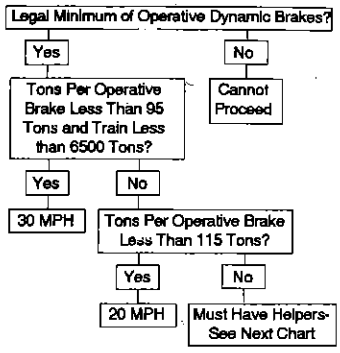
(E) SPEED RESTRICTIONS, DYNAMIC BRAKE REQUIREMENTS, AND SPECIAL INSTRUCTIONS GOVERNING THE USE OF RETAINERS FOR WESTWARD FREIGHT TRAINS, SUMMIT TO SAN BERNARDINO.

1. Trains with all locomotives on head end must not exceed an average of 115 tons per operative brake. Trains with "RCE" in operation or with helper locomotives at or near rear of train must not exceed 135 tons per operative brake. Locomotive weight will not be included in train tonnage except when that locomotive's dynamic brake is inoperative for any reason.
2. Speed Restrictions:

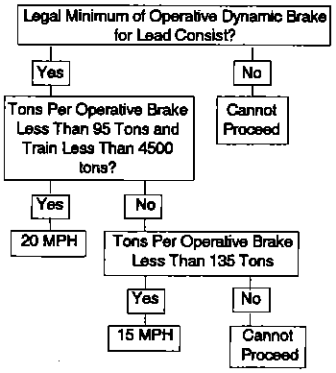
South Track Summit – Cajon



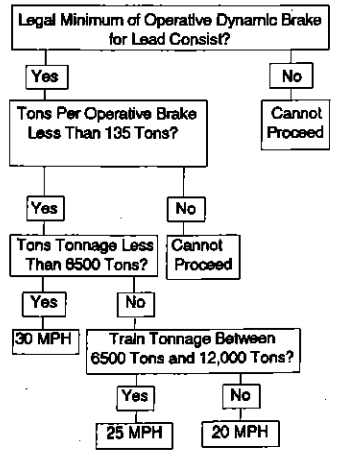
North Track Summit - Cajon
Both Tracks Cajon-San Bernardino



South Track Summit – Cajon
Trains With Helpers



North Track Summit - Cajon
Both Tracks Cajon-San Bernardino
Trains With Helpers



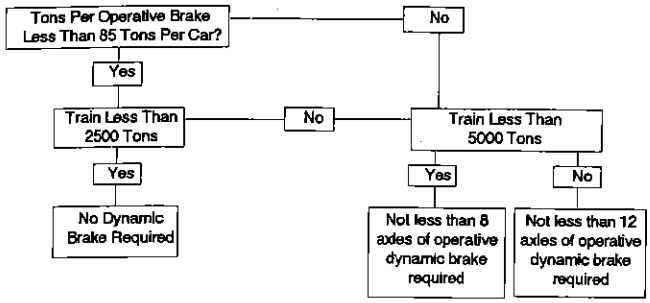
Note: Either Track Cajon to San Bernardino, when average tonnage does not exceed 95 tons per operative brake and train tonnage does not exceed 4500 tons and speed controlled only with

dynamic brakes, 35 MPH; if air brakes used to control speed of train 30 MPH.

3. Dynamic Brake Requirements for Westward Trains, Both Tracks, Summit to San Bernardino.

   When it is known before leaving Summit that locomotive consist does not have the minimum operative brakes, as described below, TRAIN MUST NOT PROCEED:

BOTH TRACKS: SUMMIT-SAN BERNARDINO



4. West of Summit, under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold train while brake system is being recharged, starting behind lead locomotives, apply sufficient number of hand brakes to hold train. Brake system must be fully charged and after which a brake pipe reduction must be made sufficient enough to hold train while hand brakes are being released. Before proceeding, all hand brakes must be released.
5. With dynamic brakes in use and brake pipe reduction exceeds 18 psi, to maintain authorized speed, train must be stopped immediately.

   To control train speed, a sufficient number of retainers (not less than 20), starting behind lead locomotives, must be set in high pressure position, before releasing train brakes.

   Before proceeding, brake system must be fully charged. Excessive use of engine brake is prohibited. If retainers are positioned before reaching Cajon, a 10 minute cooling stop must be made at Verdemont.

   Trains operating with retainers must stop east of controlled signal Fifth Street and turn down retainers before proceeding.
6. Speed of trains must not be controlled exclusively with dynamic brakes, when train tonnage exceeds: 2500 tons on South Track Summit to Cajon; 3500 tons on North Track Summit to Cajon; and 4500 tons on either track Cajon to San Bernardino.
7. RCE trains both tracks Summit to Cajon speed limit 15 MPH. Cajon to San Bernardino 20 MPH.

WESTERN REGION
Cajon Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Helendale (NT)	21.1	1051
(ST)	21.1	1050
Thorn (NT)	41.1	2995
Martinez Spur (NT)	54.2	3780
Alray (NT)	59.7X	920
Keenbrook Setout (NT)	66.3	1580
Devore (ST)	71.0	1600
Ono (NT)	75.0	1960

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 8.5, 28.5, 48.5	Hot Box & Dragging Equip.	Rotating white lights & radio communication

WESTWARD ↓ WESTERN REGION Redlands Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
		End of Track	Y	13.4
		1.4		
19165	790	MENTONE	Y	12.0
		3.2		
19145		REDLANDS	/	8.8
		8.8		
19100		SAN BERNARDINO (13.4)	BPRTY	0.0

Rule 93

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
End of Track to San Bernardino	72	4	3

YARD LIMITS
M.P. 13.4 to San Bernardino

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Redlands Subdivision	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
Xing	0.0 - 0.7	5

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed through all turnouts 10 MPH.

You Have The Right
And The Obligation
To Work Safely

WESTWARD ↓ WESTERN REGION Pasadena Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
		WEST YARD	Y	82.0
		2.9		
24825		RIALTO		84.9
		6.9		
24800		KAISER	PY	91.8
		5.9		
24292		CUCAMONGA	TY	97.7
		3.2		
24284	2363	UPLAND		100.9
		3.9		
24264		CLAREMONT	Y	104.8
		1.9		
24250	3079	POMONA		106.7
		7.7		
23710	2820	GLENDORA		114.4
		2.5		
23700		AZUSA	T	116.9
		1.3		
23690	6165	IRWINDALE	PY	118.2
		2.0		
23592	2740	BUTLER	Y	120.2
		4.0		
23580		ARCADIA	PY	124.2
		3.1		
23572	1800	CHAPMAN		127.3
		4.4		
23565		PASADENA		131.7
		2.5		
23556	1698	OLGA		134.2
		4.5		
		WATER STREET		138.7
		0.7		
		BROADWAY		139.4
		0.6		
		MISSION TOWER	MPRT	140.0
		0.8		
		LOS ANGELES Union Psgr Terminal (58.6)	BMP	

ABS TWC

CTC 2MT

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
West Yard to Los Angeles	30	4	3

AT LOS ANGELES: National Railroad Passenger Corporation, Amtrak, Western Division Los Angeles Union Passenger Terminal Timetable No. 1 must be complied with while operating within Terminal limits.
CTC IN EFFECT: On main tracks between Broadway and Mission Tower.
TWC IN EFFECT: Between West Yard and Broadway.
RULE N: Southern Pacific trains will use joint track between M.P. 104.5 and M.P. 105.5

YARD LIMITS
West Yard, M.P. 82.2 to 83
Fontana to Cucamonga, M.P. 87.3 to 99.0
Claremont, M.P. 104.4 to 105.5
Irwindale to Arcadia, M.P. 117.5 to 124.5

RULE 315(A): When crank type dual control switches controlled by Mission Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

RULE 317: Before opening switches within Yard Limits between M.P. 82.2 and M.P. 83 permission must be obtained from train dispatcher.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
West Yard & Los Angeles	65	55#

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:
Westward M.P. 109.2 to 121.0
Eastward M.P. 129.0 to 122.8
Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 700 class units in consist:
Between:
M.P. 111.8 and 115.5
M.P. 118.8 and 119.7
M.P. 123.5 and 123.8
M.P. 127.3 and 128.3

See Special Instructions 5(B).

WESTERN REGION
Pasadena Subdiv.

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Trk	82.2 - 85.2	30*	30	Trk	131.8 - 135.5	30	25
Trk	88.5 - 88.9	50	50	Cv, Xing	135.5 - 136.5	25	25
Cv	112.2 - 114.2	60		Cv	136.5 - 139.5	30	25
Cv	118.8 - 119.7	60		Cv	139.5 - 140.0 (NT)	25	25
Trk	124.8 - 131.0	60	40	Cv	139.5 - 140.0 (ST)	30	25
Trk	131.0 - 131.8	20*	20	Cv	140.0 - 140.2	15	15

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS – SWITCHES

Trailing movements, spring point derails:	MPH
Metropolitan Spur, 4068 ft. from main track	10

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

"D" – Dual Control Switch

Station		Location	MPH
West Yard	D	East Xover	20
	D	West Xover, Xover between yard lead and north track and turnout yard lead to middle track	15
Broadway	D	2 track junction switch	20

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Rialto Foothill Spur	85.8	2200
Fontana	88.8	700
Muscat Spur	90.4	4685
Etiwanda	93.7	2700
Gallo Spur	94.6	2200
Rochester	95.0	460
Cucamonga Foothill Spur	95.8	5600
La Verne	107.9	750
Metropolitan Spur	108.6	5475
San Dimas	110.2	2100
Bircher Spur	119.0	7918
Duarte	121.0	764
Monrovia	122.4	600

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 92.8	High Water	Signals 921 & 932
Bridge 93.6	High Water	Signals 923 & 932
M.P. 121.4	Hot Box & Dragging Equip.	Rotating white lights & radio communication
M.P. 135.0 to 135.3	Slide Detector Fence	Signal 1331 & rotating red light at M.P. 135.0 (westward movement) Signal 1352 & rotating red light at M.P. 135.3 (eastward movement)

WESTWARD ↓ WESTERN REGION Olive Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
25275		ATWOOD			0.0
		2.4			
25290		OLIVE			2.4
		1.7			
		S.P. RRX	M	CTC	4.1
		1.4			
		OLIVE JCT.	T		5.5
		(5.5)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Atwood to Olive Jct.	36	2	3

CTC IN EFFECT: On main track between Atwood and Olive Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Olive Subdivision	40

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
Cv	0.0 - 0.8	25

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control Switch

Station		Location	MPH
Atwood	D	Junction switch	25

Western

Safety Ideas – A Tool For Improvement

WESTERN REGION
San Bernardino Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
19100		SAN BERNARDINO	BPRT		0.0
		0.7		CTC 3MT	
		WEST YARD			0.7X
		1.5			
19140		RANA			1.6
		1.3			
25045		COLTON (S.P. RRX)	M		2.9
		1.3			
	4490	WEST COLTON			4.2
		2.5		CTC 2MT	
25065		HIGHGROVE			6.7
		2.5			
		RIVERSIDE JCT.			9.2
		0.6			
25200		RIVERSIDE			9.8
		0.8			
		WEST RIVERSIDE			10.6
		3.4			
25210	4905	CASA BLANCA	T		14.0
		2.4			
25225	3095	ARLINGTON			16.4
		3.2			
25250	4692	MAY			19.6
		3.2		CTC	
25255	8059	PORPHYRY			22.8
		1.3			
25260	8370	CORONA			24.1
		5.1			
25265	4735	PRADO DAM			29.2
		7.2			
25270	6359	ESPERANZA			36.4
		2.9			
		LAMBERT			39.3
		1.3			
25275		ATWOOD			40.6
		5.4			
23200		FULLERTON	BPR		165.0
		2.0			
23160		BASTA (U.P. RRX)	M		163.0
		2.7			
23150		BUENA PARK			160.3
		2.6		CTC 2MT	
23140		LA MIRADA	PT		157.7
		4.7			
23120		LOS NIETOS (S.P. RRX)	M		153.0
		0.9			
23110		D.T. JUNCTION (S.P.RRX)	M		152.1
		1.2			
23100		PICO RIVERA	PT		150.9
		1.1			
23040		BANDINI			149.8
		1.3			
		LEVER BROS.			148.5
		1.2			
		EASTERN AVE.		CTC 3MT	147.3
		1.3			
23000		HOBART	BPR		146.0
		1.5			
		HOBART TOWER (U.P.RRX)	MR		144.5
		1.3		CTC 2MT	
23550		REDONDO JCT. U.P. RRX	MPRT		143.2
		2.1			
		FIRST STREET (70.7)			141.1
		1.1			
		MISSION TOWER S.P. & U.P.RRX	MPRT	CTC	140.0
		0.8			
		LOS ANGELES Union Psgr Terminal (72.4)	BMP		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
San Bernardino to Lambert	72	4	3
Lambert to Los Angeles	36	2	3

RULE N: Union Pacific trains will use joint track between San Bernardino and West Riverside.

CTC IN EFFECT: On main tracks between San Bernardino and Mission Tower.

AT LOS ANGELES: National Railroad Passenger Corporation, Amtrak, Western Division Los Angeles Union Passenger Terminal Timetable No. 1 must be complied with while operating within Terminal limits.

(continued on next page)

WESTERN REGION
San Bernardino Subdiv.

Industry track between M.P. 140.2 and 143.1 must not be occupied or fouled without authority of Control Operator at Redondo Jct. When requesting authority, limits must be specified. Track must not be entered or fouled beyond limits granted. Authority may be relayed through Control Operator at Mission Tower. All movements on Industry Track must be at restricted speed. Control Operator at Redondo Jct. must be notified when movement clear of Industry Track.

The normal position of switches connecting any track, except main track, to the Industry Track is lined and locked for movement on the Industry Track.

RULE 153: Main track between San Bernardino and Rana is designated South Track. Two main tracks between San Bernardino and Rana via West Yard are designated as follows: The track to the right as viewed from a westward train is the North Track and the track to the left is the Middle Track.

RULE 315(A): When crank type dual control switches controlled by Mission Tower, Redondo Jct., or Hobart Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
San Bernardino & Fullerton	60	55#
Fullerton & M.P. 158.7	79	55#
M.P. 158.7 & 151.3	65	55#
M.P. 151.3 & 144.5	79	55#
M.P. 144.5 & Los Angeles	65	55#

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 700 class units in consist:

Between M.P. 152.6 and M.P. 154.2
M.P. 160.8 and M.P. 161.1
M.P. 165.3 and M.P. 165.4

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Trk	0.0X - 0.7X	20	20	Cv	45.2 - 45.7	50	50
Cv	0.7X - 1.1X	15	15	Xing	165.2 - 164.7	50	50
Cv, Br	0.0 - 0.9 (ST)	15	15	Cv	163.8 - 163.5	75	
Cv	0.9 - 1.6 (ST)	20	20	RRX	163.0	50	50
Cv, Xing	1.1X - 3.2	30	30	Cv	161.1 - 160.8	70	
Cv	3.2 - 4.0	40	40	RRX	153.0	50	50
Cv	6.6 - 6.8	50	40	RRX	152.1	50	50
Cv	8.3 - 8.5	60	50	Cv	151.7 - 151.4	60	
Cv	9.3 - 9.6	55	50	Sw	148.5 (ST)	40	40
Cv	11.8 - 12.5	45	40	Cv	144.5 - 144.9 (ST & Middle Trk)	40	40
Cv	15.4 - 16.7	55	50	Xing, Cv	144.5 - 143.4	30	30
Cv	16.7 - 17.1	60	50				
Cv	31.4 - 31.6	55	50	Cv	143.4 - 142.9	15*	15
Cv	31.6 - 32.8	60	50	Cv	141.1 - 140.2	30*	30
Cv	32.8 - 34.4	50	50	Cv	140.2 - 140.0	15*	15
Cv	34.4 - 35.1	50	45	HOBART YARD			
Sw	39.2 (ST)	40	40	Inbound, Outbound & Top End Leads			10
Xing	42.7 - 43.6	50	50				

*Denotes Restrictions Protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS – SWITCHES

Trailing movements, spring point derails:	MPH
Rana, switching lead	10

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

"D" – Dual Control Switch			
Station		Location	MPH
San Bernardino	D	See Cajon Subdiv.	
West Yard	D	East Xover	20
	D	West Xover, Xover between yard lead and north track and turnout yard lead to middle track	15
Rana	D	2 Xovers & junction switch	20
	D	Xover between yard lead & North Track	15
Colton	D	SP connection switch (east)	20
	D	EE South siding	15
West Colton	D	2 Xovers	50
	D	WE South siding	15
Riverside Jct.	D	Xover	30
	D	Jct. switch to North Track	15
West Riverside	D	Xover	40
Casa Blanca, Arlington, May, Porphyry, Corona, Prado Dam, Esperanza	D	EE & WE siding	15
Lambert	D	End of 2 Tracks	40
Atwood	D	Olive Subdiv. jct. switch	25
Fullerton	D	San Diego Subdiv. jct. switch	40
	D	2 Xovers M.P. 45.5	50
Basta	D	Xover M.P. 163.0	50
Buena Park, La Mirada	D	Xover	50
D. T. Jct., Bandini	D	2 Xovers	50
Lever Bros.	D	End 3 tracks Switch to South Track	40
Eastern Ave.	D	Main track Xovers & North track to setout track	40
Hobart	D	Main track Xovers	30
	D	Xover North track & setout track	30
Hobart Tower	D	Xover North track to middle track	40
	D	East Xover Middle Xover West Xover All other Xovers & Turnouts	30 15 30 15
Redondo Jct.	D	Xovers & turnouts	15
Mission Tower	D	Xovers & turnouts	15

Quality Is Doing It
Right The First Time

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Prenda Spur (Prenda)	14.3	300
La Sierra	18.5	440
Porphyry (3-M Spur)	22.7	18,480
West Corona	26.8	5,812
Wilshire (NT)	156.8	2,900
Stephens (NT)	155.5	7,530
Santa Fe Springs (NT)	154.1	4,250

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 4.6	High Water	Eastward Automatic Signals 52 & 54 Westward Controlled Signals EE Bridge
M.P. 6.0, 32	Hot Box & Dragging Equip.	Rotating white lights & radio communication
Bridge 24.9	High Water	Signal 241 westward movements on main track Controlled signal eastward movements at WE Corona Westward Controlled Signal governing movements into EE Corona siding

WEST-WARD ↓ **WESTERN REGION Escondido Subdiv.** ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
25545	1376	ESCONDIDO	TY	RULE 93	21.2
		4.9			
25540	866	SAN MARCOS	Y		16.2
		7.0			
25530	1811	VISTA	Y		9.2
		9.2			
25510		ESCONDIDO JCT. (21.1)	Y		0.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Escondido to Escondido Jct.	36	2	3

YARD LIMITS
Escondido to Escondido Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Escondido Subdivision	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing, Cv, Trk	0.3 - 7.1	15	Xing	17.8	10

(D) SPEED RESTRICTIONS – SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Talica	3.7	1,347

WESTERN REGION
San Diego Subdiv.

WEST-WARD ↓ | ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
25710		NATIONAL CITY	Y		273.1
		3.8			
		22ND STREET	BPRXY		269.3
		1.8			
25700		SAN DIEGO	TXY	DT ABS TWC	267.5
		3.3			
25690		OLD TOWN	Y	CTC	264.2
		6.3			
		ELVIRA		CTC 2MT	257.9
		4.9			
25610		MIRAMAR	T		253.0
		3.9			
25590	4877	SORRENTO			249.1
		5.1			
25580		DEL MAR			244.0
		11.1			
25555	5333	PONTO			233.8
		6.5			
25510		ESCONDIDO JCT.	T		227.2
		0.8			
25500	6096	OCEANSIDE	BP		226.4
		2.3			
25446	8610	FALLBROOK JCT.			225.1
		14.9			
25415	4480	SAN ONOFRE		CTC	209.2
		4.4			
25410		SAN CLEMENTE			204.8
		5.0			
25405	4673	SERRA			199.8
		2.6			
25390		SAN JUAN CAPISTRANO			197.2
		4.6			
25385	4972	GALIVAN			192.6
		7.4			
25315		IRVINE			185.2
		2.3			
25375	5982	VALENCIA			182.9
		3.8			
		ALISO	T		179.1
		2.5		CTC 2MT	
		EAST SANTA ANA			176.6
		1.4			
25308		SANTA ANA			175.2
		2.6			
25295	6250	ORANGE	T		172.6
		2.1			
		ANAHEIM STADIUM			170.5
		0.7			
		S.P. RRX	M	CTC	169.8
		2.0			
23210	3044	ANAHEIM			167.8
		1.2			
		HOUSE 1			166.6
		1.6			
23200		FULLERTON (107.8)	BPR		165.0

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
National City to Fullerton	36	2	3

RULE N: Southern Pacific trains will use joint track between M.P. 170.2 and M.P. 175.7 between Anaheim and East Santa Ana.

CTC IN EFFECT: On main tracks, end of double track Old Town to Fullerton and on sidings Ponto, Serra and Orange.

TWC IN EFFECT: Between Old Town and M.P. 267.2. A proceed indication on eastward controlled signal Old Town will be authority to run with the current of traffic between Old Town and M.P. 267.2.

DOUBLE TRACK IN EFFECT: Between Old Town and M.P. 267.2

RULE 151: Between Old Town and crossover at M.P. 267.2, trains will keep to left.

RULE 153: Three main tracks in service at San Diego passenger station between Ash Street, M.P. 267.3, and Broadway, M.P. 267.6.

RULE 380: ATS in effect between Sorrento and Aliso, and on north track between Aliso and East Santa Ana.

YARD LIMITS
Old Town to Naticnal City, M.P. 264.2 to 273.1

Between Sorrento and Miramar, if no helper consist available, eastward freight trains must double the hill if:

1. Trailing tonnage exceeds 1,200 tons per operating 6 axle unit, or 800 tons per operating 4 axle unit (100, 500, 3800, 4000, 7200 and 7400 class locomotives are considered as 6 axle locomotives for this instruction); or

(continued on next page)

2. Trailing tonnage exceeds 3,500 tons and contains any empty cars in the head 10 cars (TOFC-COFC cars containing empty vans or containers, or having any empty stanchions or platforms must be considered as an empty.) These restrictions also apply to subsequent cuts; or
3. Train exceeds 4,800 tons.

In all cases, when lead locomotive reaches M.P. 251, engineer will reduce not less than 2 throttle positions and not increase throttle until rear of train has passed M.P. 253.

RULE 410: When running with the current of traffic, not necessary for westward trains to report limits clear unless so instructed by the train dispatcher.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
National City & Sorrento	79	55#
Sorrento & East Santa Ana (NT)	90	55#
Aliso & East Santa Ana (ST)	79	55#
East Santa Ana & Fullerton	79	55#

Speed limit freight trains, with dynamic brakes not in use on descending grades when train exceeds 70 tons per operative brake and train exceeds 2000 tons:

WESTWARD	MPH	EASTWARD	MPH
M.P. 253.0 to 249.0	25	M.P. 189.2 to 197.0	30
M.P. 188.0 to 181.0	30	M.P. 253.0 to 262.0	25

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 700 class units in consist:

Between:
M.P. 165.4 and 166.0
M.P. 250.0 and 250.5
M.P. 254.2 and 255.4
M.P. 256.7 and 260.3
M.P. 262.4 and 262.7

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.		Mile Posts	MPH Psgr.	MPH Frt.
Trk	273.0 - 267.3	10	10	Xing	226.8 - 225.9	30	30
Trk	267.3 - 264.1	30	30	Cv	225.9 - 225.5	50	45
Cv	262.7 - 262.4	70		Cv	224.7 to 223.8	75	
Cv	260.3 - 259.9	60		Cv	209.0 - 206.3	70	
Cv	259.1 - 258.5	65		Xing	206.3 - 203.7	40	40
Cv	258.5 - 257.9	35*	30	Xing	201.0	75	
Cv	257.9 - 256.6	65		Cv	200.3 - 199.9	45*	40
Cv	255.4 - 253.5	65		Cv	199.9 - 198.6	60	
Cv	253.5 - 252.8	35	35	Cv	198.6 - 197.9	35*	35
Cv, Gr	252.8 - 251.0	25*	20	Cv	197.9 - 197.0	60	
Cv, Gr	251.0 to 250.6	40	20	Sw	179.1 (ST)	40	40
Cv	250.6 - 250.0	50*	20	Cv	176.1 - 175.3	40*	40
Cv	247.0 - 246.8	85		Sw	175 (ST)	40	40
Cv	245.8 - 245.6	55*	50	Cv	173.8 - 173.2	40	40
Cv	244.6 - 244.4	75		Cv	172.6 - 172.2	40	40
Cv	244.4 - 244.1	50*	45	Cv	172.2 to 172.0 (MT & Siding)	35*	35
Cv	244.1 - 243.5	65		RRX	169.8	50	50
Xing	241.8	70		Cv	165.9 - 165.4	40	40
Cv	238.8 - 237.4	80					

* Denotes restrictions protected by Inert ATS Inductors

WESTERN REGION
San Diego Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" - Dual Control		"S" - Spring	
Station		Location	MPH
Fullerton	D	San Diego Subdiv. jct. switch M.P. 165.4	40
Anaheim	D	EE & WE Siding	15
Orange	D	WE Siding	40
	D	EE & WE Xover Olive Jct.	15
	D	EE Siding (Main Track)	40
Santa Ana	D	End 2 Tracks - M.P. 175	40
East Santa Ana	D	East Xover M.P. 176.6	40
	D	West Xover M.P. 176.6	15
Aliso	D	EE 2 Tracks - M.P. 179.1	40
Valencia, Galivan	D	EE & WE Siding	15
Serra	D	EE & WE Siding	40
San Onofre	D	EE & WE Siding	15
Fallbrook	D	EE & WE Siding	15
	D	EE & WE Middle Xover	15
Oceanside	D	EE & WE Siding	15
Ponto	D	EE & WE Siding	40
Sorrento	D	EE & WE Siding	15
Miramar	D	WE 2 Tracks - M.P. 252.9	30
	D	West Switch Wye	15
Elvira	D	EE 2 Tracks - M.P. 257.9	40
Old Town	D	2-Track Jct. Switch	30
San Diego	S	WE Middle Main Track	10
	S	Xover M.P. 267.3	10

Normal position for spring switch WE middle main track San Diego is for north track.

Normal position for spring switch east end crossover San Diego, M.P. 267.3, is for movement through crossover to south track.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Tustin	179.5	1800
El Toro	188.1	530
Stuart	221.7	1210
San Diego, G. & E. Co. Spur	231.3	1005

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 197.9	High Water	Signal 1952 and Controlled Signal west end of siding Serra
Bridge 207.6	High Water	Eastward signal 2062 and westward Controlled Signal located M.P. 209.2
Bridge 246.9	High Water	Eastward signal 2462 and westward Controlled Signal M.P. 248.8

Santa Fe
Safety First

WESTWARD ↓ WESTERN REGION San Jacinto Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
25065	1018	HIGHGROVE	Y		0.0
		1.5			
		S.P. RRX	A		1.5
		5.7			
25075	1555	BOX SPRINGS	Y		7.2
		2.4			
25080		MARCH FIELD	PY		9.6
		1.0			
25085	2046	ALESSANDRO	Y		10.6
		2.9			
25090	1105	VAL VERDE	TY	RULE 93	13.5
		4.8			
25110		PERRIS	Y		18.3
		4.7			
25120	1030	ETHANAC	Y		23.0
		5.9			
25125	1570	WINCHESTER	Y		28.9
		7.1			
25135		HEMET	Y		36.0
		2.3			
25140		SAN JACINTO (38.3)	Y		38.3

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Highgrove To San Jacinto	72	4	3

YARD LIMITS
Highgrove to San Jacinto, M.P. 0.0 to 38.3

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Highgrove & M.P. 11	20
M.P. 11 & San Jacinto	10

(D) SPEED RESTRICTIONS - SWITCHES)

Maximum speed permitted through all turnouts - 10 M.P.H.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Lily Cup	0.6	545
Mayer Farms	15.9	920
Granite Spur	14.5	4752
Ellis	19.9	800

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YOU!
Say "YES" To A
Drug-Free Workplace

WEST-WARD ↓		WESTERN REGION Harbor Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS			Mile Post
23550		REDONDO JCT.	MPRTY		0.0
		1.5		RULE 93	
		MALABAR	Y		1.5
		1.0			
21630		S.P.RRX	A		
		NADEAU	Y		2.5
		0.3			
		S.P. RRX	A		2.8
		0.7			
21650		WINGFOOT			3.5
		2.5			
21660		WILDASIN			6.0
		1.3			
21670		VAN NESS			7.3
		0.7			
21680		HYDE PARK			8.0
		1.9			
21690		INGLEWOOD			9.9
		3.7			
21710	4962	LAIRPORT	Y	TWC	13.6
		1.0			
		S.P.RRX	Y		14.6
		0.2			
21720		EL SEGUNDO	TY		14.8
		1.8			
21770		LAWNDALE			16.6
		3.5			
21780		ALCOA	Y		20.1
		1.6			
21830		TORRANCE	Y		21.7
		1.6			
21820		IRONSIDES			23.3
		3.3			
22100		WATSON	BPRTY		26.6
		1.4			
22240		WILMINGTON	Y		28X
		2.0			
21840		PIER A YARD	TY		
		1.1		RULE 93	
22475		WEST THENARD	Y		27.6
		S.P. RRX	A		
		0.6			
		LONG BEACH JCT.	Y		28.3
		1.9			
22500		LONG BEACH	Y	SP	
		(30.2)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Redondo Jct. to Long Beach	36	2	3

TWC IN EFFECT: Between Nadeau and Watson.

Spring point derail located at 2414 feet west of M.P. 27, west end Watson Yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Nadeau:
For westward movement at M.P. 1.7 with 1000 foot approach circuit.
For eastward movement at M.P. 2.3 with 1000 foot approach circuit.
Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, stop must be made. After stopping, train or engine may proceed.

Within these limits, main track must be continuously occupied or switch for track CLIC 2809 left open. Track CLIC 2809 must not be used by trains, engines or equipment to clear main track.

HARBOR BELT LINE: Movement over tracks between Anaheim St. and Pier A Yard or San Pedro must be authorized by Harbor Belt Line.

SOUTHERN PACIFIC: Movement over joint track between Long Beach Jct. and Long Beach must be authorized by Southern Pacific at Long Beach.

YARD LIMITS
Redondo Jct. to Nadeau, M.P. 0.0 to 2.5
Lairport to El Segundo, M.P. 12.7 to 15
M.P. 18 to 22
M.P. 24.7 to Long Beach
Harbor Belt Line
M.P. 26.6 to Anaheim Street, M.P. 28X

RULE 315(A): When crank type dual control switches controlled by Redondo Jct. are used in hand position, switches must not be returned to motor position until movement clear of switches.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Harbor Subdivision	20
Alcoa Spur	10

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Trk, Xing	0.0 - 1.6	12	West Thenard & Long Beach		10
Trk	1.6 - 10.1	15	RRX	Nadeau	10
Xing	13.1	15	RRX	14.6 (while head end is passing over)	10
All Movements Harbor Belt Line		10			

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through all turnouts – 10 MPH.

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And The OBLIGATION
To Work SAFELY**

WEST-WARD ↓	WESTERN REGION Mojave Subdiv.			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
		VALLEY JCT.	CTC	749A.0
		0.9 HUTT		749A.9
		7.3		
18540	8011	HINKLEY		757.2
		15.8		
18530	8034	JIMGREY		772.9
		11.0		
18525	8052	BORON		784.0
		5.6		
18519	8004	SILT		789.6
		7.5		
18515	8007	EDWARDS		797.1
		6.4		
18509	8019	BISSELL		803.6
		6.5		
18505	8772	SANBORN		810.1
		5.8		
17910		MOJAVE MR		814.7
		(70.6) 66.9		
17410		KERN JCT. M	DT ABS	885.2
		2.5		
17400		BAKERSFIELD BPRTY (140.0)		887.7

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Barstow to Hutt	32	2	3
Hutt to Kern Jct.	36	2	3
Kern Jct. to Bakersfield	55	2	3

CTC IN EFFECT: On main track and sidings between Valley Jct. and M.P. 814.5 Mojave.

DOUBLE TRACK IN EFFECT: Between Kern Jct. and Bakersfield.

RULE 233: A signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH immediately reduce to that speed."

RULE N: Santa Fe trains will use Southern Pacific joint track between Mojave and Kern Jct.

RULE 93: Between Kern Jct. and M.P. 889.2, trains and engines must not exceed restricted speed, regardless of a more favorable signal indication.

RULE 317: Between Kern Kct. and M.P. 889.2, trains and engines may enter main track through hand-operated switches without waiting 5 minutes after opening switch.

YARD LIMITS
Between Kern Jct. and M.P. 889.2 Bakersfield.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS	MPH	
(A) MAX. SPEED	Psgr.	Frt.
Mojave Subdivision	70	55*#

* Special Instructions 5(A) applies between Barstow and Mojave.
# See Special Instructions 5(B).

Santa Fe
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(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	749A.0 - 749A.8	45	Xing	887.7	10
Cv	749A.8 - 750.5	50	P.C. Borax Co. Spur		20
Cv	750.5 - 751.3	60	Spur	785.0	20
Cv	813.5 - 814.5	40	Spur	797.1	20
Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.)		20			

In CTC sidings, speed limit 40 MPH, except Boron – 30 MPH while head end of train is passing over switch to P.C. Borax Spur, and east and west end house track switches and at Edwards over wye switches.

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through turnout of other than main track switches – 10 MPH; all main track turnouts and crossovers 15 MPH except for spring, power and Dual Control switches and crossovers at following locations.

"D" - Dual Control	"P" - Power	"S" - Spring	
Station		Location	MPH
Valley Jct.	D	Cajon Subdiv. Jct.	50
Hutt	D	Barstow Receiving Yard Lead	30
Hinkley, Jimgrey, Boron, Silt, Edwards, Bissell, Sanborn	D	EE & WE Siding	40
Kern Jct.	D	Jct. to S.P.	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Waterman Spur	751.3	3.9 miles
P.C. Borax Co. Spur	784.7	7.4 miles
Government Spur	785.0	3.7 miles
Government Spur	797.1	6.5 miles

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 765.0, 788.0, 813.0	Hot Box & Dragging Equip.	Rotating white lights & radio communication

If It's Too Heavy
Get Help!

WESTWARD ↓ WESTERN REGION Arvin Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
17745	4859	ARVIN	Y		333.1
		4.3			
17740		DI GIORGIO	Y		328.8
		2.0			
17735	3273	RIBIER	Y		326.8
		2.2			
17725	2643	LAMONT	Y	Rule 93	324.6
		1.1			
17720		WEST LAMONT	Y		323.5
		6.6			
17710		ALGOSO	Y		316.9
		0.3			
17705		MAGUNDEN	Y		316.6
		(16.5)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Arvin to Magunden	55	2	3

YARD LIMITS
Arvin to Magunden, M.P. 333.1 to 316.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Arvin Subdivision	10

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through all turnouts – 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Harpertown	321.1	1000
Patch	325.9	750

You Have The RIGHT
And the OBLIGATION
To Work SAFELY

WESTWARD ↓ WESTERN REGION Sunset Railway Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
17595		TAFT	Y		8.8
		8.8			
17585	1980	PENTLAND	Y		27.5
		9.4			
17576		LEVEE	Y		18.1
		3.7			
17572	2343	MILLUX	Y		14.4
		2.1			
17566		GULF	Y	Rule 93	12.3
		2.7			
17562	2316	CONNER	Y		9.6
		2.6			
17556		LYLA	Y		7.0
		7.0			
17534		GOSFORD	Y		0.0
		(36.3)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Taft to Gosford	55	2	3

YARD LIMITS
Gosford to Taft, M.P. 0.0 to 8.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Gosford & Taft	10

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through all turnouts – 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Del Kern	5.4	500
Garintee	6.0	1360

QUALITY And SAFETY
Stamp Your Work
With Excellence

WEST-WARD ↓		WESTERN REGION Bakersfield Subdiv.		↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
17400		BAKERSFIELD BPRTY	DT	887.7
		3.4		
16386	E-6726 W-6155	JASTRO		891.1
		6.6		
16376	9015	UNA		897.7
		7.7		
16368	E-4833 W-5963	SHAFTER		905.4
		7.6		
16359	6568	WASCO		913.0
		6.2		
16352	8964	ELMO		919.2
		5.4		
16344	9032	SANDRINI		924.6
		7.7		
16340	8948	ALLENSWORTH		932.3
		9.8		
16322	8999	ANGIOLA	CTC	942.1
		8.8		
16313	E-5990 W-9951	CORCORAN T		950.9
		9.4		
16308	8879	GUERNSEY		960.3
		7.6		
16246	E-8963 W-4490	S.P.RRX M HANFORD		967.9
		5.3		
16237	9055	SHIRLEY		973.2
		9.0		
16218	9051	CONEJO		982.2
		6.1		
16210	8959	BOWLES		988.3
		4.7		
		THORPE		993.0
		1.3		
		CALWA CROSSING (S.P.RRX) M		994.3
		0.6		
16200		CALWA BPRT (107.2)		994.9

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Bakersfield to Calwa	55	2	3

CTC IN EFFECT: On main track and sidings, between M.P. 889.2 Bakersfield and Calwa.

DOUBLE TRACK IN EFFECT: Between Kern Jct. and Bakersfield, M.P. 888.2.

RULE 93: Between Kern Jct. and M.P. 889.2 trains and engines must not exceed restricted speed regardless of a more favorable signal indication.

RULE 317: Between Kern Jct. and M.P. 889.2 trains and engines may enter main track without waiting 5 minutes after opening main track switch.

RULE 104(B): Normal position for spring switch at end of DT Bakersfield, M.P. 888.2, is for North Track.

RULE 104(M), 104(R): A green switch point indicator governing facing point movement over spring switch, end of DT, M.P. 888.2, will indicate switch is in either normal or reverse position.

YARD LIMITS - Between Kern Jct. and M.P. 889.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH Psgr.	Frt.
Bakersfield Subdivision	79	55*#

*See Special Instructions 5(A); # Special Instructions 5(B).

Santa Fe

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(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	Frt.		Mile Posts	MPH Psgr.	Frt.
	WESTWARD				EASTWARD		
Trk	887.5 - 889.0	20	20		995.2 - 994.2	40	40
Xing	887.7	10	10	Xing	993.9 - 992.8	65	65
Cv	889.3 - 889.6	40	30	Xing	986.8 - 986.2	70	
Cv	889.8 - 890.1	45	40	Xing	985.0 - 984.4	75	
Cv	892.9 - 893.3	70	65	Xing	980.2 - 979.6	70	
Xing	896.0 - 896.6	70		Cv	975.8 - 973.7	55	45
Xing	896.7 - 897.3	65	65	Xing	973.7 - 973.2	65	65
Xing	916.4 - 917.0	70		Xing, Cv	969.5 - 967.5	45	45
Xing	931.5 - 932.1	75		Xing	967.5 - 967.0	65	65
Xing	946.4 - 947.0	75		Xing	951.1 - 950.5	70	
Xing	949.9 - 951.7	65	65	Xing	946.6 - 945.9	75	
Xing	964.4 - 967.0	70		Xing	932.7 - 932.1	70	
Xing, Cv	967.5 - 969.5	45	45	Xing	917.6 - 917.0	70	
Cv	973.7 - 975.8	55	45	Xing	911.0 - 910.4	75	
Xing	975.8 - 976.2	60	60	Xing	897.2 - 896.2	70	
Xing	979.0 - 979.6	65	65	Cv	893.3 - 892.9	70	65
Xing	984.6 - 985.2	70		Cv	890.1 - 889.8	45	40
Xing	993.6 - 994.1	45	45	Cv	889.6 - 889.3	40	30
	994.2 - 995.2	40	40	Trk	889.0 - 887.5	20	20
				Xing	887.7	10	

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" - Dual Control "ESL" - Electric Switch Lock
"S" - Spring

Station		Location	MPH
Bakersfield	S	End of DT M.P. 888.2	15
	D	Turnout WE Yard to Main Track	15
Jastro	D	EE Siding	30
	D	WE Siding & Crossover	40
	D	Porterville Jct. Switch	30
Una	D	EE & WE Siding	40
Shafter	D	EE & WE Siding & Xover	40
Wasco, Elmo, Sandrini, Allensworth	D	EE & WE Siding	40
Stoil	ESL	EE & WE Storage	30
Angiola	D	EE & WE Siding	40
Blanco	ESL	Industry Track Switches	30
Corcoran	D	EE & WE East Siding	30
	D	EE & WE West Siding	40
Guernsey	D	EE & WE Siding	40
Hanford	D	EE & WE East Siding	40
	D	EE & WE West Siding	20
Shirley, Conejo, Bowles	D	EE & WE Siding	40
Calwa	D	Turnout EE Yard to Main Track	15
	D	End of 2 Tracks	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Rosedale	895.7	2088
Crome	899.5	1700
Palmo	910.5	1400
Pond	921.2	2000
Stoil	936.0	4693
Alpaugh Spur	936.0	5.6 miles
West Isle	5.6	1344
Blanco	945.9	2400
Kings Park	964.0	7571
Laton	976.0	3515
Monmouth	985.6	1324

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 900.0, 921.0, 943.7,962.0, 987.0	Hot Box & Dragging Equip.	Rotating white l ·ts & radio communication

Safety Starts With YOU!

Say "YES" To A Drug-Free Workplace

Station Number	Siding Feet	STATIONS			Mile Post
16286	E-6726 W-6155	JASTRO	Y		114.0
		0.5			
17390	1450	LANDCO	Y	RULE 93	113.5
		2.8			
17083	1436	OIL JUNCTION	Y		110.7
		38.6			
17005		DUCOR	Y		71.9
		5.9			
16998		ULTRA			66.0
		7.8			
16990		PORTERVILLE	TY		58.2
		6.3			
16924	1645	STRATHMORE			51.9
		5.2			
16914		LINDSAY			46.7
		7.5			
16904	1729	EXETER			39.2
		0.3			
		Visalia Elect. RRX	S		38.9
		2.2			
16890		VENIDA		TWC	36.7
		5.5			
16865		HILLMAID			31.2
		0.1			
		Visalia Elect. RRX	S		31.1
		1.0			
16855		REDBANKS			30.1
		1.8			
16845		CAIRNS			28.3
		1.4			
16836		RAYO			26.9
		6.3			
16825		WYETH	TY		20.6
		1.6			
16624	3371	CUTLER	Y		19.0
		(93.4)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Jastro to Cutler	55	2	3

TWC IN EFFECT: Between Ducor and Cutler.

RULE N: Santa Fe trains will use Southern Pacific joint track between Oil Junction and Ducor.

YARD LIMITS:
Jastro to Oil Jct., M.P. 114.0 to 110.7
Ducor (Santa Fe tracks only), M.P. 71.3 to 71.9
Porterville, M.P. 57.4 to 59.2
Cutler to and including Wyeth

RULE 98A: Junction switch at Cutler will be lined and locked for Porterville Subdivision.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Porterville Subdivision	40
Orange Cove Spur, M.P. 11.2 to M.P. 13.0	10
Orange Cove Spur, M.P. 13.0 to Wyeth	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Br	33.0 - 35.3	10	Cv	61.5 - 62.1	30
Xing	39.1 to 39.6	20	Oil Junction to Jastro		20
Xing	46.1 to 47.1	20			

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

WESTERN REGION
Porterville Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Orange Cove Spur	20.6	8.4 miles
Neil	40.6	1000
Cleary	44.4	1277
Strathmore Spur	52.0	1.2 miles
Euclid	54.3	1100
Sunland Spur	61.4	1 mile
Magnolia	61.9	700

WESTWARD ↓ WESTERN REGION Oil City Subdiv. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
17083	1436	OIL JUNCTION	TY		308.6
		2.2			
17090	1481	SEGURO	Y	RULE 93	310.8
		0.8			
17085	1149	MALTHA	Y		311.6
		(3.0)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Oil Junction to Maltha	55	2	3

YARD LIMITS
Oil Junction to Maltha, M.P. 308.6 to 311.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Oil City Subdivision	20

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
Xing	310.7	10

(D) SPEED RESTRICTIONS – SWITCHES

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

Don't Let A Fall
Get You Down!
Keep A Firm Grip.

WESTWARD ↓ WESTERN REGION VISALIA SUBDIV. ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
16313		CORCORAN	PTY		0.3
		14.7			
16450		S.P.RRX TULARE	MY		15.0
		5.2			
16454		LOMA			20.2
		5.0			
16640	2338	VISALIA (S.P.RRX)	SY		25.2
		8.1			
		S.P. RRX	S		33.3
		2.9			
16632		CALGRO			36.2
		2.3			
16624	3380	CUTLER	Y		38.5
		3.2			
16628		SULTANA			41.7
		3.4		TWC	
16615		DINUBA			45.1
		3.7			
16580		REEDLEY			48.8
		2.2			
16575		LAC JAC			51.0
		2.4			
16570		PARLIER			53.4
		5.1			
16565	2651	DEL REY			58.5
		3.4			
16560	2246	CASTY			61.9
		2.5			
16555	1626	LONE STAR			64.4
		4.5			
16200		CALWA	BPRTY		68.9
		(68.6)			

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Corcoran to Calwa	55	2	3

TWC IN EFFECT: Between Corcoran and Calwa.

YARD LIMITS
Corcoran M.P. 0.0 to 1.2
Tulare M.P. 11.3 to 17.4
Visalia M.P. 23.5 to 26.5
Cutler M.P. 37.9 to 40.0
Calwa M.P. 67.0 to 68.9

RULE 98A: Junction switch at Cutler will be lined and locked for Porterville Subdivision.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Visalia Subdivision	40

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	14.3 to 15.9	20	Xing	53.1 to 53.6	24
Xing	24.5 to 26.0	15	Xing	58.4 to 58.8	24
Xing	48.2 to 50.1	20			

(D) SPEED RESTRICTIONS – SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Higby	22.1	1000
Enson	43.9	270
Mattei Spur	65.2	2.2 miles

WEST-WARD ↓	WESTERN REGION Stockton Subdiv.		↑ EAST-WARD
Station Number	Siding Feet	STATIONS	Mile Post
16200		CALWA BPRT	994.9
		1.8	
		S.P. RRX SUNMAID CROSSING M (CTC 2MT)	996.7
		1.3	
16200		FRESNO BR	998.1
		1.6	
16095	1900	HAMMOND	999.7
		5.3	
16090	8514	FIGARDEN	1005.0
		6.3	
16084	8950	GREGG	1011.3
		8.3	
15884	8984	MADERA	1019.6
		5.8	
15876	9083	KISMET	1025.4
		5.7	
15872	13900	SHARON	1031.1
		10.4	
15866	8978	LE GRAND	1041.5
		5.8	
15862	9688	PLANADA	1047.3
		8.8	
15780	10314	MERCED (CTC)	1056.1
		6.8	
15768	8989	FLUHR	1062.9
		8.8	
15760	8999	BALLICO	1071.7
		7.9	
15756	8964	DENAIR	1079.6
		9.6	
15695	11250	MODESTO EMPIRE JCT.	1089.2
		6.4	
15650	7231	RIVERBANK BPT	1095.6
		5.8	
15640	9254	ESCALON	1101.4
		8.2	
15630	8968	DUFFY	1109.6
		7.3	
	7298	WALNUT	1116.9
		2.8	
15000		MORMON BPRT	1119.7
		1.0	
		U.P. RRX STOCKTON TOWER MR S.P. RRX	1120.7
		0.7	
15000	6794	STOCKTON T	1121.4
		5.2	
14480	4881	GILLIS	1126.6
		2.5	
14470	3674	HOLT	1129.1
		3.9	
14460	4943	TRULL	1133.0
		3.8	
14440	3558	ORWOOD MR	1136.8
		5.1	
14410	8075	KNIGHTSEN	1141.9
		4.0	
14390		OAKLEY Y	1145.9
		4.4	
14350	5580	SANDO Y	1150.3
		1.6	
14340		ANTIOCH Y	1151.9
		3.9	
14330	5535	PITTSBURG BPRY (TWC ABS)	1155.8
		6.2	
14320	3600	PORT CHICAGO	1164.0
		2.9	
11210	3456	MALTBY	1166.9
		6.5	
11230	3600	GLEN FRAZER P	1173.4
		2.6	
11240	4936	CHRISTIE P	1176.0
		3.1	
11250	5184	COLLIER	1179.1
		3.5	
11270	5310	GATELEY	1182.6
		1.9	
11275	2296	NORTH BAY	1184.5
		2.0	
11280	5373	RHEEM	1186.5
		2.5	
11300		RICHMOND BPRTY	1189.0
		(194.1)	

WESTERN REGION
Stockton Subdiv.

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Calwa to Kismet	55	2	3
Kismet to Richmond	36	4	3

TWC IN EFFECT: Between signal located 1550 west of M.P. 1122, Stockton and Richmond.

CTC IN EFFECT: On main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of M.P. 1122 Stockton.

RULE 315(A): When Crank Type Dual Control switches, controlled by Stockton Tower are used in hand position, switches must not be returned to motor position until movement is clear of switches.

RULE 312(4): At San Joaquin River Bridge when westward signal located at M.P. 1123.7 or eastward signal located at M.P. 1124.0 or at Middle River Bridge westward signal located at M.P. 1134.6 or eastward signal located at M.P. 1134.8 indicates "Stop," trains must stop and, unless otherwise restricted, proceed with member of crew preceding movement over bridge.

At Port Chicago authority must be obtained from the train dispatcher before passing signal displaying Stop indication.

At Glen Frazer, when Signal 11731 indicates "Stop and Proceed" or signal governing movement from west end siding to main track indicates "Stop", train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section, until ready to depart. Spotting section designated by sign near signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

RULE N: Southern Pacific trains will use joint track between Stockton Tower and Riverbank and between Fresno and Hammond. Union Pacific trains will use joint track between Stockton Tower and Port Chicago. Santa Fe trains will use Southern Pacific joint track between Stege and Oakland.

YARD LIMITS
Oakley to and including Pittsburg, M.P. 1145.0 to 1158.0
Richmond, M.P. 1187.3 to 1189.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH Psgr.	MPH Frt.
Calwa & Port Chicago	79	55*#
Port Chicago & Richmond	70	55#

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

Westward M.P. 1175.0 to M.P. 1181.0
Eastward M.P. 1174.0 to M.P. 1167.0

Speed limit 50 MPH for all trains having Amtrak 700 class units in consist on all curves which are shown to be 50 MPH and above and on curve M.P. 1162.8 to 1163.2.

* See Special Instructions 5(A); # Special Instructions 5(B).

Santa Fe

Safety First

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH Psgr.	MPH Frt.
WESTWARD			
	995.2 - 995.5	40	40
Cv, Xing	995.5 - 998.1	40	35
Cv, Xing	998.1 - 999.8	35	30
Xing	1039.2 - 1039.8	75	
Cv	1047.5 - 1047.9	75	65
Cv	1053.7 - 1054.1	70	65
Xing	1055.7 - 1057.0	30	30
Xing	1057.2 - 1057.7	70	
Cv	1069.1 - 1070.5	70	65
Xing	1083.2 - 1083.8	70	
Cv	1087.9 - 1088.1	55	50
Cv	1119.1 - 1119.5	60	55
Sw, Xing	1120.0 - 1121.7	20	20
Br	1134.7 - 1136.4	30	30
Cv	1139.5 - 1139.8	60	55
Xing	1151.2 - 1152.1	60	60
Cv	1155.4 - 1155.7	70	60
Cv	1161.3 - 1161.9	45	45
Cv	1162.8 - 1163.3	65	65
Cv	1167.3 - 1170.5	45	45
Cv, Tnl 3	1170.5 - 1180.9	35	35
Cv	1180.9 - 1185.1	45	45
Cv	1185.1 - 1185.4	35	35
Cv	1185.4 - 1189.0	45	45
EASTWARD			
Cv	1189.0 - 1185.4	45	45
Cv	1185.4 - 1185.1	35	35

	Mile Posts	MPH Psgr.	MPH Frt.
Cv	1185.1 - 1180.9	45	45
Cv, Tnl 3	1180.9 - 1170.5	35	35
Cv	1170.5 - 1167.3	45	45
Cv	1163.3 - 1162.8	65	65
Cv	1161.9 - 1161.3	45	45
Cv	1155.7 - 1155.4	70	60
Xing	1152.1 - 1151.2	60	60
Cv	1139.8 - 1139.5	60	55
Br	1136.4 - 1134.7	30	30
Xing, Sw	1121.7 - 1120.0	20	20
Cv	1119.5 - 1119.1	60	55
Xing	1118.5 - 1117.9	75	
Cv	1088.1 - 1087.9	55	50
Xing	1084.9 - 1084.3	70	
Cv	1070.5 - 1069.1	70	65
Xing	1058.3 - 1057.7	70	
Xing	1057.0 - 1055.7	30	30
Xing	1055.7 - 1055.1	60	60
Cv	1054.1 - 1053.7	70	65
Cv	1047.9 - 1047.5	75	65
Xing	1041.7 - 1041.1	70	
Xing	1040.4 - 1039.8	75	
Cv, Xing	999.8 - 998.1	35	30
Cv, Xing	998.1 - 995.5	40	35
	995.5 - 995.2	40	40
MORMON YARD			
Frt Lead	1117.8 - 1119.1		10

(D) SPEED RESTRICTIONS – SWITCHES

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

"D" – Dual Control "S" – Spring

Station		Location	MPH
Sunmaid Crossing	D	2 Xovers M.P. 996.8	30
Calwa	D	Turnout Yard Lead to South Main Track M.P. 996.8	15
Fresno	D	End of 2 Tracks	30
Figarden, Gregg, Madera, Kismet, Sharon, LeGrand, Planada	D	EE & WE Siding	40
Merced	D	EE Siding	40
	D	WE Siding	30
Fluhr, Ballico, Denair, Empire	D	EE & WE Siding	40
Riverbank	D	EE & WE Lead	15
	D	EE & WE Siding	40
Escalon, Duffy	D	EE & WE Siding	40

(continued on next page)

(D) SPEED RESTRICTIONS – SWITCHES (Continued)

Station		Location	MPH
Walnut	D	EE & WE Siding	40
	D	Xover M.P. 1117.6	30
Stockton Tower	D	Xovers & Turnouts	15
Stockton	D	EE Siding	15
	D	WE Siding	30
Gillis, Holt, Trull	S	EE & WE Siding	30
Orwood	D	EE Siding	15
	S	WE Siding	30
Knightsen	S	EE & WE Siding	30
Sando	S	EE Siding	30
	S	WE Siding	15
Pittsburg	S	EE & WE Siding	30
Port Chicago	D	SP Connection	50
Maltby, Glen Frazer, Christie, Collier, Gateley, Rheem	S	EE & WE Siding	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Trigo	1014.3	1874
Tuttle	1050.7	2339
Kadota	1052.1	1072
Cement Spur	1057.5	1.2 miles
Pritchard	1059.1	998
Hughson	1085.8	2047
Claus	1092.8	2228
Burnham	1112.3	400
Rockwell	1114.8	903
Woodsbro	1125.0	4250
Middle River	1134.8	2300
Werner	1138.8	1185
Bixler	1139.8	3990
Du Pont	1147.6	3473
East Antioch	1149.2	6350
Zee	1149.8	3163
Monsanto	1165.8	2304
Pinole	1181.5	500
San Pablo	1187.7	584

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 1010.0, 1029.3, 1051.1, 1076.2, 1099.1, 1123.0, 1144.5, 1168.9	Hot Box and Dragging Equip.	Rotating white lights & radio communication
M.P. 1130.9, 1139.4	Dragging Equip.	Radio communication
M.P. 1171.3 & 1171.5	Slide Detector	11701 & 11722 & rotating red light M.P. 1171.5
M.P. 1144.5, 1180.5	Shifted Load	Rotating white lights & radio communication

WESTERN REGION Cameo Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
		END OF TRACK	TWC	6.0
		1.4		
16160	1200	CAMEO		4.6
		4.6		
16095		HAMMOND		0.0
		(6.0)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Hammond to End of Track	55	2	3

TWC IN EFFECT: Between Hammond and End of Track, M.P. 0.0 to 6.0.

RULE N: Southern Pacific trains will use joint track between Hammond and End of Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED:	MPH
Cameo Subdiv.	10

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through all turnouts 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
S.P. East Leg Wye	5.1	
S.P. West Leg Wye	5.1	
Guild Wine	4.8	816
Lead	4.4	2715
Pinetree Bldg.	4.2	241
Bussey Well Pipe	2.8	225
Am Forest Prod.	2.5	2050
Bartonette Team	2.4	166

WESTERN REGION Riverbank Subdiv.

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
		S.P. RRX	TWC	6.5
		0.1		
15660		OAKDALE Y		6.4
		6.4		
15650		RIVERBANK Y		0.0
		(6.5)		

RADIO COMMUNICATION	CH.	Tone Call-In DS	CC
Riverbank to Oakdale	36	4	3

TWC IN EFFECT: Between M.P. 1 and M.P. 6

RULE N: Southern Pacific will use joint track between Riverbank and Oakdale.

YARD LIMITS
Riverbank, M.P. 0.0 to 1.0
Oakdale, M.P. 6 to End of Track (Santa Fe track only)

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED:	MPH
Riverbank Subdiv.	25

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed permitted through all turnouts 10 MPH.

ALL SUBDIVISIONS Special Instructions

4. The General Code of Operating Rules, effective October 29, 1989, is supplemented or amended as follows:

DEFINITION SECTION:

Delete definition of "Division".

Definition of "Subdivision" is changed to "a portion of a region designated by timetable".

Add definition of "Region" to read "a portion of the railroad designated by timetable".

Rule J - Third paragraph is changed to read: "Employees must not exceed the Hours of Service Laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Trains must be properly secured before exceeding the Hours of Service, if practicable; and except as provided by this paragraph, a crew will then be considered relieved of all duties, but not released upon reaching Hours of Service limitation".

Rule N - First paragraph is changed to read: "Employees whose duties require service on more than one region, terminal or on another railroad, are under the jurisdiction of the officers of the region, terminal or other railroad on which the service is being performed.

Rule Q - Add abbreviation "REG - Region".

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 3 supplemented by adding: Central Time may be obtained by dialing extension 600, Topeka, (820).

Rule 18 amended to read: Oscillating white light and ditch lights: Oscillating white lights on engines, when leading end is so equipped, must be operated both day and night when moving, except it may be extinguished when meeting trains, passing trains, or during switching operations providing movement does not involve public crossing at grade. The same requirements apply when leading end of engine or top of lead unit is equipped with an amber or white light that either revolves or flashes.

On locomotives so equipped, ditch lights must be on any time the front headlight is required to be on the bright position.

Rule 25(A) is added: Protection of occupied outfit cars: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

OUTFIT CAR:

Any on-track vehicle, including outfit, camp or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

EFFECTIVE LOCKING DEVICE:

When using in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

ROLLING EQUIPMENT:

Engines, railroad cars, and one or more engines coupled to one or more cars.

SWITCH PROVIDING DIRECT ACCESS:

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

WARNING SIGNAL:

A white sign with the words "Occupied Camp Car" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods:

(1) On a main track - one of the following methods of protection must be provided:

(A) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed

must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(B) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

Name and craft of employee requesting protection;

Identification of track(s) protected;

Date and time employee in charge of outfit cars notified that protection has been provided; and,

Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) On other than main track - one of the following methods of protection, or a combination thereof, must be provided.

(A) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(B) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

Name and craft of employee requesting protection;

Identification of track(s) protected;

Date and time employee in charge of outfit cars notified that protection has been provided; and,

Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(C) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

Positioned at least 150 feet from the end of the occupied outfit cars: or,

Positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) Warning signals - when a warning signal is displayed for the protection of occupied outfit cars:

Such occupied outfit cars must not be coupled to or moved;

Rolling equipment must not pass the warning signal; and,

Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 93 supplemented by adding: Within yard limits, engines which have not received track warrant authority to occupy main track must keep posted as to the expected arrival of Amtrak trains and must not delay them.

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 100 amended to read: Leaving portion of train: When an engine leaves part of its train on the main track, a sufficient number of hand brakes must be set to keep the detached portion from moving. A torpedo must be placed one fourth mile in advance of the detached portion to serve as a warning to returning crew members. Unless return movement is otherwise authorized, protection against movements which may enter main track between detached portion and returning front portion must be provided unless verbally relieved by the train dispatcher.

A detached portion of a train must not be moved or passed until front portion returns except under full protection.

Rule 102 amended to read: Emergency stop or severe slack action: When a train or engine is stopped by an emergency application of the brakes, or has had severe slack action incidental to stopping, the following action must be taken:

(1) If there is an adjacent track or controlled siding which may be obstructed, an immediate warning must be given by radio, stating the exact location and status of train. Flag protection must be provided in both directions on these tracks, going 2 miles on other railroads if flagging distance is not known. When only one flagman is available, protection must be provided immediately in the direction from which the first train is expected. After necessary protection is provided, protection in the opposite direction must be provided. The flagman may be recalled:

(A) When it is known that adjacent tracks are not obstructed; or,

(B) When train dispatcher or control operator advises crew that protection is provided on adjacent track.

(2) Trains not exceeding 5,000 tons 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 brake pipe pressure has been restored by observing caboose gauge, observing End of Train Device (ETD), or ascertaining that air pressure is present in the brake pipe by the following procedure:

(A) After air brakes have had sufficient time to release following an emergency application, make a 20 PSI service application; and,

(B) After brake pipe exhaust ceases, place automatic brake valve cutout valve to out position. If brake pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

If train exceeds 5,000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and all wheels are properly positioned on the rail before proceeding.

EXCEPTION: Inspection is not required when either a desired or

undesired emergency application of the brakes is initiated at a speed above 30 MPH provided train exceeds 5,000 tons, no unusual slack action is felt incidental to stopping, brake pipe continuity is not broken, and train does not require excessive power to start. When the train brake pipe pressure has been restored, item (A) and item (B) above must be complied with.

FOR ALL TRAINS: Train must not proceed, nor crewmen be recalled, until engineer knows that visual inspection is completed where required or brake pipe pressure has been restored when applicable. If any train experiences unusual slack action while stopping or requires excessive power to start, then both sides of entire train must be inspected.

A train on adjacent track receiving radio notification must approach location at restricted speed and stop short of any obstruction or flagman unless advised that the track is clear and it is safe to proceed.

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 stop ɔd if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 103(E) amended to read: When handling cars ahead of engine on main track or controlled siding, movement must be made at restricted speed.

Rule 103(M) amended to read: KICKING: Kicking of cars will be permitted only when such movement can be made without danger to employees, equipment or contents of cars.

Rule 103(P) amended to read:

Before switching passenger equipment or occupied outfit cars, air must be coupled and brake system charged. Automatic brake valve must be used in such switching. When coupling into passenger equipment or occupied outfit cars, or when they are coupled to other equipment, the movement must be stopped at a distance of approximately 10 feet from the point where coupling will be made. All movements to accomplish couplings with this equipment must be governed by a crew member on the ground using hand signals.

Utmost caution must be exercised to avoid rough handling. When coupling is made, couplers must be fully compressed and stretched to know that knuckles are locked before making air, steam and electrical connections.

Passenger cars, occupied outfit cars, or similar equipment must not be cut off while in motion, and no car moving under its own momentum shall be allowed to strike them.

When a sign reading "occupied outfit" is attached to switch, or to cars, cars must not be coupled to, or moved, until occupants have been notified and permission given by the foreman or his representative.

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(M) Item 2 amended to read: (2) – HAND OPERATION AT A STOP SIGNAL: When a train is stopped by a signal governing trailing point movement through spring switch and the switch is equipped with a facing point lock, it must be operated by hand. Switch must not be restored to normal position until after movement has been completed.

If spring switch is not equipped with a facing point lock and hand operation is necessary to establish block signal protection, the switch must be lined for the route to be used. Switch may be restored to normal position after leading wheels have passed insulated joints.

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 307 amended to read: MOST RESTRICTIVE INDICATION: If a signal fails to display its most restrictive indication when a block is occupied or when a switch protected by that signal is changed from its normal position, the signal must be regarded as displaying its most restrictive indication. A flagman must be left to stop trains governed by such signal before passing it and inform the crew of the condition. Such protection must be provided until relieved by employee of the Signal Department or by instructions from the train dispatcher. If crew is unable to leave flagman to stop trains governed by such signal, train must stop and remain until relieved by employee of the Signal Department or by instructions from the train dispatcher. In all cases, train dispatcher must be notified by quickest means of communication.

First sentence of Rule 312 (1) amended to read: (1) In CTC territory, unless train is within track and time limits granted on track governed by that signal, a crew member must immediately communicate with control operator.

Rule 315 (A) amended to read: DUAL CONTROL SWITCHES AND DERAILS: Before proceeding from a stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining dual control switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

EXCEPTION: When operating with a 2-man crew and it is not practical for the crew member on the ground to perform switch inspection because of other duties, inspection of the switch will be made by the engineer from the locomotive cab by looking to see that the switch is properly lined for the route to be used. Speed must not exceed 5 MPH until lead unit passes over the switch.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, the control operator must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 317 amended to read: ENTERING MAIN TRACK AT HAND OPERATED OR SPRING SWITCH: Within CTC territory, manual interlocking limits or territory where Rule 252 is authorized, train may enter the main track at hand operated or spring switch where there is no governing signal only on authority of control operator. Control operator must ascertain that there are no conflicting movements before granting such authority.

In other territory within block system limits, crew member or switch tender must open switch and wait 5 minutes at the switch to establish block signal protection. After expiration of 5 minutes and if no movement is seen or heard approaching, train may enter main track.

The 5 minute wait or the hand operation of a spring switch unless prescribed by Rule 104(M) (2) is not required when:

(1) Switch is equipped with an electric lock and seal is not broken;

(2) Block occupancy indicator indicates block clear (this item does not apply on Santa Fe);

(3) Block signal governing movement to main track displays a proceed indication;

(4) Signals governing movements on main track indicate no train is approaching from either direction;

(5) Block to be entered is occupied by a train, engine or car, either standing or moving away from the switch to be used;

(6) Main track between siding switches is occupied by a train which has been met or a standing train to be passed;

(7) Entering a main track outside yard limits for authorized movement against the current of traffic;

(8) Rule 94 is in effect, provided movement is not made beyond Rule 94 limits for 5 minutes after main track circuit is fouled unless authorized by a proceed indication of a controlled signal:

(9) Granted work and time authority within DTC;

(10) Track permit authorizing movement has been granted; or

(11) Authorized by track warrant outside yard limits to "WORK BETWEEN" two specific points.

Rule 318 amended to read: INITIATING MOVEMENT BETWEEN SIGNALS: Movement must be made at restricted speed until leading wheels have passed the next governing signal or end of block system when:

(1) Entering a block where there is no governing signal and aspect of main track signal governing the block to be used cannot be observed;

(2) Indication of previous signal is not known; or,

(3) A change of direction is made within a block.

EXCEPTION: Within ACS territory and it is known cab signal device is cut in and operative, train may operate in accordance with cab signal indication after moving a distance equal to its own length.

Rule 351 amended to read: TRACK AND TIME LIMITS: Train may occupy a track or tracks within specified limits for time periods authorized by control operator in words "Track and time limits, authority (number), granted on (track), between (point) and (point), (time) until (time)." Track may be used in either direction within limits specified until the limits have been cleared and released without flag protection, but all movements must be made at restricted speed.

When the limits are designated by a switch, such limits extend only to the signal governing movement over the switch.

Except at interlockings, trains granted track and time limits:

(1) Must stop and secure authority to pass signal displaying stop indication to enter the limits; and,

(2) May pass a signal displaying stop indication within the limits, after stopping, without further authority; and,

(3) May pass a signal displaying stop and proceed indication within the limits without stopping.

Requirements for inspection of spring switches and dual control switches must be observed.

Track and time limits do not authorize occupancy of main track within interlocking limits.

Track and time limits must be cleared and released before expiration of time granted in the words "(Train, gang or track car where applicable) (employee name and occupation) reporting clear of track and time authority (number)." If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When employee granted track and time limits requests additional time, it may be extended in the words "Track and time limits, authority (number) for (name or equipment) extended until (time)." When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication.

If no other employee has been granted track and time limits, track and time may be released by a train while within the limits to move in a specified direction and will then be governed by signal indications upon verbal authority from the control operator in words "Track and time limits, authority (number), granted (train) on (track) between (point) and (point) released for movement (direction) at (time)."

Control operator must be notified when trains are clear of the limits except when control operator authorizes a train to leave the limits by signal indication. Limits will be considered released when train has passed such signal and is clear of the limits.

Rule 405 supplemented by adding: Track warrants and track bulletins may be transmitted to any location. Suggested form for track warrant is shown on Page 82 of General Code of Operating Rules and pre-printed pads of this form will be in the format shown except for Box 15 which reads 'Protection as prescribed by Rule 99 not required'. When Box 15 is marked, protection as prescribed by Rule 99 is not required against following trains on the same track.

The form for mechanically transmitted track warrants is changed with Boxes 5 and 14 omitted, Box 16 revised, and Boxes 18, 19 and 20 added. Mechanically transmitted track warrants must indicate total number of track bulletins when Box 16 is marked, or if there are none, the word 'No' will be shown in space provided. Track condition messages are being delivered when Box 18 is marked, and a train message is being delivered when Box 19 is marked.

Employees receiving copies must assure that the correct number of track bulletins are received, and that 'boxes marked' correspond with those indicated in Box 20.

Rule 450 is supplemented by adding: Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employes receiving copies must assure that the lines used correspond with the number indicated.

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

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

Courteous deportment is required of all 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 928. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

Rule 903 of the Air Brake Supplement to the General Code of Operating Rules as revised January 1, 1988, amended to read: TRAINS AND LOCOMOTIVES LEFT UNATTENDED: When a train is to be left unattended with engine attached:

1. Engine and cars must be secured as required by Rule 103(L).
2. The engineer must make a 20 PSI service application with the automatic brake valve.
3. Cab doors of Santa Fe locomotives equipped with locking devices must be locked.

When a locomotive is left unattended, the individual unit, or the controlling unit of a multiple unit consist, must be conditioned as follows:

1. Throttle must be in idle position.
2. Independent brake valve must be cut in with handle fully applied.
3. Automatic brake valve must be cut in and a 20 PSI service application made.
4. Generator field switch must be off.
5. Reverse lever must be removed from the control stand and placed in holder.
6. Engine must be secured as required by Rule 103(L).
7. If left at a location, other than at a mechanical facility where employees are on duty for the purpose of servicing locomotives, cab doors of all Santa Fe locomotives in consist equipped with locking devices must be locked.

Rule 905 of the Air Brake Supplement to the General Code of Operating Rules as revised January 1, 1988, amended to read: There must be at least 85 percent operative air brakes on any train. When piston travel is in excess of 10-1/2 inches, the air brake on that car is inoperative.

There must not be more than two consecutive brakes (control valves) cut out in any train, except when necessary to move to first auxiliary track where they can be switched or set out.

The rear car of train must have operative air brake.

EXCEPTION: If air brake becomes inoperative en route, the car must

be chained to the rear of train and handled to the first auxiliary track where car may be switched or set out.

If only one valve or brake cylinder fails on a car with two-brake equipment, each operating on one truck independent of the other, brakes should be considered operative.

When necessary to cut out brakes on passenger equipment due to broken brake cylinder pipes, rods, beams, etc., close the truck cut out cock in the brake cylinder pipe to the defective truck only. If it is necessary to cut out brakes due to defective control valve, close cut out cock in branch pipe and in both brake cylinder pipes leading to trucks. Do not drain air from reservoirs to release sticking brakes. The reservoirs should be left charged to provide pressure to auxiliary devices.

When a brake will not release, the brake must be cut out unless condition can be corrected by:

1. Releasing hand brake; or
2. Placing retaining valve in direct exhaust.

When necessary to cut out a brake, close the brake pipe branch pipe cut out cock. Brake cylinder and reservoir must be depleted of use of the release valve.

Brakes must not be cut out except when defective, repairs are being made on the brake shoes or rigging, or instructed by supervisor in charge.

Conductors must report all defects in prescribed form to the train dispatcher. Inoperative air brakes must be reported to the engineer.

Rule 927 of the Air Brake Supplement to the General Code of Operating Rules as revised January 1, 1988, amended to read: UNLOCKING AND TESTING WHEN ASSUMING CONTROL OF A LOCOMOTIVE: When assuming control of a locomotive unit or consist in other than an immediate step-on step-off operation it must be determined that all locomotive cab doors of the lead consist are unlocked.

When assuming control of a locomotive unit or consist not coupled to a train or cars, the following inspection and test must be made:

A. Before the locomotive is moved by its own power:
   1. Observe brakes are applied on each unit.
   2. Main reservoir pressure must be 120 PSI or above.

B. Immediately after movement is started:
   1. Return throttle to idle position and determine unit or consist rolls freely which will indicate all brakes are released.
   2. Increase speed (to approximately 10 MPH if conditions permit) and make an automatic service brake application sufficient to develop brake cylinder pressure.
   3. When speed is approximately 5 MPH, depress independent brake valve handle in release position 3 seconds for each unit in the consist. If retardation continues, stop must be made immediately. The cause of such action must be corrected before movement is continued.

Part B-3 must also be performed when assuming control of a unit or consist coupled to a train or cars. If retardation occurs, stop must be made immediately.

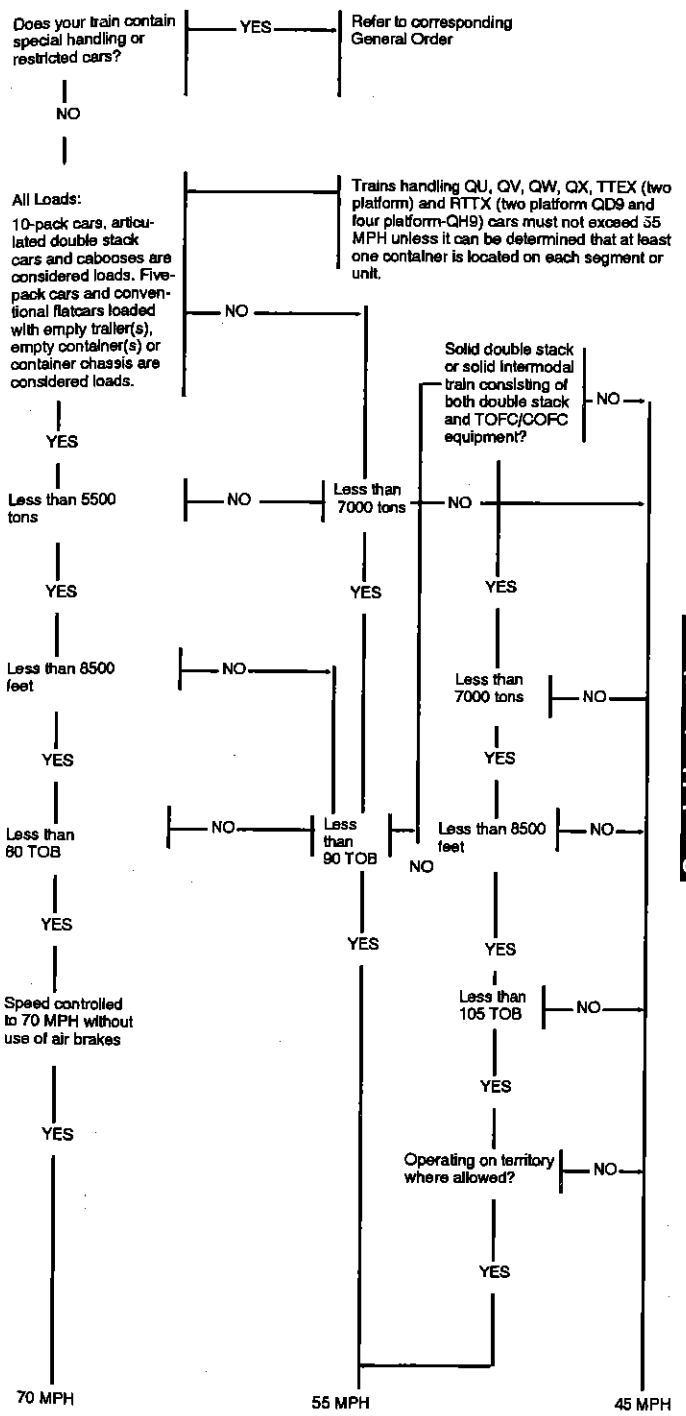
Rule 928 of the Air Brake Supplement to the General Code of Operating Rules as revised January 1, 1988, is amended by adding a new last paragraph reading: When necessary to cut out the dynamic brake on locomotive(s) within a consist to avoid exceeding the 24-axle limitations, start with the second locomotive and continue consecutively toward the rear of the locomotive consist until the proper number of locomotives have been cut out. The lead locomotive should not be cut out in order to provide load meter readings.

5. (A) SPEED - MAIN TRACKS
Where authorized by Special Instruction 1(A), the maximum speed for freight trains is 70 MPH provided:
(1) Train does not contain empty car(s). Ten-pack cars, articulated double stack cars and cabooses are considered loads. Five-pack cars and conventional flatcars loaded with empty trailer(s), empty container(s) 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.

(continued on next page)

(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.

FLOW CHART 5(A), (B)



(C) SPEED – AUXILIARY TRACKS
Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).

(D) SPEED – STREET CROSSINGS
Speed restriction over street or highway crossings listed in Special Instruction 1(C) apply only while head end of train is passing.

(E) SPEED – KEY TRAINS
Maximum authorized speed for key trains is 50 MPH.

6. MAXIMUM SPEED OF ENGINES.

Engines	MPH	When not Controlled From Leading Unit (MPH)
Amtrak 200-799**	90*	45
1101-1146, 1460#	45	45
All Other Classes	70	45

EXCEPTION: When the controlling locomotive of the train is a car body type or has comfort design cab and it is in the backing position, maximum speed is 45 MPH.

* Engine without cars must not exceed 70 MPH.

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

** 700 class Amtrak engines are restricted to 50 MPH on curves of 2° or greater. When Amtrak trains are detoured, train dispatcher will give crew a list of these curves where restriction applies if not so indicated in timetable..

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION		
	Maximum depth above top of rail (Inches)	Maximum speed (MPH)
All Classes Except Amtrak	3	5
Amtrak	2	2

8. Wrecking derricks, locomotive cranes/pile drivers, Jordan spreaders and similar machinery moving on their own running gear must not be moved in trains except with proper authority, and trains or engines handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks MPH	Locomotive Cranes/Pile Drivers AT-199454 through AT-199468 and Jordan Spreaders MPH
All Subdivisions except those listed below:	40	45
Borger, York Canyon, Longview, Silsbee (Silsbee to Beaumont), and Hutchinson (C.H. Jct. to Great Bend).	30	30

(continued on next page)

8.(Continued)

Marceline (South Track Hardin to C.A. Jct.), McPherson, Salina, Great Bend, Stillwater, H.&S., C.V., Manter, Medicine Lodge (Attica to M.P. 41), Hutchinson (Great Bend to Kinsley), Enid (Kiowa to Enid), Strong City, Cresson, Dallas, Oakdale, Garland, Lamesa, Deming (between Deming and M.P. 30), Porterville, Visalia, and Harbor.	20	20
Little River, Larned, Englewood, Wichita, Medicine Lodge (M.P. 41 to O.B. Jct.), Minnequa, Canon City, Silsbee (Beaumont to M.P. 49), Bay City, San Saba, Arvin, Escondido, Lucerne Valley, Oil City, Redlands, Ripley, San Jacinto and Sunset.	10	10

Locomotive cranes/pile drivers must be handled in trains next to engine.

Trains or engines handling wrecking derricks, locomotive 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.

Plasser Undercutters AT 199295 and 199296 must be moved rear end only not exceeding 50 MPH.

9. TRACKSIDE WARNING DETECTORS:

(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:

(1) 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.

(2) If an overheated journal is found, the car or unit must be set out. 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.

Equipment 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 set out. EXCEPTION: Train crew must request and be governed by instructions from Supervisor Train Operations concerning further handling of 10-Pack equipment after second detector stop.

(3) When making inspection for hotbox, give particular attention to heat of journals and hub of wheels observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.

(continued on next page)

9. TRACKSIDE WARNING DETECTORS (Continued)

(4) When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.

Use yellow crayon marker to write date and letter "X" above each journal indicated or found to be overheated and the date and letter "W" above each wheel indicated or found to be defective or overheated if the car is set out or remains in train.

(5) Any detector failure, failure of radio to transmit, or malfunction observed must be reported to the train dispatcher as promptly as practicable.

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

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

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

(A) it is snowing or sleeting; or

(B) there is snow on ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

(1) After train passes the detector:
A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute. Any failure of radio transmission must be reported to train dispatcher.

(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, if so equipped, 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.)

(continued on next page)

9. TRACKSIDE WARNING DETECTORS (Continued)

(5) If a train receives 4 defective car* alarms, 4 hot wheel 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.

(B) SHIFTED LOAD DETECTORS

All members of crew must be alert to observe indicators. These detectors when activated by a shifted load will display a rotating light or activate radio communication at a radio readout. When a train actuates indicators or radio readout announces a wide, high, or shifted load the train must stop immediately. Inspection must be made of both sides of train for shifted load and protruding objects. Train dispatcher must be advised promptly of the results of inspection by radio or telephone.

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.

When radio equipped detector transmits "SYSTEM FAILURE", or fails to transmit after passing shifted load detector, trains must be stopped and inspected on both sides for shifted load and protruding objects.

(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 activated by high water set adjacent block signals in stop position or activate radio communication at radio readout type high water detectors.

When adjacent block signals are red, trains must not proceed over bridge until thorough examination by crew member has been made to determine that bridge or track has not been weakened by high water.

At locations equipped with radio readout type high water detectors trains will activate radio response when passing sign reading 'APPROACHING HIGH WATER DETECTOR'. If a message stating 'NO HIGH WATER YOU MAY PROCEED' is received, trains may proceed at prescribed speed. If a message stating 'STOP YOUR TRAIN YOU HAVE HIGH WATER' or if no radio response is received, trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water.

Trains moving against the current of traffic must approach all locations protected by high water detectors prepared to stop unless it has been determined that tracks are clear, high water is not present, approaches to bridges are intact or examination has been made to determine that bridge or track has not been weakened by high water.

(D) SLIDE DETECTORS

Slide detectors placed in certain areas will cause adjacent signals to be red or rotating red lights to become illuminated if the circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rule 312 or 313. When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear of any obstruction. Train dispatcher must be promptly notified if slide conditions observed.

(E) INSTRUCTIONS TO KEY TRAINS STOPPED BY HOT BOX DETECTORS

If a defect is noted in a key train by a hot box detector, but a visual inspection fails to confirm evidence of a defect, the train must not exceed 30 MPH until it has passed over the next hot box detector. If the same car again sets off the next detector, the car must be set out from the train.

10. MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS. MPH

(A) Trains handling continuous welded or jointed rail, except 25 MPH on curves of 6 ° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40
(B) ACFX tank cars 17451 thru 17495 NATX tank cars 10841 thru 10865	45
(C) Gondolas: Loaded & Empty PC 598500 thru 598999, CR 598500 thru 598999 or SP 345000 thru 345699 Gondolas: Empty NW 190500 thru 190999	45
(D) Empty bulkhead wallboard flatcars: BN 616475 thru 616674, CS 616375 thru 616474 and SOU 115250 thru 115274.	45
(E) Tank cars: DVLX 4001 thru 4190 and the following UTLX cars: 76517, 76539, 76556, 76558, 76568, 76595, 76649, 76656, 76696, 76733, 76736 thru 76738 76742 thru 76745, 76747, 76748, 76750, 76751, 78256 thru 78269, 78272, 78274, 78278, 78281, 78285 78287 thru 78293, 78326, 78328 thru 78333, 78336 thru 78340, 78343, 78344, 78347, 78348, 78350, 78353	40
(F) EMPTY "Schnabel" type cars: APWX 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
All cars listed in (F) must be handled on or near the rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.	
(G) LOADED "Schnabel" type cars listed in (F), also CEBX 800 LOADED & EMPTY, must be governed by instructions issued for individual movements.	
(H) Solid consist of military equipment: Lampasas Subdivision (between Lometa and Brownwood only)	40
All other Subdivisions	55
(I) Empty gondola cars KCS 801011 thru 802930	45
(J) Hopper cars WFAX 84654 thru 84700	45
(K) Trains RSGV handling loaded sulphur cars	40
(L) Trains GVRS handling empty sulphur cars	40
(M) Scale test cars listed below have a minimum gross weight of 100,000 pounds and may move in any position in the train and at maximum authorized speed for which your train is qualified: WWBX 199917, WWBX 199918, WWBX 199919, MP 15507 MP 15510, MP 15511, MP 15512, UP 167579 UP 900700, UP 903600	
All other foreign line scale test cars (must be handled immediately ahead of caboose or as rear car of train). Scale test cars must not be humped.	50
(N) OTTX flatcars 90000-97955 (loaded or empty)	45

11. HELPER INFORMATION/LOCOMOTIVE SPECIFICATIONS

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

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE POWER	DYNAMIC BRAKE****
90	EMD	SDFP45	399,000	68,006	3600	6ET
**100	EMD	GP60M	278,400	57,500	3800	4EF
*200	EMD	F40PH	259,500	38,240	3000	4BF
**325	EMD	GP60B	278,400	57,500	3800	4EF
*500	GE	B32-8WH	269,500	38,500	3200	4EF
**500	GE	B40-8W	288,000	69,200	4000	4EF
***800	GE	C40-8W	394,200	108,600	3800	6EF
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	3600	4EF
**4000	EMD	GP60	274,500	57,500	3800	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	SDF40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	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
5705	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
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
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7410	GE	B40-8	283,000	69,200	4000	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
9500	GE	SF30C	391,500	91,500	3000	6EF

* Amtrak passenger units.

** For the purpose of calculating dynamic braking effort, Units 100-162, 325-347, 500-582, 4000-4039 and 7400-7449 must be considered as having six axles.

*** For the purpose of calculating dynamic braking effort, units 800-866 must be considered as having 8 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.

12. SPECIAL CAR HANDLING INSTRUCTIONS

One or any combination of two of the following codes may be shown in the SCHI field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special instruction Column of switch lists and yard inventories.

CODE	DESCRIPTION
AI	Agricultural Industries
B1	Bad Order
BT	Bare Table (No Vans/Containers).
CD	Condemned (See Note 1)
DH	Do Not Hump
DO	Written Delivery Order
DU	Do Not Uncouple
EC	Empty Container (speed restricted to 55 MPH)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited (See Note 1)
LS	Handle in local service only
IPSW	Intraplant Switch (Respot Car)
MN	Mechanical Refrigeration Maintain Minus __ Degrees
MR	Mechanical Refrigeration Maintain __ Degrees
MCNR	Mechanical Car or Trailer – No Refrigeration Required
ND	Do Not Divert
NIT	Car Not in Train or Not on Track
NP	No Placards
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not Placed
PULL	Car Pulled Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RSPT	Respot Due to Railroad Error
SHPS	Heater Burning
SO	Car/Van Billed Shipper's Order
SPOT	Car Spotted, Time and Date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection – Set Direct
WL	Weigh Light
XX	Do Not Move This Car
ZZ	Do Not Hump or Cut Off While in Motion
25	25 MPH Speed Restriction (See Note 2)

CODE	DESCRIPTION (HAZARDOUS)
BA	Blasting Agent
CH	Chlorine
CL	Combustible Liquid
CM	Corrosive
DA	Dangerous
DW	Dangerous When Wet
FG	Flammable Gas
FL	Flammable
FS	Flammable Solid
FW	Flammable Solid-W
MA	Marked with ID Number
NF	Keep Away From Food
NG	Non-Flammable G
NS	Spontaneously Combustible
N1	Explosives 1.1 (Placard on SQ)
N2	Explosives 1.2 (Placard on SQ)
N3	Explosives 1.3
N4	Explosives 1.4
N5	Explosives 1.5
N6	Explosives 1.6
N9	Class 9 Material
OM	Oxidizer
OP	Organic Peroxide
OX	Oxygen
PA	Poison Gas (Placard on SQ)
PB	Poison
PL	Poison (Placard on SQ)
PO	Poison Gas
RM	Radioactive Material
XA	Explosives A (Placard on SQ)
XB	Explosives B

Note 1. The 'CD' Condemned and 'IP' Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). **This does not relieve employes of the responsibility of reporting these codes when appropriate.**

Note 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed retrictions will have the speed restriction code inserted by the computer. When such speed or speeds are shown, trains must not exceed the lowest speed so indicated. **This does not relieve employes of the responsiblity of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.**

When cars are subject to two special handling instructions, both codes should be reported. If subject to move with more than two, report the two most restrictive and protect other special handling requirements by an administrative message to those offices and/or individuals to whom the wheel report is addressed.

13. HAZARDOUS MATERIAL - ACCIDENT

IN CASE OF ACCIDENT, your safety is the first consideration. The responsibility of a train crew is to determine the status of the incident and provide that information to all who need it.

PROTECT THE TRAIN AND MAKE AN EMERGENCY CALL BY RADIO. State the specific location of the incident and train status.

DETERMINE THE STATUS OF ALL CREW MEMBERS.

NOTIFY the Supervisor Train Operation (STO) by the quickest means available. If railroad communications fail or are not available, call long distance collect:

Albuquerque	505-857-4719	Kansas City	913-551-4190
San Bernardino	714-386-4224	Euless	817-868-3201

Provide:

1. Your name and title.
2. Train identification symbol.
3. Specific location of the incident (station, mile post location, nearest street or highway crossing.
4. If you need fire or medical assistance.
5. Wind and weather conditions.

IF FIRE OR VAPOR CLOUDS are visible:

1. TAKE all paperwork such as waybills, train list and emergency response information with you.
2. EVACUATE to 1/2 mile upwind of vapor cloud or fire.
3. SELECT a safe location accessible to arriving emergency response personnel.
4. REEVALUATE the status of your train from this point. Provide the STO with an update and your location.

IF NO FIRE OR VAPOR CLOUDS are apparent:

1. EXTINGUISH ignition sources such as smoking materials and caboose stoves. Do not smoke in the vicinity. Do not light fusees.
2. CHECK the train list or shipping papers to determine what cars and commodities are likely involved, identify potential ignition sources such as operating refrigeration equipment and switch heaters.
3. INSPECT the train to determine the condition of cars involved.
   a. Use a buddy system if possible.
   b. Tell crew members what commodities may be involved.
   c. Utilize emergency response information to determine what risk they may pose.
   d. Approach from upwind (wind at your back) and uphill side.
   e. Go no nearer than absolutely necessary to assess the condition of the cars.
   f. Use your eyes, ears and nose to detect any fire, vapor or gas cloud, 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.

UPDATE THE SUPERVISOR TRAIN OPERATIONS with as much information as you have gathered from inspecting the train.

1. Initials and numbers of cars involved.
2. Location of hazardous materials involved.
3. Description of hazardous materials from shipping papers.
4. Condition of each car. Is it upright or turned over; intact; punctured or leaking; on fire or near a fire; producing a vapor or gas cloud; releasing an unusual odor or unusual noise?
5. Location of people, property, or public systems (roads, power line, hospitals, etc.) which could be subject to damage.
6. Location of any nearby storm sewer, stream, river, pond or lake.
7. Location of access roads.
8. Indicate the location where the train crew will meet the emergency responders and how the train crew can be identified.
9. Any other information that will help the STO understand the situation.

WARN people to stay away from the emergency area.

IDENTIFY yourself by name and title when police and fire personnel arrive.

(continued on next page)

PROVIDE ASSISTANCE by giving them a copy of the train list, emergency response information and any notes made. The conductor should give information from waybills, but must retain them and one copy of the train documents until delivered to a responding company officer.

HELP emergency personnel determine which cars and commodities are involved.

REMAIN at the scene, at a safe distance, until relieved by a company operating officer.

A company spokesperson will handle discussing the incident with the media or other persons

These instructions should be followed as closely as possible, however, it is realized that on the scene judgement based on actual circumstances must be the final guide for protecting lives, property and the environment.

ALWAYS CONSIDER YOUR SAFETY BEFORE ACTING.

14. HAZARDOUS MATERIAL INSTRUCTIONS

A. INSPECTION LOCATIONS

In addition to designated mechanical inspection points, cars and shipments of hazardous materials must be inspected at any location when:

- pulled from an industry
- picked up at interchange points
- placed in a train

B. INSPECTION PROCEDURE

1. Make a freight car safety and mechanical inspection as prescribed by GCOR 627.
2. In addition, the following inspection must be made from the ground:
   - verify that loading and unloading fittings and connections are disconnected
   - determine that shipment has no obvious leaks
   - visually check that top and bottom fittings, doors, hatches and outlets are properly secured
   - verify that placards/markings are displayed on both sides and both ends of the equipment
   - ensure that each placard:
     - — is securely attached
     - — reads horizontally from left to right
     - — is not missing, faded or torn
     - — matches information on the shipping paper
3. For shipments placarded EXPLOSIVES A (XA), EXPLOSIVES 1.1 (N1) or EXPLOSIVES 1.2 (N2), an additional inspection procedure is required:
   - inspect exterior of car for signs of possible damage to lading
   - verify that the car certificates are in place near the doors on both sides of box car shipments
4. Car not in compliance with this inspection procedure must not be transported. Report the problem to the industry, designated company official or ROC (as appropriate) for correction.

C. SWITCHING RESTRICTIONS

1. Coupling speed of loaded placarded tank cars must not exceed 4 MPH.
2. Shipments placarded EXPLOSIVES A (XA), EXPLOSIVES 1.1 (N1) or EXPLOSIVES 1.2 (N2):
   - must be separated by at least one non-placarded car from the engine(s)
   - must be placed in a location away from probable danger of fire
   - must not be spotted in or alongside a passenger station or platform
   - must not be placed under a bridge or overhead crossing

(continued on next page)

3. For any of the following:
   - a placarded intermodal shipment
   - a shipment with placards displayed on white square backgrounds (SCHI codes XA, N1, N2, PA or PL)
   - loaded DOT specification 113 tank cars placarded FLAMMABLE GAS (FG)

   the following restrictions apply to the shipment:
   - must not be cut off in motion
   - must not be struck by any car cut off in motion
   - must not be coupled into with any more force than necessary
4. Shipments designated as key cars must not be:
   - cut off in motion in more than two car cuts
   - directly coupled into by cars cut off in motion in more than two car cuts

D. SHIPPING PAPERS

1. A member of the crew must have a copy of the shipping paper for all hazardous materials shipments, whether placarded or not. The shipping paper should contain the following information:

DESCRIPTION	EXAMPLE
Car initials and number.	CHCX 72989
Total quantity (by weight or volume for bulk shipments, or by piece count and package type for non-bulk shipments). For residue shipments, no quantity is required.	1 TANK CAR 4 DRUMS, 854 LB.
The phrase "RESIDUE LAST CONTAINED" if the car is an empty tank car that has not been cleaned or purged.	RESIDUE LAST CONTAINED
Proper shipping name.	FLAMMABLE LIQUID, NOS
Hazardous classification.	3
Identification number (UN or NA)	UN1993
Packing group (unless the hazardous classification is worded, or is numeric other than 2.1, 2.2, 2.3 or 7).	PGII
Placard notation.	PLACARDED FLAMMABLE
Placard endorsement in one-half inch letters or within a box of asterisks (unless this is the initial movement from an industry and only switching is involved).	******** * DANGEROUS * ********
Emergency contact telephone number.	1-123-456-7890
Additional descriptive phrases may also be present such as "RQ," a technical name within parenthesis following the proper shipping name, "INHALATION HAZARD," "POISON-INHALATION HAZARD" or "ZONE A."	(CONTAINS XYLENE) RQ (XYLENE)

2. Acceptable forms of shipping papers include:
   - train consist
   - waybill
   - track list (with entries described in Item 1 above)
   - radio waybill
   - UPS haz mat packet
   - shipper's switch order (with entries described in Item 1 above)
3. A member of the crew must have a document indicating the position in the train of each placarded hazardous material shipment, except when the crew has changed the position of the shipment or when the crew has picked up the shipment in route. Any changes made in route should be documented on the train consist or work order report.

(continued on next page)

E. KEY TRAIN DESIGNATION

1. The "KEY TRAIN" designation applies to any train with:
   - five (5) tank car loads of Zone A or Zone B poison-inhalation hazard (PIH) material (PA, PL and others)
   - twenty (20) car loads or intermodal portable tank loads of a combination of any of the following materials:
     - Zone A or Zone B PIH material (PA, PL and others)
     - flammable gas (FG)
     - explosives in Division 1.1 (N1), Division 1.2 (N2) or Class A (XA)
     - environmentally sensitive chemicals
2. A train may change to/from a KEY TRAIN based on shipments picked up/set out in route.

F. HAZARDOUS MATERIAL RELEASE

Upon discovery of an unintentional release of material from a shipment of hazardous material, follow the procedures described in Special Instruction 13 for assessing the incident. Notify the ROC or local company official by the first available means of communication. Provide the following information:

- your name and title
- location of the leaking car
- car initials and number
- contents of the car
- location of leak from the car
- rate of leak from the car

G. TRAIN PLACEMENT AND SEGREGATION

The chart on pages 206 and 207 describes restrictions on train placement and segregation.

15. Incorrect information following the word "TO;" on the address line of track warrant must be reported to the train dispatcher. If verbally authorized by the train dispatcher, the information may be corrected by a crew member.

16. Track Warrants with only boxes 13, 14 or 17 marked requiring speed or other restriction must be retained and complied with during the tour of duty on which they were received.

17. In the application of Rule 104(B)(5), trains operating without a caboose must not leave siding switch used to enter siding lined and locked for the siding unless authorized by the train dispatcher.

18. In the application of Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

(1) Engineer, or employe at the controls of the engine, must make a 20 PSI service air brake application: and,
(2) Reverser lever must be removed and placed in charge of employe performing such work.

19. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

20. When letter "S" (siding sign) is displayed on a "STOP" signal, train must stop and crew member operate switch to enter siding or diverging route, then be governed by signal indication.

21. In the application of Rule 10(C), flags may be displayed, when necessary, to the left of track as viewed from an approaching train.

22. Where CTC is in effect, when movement is being made through a hand operated switch protected by an absolute signal not controlled by the control operator, authority to occupy main track or controlled siding must be obtained from the control operator as prescribed by Rule 350(A).

If signal fails to display a proceed indication for movement to the main track or controlled siding after the switch is opened, authority to pass signal displaying stop indication must be obtained from the control operator as prescribed by Rule 312(1).

23. In the application of Rule 408(1), when the train dispatcher instructs a train crew to report passing a designated station, if the station has a siding, the report must be made after the rear car of the train passes over the last siding switch. If the designated station does not have a siding, the report must be made when the rear car of the train passes the station sign.

(continued on next page)

ALL SUBDIVISIONS
Special Instructions

24. In the application of Rules 252 and 351(E), where authority to occupy track with a Track Permit or where CTC is in effect, all train, engine and yard employees must use Form 1014 Std. for recording and repeating Track Permit or Track and Time Authority granted by the train dispatcher.

25. When a car is set out between terminals account bad order, it should, if possible, be left where it can be driven to by truck for making repairs.

26. In the application of Rules 315 and 319, employees are not permitted to operate a dual control switch or an electrically locked switch within Track and Time limits that will affect the signal indications on an adjacent track without authority from the control operator.

27. In the application of Rule 315, when dual control switches at automatic interlockings are placed in hand operation, movement must not foul conflicting route of interlocking before automatic interlocking limits have been continuously occupied for not less than 5 minutes.

28. GRADE CROSSING ACCIDENTS

The following information is designed to serve as post grade crossing accident guidelines. It is designed to provide the utmost in safety for you and your crew.

After the accident has occurred and the train is stopped:

a. Ensure the safety of crew members, accident victims, and the public.
b. Meet the requirements of Rule 102(1) of the General Code of Operating Rules.
c. Contact the dispatcher, communications coordinator, or any other available radio contact and advise:
   1. exact location; and
   2. what emergency services are needed.
   Be sure to include alternate routes for the emergency vehicles if your train is blocking road crossings.
d. Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.
e. Assign a crew member to monitor a radio to provide further information for emergency assistance.
f. If it is safe, render assistance to accident victims. It is important not to move the victim unless a life threatening situation exists.
g. Turn "off" the vehicle's ignition and inform the investigating officer you did so. Otherwise, do <u>not</u> disturb the accident scene.

   Do not move the train unless it presents a safety problem, such as emergency vehicles need to get to the accident through a blocked crossing, etc.
h. Only give information to:
   a. The investigating officer; or,
   b. Authorized company officials.

   Cooperate with the investigating officer. Answer the officer's questions and provide as much information as you can recall.

   Record the badge number and name of the investigating police officer at the scene. Witness with the officer that the headlight is on, and that the whistle and bell on lead unit are in proper working order. Also, note that the crossing warning devices are functioning.
i. Assign a crew member to verify the accuracy of the wheel report. Save all wheel reports, track warrants, track condition messages, and other pertinent documents for the proper Santa Fe officials.
j. Ascertain that no part of your train is derailed and that it will be safe to proceed once released by the investigating officer.
k. Review the "Telegraphic Report of Accident" Report (Form 810 Std.) and ascertain you have obtained all required information.
l. Personal counseling will be available to any crew member who might experience post-accident trauma.

29. FREIGHT TRAIN OPERATION ON HEAVY DESCENDING GRADES:

Unless more restrictive requirements apply, on descending grades of 1.0% or more, freight train operation will be governed as follows:

a. While maintaining authorized speed, if brake pipe reduction exceeds 18 psi, train must be stopped immediately and secured as prescribed by rule 904.
b. Before proceeding, brake system must be fully charged.

Position in train of placarded cars containing hazardous materials

HOW TO USE THIS CHART:

To determine where a placarded car or marked car can be placed in a train, follow these steps:

- Determine the car kind.
- Determine the type of placard applied or use the SCHI code beside each placard or marking.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates that the wording at the left side applies. See footnotes for explanation.

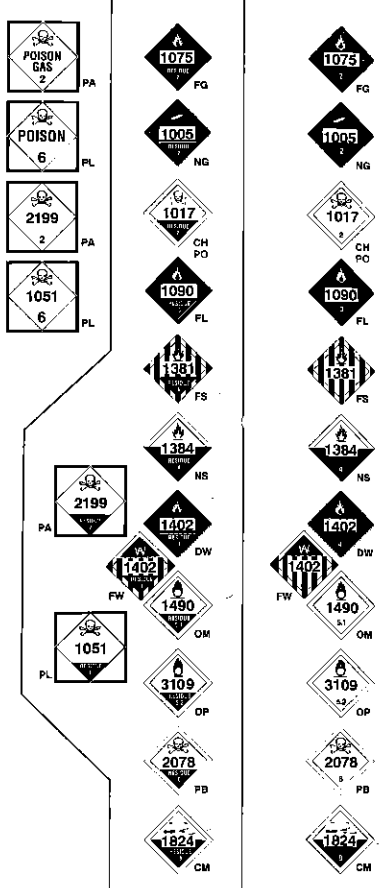
NOTES:

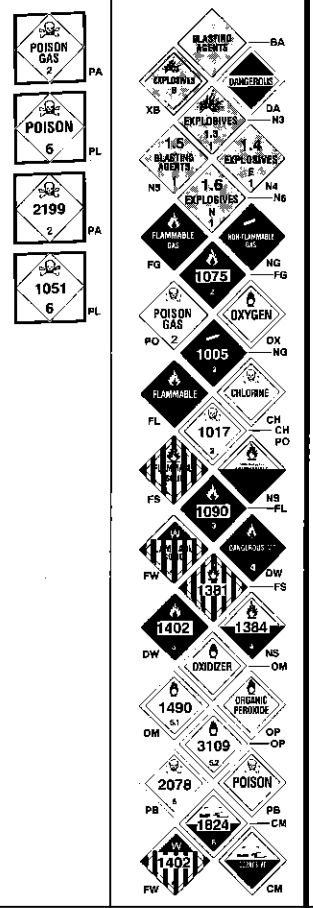
Restrictions for intermodal vehicles (trailers, containers and tank containers) are found in the "OTHER THAN TANK CARS" and "ANY CARS" columns on this chart.

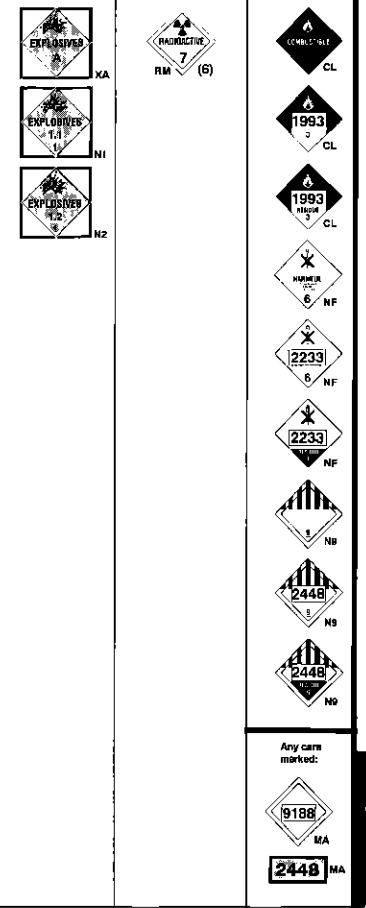
Cars and intermodal vehicles with the same placards, or placards from the same column, may be placed next to each other.

Identification numbers shown are examples. Other numbers may appear on placards.

A placarded rail car, tank car, transport vehicle or freight container may not be transported in a passenger train.







	TANK CARS: Loaded tank cars placarded:	TANK CARS: Residue (empty) tank cars placarded:	TANK CARS: Loaded tank cars placarded:	OTHER THAN TANK CARS: Loaded cars other than tank cars placarded:	OTHER THAN TANK CARS: Loaded cars other than tank cars placarded:	ANY CARS: Loaded cars placarded:	ANY CARS: Loaded cars placarded:	ANY CARS: Any cars placarded:
RESTRICTIONS:								
Must not be nearer than the sixth car from an engine or occupied caboose. If total number of cars in train does not permit: must be placed as near the middle of train as possible, and must not be nearer than the second car from an engine or occupied caboose.	X		X			X		
MUST NOT BE NEXT TO: Engine or occupied caboose	X	X	X			X	X	
Car occupied by guard or escort	X (1)			X		X (1)		
Loaded plain flat car or loaded system wheel car	X		X			X		
Loaded bulkhead flat car	X (2)		X (2)			X (2)		
Open top car with shiftable load	X (2)		X (2)			X (2)		
Loaded TOFC/COFC flat car	X (4)		X (4)			X (3) (4)		
Flat Car loaded with vehicles	X (5)		X (5)			X (5)		
Any rail car, transport vehicle or freight container with temperature control equipment or an internal combustion engine in operation.	X		X			X		
Car with square background displaying EXPLOSIVES A, 1.1 or 1.2 placards	X		X	X	X		X	
Car with square background displaying POISON GAS or POISON placards			X		X	X	X	
Car placarded RADIOACTIVE	X		X	X	X	X		
Any loaded placarded car unless the other car is: placarded with the same placard placarded with a placard from the same column placarded COMBUSTIBLE (CL), KEEP AWAY FROM FOOD (NF) or CLASS 9 (N9) only marked (MA) with an identification number on an orange panel or white square-on-point configuration	X			X		X (3)	X	

NO RESTRICTIONS

(1) A placarded rail car must be next to and ahead of any car occupied by guards or technical escorts accompanying the car. However, if a car occupied by guards or technical escorts has temperature control equipment in operation, it must be the fourth car behind any car placarded EXPLOSIVES A, 1.1 or 1.2.
(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, 1.1 or 1.2 may be placed next to each other.
(4) Restriction applies only to loaded flat bed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.
(5) This restriction does NOT apply to auto carriers (enclosed or open).
(6) Must not be placed next to car of undeveloped film.

AMTRAK SCHEDULES

87 ↓	85 ↓	83 ↓	81 ↓	79 ↓	77 ↓	73 ↓	71 ↓	69 ↓	San Diego – Los Angeles	70 ↑	72 ↑	74 ↑	76 ↑	78 ↑	80 ↑	82 ↑	84 ↑	86 ↑
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Mon.-Fri. except Hol.	STATIONS	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Mon.-Fri. except Hol.	DAILY	DAILY
9:05 pm	6:45 pm	4:50 pm	2:45 pm	11:45 am	9:50 am	6:15 am	5:13 am		San Diego	9:00 am	10:40 am	1:37 pm	3:30 pm	5:30 pm	7:35 pm		9:05 pm	11:47 pm
9:39 pm	7:19 pm	5:24 pm	3:19 pm	12:19 pm	10:24 am	6:49 am	5:47 am		Del Mar	8:18 am	9:54 am	12:58 pm	2:48 pm	4:49 pm	6:52 pm		8:23 pm	11:05 pm
9:56 pm	7:36 pm	5:41 pm	3:36 pm	12:36 pm	10:41 am	7:06 am	6:04 am		Oceanside	8:01 am	9:35 am	12:41 pm	2:30 pm	4:31 pm	6:32 pm		8:05 pm	10:48 pm
			3:56 pm						San Clemente	7:39 am	9:14 am							
10:26 pm	8:07 pm	6:12 pm	4:09 pm	1:06 pm	11:11 am	7:36 am	6:33 am	6:00 am	San Juan Capistrano	7:26 am	9:00 am	12:05 pm	1:58 pm	3:58 pm	6:01 pm	7:07 pm	7:32 pm	10:17 pm
	8:20 pm					7:49 am		6:12 am	Irvine	7:13 am					5:48 pm	6:45 pm		
10:47 pm	8:32 pm	6:34 pm	4:31 pm	1:28 pm	11:33 am	8:01 am	6:55 am	6:23 am	Santa Ana	7:03 am	8:41 am	11:44 am	1:38 pm	3:37 pm	5:38 pm	6:32 pm	7:12 pm	9:58 pm
10:55 pm	8:41 pm	6:41 pm	4:39 pm	1:36 pm	11:41 am	8:10 am	7:04 am	6:32 am	Anaheim Stadium	6:53 am	8:33 am	11:34 am	1:29 pm	3:28 pm	5:29 pm	6:23 pm	7:05 pm	9:48 pm
11:04 pm	8:52 pm	6:50 pm	4:50 pm	1:47 pm	11:51 am	8:24 am	7:13 am	6:41 am	Fullerton	6:44 am	8:23 am	11:24 am	1:19 pm	3:19 pm	5:19 pm	6:14 pm	6:55 pm	9:39 pm
11:45 pm	9:35 pm	7:37 pm	5:32 pm	2:30 pm	12:37 pm	9:01 am	7:53 am	7:25 am	Los Angeles	6:10 am	7:45 am	10:50 am	12:45 pm	2:45 pm	4:45 pm	5:40 pm	6:20 pm	9:05 pm

Revised April 5, 1992

AMTRAK SCHEDULES

DAILY ↓				Bakersfield – Port Chicago, CA	DAILY ↑			
705	709	703	711	STATIONS	702	708	704	710
5:00 pm	2:50 pm	11:20 am	5:00 am	Bakersfield	1:05 pm	3:20 pm	7:40 pm	11:25 pm
5:25 pm	3:15 pm	11:45 am	5:25 am	Wasco	12:17 pm	2:36 pm	6:55 pm	10:37 pm
5:57 pm	3:47 pm	12:17 pm	5:57 am	Corcoran	11:44 am	2:04 pm	6:21 pm	10:04 pm
6:15 pm	4:07 pm	12:38 pm	6:15 am	Hanford	11:28 am	1:47 pm	6:04 pm	9:48 pm
6:50 pm	4:46 pm	1:15 pm	6:50 am	Fresno	10:54 am	1:12 pm	5:29 pm	9:14 pm
7:13 pm	5:09 pm	1:38 pm	7:13 am	Madera	10:27 am	12:45 pm	5:02 pm	8:47 pm
7:46 pm	5:42 pm	2:11 pm	7:46 am	Merced	9:56 am	12:13 pm	4:30 pm	8:16 pm
8:09 pm	6:05 pm	2:36 pm	8:09 am	Denair	9:31 am	11:47 am	4:04 pm	7:51 pm
8:26 pm	6:24 pm	2:56 pm	8:26 am	Riverbank	9:15 am	11:30 am	3:47 pm	7:35 pm
8:56 pm	6:59 pm	3:29 pm	8:56 am	Stockton	8:45 am	11:00 am	3:20 pm	7:05 pm
9:26 pm	7:29 pm	3:59 pm	9:26 am	Antioch	8:09 am	10:24 am	2:39 pm	6:29 pm
9:46 pm	7:49 pm	4:19 pm	9:46 am	Port Chicago	7:53 am	10:08 am	2:23 pm	6:13 pm

DAILY ↓	Daggett – Los Angeles, CA	DAILY ↑
35	STATIONS	36
11:20 am	Daggett	3:35 pm
11:40 am	Barstow	3:25 pm
12:15 pm	Victorville	2:45 pm
1:20 pm	San Bernardino	1:28 pm
2:33 pm	Fullerton	12:25 pm
3:15 pm	Los Angeles	11:50 am

DAILY ↓	Ft. Worth – Temple, TX	DAILY ↑
21	STATIONS	22
4:12 pm	Ft. Worth	2:30 pm
4:32 pm	Ft. Worth	2:10 pm
5:19 pm	Cleburne	1:08 pm
6:27 pm	McGregor	11:58 am
7:07 pm	Temple	11:30 am
7:12 pm	Temple	11:25 am

AMTRAK SCHEDULES – Where one time is shown at a station, it is the leaving time. Where two times are shown at a station, they are the arriving and leaving times.

(Rev. October 25, 1992)

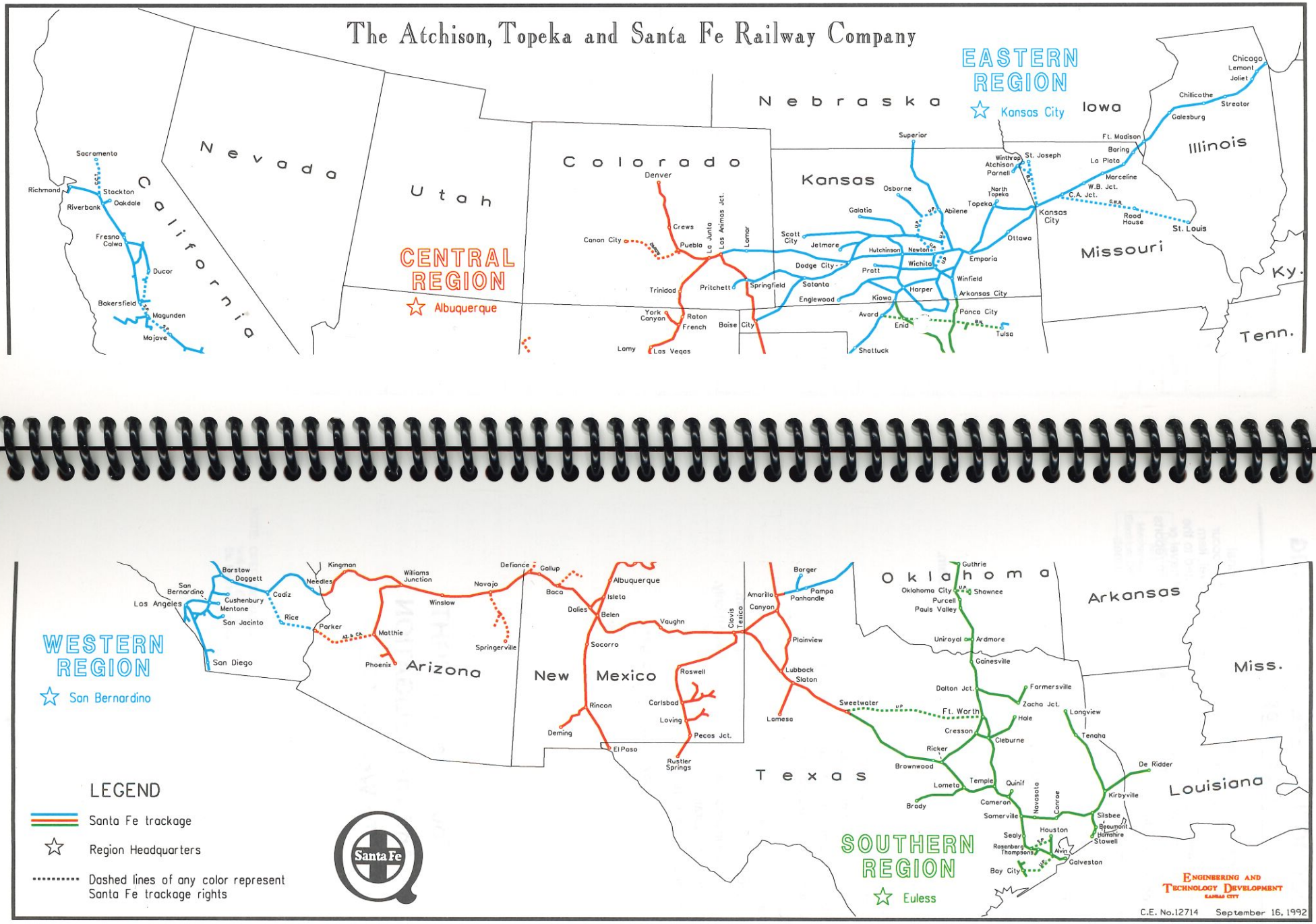
AMTRAK SCHEDULES

DAILY	Chicago – Los Angeles		DAILY
3	STATIONS		4
5:00 pm	Chicago, IL		4:05 pm
5:55 pm	Joliet, IL		2:19 pm
6:39 pm	Streator, IL		1:26 pm
7:16 pm	Chillicothe, IL		12:47 pm
7:59 pm	Galesburg, IL		12:00 n
8:50 pm	Fort Madison, IA		11:10 am
9:54 pm	La Plata, MO		10:00 am
10:26 pm	Marceline, MO		9:30 am
12:45 am	Kansas City, MO		7:55 am
1:05 am	Kansas City, MO		7:35 am
1:50 am	Lawrence, KS		6:10 am
2:15 am	Topeka, KS		5:45 am
3:15 am	Emporia, KS		4:45 am
5:00 am	Newton, KS		3:40 am
5:10 am	Newton, KS		3:30 am
5:43 am	Hutchinson, KS		2:24 am
7:19 am	Dodge City, KS	(CT)	12:47 am
6:58 am	Garden City, KS	(MT)	11:07 pm
8:09 am	Lamar, CO		9:56 pm
9:25 am	La Junta, CO		9:15 pm
9:30 am	La Junta, CO		9:10 pm
10:42 am	Trinidad, CO		7:23 pm
11:44 am	Raton, NM		6:22 pm
1:25 pm	Las Vegas, NM		4:40 pm
3:05 pm	Lamy, NM		3:02 pm
4:50 pm	Albuquerque, NM		2:00 pm
5:10 pm	Albuquerque, NM		1:40 pm
7:30 pm	Gallup, NM		10:35 am
9:08 pm	Winslow, AZ		9:00 am
10:10 pm	Flagstaff, AZ		8:00 am
12:50 am	Kingman, AZ	(MT)	5:05 am
1:38 am	Needles, CA	(PT)	3:05 am
4:20 am	Barstow, CA		12:05 am
6:10 am	San Bernardino, CA		10:18 pm
6:50 am	Pomona, CA		9:40 pm
7:25 am	Pasadena, CA		9:10 pm
8:10 am	Los Angeles, CA		8:45 pm

Revised October 25,1992

Notes

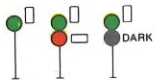
The Atchison, Topeka and Santa Fe Railway Company



Special Instructions

BLOCK SIGNALS

ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS



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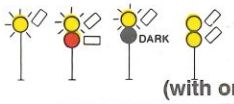

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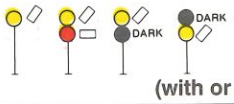

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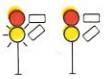

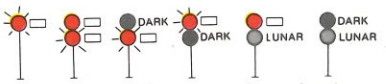

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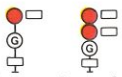

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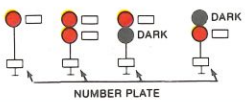

Block Signals

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.
243	DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of next signal or switch point indicator. The maximum speed in interlocking limits for which Distant Signal Approach is displayed at a distant signal is 20 MPH.