

ATSF QUALITY VISION STATEMENT

Santa Fe will be a leader in the transportation industry, dedicated to growth by consistently meeting our customers' expectations.

This vision will be attained when:

CUSTOMERS

- We have created superior value for their transportation expenditures.
- Santa Fe has conformed to on-time customer expectations 100 percent of the time.
- Santa Fe has prevented any loss or damage to their products.
- Information is provided to customers in a timely and accurate manner.

EMPLOYEES

- Employees have created and maintained an injury-free and accident-free work environment.
- Every employee is empowered and actively participates in achieving success of the Santa Fe.
- Compensation is fair, competitive, and linked to individual and company performance.
- Employees have the opportunity for personal and professional growth and development.

OWNERS

- Santa Fe earns greater than its cost of capital.
- By achieving real growth in revenues and being a low cost provider of transportation services, Santa Fe has attained an operating ratio of below 80.
- Santa Fe effectively manages its resources and assets.
- Total shareholder return exceeds that of other Class I Railroads.

COMMUNITY RELATIONS

- Santa Fe conducts its business in a manner which meets the highest ethical standards, is environmentally responsible, and is sensitive to the interests of the communities it serves.
- Employees are active in community affairs.

**Safety Is
No Accident**

All Injuries
Are
Preventable



No Injury
Is
Acceptable

The
Atchison, Topeka and Santa Fe
Railway Co.

**SYSTEM
TIMETABLE No.**

4

IN EFFECT

At 12:01 A.M.
Sunday, April 10, 1994

Central Time - East of La Junta, CO and
Clovis, NM
Mountain Time - La Junta, CO and West to
Needles, CA; Clovis, NM and West to Needles, CA
Pacific Time - Needles, CA and West

Don McInnes
Senior Vice President &
Chief Operating Officer
Schaumburg, IL

Dave Dealy
Vice President—
Transportation
Schaumburg, IL

Ab Rees
Vice President—
Quality Management
Schaumburg, IL

Mike Franke
Vice President &
Chief Engineer
Schaumburg, IL

Doug Sizemore
Vice President &
Chief Mechanical Officer
Schaumburg, IL

Strict rules compliance and a safety-conscious approach to all tasks are conditions of employment at Santa Fe. Each employee has the responsibility of increasing revenue opportunities and curtailing waste as well as achieving service to our customers that is consistently on time and meets their expectations.

To enable us to grow and prosper, our every action and process must focus on safety, cost containment, revenue growth, dock to dock on-time delivery, and quality improvement. Personal commitment to these goals will assure us, as individuals and as a company, a future which provides security, prosperity, satisfaction and continuing challenge.

The Quality Steering Team

Chris Roberts—Asst. Vice President Transportation
 Danny Reynolds—General Director Locomotive Utilization
 Bill Henry—General Director Crew Management
 Rich Wessler—General Director Train Operations
 Rick Lederer—General Director Operating Systems

Fritz Draper—Asst. Vice President Operations
 Don Gill—General Director Transportation Quality
 Responsible for the following Divisions: Illinois, Eastern, Kansas City Terminal, Kansas, Alliance, South Texas, and Panhandle.

Dick Holdaway—Asst. Vice President Operations
 Ron Jackson—General Director Transportation Quality
 Responsible for the following Divisions: Pecos, New Mexico, Arizona, Southern California, Valley, Barstow, and Los Angeles Terminal.

Illinois Division
 Bob Howard—Superintendent

<i>Subdivision</i>	<i>Page</i>
Chillicothe to MP 231.8	3

Eastern Division
 Terry Reardon—Superintendent

Chillicothe (MP 231.8 to MP 234.0)	3
Marceline to MP 445.9	10
Emporia (MP 11 to MP 238)	15
Topeka	21
Newton	23
Douglass	24

Kansas City Terminal Division
 Jerry Houghton—Superintendent

Marceline (MP 445.9 to MP 451.1)	10
Emporia (MP 1.7 to MP 11.0)	15

Kansas Division
 Jim Hankins—Superintendent

La Junta	35
Boise City (MP 533.6 to MP 554.9)	76
Arkansas City	32
Strong City	39
CV	41
Manter	42
Pueblo	91
Minnequa	93
Canon City	94
Denver	95
Joint Line	95

Alliance Division
 Lou Rees—Superintendent

<i>Subdivision</i>	<i>Page</i>
Oklahoma	44
Enid	71
Stillwater	72
Ft. Worth to MP 317.0	48
Dallas	60
Dublin	62

South Texas Division
 Vern Kennedy—Superintendent

Ft. Worth (MP 317.0 to MP 218.2)	48
Galveston	52
Houston	55
Lampasas	57
Conroe	64
Longview	66
Silsbee	68
Oakdale	69
Bay City	70
Slaton (MP 792.6 to Tecific)	82

Panhandle Division
 Jim Fitzgerald—Superintendent

Panhandle	28
Waynoka	25
Hereford	73
Boise City (MP 0.1 to MP 533.6)	76
Plainview	78

Pecos Division
 Ken Ross—Superintendent

Clovis to MP 894.8	84
Lubbock	80
Staton to MP 792.6	82
Carlsbad	88
Rustler Springs	90

New Mexico Division
 Merv Lyne—Superintendent

Clovis (MP 894.8 to MP 897.6)	84
Gallup (MP 0.0 to MP 157.6)	117
El Paso	112
Deming	115
Lee Ranch	122
Las Vegas	106
Glorieta	108
Raton	103
York Canyon	116

Arizona Division
 Jim Poe—Superintendent

Seligman	126
Gallup (MP 157.6 to MP 284.5)	117
Defiance	123
Coronado	123
Springerville	124
Phoenix	133

Southern California Division
 Bill McGinn—Superintendent

Lucerne Valley	141
Cajon (MP 6.7 to MP 81.5)	142
Redlands	146
San Bernardino (MP 0.0 to MP 148.5)	147
San Diego	150
San Jacinto	151

Valley Division
Jim Martin—Superintendent

Subdivision	Page
Stockton	160
Bakersfield	15
Mojave (MP 749A.9 to MP 887.7)	154
Sunset Railway	156
Riverbank	164

Barstow Division
Jerry Cavanaugh—Superintendent

Needles	136
Cajon (MP 745.9 to MP 6.7)	142
Mojave (MP 749A.0 to MP 749A.9)	154

Los Angeles Terminal Division
George Smallwood—Superintendent

San Bernardino (MP 148.5 to 148.5)	147
Harbor	152

EXPLANATION OF CHARACTERS

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

EXPLANATION OF ABBREVIATIONS

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

EXPLANATION OF ROADWAY SIGNS

- Temporary Restrictions - Yellow, Yellow-Red, Red and Green flags or discs, Red lights.
- 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

You Have The RIGHT
And The OBLIGATION
To Work SAFELY

WEST-WARD ↓		Chillicothe Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
66000		CHICAGO U.S. BP	SEE SPL. INST.		
		1.6 21st St. M			
		1.8 BRIDGEPORT M			3.1
		1.3 ASH STREET C.R.I.-B.O.C.T.-C.R. RRX M			4.4
66000		1.5 A.T.S.F. RRX CORWITH M BCPT			5.9
65970		1.4 NERSKA (B.R.C. RRX) M			7.3
		5.6 B.O.C.T. RRX M	CTC ZMT		12.9
	S6395	1.6 HARBOR			14.5
65580		1.5 U.P.S. YARD BP			16.0
65570		1.6 WILLOW SPRINGS			17.6
65530		11.7 ROMEO			29.3
65500		6.9 JOLIET YARD BPT			36.2
		1.3 JOLIET U.S. (METRA RRX) M			37.5
65485		4.0 PLAINES	ABS DT		41.5
65450		15.6 PEQUOT			57.2
65430		13.6 VERONA			70.8
65415		13.6 KERNAN			84.4
		5.4 C.R. RRX M			89.8
65400		0.3 STREATOR P			90.1
		1.4 C.R. Connection			91.5
65280		4.3 ANCONA			95.8
65250		14.1 TOLUCA			109.9
		19.2 EAST CHILlicothe			129.1
65200		0.9 CHILlicothe P			130.0
		1.9 WEST CHILlicothe			131.9
65190		6.2 EDELSTEIN	CTC ZMT		138.1
65150	N5340	20.3 WILLIAMSFIELD			158.4
65130		15.3 YOST			173.7
65100		3.7 GALESBURG T			177.5
	N6793	2.5 G.I.			180.0
65080		11.9 ORMONDE			191.9
65060		17.0 STRONGHURST			208.9
63550		10.0 LOMAX			218.9
63525		12.0 NIOTA, IL			230.7
		0.9 Mississippi RB M			231.8
		2.2 EAST FT. MADISON, IA			234.0
63500	N10490	0.3 FT. MADISON BPT (234.3)			234.3

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Chicago to West Ft. Madison	36	1	3	4	5	9

(continued on next page)

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 and Ft. Madison.

RULE 9.14 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 9.15: Track Permits are authorized between Joliet U.S. (M.P. 38.0) and Pequot (M.P. 57.0).

Rule 9.12.4: At Plaines authority must be obtained from train dispatcher before passing signal displaying stop indication. Provisions of Rule 9.12.4 do not apply at this location.

The Chicago Operating Rules Association Operating Guide is in effect on all 21 railroads operating within the Chicago Terminal District. This district is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJE).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the C.O.R.A. Operating Guide of the railroad over which the train is being operated. Each railroad section of the C.O.R.A. guide will include information relative to operating over the particular line segment.

All Santa Fe trainmen and enginemen operating over railroads in Chicago area, who are party to the C.O.R.A. Operating Guide, must have a copy while on duty. These guides may be obtained from the Superintendent's Office, Corwith.

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:

(continued on next page)

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

Joliet U.S. to South Joliet: S.P. two main tracks signalled in both directions. GCOR Rule 6.13 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 Dispatcher (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.

Chillicothe Subdiv.

CHILICOTHE 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 9.50)
Yellow over Green	Approach Diverging	Proceed per (I.C. Rule 283) (ATSF Rule 9.54)
Red over Green, or Red over Green over Red, or Green over White	Diverging Clear	Proceed per (I.C. Rule 286) (ATSF Rule 9.57)
Yellow, or Yellow over Red, or White over Diagonal Yellow	* Approach	Proceed per (I.C. Rule 285) (ATSF Rule 9.56)
Red over Yellow over Red, or Diagonal Yellow over White	Diverging Approach	Proceed per (I.C. Rule 287) (ATSF Rule 9.58)
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 9.60)
Red (without number plate), or Red over Red, or Horizontal Red	Stop	Stop per (I.C. Rule 292) (ATSF Rule 9.62)

*At interlockings Bridgeport and Joliet U.S., 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 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 on the Joliet District and displays aspects in accordance with I.C. Rules 281, 285 and 292.
- 2nd signal - governs movement with the current of traffic on the Bridgeport District and displays aspects in accordance with I.C. Rules 281, 285 and 292.
- 3rd or bottom signal - governs movement against the current of traffic on the Bridgeport District and to Track 1 on the Joliet District and displays aspects in accordance with Rules 289 and 292.

WESTWARD OR SOUTHWARD

- 1st or top signal - governs movements to Track 1 on the Joliet District 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 the Bridgeport District and displays aspects in accordance with I.C. Rules 281, 285 and 292.
- 4th or bottom signal - governs movement against current of traffic on the Bridgeport District and displays aspects in accordance with I.C. Rules 290 and 292.

PLAINES - EASTWARD CONTROLLED SIGNAL:

- Green, white light below - Proceed per ATSF Rule 9.57
- Yellow, white light below - Proceed per ATSF Rule 9.58
- Red - Stop per ATSF Rule 9.62

Chillicothe Subdiv.

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	
	Psg.	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 + Quality + Rules Compliance =

VISION

MOVING EQUIPMENT

**Make It Stop
Before You Hop**

Chillicothe Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	MPH				MPH		
	Mile Posts	Psgr.	Frt.		Mile Posts	Psgr.	Frt.
Cv	2.1 - 2.6 (I.C.)	25	10	Cv	36.8 - 37.4	30	25
Br	3.1	10	10	RRX	37.5	25	25
Cv	3.2 - 4.0	40	35	Cv	37.8 - 37.9	50	45
RRX	4.4	15	15	Cv	38.3 - 38.9	55	50
RRX	5.9	50	50	Cv	40.6 - 41.1 (ST)	50	50
RRX	7.3	40	40	Cv	41.9 - 44.7 (ST)	75	50
Cv	9.0 - 9.4	60	50	Cv, RRX	57.0 - 57.3 (ST)	40	40
Cv, Br	9.7 - 10.3	30	30	Cv	57.0 - 58.2 (NT)	75	65
Cv	10.7 - 12.2	65	60	Cv	58.0 - 58.7 (ST)	55	50
RRX	12.9	50	50	Cv	58.4 - 58.7 (NT)	55	50
Cv	15.2 - 15.8	55	55	Cv	88.2 - 89.3	55	50
Cv	16.9 - 17.4	55	55	Cv, RRX	89.5 - 90.3	35	35
Cv, Br	23.9 - 25.4	40	40	Cv	131.6 - 132.1	65	60
Cv	25.6 - 25.9	50	45	Cv	132.6 - 136.8	55	50
Cv	27.4 - 28.7	60	55	Cv	161.6 - 166.9	65	65
Cv	29.1 - 29.2	65	60	Cv	167.9 - 170.3	70	65
Cv	32.6 - 32.9	65	60	Cv	175.5 - 175.7	70	65
Cv	33.1 - 34.6	75		Cv	176.7 - 178.1	35	30
Cv	35.1 - 35.6 (NT)	70		Cv	230.7 - 231.2	45	40
Cv	35.3 - 35.8 (ST)	65	60	Br	231.2 - 231.8	30	30
Cv	36.1 - 36.6 (ST)	40	40	Cv	231.8 - 233.7	35	30
Cv	36.3 - 36.6 (NT)	45	40	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., 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 U.P.S. Yard	30	
Willow Springs	D Xovers	40	
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	
Sreator	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)

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	20
	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.	Radio communication
M.P. 132.4	Hot Box, Dragging Equip. & Shifted Load	Radio communication
M.P. 125.3, 159.7, 168.1	Shifted Load	Radio communication

WEST-WARD ↓		Marceline Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
63500	N10490	FT. MADISON	BPT		234.3
		WEST FT. MADISON			236.3
63475		ARGYLE, IA			246.2
	S7093	EAST MEDILL, MO			263.0
		WEST MEDILL			264.8
63455		GORIN			276.8
	S8451	EAST BARING			290.0
		WEST BARING			292.0
63430		LA PLATA		CTC ATS 2MT	312.7
	S6859	EAST ETHEL			329.3
		WEST ETHEL			330.9
		EAST MARCELINE			346.9
63400		MARCELINE	PT		347.3
		WEST MARCELINE			349.3
63350		MENDON			360.7
63325		BOSWORTH			374.3
63300		CARROLLTON			386.4
		W. B. JCT.			388.7
63290		NORBORNE		CTC 2MT	396.6
63280		HARDIN			405.4
63240		HENRIETTA	P	CTC -ST ABS- DT 3MT	411.3
		C.A. JCT.		CTC ATS 2MT	418.2
		EAST SIBLEY		CTC	424.9
		WEST SIBLEY			426.3
63220		ETON		CTC 2MT	436.5
63175		CONGO			444.2
		Armco RRX K.C.S. RRX	M M	CTC	445.9
		SHEFFIELD			446.4
63150		KANSAS CITY, MO (Amtrak Station)	BP	KCT Ry.	451.1
		(216.8)			

Marceline Subdiv.

RULE 6.26: 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 SUBDIVISION 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 9.57, 9.58, 9.60 and 9.62. 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 9.50, 9.54, 9.56, 9.57, 9.58, 9.60 and 9.62; 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 9.52.

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 9.57, 9.58, 9.60 and 9.62. Movement to N.&W. governed by indication of all three units: Red over Green over Red (Rule 9.57) and Red over Yellow over Red (Rule 9.58).

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 9.57, 9.58, 9.60 and 9.62; 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 9.57, 9.58, 9.60 and 9.62; 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.

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
West Ft. Madison to Congo	30	1	3	4	5	9
Congo to Kansas City	36	1	3	4	5	9

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 and Ethel.

RULE 9.14 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 9.15: 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)

Marceline Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psg.	rt.
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 Signal Bridge 19 (1.67) (K.C.T. Tracks 2 & 3)	30	30
Signal Bridge 19 (1.67) & Holmes Street (5.62) (K.C.T. Tracks 2 & 3)	40	40
Signal Bridge 19 (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

	MPH				MPH		
	Mile Posts	Psg.	Fr.		Mile Posts	Psg.	Fr.
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

Marceline Subdiv.

(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		MPH
	Location	"S" - Spring Switch	
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	20
Gorin	D	Xovers	50
East & West Baring	D	Xovers	50
	D	Both ends siding	20
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

Marceline Subdiv.

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, 401.9 (ST), 407.5, 415.4 (ST), 432.0	Hot Box & Dragging Equip.	Radio communication
M.P. 366.5, 373.0	Shifted Load	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

**SAFETY Will Not
Be Compromised
For The Sake
Of TIME**

**Autograph Your Work
With QUALITY**

**JOB BRIEFING...
The Doorway To A
Safe Day**

WEST-WARD ↓		Emporia Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
63150		KANSAS CITY, MO Amtrak Station	BP	KCT Ry.	
		SANTA FE JCT.	T		1.7
		A.Y. TOWER		CTC 2MT	3.9
62000		KANSAS CITY, KS (Argentine)	BCT		4.8
61950		TURNER	B		7.1
		WEST TURNER			8.1
		EAST HUMP LEAD		CTC 4MT	8.3
61940		MORRIS			11.0
61930		HOLLIDAY		CTC 3MT	13.4
		WEST HOLLIDAY			14.4
		CRAIG			19.5
61900		OLATHE			26.1
61880		GARDNER			34.6
61850		WELLSVILLE			45.5
		EAST OTTAWA		CTC 2MT	55.8
61300		OTTAWA	P		57.1
		U.P. RRX	A		59.9
		EAST MELVERN			76.0
		RIDGETON			87.6
61260		LEBO	P		93.8
		WIGGAM			107.1
		N.R. JCT.	T	CTC 3MT	111.3
61200		EMPORIA	BPT	CTC 2MT	112.1
		MERRICK		CTC-ST ABS-DT 3MT	115.3
55250	12080	ELLINOR			124.7
55245	6594	GLADSTONE			130.3
55240	10017	BAZAR			136.1
55230	7943	MATFIELD GREEN	P	CTC	144.4
55225	14892	CASSODAY			154.2
55220	14338	AIKMAN			158.4
55215	7010	CHELSEA			165.5
		EAST EL DORADO			171A.2
55200		EL DORADO	BPT	CTC 2MT	172.8
		O.D. JCT.			174.3
	S6646 N9512	EAST AUGUSTA		ABS DT	183.3
		B.N. RRX (Augusta)	MPT		185.3
		WEST AUGUSTA			201.8
54685	6784	SALTER		CTC	205.2
54680	6794	ROSE HILL			211.6
		EAST JCT.			215.8
54620	6953	MULVANE	T	CTC 2MT	220.5
		WEST JCT.			222.0
54610	7502	BELLE PLAINE		CTC	226.5
		CICERO			230.6
		S.K. JCT.		ABS DT	237.0
54600		WELLINGTON (225.0)	BCPT	CTC	238.0

Emporia Subdiv.

RADIO COMMUNICATION	CH.	Tone Call-In				
		DS	SC	MC	CQS	EMER.
Kansas City to El Dorado	36	1	3	4	5	9
El Dorado to S.K. Jct.	36	2	3	4	5	9
S.K. Jct. to Wellington	72	2	3	4	5	9

CTC IN EFFECT: On Main Tracks Santa Fe Jct. to Merrick; 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 9.14 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 9.15: 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 9.12.4: At East Augusta authority must be obtained from train dispatcher before passing signal displaying stop indication. Provisions of Rule 9.12.4 do not apply at this location.

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); movement at restricted speed. 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-signalized; 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)

Emporia Subdiv.

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 6.28. 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 sign adjacent to signal reading "LEFT HAND SIGNAL."

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 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 6.28 in effect.

SPLIT TRACK OPERATION:

Gardner (M.P. 34.5) to Edgerton (M.P. 39.8)—North Track mile posts designated by "X."

Melvorn (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 6.28 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 10.3 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 RFX M.P. 1.1 protected by permanent stop sign. Be governed by Rule 6.16.

Emporia Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	M.P. -	
	Psg.	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.

(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

Emporia Subdiv.

(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
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		20
	D	Other Crossovers & Turnouts		15
West Turner (CP 131)	D	Xovers between Main Tracks Nos. 2, 3, & 4 M.P. 8.1		20
	D	Turnout Tail Track		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
	D	Turnout North Storage		10
M.P. 59.9, East Melvern, Ridgerton, 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)

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
Melvorn (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, 86.2, 121.1, 138.1, 162.6, 181.4, 202.8, 223.7	Hot Box & Dragging Equip.	Radio communication
M.P. 64.4, 106.5	Hot Box, Dragging Equip. & Shifted Load	Radio communication
M.P. 20.4 to 20.6	Slide Fence	Controlled signals, Craig & Signals 212 & 214

No Job Is Worth Dying For

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

Tone Call-In						
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Holiday to N.R. Jct.	30	2	3	4	5	9

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

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

East	Yard Limits	West
MP 22.5	Lawrence	MP 30.0
MP 49.7	Topeka	MP 53.0
MP 108.7	N.R. Jct.	MP 110.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psg.	Fr.
Holiday & N.R. Jct.	79	55#
Sunflower Ordnance Track M.P. 11.3	25	25

See Special Instructions 5(B)

(C) SPEED RESTRICTIONS - VARIOUS

	MPH			MPH	
	Mile Posts	Psg. Frt.		Mile Posts	Psg. 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)

Topeka Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS (Continued)

	MPH			CV, Xing	MPH		
	Mile Posts	Psg.	Fr.		Mile Posts	Psg.	Fr.
Cv	96.1 - 96.4	60		CV	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.

Station	"D" - Dual Control Switch		"S" - Spring Switch	
	Location	MPH	Location	MPH
Holiday	D	30	Turnout Topeka Subdiv.	30
DeSoto, Lawrence, Lake View, Tecumseh	S	10	Both ends siding	10
Topeka	S	10	Both ends siding	10
	S	10	WE of yards	10
Pauline, Osage City	S	10	Both ends siding	10
N.R. Jct.	D	30	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	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

Think SAFETY,
Work SAFELY

WEST-WARD ↓		Newton Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Mile Post	
55250		ELLINOR 7.0		124.7	
61170	11762	STRONG CITY 4.1		131.7	
61150		NEVA 9.0		135.8	
61140	8583	CLEMENTS 12.1		144.8	
61130	8079	FLORENCE 11.7		156.9	
		U.P. RRX 0.9		168.6	
61125	10487	PEABODY 9.8		169.5	
61120	8419	WALTON 6.3		178.3	
		U.P. RRX 0.5		184.6	
61100		NEWTON (60.4)		185.1	

Tone Call-In						
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Ellinor to Newton	55	2	3	4	5	9

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 Marion, Santa Fe ownership extends between MP 9 + 3586 feet and MP 11 + 1984 feet, on former McPherson Subdivision, and this trackage will be classified as Marion Industrial Spur off Newton Subdivision; Rule 6.28 in effect; speed limit 10 MPH.

PEABODY-LOST SPRINGS: A.T.S.F. trains will use U.P. tracks between Peabody and Lost Springs and be governed by U.P. Timetable and Special Instructions.

When going on duty Ark City, Newton or Abilene to operate on U.P. between Wichita and Lost Springs, conductor will call U.P. Dispatcher at Omaha, Nebraska 1-800-726-1073 or 1-402-633-1737. Track warrants and bulletin books located at above locations. Use Radio Channel 42 on U.P.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS		MPH	
(A) MAX. SPEED BETWEEN:		Psg.	Fr.
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; Freight leads between M.P. 185.6 & Sand Creek, Bridge M.P. 186.3		20	20
		10	10

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

(C) SPEED RESTRICTIONS - VARIOUS

	MPH			RRX	MPH		
	Mile Posts	Psg.	Fr.		Mile Posts	Psg.	Fr.
Cv	132.4 - 132.8	75			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

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, 180.9	Hot Box & Dragging Equip.	Radio communication

WEST-WARD ↓		Douglass Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
55100		B N. RRX (Augusta) ^{11.3} MPT	CTC	185.7	
55080		DOUGLASS ^{5.6}		197.0	
55070		ROCK ^{6.2}		202.6	
55060	7495	AKRON ^{7.2}		207.0	
54895	5833	W.N. JCT. (30.3) P		216.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Augusta to W.N. Jct.	32	1	3	4	5	9

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

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.	Radio communication

WEST-WARD ↓		Waynoka Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
54600	3550	WELLINGTON ^{0.5} BCPT	CTC	238.0	
		H.S. JCT. ^{3.6}		238.5	
54598	12500	ROLAND ^{4.9}		242.1	
54596	7800	MAYFIELD ^{7.1}		247.0	
54594	8450	MILAN ^{5.1}		254.1	
54592	7300	ARGONIA ^{0.4}		259.2	
		K.S.W. RRX ^{6.9} M		259.6	
54590	13010	DANVILLE ^{7.3}		266.5	
54500	19477	HARPER ^{6.5} PT		273.8	
54490	7300	EULA ^{5.3}		280.3	
54200	56650 N7700	ATTICA ^{6.6} PT		285.6	
54160	10500	CRISFIELD ^{7.6}		292.2	
54120	11282	HAZELTON ^{7.1}		299.8	
54100	17800	KIOWA, KS ^{6.3} PT		306.9	
54085	10178	LODER, OK ^{3.2}		313.2	
54080		CAPRON ^{3.1}		316.4	
	11400	BRINK ^{5.2}		319.5	
54070		ALVA ^{4.2}		324.7	
54065	18966	NOEL ^{6.8}		328.9	
54060	7531	AVARD ^{9.8}		335.7	
				342.4	
54000		WAYNOKA (107.5) P		345.5	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Wellington to Waynoka	72	2	3	4	5	9

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)

Waynoka Subdiv.

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

At Avarad, TWC in effect on B.N. main track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

Wellington & Waynoka	MPH	
	Psgr.	Frnt.
	70	55*

*See Special Instructions 5(A)

(C) SPEED RESTRICTIONS - VARIOUS

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

(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	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 CKR 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)

Waynoka Subdiv.

(D) SPEED RESTRICTIONS - SWITCHES (continued)

Station or MP	"D" - Dual Control Switch		"S" - Spring Switch	
	Location	MPH	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		
Loder, Brink	D Both ends siding	40		
Noel	D Both ends of siding	30		
Avarad	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 (Special Instruction 9)

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

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WEST-WARD ↓		Panhandle Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS			Mile Post
54000		WAYNOKA	P	CTC 2MT	345.5
53950	8225	HEMAN 5.6			351.8
53945	11804	BELVA 4.5			356.3
53935	10329	QUINLAN 5.3			361.6
53925	7103	CURTIS 5.5			367.1
53915	7924	MOORELAND 3.9			371.0
53900	14649	WOODWARD 10.3	P		382.8
53850	7267	GERLACH 3.5			386.3
53835	8164	TANGIER 6.3			392.6
53825	7785	FARGO 5.7			398.3
53815	7683	GAGE 8.4			406.7
53800	N7637 S5703	SHATTUCK 7.7	PT		414.4
53765	10978	GOODWIN, OK 6.5		CTC	421.0
53760	11170	HIGGINS, TX 7.7			428.7
53755	11803	COBURN 8.6			437.3
53750	10910	GLAZIER 6.8			444.1
	20609	CLEAR CREEK 5.3			449.4
53740	19620	CANADIAN 5.7	PT		455.1
53735	11017	MENDOTA 8.4			463.5
53730	11532	LORA 7.7			471.2
53725	11723	MIAMI 5.7			476.9
53720	11104	CODMAN 6.9			483.8
53715	10788	HOOVER 7.4			491.2
	S6743 N6470	EAST PAMPA 6.1			497.3
53700		PAMPA 1.5	PT	CTC 2MT	498.8
		WEST PAMPA 2.0	X		500.8
53690		KINGS MILL 5.1	XY		505.9
53680	S5402 N7610	WHITE DEER 6.9	X		512.8
53650		CUYLER 5.8	X		518.6
53520	S5368 N13507	PANHANDLE 7.4	TXY	TWC ABS DT	526.0
53515		LEE 7.2	X		533.2
53510		ST. FRANCIS 7.8	X		541.0
53505		FOLSOM 5.1			546.1
		EASTERN 4.4			550.5
		(205.0)		CTC 2MT	

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Waynoka to E. Siding Sw. Canadian	72	1	3	4	5	9
E. Siding Sw. Canadian to Eastern	36	1	3	4	5	9
Eastern to Amarillo	55	2	3	4	5	9

(continued on next page)

Panhandle Subdiv.

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

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

LOCATION OF DOUBLE TRACK CROSSOVERS:

Station	M.P.	Points	Turnout Speed
West Pampa	502.4	Facing	10
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 6.3: Movement with the current of traffic may be authorized verbally by the Train Dispatcher for crossover or other short-distance movements.

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

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.

RULE 9.12.4: At Kings Mill on South Track, authority must be obtained from train dispatcher before passing signal displaying STOP indication. Provisions of Rule 9.12.4 do not apply at this location.

At Panhandle, authority must be obtained from train dispatcher to enter either Main Track within yard limits from siding or auxiliary track.

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.

EAST	YARD LIMITS	WEST
MP 505.5	Kings Mill (South Track Only)	MP 507.4
MP 525.0	Panhandle	MP 529.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH	
	Psgr.	Frts.
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 On Loop		15 10
Pantex Ordnance Spur		20
Pampa Industrial Spur, M.P. 0.0 to 4.7		20

*See Special Instructions 5 (A)

No Job Is Worth Dying For

Panhandle Subdiv.

(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.

"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
	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

Panhandle Subdiv.

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, 522.9, 548.0	Hot Box & Dragging Equip.	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

SAFETY—Meet The Challenge

WEST-WARD ↓		Arkansas City Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
61100		NEWTON	PT	C 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			201.8
		B.N. RRX	M		
		7.3			
54700		WICHITA	BCPTY		209.1
		1.0			
		U.P. RRX	A	ABS DT	210.1
		1.6			
		NORTH JCT.	Y		211.7
		0.6			
54710		WICHITA U.S.		WUT Ry. CTC 2MT	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	BPT		263.4
		(78.3)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
McGraw to Arkansas City	32	1	3	4	5	9

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

Movement to main tracks within yard limits at Wichita must be made as prescribed by Rules 6.13 and 9.17.

Trackage between South Jct. and MP 1.5 of former Wichita Subdivision classified as West Wichita Industrial Spur off Arkansas City Subdivision; Rule 6.28 in effect; speed limit 10 MPH.

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 U.P. dispatcher at Omaha, Nebraska 1-800-726-1073 or 1-402-633-1737 to operate on U.P. between Wichita and Lost Springs. Track Warrant forms and bulletin books are located at above locations. Use Radio Channel 42 on U.P.

Absolute signals at North Jct. and South Jct. controlled by Santa Fe train dispatcher.

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)

Arkansas City Subdiv.

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 through 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 6.28 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.

EAST	YARD LIMITS	WEST
MP 207.9	Wichita	MP 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

Stick To The Safety Plan—
Follow The Rules

Arkansas City 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	
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 between 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.	Radio communication

JOB BRIEFING...

An Injury Prevention Device

**There Are No
Shortcuts To Safety**

WEST-WARD		La Junta Subdiv.		EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
61100		NEWTON 0.5	PT	CTC 3MT 185.1
		FIRST ST. 0.5		185.6
		RAIL MILL 0.6		186.1
61100		SAND CREEK 1.0	BCPT	CTC 2MT 186.7
		WEST SAND CREEK 2.3		187.7
		S.C. JCT. 4.6		190.0
61040	6124	HALSTEAD 9.1		194.6
61030	10452	BURRTON 11.2		203.7
61000		WAY 1.6	BPT	214.1
		S.S.W. RRX 1.8	M	CTC 216.5
61000	29903	HUTCHINSON 0.3	P	218.0
		C.H. JCT. 0.9		218.3
		K.S.W. RRX 0.0	M	219.2
		WEST HUTCH 15.9	Y	219.2
58980	10166	ABBYVILLE 16.0		235.1
58968	10300	ZENITH 6.1		251.1
		K.S.W. RRX 8.8	A	257.2
58960	10284	ST. JOHN 18.9		266.0
58945	10370	BELPRE 17.5		TWC ABS ATS 284.9
58935	8600	KINSLEY 8.0		302.4 (316.7)
58930	5282	OFFERLE 11.4		324.7
58920	7768	SPEARVILLE 8.6		336.1
58915		WRIGHT 5.4	Y	344.7
		DODGE CITY JCT. 2.4	Y	TWC DT ABS ATS 350.1
58900		DODGE CITY 2.2	BCPTY	352.5
		SEARS 16.5	Y	354.7
58870	6250	CIMARRON 12.8		371.2
58850	7750	CHARLESTON 18.4		384.0
58300	12350	GARDEN CITY 14.6	BCPTY	402.4
58250	4050	DEERFIELD 20.3		417.0
58220	6850	SUTTON 16.6		TWC ABS ATS 437.3
58190	10000	SYRACUSE, KS 21.0	P	453.9
58180	3700	HOLLY, CO 10.4		474.9
58165	4000	GRANADA 17.0		485.3
58100	7500	LAMAR 19.2	P	502.3
58080	4000	CADDOA 12.1		521.5
		LAS ANIMAS JCT. (334.2)	P	CTC ATS 533.6

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Newton to Las Animas Jct.	55	2	3	4	5	9

La Junta Subdiv.

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.

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

DOUBLE TRACK: Between Wright M.P. 344.7 and Sears M.P. 354.7. Permanent speed signs are not displayed for movements against current of traffic.

At Kinsley Mile Posts escalate from 302 to 317.

At Kinsley, Santa Fe trackage between MP 315 + 4230.1 feet and MP 317.0 of former Hutchinson Subdivision, classified as Kinsley Industrial Spur off La Junta Subdivision; Rule 6.28 in effect; speed limit 10 MPH.

At Kinsley, to enter La Junta Subdivision from Kinsley Industrial Spur, trains must stop at absolute signal at MP 316.6, line switch and signal will display proceed indication. Failure to receive a proceed indication requires compliance with Rule 9.12.4.

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 S.S.W. RRX (MP 216.5) and M.P. 0.6, on former 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.

At Hutchinson, trackage between S.S.W. Jct. (MP 0.6) and MP 3 + 2640 feet on former H&S Subdivision classified as South Hutch Industrial Spur off La Junta Subdivision. Rule 6.28 in effect; speed limit 10 MPH.

EAST	YARD LIMITS	WEST
MP 219.2	West Hutch	MP 222.5
MP 344.7	Wright-Sears	MP 354.7
MP 398.3	Garden City	MP 405.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psgr.	Frnt.
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).

La Junta Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH			Mile Posts	MPH	
		Psgr.	Frnt.			Psgr.	Frnt.
Cv	186.4 - 186.5	75	65	Xing	301.9 - 302.4	55	55
Cv	187.3 - 187.8	55	50	Cv	302.2 - 302.4	75	65
Xing	203.3 - 204.1	50	50	Cv	347.9 - 352.0 (NT)	60	40
RRX	216.5	40	40	Cv	352.0 - 352.3 (NT)	30*	20
Xing	216.6 - 219.1	30	30	Cv	352.0 - 352.3 (ST)	20*	20
Cv	218.1 - 219.1	40	30	Cv	381.6 - 381.9	85	
RRX	219.2	40	40	Xing	401.7 - 403.0	45	45
Cv	219.4 - 220.2	60	55	Cv	421.3 - 422.2	80	
Cv	228.3 - 228.8	85		Cv	432.6 - 433.2	75	
RRX	257.2	50	50	Cv	435.9 - 436.5	85	
Cv	257.2 - 257.4	50	50	Cv	479.9 - 481.9	75	
Xing	265.7 - 266.2	55	55	Cv	492.4 - 492.6	85	
Cv	266.1 - 266.5	85		Xing	502.1 - 503.0	60	60
Cv	301.7 - 302.0	60	55	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.

Station or MP	"D" - Dual Control Switch		"S" - Spring Switch		MPH
		Location		Location	
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.

La Junta Subdiv.

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, 355.4, 380.2, 397.7, 418.1, 435.2, 466.1, 499.0	Hot Box & Dragging Equip.	Radio communication
M.P. 355.3 to 356.0	High Water	Eastward Signal 3562 Westward absolute signal north track Sears
Bridge 375.9	High Water	Signals 3772 & 3741
Bridge 381.4	High Water	Eastward absolute signal EE siding Charleston Westward Signal 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	Eastward Signal 4572 Westward absolute signal WE siding Syracuse
Bridge 469.8, 470.8, 471.1	High Water	Signals 4722 & 4691
Bridge 485.8	High Water	Eastward Signal 4882 Westward absolute signal WE siding Granada
Bridge 492.0	High Water	Signals 4922 & 4901
Bridge 500.1	High Water	Eastward absolute signal EE siding Lamar Westward Signal 4981

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

Station Number	Siding Feet	STATIONS	Mile Post
61150		NEVA	
59415		7.6 HYMER	7.6
59425		5.8 DIAMOND SPRINGS	13.4
59435		5.8 BURDICK	19.2
59445		6.3 U.P. RRX LOST SPRINGS	25.5
		5.4 S.S.W. RRX	30.9
59465	2785	5.9 HOPE	36.8
		0.3 U.P. RRX	37.1
59475		7.3 NAVARRE	44.4
59485		7.7 ENTERPRISE	52.1
59500	4158	6.0 ABILENE	58.1
		0.5 O.K.T. JCT.	58.6
		0.2 S.A. JCT.	58.8
		0.2 U.P. RRX	59.0
59705		8.0 TALMAGE	67.0
59710	1931	5.8 MANCHESTER	72.8
59765	1874	5.6 LONGFORD	78.4
59770		5.3 OAK HILL	83.7
59775	2964	9.3 MILTONVALE	93.0
59780		9.1 AURORA	102.1
59785		5.9 HUSCHER	108.0
59790		2.0 COOK	110.0
		3.2 KYLE RRX	113.2
59800	6825	0.3 CONCORDIA	113.5
		6.6 KYLE RRX	120.1
59820		7.6 KACKLEY	127.7
59830		6.0 KYLE RRX COURTLAND	133.7
59840		7.5 LOVEWELL	141.2
59850		5.8 WEBBER, KS	147.0
		4.9 State Line	151.9
		1.2 B.N. JCT.	153.1
59900		0.7 SUPERIOR, NE	153.8
		(153.8)	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Neva to Superior	36	2	3	4	5	9

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)

Strong City Subdiv.

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call U.P. Dispatcher at Omaha, Nebraska 1-800-726-1073 or 1-402-633-1737 to operate on U.P. between Wichita and Lost Springs. Track Warrants and Bulletin Books are located at above locations. Use radio channel 42 on U.P.

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

S.A. JCT. - LOST SPRINGS: U.P. trains will use A.T.S.F. tracks between S.A. Jct. and Lost Springs.

COURTLAND: A.T.S.F. trains and engines will use Kyle R.R. main track and siding and will be governed by Rules 6.13 and 6.28.

SUPERIOR: A.T.S.F. trains and engines will use B.N. main track and will be governed by Rule 6.13.

EAST	YARD LIMITS	WEST
MP 25.5	Lost Springs	MP 26.0
MP 55.5	Abilene	MP 62.7
MP 112.0	Concordia	MP 116.0
MP 132.7	Courtland	MP 134.7
MP 150.0	Superior	End of Trk

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	Cv	92.7 - 93.4	20
RRX	30.9	40	RRX	113.2 (Stop)	15
RRX	37.1	40	RRX	120.1 (Approach prepared to stop)	40
Cv	51.7 - 53.0	35	RRX	133.7 (Stop)	30
Cv	56.5 to 57.2	30	Cv	133.8 - 134.0	20
Xing	58.1 - 59.2	15	Cv	152.6 - 153.1	15
RRX	59.0	20			

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 34.8, 90.5, 123.0	Hot Box & Dragging Equip.	Radio communication

Santa Fe Crimestoppers

1-800-432-6933

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

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Dodge City to M.P. 139	36	2	3	4	5	9
M.P. 139 to Boise City	72	2	3	4	5	9

TWC IN EFFECT: Between Dodge City and Boise City.

C.R.I.P. JCT.-C.V. JCT.: A.T.S.F. trains will use S.S.W. track between C.R.I.P. Jct. and C.V. Jct.

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 6.17:

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.

EAST	YARD LIMITS	WEST
MP 0.0	Dodge City	MP 2.7
MP 56.6	Satanta	MP 59.5
MP 156.8	Boise City	MP 159.2

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

C.V. Subdiv.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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

WEST-WARD ↓		Manter Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		SATANTA JCT.	TY	0.0	
40610	2600	RYUS		6.8	
40598	4200	HICKOK		15.6	
40594	1436	ULYSSES		23.5	
40582		STANO		30.6	
40578		BIGBOW		34.7	
40570		JOHNSON	TWC	45.3	
40566	1250	MANTER	T	53.1	
40562		SAUNDERS, KS		62.4	
40554		WALSH, CO		76.6	
40550		VILAS		86.2	
		SOUTH JCT.	TY	95.0	
		(95.0)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Satanta Jct. to M.P. 70	36	2	3	4	5	9
M.P. 70 to South Jct. & Pritchett	72	2	3	4	5	9

TWC IN EFFECT: Between Satanta Jct. and South Jct.

Between South Jct. and North Jct. at Springfield trains and engines will be governed by 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 6.28 in effect; speed limit 10 MPH.

RULE 6.17:

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.

EAST	YARD LIMITS	WEST
MP 0.0	Satanta Jct.	MP 3.2
MP 93.6	South Jct.	MP 95.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Satanta Jct. & South Jct.	35

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Manter Subdiv.

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

**Stop
All
Fatalities
Every Day
This
Year**

**Operating Rules
Are Your Safety Tools**

**Practicing Safety Today
Ensures Quality Of Life Tomorrow**

WEST-WARD ↓		Oklahoma Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
52700	N7000 S9900	ARKANSAS CITY, KS	BPT		263.4
		0.8 A.T.S.F. RRX	M		264.2
52680	12185	NEWKIRK, OK			275.8
52300	32442	PONCA CITY	BP		288.9
52290	8616	MARLAND			300.3
52280	7447	RED ROCK			306.8
52270	7993	OTOE			312.7
		3.6 BLACK BEAR B.N. RRX	A	CTC	316.3
52100	S3624 N5515	PERRY	P		321.6
52090	8563	ASP			328.4
52060	10149	MULHALL			338.8
52050	8915	LAWRIE			347.2
51700	14725	GUTHRIE	PT		352.6
51695	9735	SEWARD			360.1
51690	7041	EDMOND			370.1
51680	8029	BRITTON			376.8
		3.8 NOWERS		ABS DT	380.6
51500		OKLAHOMA CITY	RT		384.0
		1.7 BURNETT		CTC 2MT	385.7
		3.1 GM Crossover			388.8
51500	8460	FLYNN	BCPT		390.5
51420	8351	MOORE			393.2
51415	6678	NORMAN			401.8
51410	9075	NOBLE			408.1
51400		PURCELL			417.3 517.5
51325	8297	WAYNE			510.2
51315	8229	PAOLI			502.6
51300	7926	PAULS VALLEY		CTC	495.6
51255	8804	WYNNEWOOD			488.1
51250	9225	DAVIS	T		478.0
51240	8599	DOUGHERTY			469.6
51225	8443	GENE AUTRY			460.3
51200	5731	ARDMORE	PT		450.4
	6427	OVERBROOK			443.0
51140	10025	MARIETTA			433.1
51120	8053	THACKERVILLE, OK			423.1
51100		GAINESVILLE, TX (259.4)	BP		x411.3

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Arkansas City to Purcell	30	1	3	4	5	9
Wayne to Gainesville	36	1	3	4	5	9

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, EXCEPT on track 198 between M.P. 262.6 and M.P. 264.1, Arkansas City.

(continued on next page)

Oklahoma Subdiv.

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.

RESTRICTED LIMITS 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 Restricted Limits are in effect, until authority to do so has been obtained from the train dispatcher.

Between Gainesville and Thackerville, M.P. 411 to M.P. 419 are designated by an "X."

A.T.S.F. trains will use B.N. tracks between Black Bear and Pawnee. Secure Track Warrants from B.N. by calling 1-800-666-1392.

B.N. trains will use A.T.S.F. tracks between Black Bear and Perry.

A.T.S.F. trains will use U.P. tracks between Shawnee and Harter. Secure Track Warrants from U.P. by calling 1-800-726-1076.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Arkansas City - Main track between 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
Packing Town Industrial Spur	10
GM Crossover & 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	Cv	415.8 - 416.5	50
Xing	287.2 - 287.3	50	Cv	515.4 - 513.2	50
Xing	287.3 - 290.8	40	Cv	506.7 - 504.5	50
Cv	287.7 - 287.9	50	Xing	488.3 - 488.2	50
Cv	290.4 - 290.6	45	Xing	488.2 - 487.7	40
RRX	316.3	50	Cv	475.1 - 473.7	50
Xing	320.8 - 321.7	50	Cv	467.5 - 467.3	50
Cv	351.7 - 351.8	45	Cv	466.4 - 462.8	35
Cv	351.9 - 352.7	50	Cv	462.6 - 462.0	45
Xing	352.4 - 352.9	50	Cv	460.3 - 459.6	45
Xing	369.7 - 370.4	45	Cv	459.3 - 453.2	50
Xing	374.6 - 377.4	50	MT,Sg	451.0 - 449.7	25
Cv	377.1 - 377.4	40	Xing	451.3 - 449.3	30
Cv	378.6 - 380.6	45	Cv	422.3 - X418.6	50
Cv	380.7 - 385.7	20	Br	X418.5 - X418.3	45

(continued on next page)

Oklahoma Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS (Continued)

Mile Posts		MPH	Mile Posts		MPH
			Cv	X418.2 - X417.7	45
			Xing	X411.2 - 409.5	30
FLYNN INDUSTRIAL SPURS M.P. 388.8					
Cv	0.0 - 0.3	10	Cv	3.8 - GM Yard	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
Arkansas City	D	Xover between main track & Track 198 M.P. 264.1	20
	D	WE south 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	Turnout, Enid Subdiv.	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 Yard	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
	D	WE Longtrack	10

Rules Compliance
A
Safety Appliance

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	
Leonhardt Spur	372.9	756	
Ralston Purina Lead (Dereco)	373.0	11,024	
Cain's Coffee	373.9	983	
Packing Town Industrial Spur	385.5	15,900	
API Plastics Lead	387.5	2,500	
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
	TDK Ferrites	127.6	914
Pauls Valley Industrial Lead	496.1	14,050	
Rayford storage track	473.3	4,900	
Crusher	466.4	11,050	
Ardmore Industrial Lead	449.6	26,400	
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, 341.5, 358.9, 377.8, 405.4, 437.5, 457.6, 482.6, 505.7	Hot Box & Dragging Equip.	Radio communication
M.P. X414.5	Hot Box, Dragging Equip. & Hot Wheel Detector	Radio communication
M.P. 407.4*	Shifted Load	Radio communication
M.P. 416.2*	Shifted Load	Radio communication
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 ↓		Ft. Worth Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
51100		GAINESVILLE	BP	411.3	
		10.5			
51060	8204	VALLEY VIEW		400.8	
		13.2			
51045	8179	METRO	T	387.6	
		2.0			
		WEST WYE	T	385.6	
		8.3			
51035	7898	PONDER		377.3	CTC
		6.7			
51030	6678	JUSTIN		370.6	
		2.1			
		LAMBERT		368.5	
		3.5			
		EAST ALLIANCE		365.0	
		0.4			
51027	14635	ALLIANCE	BCPT	364.6	
		2.4			
		WEST ALLIANCE		362.2	
		1.3			
		WEST HASLET		360.9	
		7.0			
51020	S11896 N12059	B.N. RRX U.P. RRX SAGINAW	M M BCP	353.9	CTC
		5.1			
51015	4383	S.P. RRX No. Ft. Worth	M	348.8	
		2.8			
51000		FT. WORTH	Y	346.0	
		0.3			
		S.P. RRX	M	345.7	2MT
		U.P. RRX	M		
		0.1			
		U.P. RRX U.P. RRX TOWER 55	M M	345.6	
		1.3			
		S.P. JCT.		344.3	
		1.5			
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	BPT	317.5	
		7.2			
43496	11050	RIO VISTA		310.3	
		6.8			
43495	11150	BLUM		303.5	
		9.1			
43485	10730	KOPPERL		294.4	CTC
		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	BCPT	218.2	
		(193.1)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Gainesville to Pendleton	36	1	3	4	5	9
Belco to Temple	72	1	3	4	5	9
Ward Industrial Spur	55	2	3	4	5	9
Cresson Industrial Spur	55	1	3	4	5	9

CTC IN EFFECT: On main track and sidings between M.P. 411.3 Gainesville and M.P. 368.5 Lambert; On New Main Track between M.P. 368.5 Lambert and M.P. 364.6 Alliance;

(continued on next page)

Ft. Worth Subdiv.

On siding Alliance between M.P. 365.0 East Alliance and M.P. 362.2 West Alliance; On New Main Track between M.P. 362.2 West Alliance and M.P. 360.9 West Haslet; On Old Main Track M.P. 368.5 Lambert and M.P. 360.9 West Haslet; On siding Haslet between M.P. 362.4 Haslet and M.P. 360.9 West Haslet; On main track between M.P. 360.9 West Haslet and M.P. 346.7 Ft. Worth; On main track and sidings between M.P. 345.7 North Track, M.P. 345.9 South Track Ft. Worth and M.P. 218.2 Temple; On Passenger Track 3, Temple; and, on both legs of wye track between Metro and West Wye.

CONTROL POINT IDENTIFICATION—OLD MAIN TRACK:

East Haslet (M.P. 364.4)
Haslet (M.P. 362.4)

CONTROL POINT IDENTIFICATION—ALLIANCE SIDING:
West C&D Lead (M.P. 362.5)

At Gainesville, trains will be governed by Oklahoma Subdivision Timetable and Special 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.

WARD INDUSTRIAL SPUR: Trackage between M.P. 0.0, Cleburne and End of Track, M.P. 46.0, identified as Ward Industrial Spur. Rule 6.28 in effect. Rule 9.12.3, Automatic Interlockings, in effect at U.P. RRX, M.P. 11.4 and S.P. RRX at M.P. 27.3, speed limit 10 MPH. Speed limit 10 MPH between M.P. 0.0 and M.P. 0.3, and 20 MPH between M.P. 0.3 and M.P. 46.0, End of Track. All switches must be left lined and locked for movement on Ward Industrial Spur track.

CRESSON INDUSTRIAL SPUR: Trackage between M.P. 0.0 and M.P. 18.4, identified as Cresson Industrial Spur, Rule 6.28 in effect. Speed limit 10 MPH between M.P. 0.0 and M.P. 0.1 and 20 MPH between M.P. 0.1 and M.P. 18.4. All switches must be left lined and locked for movement on Cresson Industrial Spur track.

At Temple, trains will be governed by Galveston Subdivision Timetable and Special Instructions.

S.P. trains use A.T.S.F. tracks between M.P. 344.3 and M.P. 345.7.

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

A.T.S.F. trains will use U.P. tracks between Tower 55 and Tefic.

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).

EAST	YARD LIMITS	WEST
MP 346.7	North Trk. Ft. Worth	MP 345.7
MP 346.7	South Trk. Ft. Worth	MP 345.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psg.	Fr.
Gainesville & Ft. Worth		55#
Alliance Siding		50#
Ft. Worth, 2 Main Tracks		20
Ft. Worth & Temple	79	55#
Ward Industrial Spur: M.P. 0.0 and M.P. 0.3; M.P. 0.3 and M.P. 46 (End of Track)		10 20
Cresson Industrial Spur: M.P. 0.0 and M.P. 0.1; M.P. 0.1 and M.P. 18.4		10 20

See Special Instructions 5(B)

**Safety + Quality + Rules Compliance =
NO ACCIDENTS**

Ft. Worth Subdiv.

(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	Cv	292.8 - 292.6	75
RRX	353.8	25	Cv	287.6 - 282.3	65
Xing	353.8 - 353.7	40	Cv	280.6 - 280.0	75
Xing	351.0 - 350.7	40	Cv	276.4 - 275.8	65
Cv	351.0 - 350.7	45	Cv	274.8 - 274.2	75
RRX	349.0 - 348.5	25	Cv	271.7 - 271.2	45
Cv	348.5 - 346.9	40	Xing	270.6 - 270.5	65
RRX, N. Trk	345.7 - 345.4	10	Cv	267.2 - 266.8	75
RRX, S. Trk	345.9 - 345.4	10	Cv	264.9 - 263.7	65
Cv, Xing	345.4 - 343.7	20	Cv	260.6 - 257.5	60
Xing	343.7 - 339.5	40	Cv	253.3 - 251.5	65
Xing	337.7 - 336.2	50	Cv	245.0 - 244.7	75
Xing	335.7 - 335.6	60	Xing	243.3 - 243.2	55
Xing	335.6 - 331.9	55	Xing	243.0 - 242.9	70
Cv	329.3 - 329.1	70	Cv	237.9 - 236.7	70
Cv	327.5 - 327.2	70	Xing	220.5 - 220.4	35
Xing	317.8 - 317.6	55	Cv	218.8 - 217.6	20
Xing	317.6 - 317.5	40	Xing	218.1 - 217.6	20
Xing	317.5 - 317.4	55			

(D) SPEED RESTRICTIONS - SWITCHES

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

"D" - Dual Control Switch	"P" - Power Switch	"S" - Spring Switch		MPH
Station or MP		Location		
Gainesville	D	WE long track		10
Valley View	D	Both ends siding		30
Metro	D	Both ends siding		30
		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
Lambert	D	Turnout - New Main Track		30
East Alliance	D	EE siding		50
Alliance	D	Xover		50
		2 Turnouts - EE C&D Leads		30
West C&D Lead (Siding M.P. 362.5)	D	2 Turnouts - WE C&D Leads		30
West Alliance	D	Turnout - IMF Yard		30
West Haslet	D	Turnout - New Main Track		30
		WE siding		30
East Haslet	D	EE Auto Facility		30
Haslet	D	WE Auto Facility		30
		EE siding		30
Saginaw	D	Both ends of both sidings		10
No.Ft. Worth	D	Both ends siding		10
Ft. Worth	D	EE South Track Turnout		20
S.P. Jct.	D	Switches to S.P. Ry		20
Birds	D	Both ends siding		20
		Dublin Subdiv.		10
Crowley, Joshua	D	Both ends siding		30
Midway	D	EE siding		30
		Xovers		30
Cleburne	D	Xovers		10

(continued on next page)

Ft. Worth Subdiv.

(D) SPEED RESTRICTIONS - SWITCHES (Continued)

"D" - Dual Control Switch	"S" - Spring Switch		MPH
Station or MP		Location	
Rio Vista, Blum, Kopperl, Morgan, Merid- ian, 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	

* 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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Sanger	392.2	1,300
Krum	383.5	1,800
Alliance Auto Facility Unloading	363.5	30,878
Ward Industrial Spur	317.5	46 Miles
Alvarado Track	12.7	1,500
Venus Track	19.6	3,000
Southwest R.R. Car Parts Co.	19.9	970
Ward Spur Tracks	23.7	18,500
Chaparral Steel	24.4	15,000
TXI Cement	24.6	10,000
Midlothian Track	26.9	5,000
Holnam Cement	29.5	9,300
High Meadows Track	31.8	8,950
Cedar Hill Track	34.6	1,500
Duncanville Track	40.1	4,000
Red Bird Track	42.2	25,000
Hale Track	45.7	1,866
Hale Cement	45.8	46,940
Cresson Industrial Spur	317.5	18.4 Miles
Godley Track	10.3	1,036
Cresson Tracks	18.4	2,000
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.	Radio communication
M.P. 351.4	Dragging Equip.	Rotating white light
M.P. 331.3, 307.8, 286.9, 265.8, 247.3, 224.8	Hot Box & Dragging Equip.	Radio communication

**Rules Are A Timely
Dictionary For Safety**

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

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.

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.

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.

B.N. trains use A.T.S.F. tracks between Alvin and Galveston.

U.P. trains use A.T.S.F. tracks between Sealy and Algoa.

A.T.S.F. trains use S.P. tracks between Tower 17 and Houston.

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

EAST	YARD LIMITS	WEST
MP 4.1	Galveston	MP 0.3

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Temple & Algoa	55#
Algoa & Virginia Point	40
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	Cv	126.6 - 125.5	35
Cv	218.8 - 217.6	20	Xing	126.2 - 125.5	25
Xing	218.1 - 217.6	20	RRX	126.0	25
RRX	217.4	30	Cv	125.1 - 123.8	45
Trks 1, 2, 3, 4, 5, 6	217.4 - 214.9	30	Cv	106.8 - 106.5	45
			RRX	94.6	50
			Xing	94.6 - 94.5	40
RRX	174.4	30	RRX	82.2	50
Cv	175.7 - 174.1	50	Xing	66.8 - 66.6	35
Cv	170.8 - 170.4	50	RRX	66.2	30
Cv	170.1 - 169.7	40	Cv	66.2 - 63.2	30
Cv	169.4 - 169.1	45	Xing	66.1 - 65.5	30
Cv	157.6 - 157.4	45	Cv	51.0 - 50.6	50
Cv	134.4 - 134.1	40	Cv	45.3 - 43.8	40
Cv	133.8 - 133.5	45	Trk	East leg of wye Alvin	10
Xing	126.8 - 126.7	35	Trk	West leg of wye Alvin	25
			Lift Br	5.2	10

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Temple to Bellville	72	1	3	4	5	9
Bellville to Galveston	36	1	3	4	5	9

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)

Galveston 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
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
	D WE Main Tracks		30
Knowd	D Both ends siding		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

* 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.

**"Training" Is The Key To
Quality, Safety And
Strict Rules Compliance**

Galveston Subdiv.

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 Equip.	Radio communication
M.P. 161.3, 129.0, 107.6, 77.3, 46.2, 20.7	Hot Box & Dragging Equip.	Radio communication

WEST- WARD ↓		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		CTC	10.0
		4.0			
35490	S10320 N16230	MYKAWA	BCT		14.0
		5.4			
		S.P. RRX T.&N.O. JCT.	M		19.4
		0.9			
35100		NEW SOUTH YARD (20.3)			20.3

Tone Call-In						
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Alvin to New South Yard	36	1	3	4	5	9

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 and U.P. trains use A.T.S.F. tracks between Alvin and T.&N.O. Jct.

At Houston, A.T.S.F. trains use H.B.&T. and P.T.R.A. tracks.

At Houston, B.N. trains and U.P. trains use A.T.S.F. tracks between Alvin and T.&N.O. Jct.

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

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.	Radio communication

**All Injuries Are Preventable,
No Injury Is Acceptable**

WEST-WARD ↓		Lampasas Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS			Mile Post
43400	7580	TEMPLE	BCPT	CTC	218.1
		GOBER	R		219.9
43345	5480	BELTON			226.4
43335	13100	NOLANVILLE			235.7
43325		FORT HOOD			246.3
43320	5500	COPPERAS COVE	P		254.3
43315	5960	KEMPNER			263.7
43310	6250	LAMPASAS	PT		273.7
43305	7950	OGLES			283.3
43200	10248	LOMETA	P	TWC ABS	291.7
43197	4980	ANTELOPE GAP			300.3
43194	11481	CASTOR			306.1
43190	5270	GOLDTHWAITE	P		313.3
43188	10050	MULLEN			323.6
43184	4910	VILLA			330.3
43180	9920	ZEPHYR			336.2
43105	5400	RICKER		CTC	344.4
43100	8100	BROWNWOOD	BPRT	CTC	348.4
43015	6708	OBREGON			364.2
43005		SAN ANGELO JCT.	T		373.5
42994	8697	COLEMAN			378.3
42990	5639	SILVER VALLEY			391.0
42986	9149	NOVICE			396.5
42982	4010	GOLDSBORO		ABS TWC	402.9
42978	4039	LAWN	P		409.5
42974	5261	TUSCOLA			415.4
42966	7012	VIEW			426.6
42958	6512	TOLAND			443.3
42950	6738	TECIFIC		CTC	454.5
		(236.3)			

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Temple to Tecific	55	1	3	4	5	9
Tecific to Sweetwater	36	1	3	4	5	9

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; 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.

RESTRICTED LIMITS 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 Temple, trains and engines will be governed by Galveston Subdivision Timetable and Special Instructions.

A.T.S.F trains will use U.P. tracks between Tower 55 and Tecific.

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

Lampasas Subdiv.

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 & Tecific	55#

See Special Instructions 5(B)

(C) SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Trk	218.8 - 218.9	15	Trk,Cv	327.1 - 331.9	45
Cv	219.4 - 222.3	40	Cv	345.7 - 346.2	40
Cv	223.5 - 226.2	50	Cv	347.7 - 348.2	30
Cv	226.2 - 228.1	40	Xing	348.8 - 349.0	20
Cv	234.1 - 234.6	50	Cv	349.8 - 350.1	35
Cv	248.4 - 249.8	50	Cv	350.8 - 353.2	30
Cv	255.7 - 274.1	50	Cv	362.3 - 362.7	50
Cv	283.9 - 284.3	50	Cv	369.4 - 369.6	40
Cv	298.6 - 299.1	50	Xing	369.6 - 370.2	30
Cv	302.9 - 303.7	50	Cv	380.2 - 381.9	45
Trk,Cv	305.4 - 311.8 - Eastward	35	Cv	383.4 - 383.8	50
Cv	310.1 - 310.5 - Westward	50	Cv	386.3 - 386.6	40
Xing	313.2 - 313.3	45	Cv	391.3 - 391.7	45
Trk,Cv	318.5 - 321.4 - Eastward	35	Cv	397.6 - 398.3	45
Cv	319.8 - 321.0 - Westward	50	Cv	399.6 - 400.1	45
Cv	321.4 - 321.8	50	Cv	410.7 - 411.3	50

(D) SPEED RESTRICTIONS - SWITCHES

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

"D" - Dual Control Switch "A" - Auto 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, Lampasas, Ogles, Lometa, Antelope Gap, Castor, Goldthwaite, Mullen, Villa, Zephyr	S Both ends siding	30
Kempner	A WE siding	30
	S EE siding	30
Ricker	D Both ends siding	30
	D Both ends pocket track	30
	D Dublin Subdiv.	30

(continued on next page)

Lampasas Subdiv.

(D) SPEED RESTRICTIONS - SWITCHES (Continued)

Station or MP	Location	MPH
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, Toland	S Both ends siding	20
M.P. 431.6 & M.P. 432.5	S Both ends track 7652	20
Tecific	D Both ends siding	30
	D Turnout from siding to U.P.	30

* 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.

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	432.5	2,500

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 231.6	Hot Box & Dragging Equip.	Radio communication
M.P. 238.0	High Water	Eastward - Signal 2392 Westward - Absolute Signal WE Nolanville
M.P. 247.2, 268.4, 287.4, 318.4	Hot Box & Dragging Equip.	Radio communication
M.P. 345.1, 372.0, 400.9, 429.4	Hot Box & Dragging Equip.	Radio communication

**Safety Is A Condition
Of Employment**

WEST-WARD ↓		Dallas Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		DALLAS JCT. Y		110.2	
48640		5.5 DENTON		104.7	
48635	3878	2.3 MINCHIN		102.4	
48625	6050	27.1 COWLEY	TWC	75.3	
48620		5.0 RICHARDSON Y		70.3	
48615		6.6 WHITE ROCK Y		63.7	
48610	5426	1.1 ZACHA JCT. BCPY		62.6	
48605		2.3 REINHARDT	CTC	60.3	
		6.6 U.P. RRX A		53.7	
48600		0.5 DALLAS BCPY		53.2	
		0.7 S.P. RRX g		52.5	
		0.7 SANTA FE JCT. Y		51.8	
		0.1 U.P. RRX M		51.7	
		END OF TRACK (58.5)			

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Dallas Jct. to Dallas	55	2	3	4	5	9

CTC IN EFFECT: On main track between eastward controlled signals M.P. 53.7 and Zacha Jct. M.P. 62.6.

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

U.P. RRX, M.P. 51.7, controlled by U.P. Control Operator, U.P. Radio Ch. 20.

At Dallas Jct. be governed by Ft. Worth Subdivision Timetable and Special Instructions.

K.C.S. trains use A.T.S.F. tracks between Zacha Jct. and U.P. RRX, M.P. 51.7 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 U.P. RRX M.P. 51.7 and Browder Yard, (M.P. 216.1).

D.G.N.O. trains use A.T.S.F. tracks between U.P. RRX, 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.

EAST	YARD LIMITS	WEST
MP 110.2	Dallas Jct.	MP 109.0
MP 66.8	Richardson-Zacha Jct.	MP 62.6
MP 53.7	Dallas	MP 51.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Dallas Jct. & M.P. 53.7	25
M.P. 53.7 & M.P. 51.7	20

**You Have The RIGHT
And The OBLIGATION
To Work SAFELY**

Dallas Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	82.7 - 79.4	20	RRX	53.7	20
Xing	73.5 - 68.4	20	Trk	53.7 - 52.7	20
Cv, Trk	66.9 - 61.4	20	RRX, Cv	52.7 - 51.5	20
Cv	54.1 - 53.7	20			

(D) SPEED RESTRICTIONS - SWITCHES

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

"D" - Dual Control Switch		"S" - Spring Switch	
Station or MP		Location	MPH
Cowley	S	EE siding	10
Zacha Jct.	D	Switch to K.C.S. Ry	20
	D	Both ends siding	20
Dallas	D	EE, east yard lead	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

**Behavior Changes Are
An Evidence Of Success
In Injury Prevention**

**If You Are Not Paying Attention
You Are Buying Trouble**

WEST-WARD ↓		Dublin Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
43535	6054	BIRDS			0.0
		BELT JCT.			0.9
43174	7218	PRIMROSE			8.4
43168	7187	CRESSON	T		22.0
43164	7382	WAPLES			30.7
43153	7202	TOLAR			46.4
43144	7203	IMMERMERE			62.5
43140	7213	STEPHENVILLE	P	CTC	72.3
43136	8154	DUBLIN			86.1
43132	7643	PROCTOR			95.3
43128	7391	COMANCHE			108.1
43124	7206	BLANKET			121.7
43120	7496	DELAWARE			128.0
43105	5403	RICKER			134.5
		(134.5)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Birds to Ricker	55	1	3	4	5	9

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

At Birds, trains will be governed by Ft. Worth Subdivision Timetable and Special Instructions.

At Cresson, trains operating on Cresson Industrial Spur will be governed by Ft. Worth Subdivision Timetable and Special Instructions.

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

B. N. and F.W.W.R. trains use A.T.S.F. tracks between M.P. 0.0 and M.P. 1.2.

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			

Dublin 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
Belt Jct.	S	Turnout B.N. & F.W.W. Ry.	10
Birds	D	Ft. Worth Subdiv.	10
Primrose	D	Both ends siding	30
Cresson	D	Both ends siding	30
Cresson Industrial Spur	D	Jct. switch	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
Granbury	36.5	1,750
DeCordova Spur	42.3	1,490
Bluffdale	55.1	1,000
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.	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.	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.	Radio communication

**Safety
Always
Needs
Total
Attention

From
Everyone!**

WEST-WARD ↓		Conroe Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
44600		SOMERVILLE	BPTY	0.0	
44750		SCOFIELD		5.4	
44760	5650	ALLENFARM		18.3	
44770		NAVASOTA S.P. RRX	A	28.1	
44860	8568	WOOD		33.1	
44865	2600	YARBORO		37.7	
44880		B.N. RRX DOBBIN	A	49.9	
44885		MONTGOMERY		55.6	
44895	7910	HONEA		63.8	
44900	5600	CONROE U.P. RRX	BP A	72.2	
44910		BEACH		74.6	TWC
44950		WAUKEGAN		79.1	
44970	9650	SECURITY		85.0	
44980		FOSTORIA		89.6	
44990	3850	S.P. RRX CLEVELAND	A P	94.9	
45415		RAYBURN		105.5	
45425	8540	ROMAYOR		111.0	
45440		VOTAW		121.5	
45445	7650	BRAGG		128.9	
45465	5937	KOUNTZE		144.0	
45700		SILSBEE	BCPTY	152.2	

(152.5)

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Somerville to Silsbee	36	2	3	4	5	9

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 and Special Instructions.

EAST	YARD LIMITS	WEST
MP 0.0	Somerville	MP 1.0
MP 149.5	Silsbee	MP 152.2

SPECIAL INSTRUCTIONS
 1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Conroe Subdivision	49#

See Special Instructions 5(B).

**Safety And Shortcuts
 Don't Mix**

Conroe Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

Wye	Mile Posts		MPH	Wye	Mile Posts		MPH
	Start	End			Start	End	
RRX	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

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 11.7, 88.2	Hot Box & Dragging Equip.	Radio communication

**A Positive Attitude
 Creates
 Positive Results**

**Noise Annoys
 Then Destroys
 Wear Your Hearing Protection**

WEST-WARD ↓		Longview Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
46500		LONGVIEW	BPTY	207.6	
46445		TATUM		187.8	
46435		BECKVILLE		181.4	
46430	4010	CARTHAGE		171.7	
46420		GARY		161.7	
46190	2550	S.P. RRX TENAHA	A PY	151.6	
46100	2040	CENTER	P	139.8	
45920		CALGARY		127.0	
45900	2490	SAN AUGUSTINE	BPY	120.4	
45880		VENABLE		114.9	
45860		BRONSON		104.7	
45840	2080	PINELAND	P	97.5	
45830	5970	BROWNDLELL		88.0	
45820		HORTON		84.2	
45800	4140	JASPER	PTY	73.6	
45790		KEIGHTON		67.1	
45780		ROGANVILLE		62.4	
		J&E JCT.		53.0	
45740	1950	KIRBYVILLE		52.4	
45735		CALL		48.0	
45730	3080	LE VERTE		43.2	
45725	2640	BESSMAY	Y	37.4	
45715	3110	OUIINN		30.1	
45705		EVADALE		26.6	
45700		SILSBEE	BCPTY	21.0	

(186.6)

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Longview to Silsbee	36	2	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 207.6	Longview	MP 203.3
MP 153.1	Tenaha	MP 150.2
MP 122.0	San Augustine	MP 118.6
MP 75.8	Jasper	MP 72.8
MP 38.2	Bessmay	MP 36.6
MP 21.8	Silsbee	MP 21.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH
Swepeco 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).

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
Swepeco 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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 30.8, 164.1	Hot Box & Dragging Equip.	Radio communication

**If You Believe
You Can Make A Difference,
You Can**

WEST-WARD ↓		Silsbee Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
45700		SILSBEE BCPTY		21.0	
37185		LUMBERTON		14.1	
		LOEB JCT.	TWC	10.3	
37190		VOTH		8.5	
37200		BEAUMONT PTY		1.7	
		S.P. RRX M		0.7	
		U.P. RRX M		76.4	
37212		BROOKS Y		70.9	
37228		MOREY Y		59.4	
37236		WINNIE Y		51.8	
37240		STOWELL Y		49.7	
		End Of Track (47.8) Y		49.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Silsbee to End of Track	36	2	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 21.0	Silsbee	MP 19.3
MP 4.5	Beaumont-End of Track	MP 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
Gulfcoc	68.4	2,200
Cheek	68.0	1,300
Goodyear	66.8	3,000

WEST-WARD ↓		Oakdale Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		End Of Track	Y	39.4	
46745		DeRIDDER K.C.S. RRX	P G	38.4	
46735	2130	SHEAR		33.5	
46730	2440	BOISE CASCADE		32.5	
46725	2610	NEALE	TWC	27.5	
46720	2540	MERRYVILLE, LA		22.1	
46715		BON WIER, TX		15.7	
46710	1500	FAWIL		12.2	
		J.&E. JCT.		0.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
End of Track to J&E Jct.	36	2	3	4	5	9

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

EAST	YARD LIMITS	WEST
MP 39.4	DeRidder	MP 37.4

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
Boise Cascade Industrial Spur	32.5	5.0 Miles
Bleakwood	5.2	600

Nothing Is Insignificant In Safety

WEST-WARD ↓		Bay City Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
		End of Track			42.2
		0.6 S.P. RRX	g		42.8
33430		WHARTON		TWC	43.1
33480		8.3 LANE CITY			51.4
33485		3.9 CANE JCT.	TY		55.2
33495		5.3 RUNNELLS			60.5
33600		7.8 BAY CITY	BPY		68.6
		0.4 U.P. RRX	M		69.0
33690		10.6 WADSWORTH	Y		79.6
		2.9 End of Track	Y		82.5
(40.3)					

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
End of Track to End of Track	36	2	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 54.0	Cane Jct.	MP 55.7
MP 66.4	Bay City-End of Track	MP 82.5

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

RRX	Mile Posts	MPH	RRX	Mile Posts	MPH
	42.8	10		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

WEST-WARD ↓		Enid Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
54100		KIOWA, KS	TY		0.1
51870	6420	9.0 BURLINGTON, OK			8.8
51850	5022	10.9 CHEROKEE		TWC	19.7
51840	2202	12.1 JET			31.8
51830	2235	8.2 NASH			40.0
51820	1968	7.8 HILLSDALE			47.8
51810	4129	10.4 BLANTON	Y		58.2
		3.8 U.P. RRX	A	BN Ry.	62.0
		0.1 B.N. JCT.			62.1
51800		0.2 ENID	BPY		62.3
		0.9 B.N. RRX	S		63.2
51735		9.6 FAIRMONT			72.8
		0.8 B.N. RRX	A		73.6
51725	1422	6.8 DOUGLAS		TWC	80.4
51715	6250	8.0 MARSHALL			88.4
51710		6.7 LOVELL			95.1
51705		7.7 CRESCENT			102.8
		13.6 ENID JCT.			116.4
(116.6)					

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Kiowa to Enid Jct.	30	1	3	4	5	9

TWC IN EFFECT: Between Kiowa M.P. 0.1 and Blanton M.P. 58.2 and between B.N. Jct. M.P. 62.1 and Enid Jct. M.P. 116.4.

At Kiowa, trains will be governed by Waynoka Subdivision Timetable and Special Instructions.

K.S.W. RR. trains will use A.T.S.F. tracks between M.P. 0.1 and M.P. 0.6 Kiowa and will be governed by A.T.S.F. Timetable and Special 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 Avar.

A.T.S.F. trains must secure permission from B.N. train dispatcher before entering B.N. main track Enid and Blanton. Trains operating Avar to Enid must secure permission before passing Blanton. B.N. Radio Channel 70 Tone 53 or Phone number 1-800-666-1392.

EAST	YARD LIMITS	WEST
MP 0.1	Kiowa	MP 3.0
MP 56.4	Blanton	MP 58.2
MP 62.1	Enid	MP 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#

See Special Instructions 5(B)

(C) SPEED RESTRICTIONS - VARIOUS

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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH

WEST-WARD ↓		Stillwater Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
52110		PAWNEE 11.7	Y		6.2
52115		GLENCOE 12.0		TWC	17.9
52120	1267	STILLWATER (24.2)	Y		30.4

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Pawnee to Stillwater	30	1	3	4	5	9

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

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.

EAST	YARD LIMITS	WEST
End of Track	Pawnee	MP 9.0
MP 26.0	Stillwater	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

**Better To Ask Twice
Than To Error Once**

**Attitudes Are Contagious...
Make Yours Worth Catching**

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

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Eastern to East Clovis	55	2	3	4	5	9

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

TWO TRACKS: Between Eastern M.P. 550.5 and B.N. RRX's 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.

CTC IN EFFECT: On main tracks between Eastern M.P. 550.5 and B.N. RRX's M.P. 552.2; on main tracks and sidings (except siding Lone Star Jct.) between West Amarillo M.P. 555.8 and East Clovis; and on east leg of wye at East Lone Star Jct.

(continued on next page)

Hereford Subdiv.

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

EAST	YARD LIMITS	WEST
MP 552.2	Amarillo	MP 555.8

SPECIAL INSTRUCTIONS

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

* See Special Instructions 5(A)

(C) SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	552.0 - 553.7	20	Cv	Plainview Subdiv. main track, 570.9 to 571.2	30
Cv	566.1 - 566.5 (NT & ST)	65	Cv	647.2 - 647.6 (ST)	30
			Cv	647.0 - 647.6 (NT)	30
Cv	567.6 - 569.5 (NT & ST)	65			

(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	D	Location	MPH
Eastern	D	Xover, M.P. 550.5	30
	D	Turnout to east leg of wye, M.P. 550.6	20
B.N. R.R.'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

(continued on next page)

Hereford Subdiv.

(D) SPEED RESTRICTIONS - SWITCHES (continued)

"D" - Dual Control Switch			
Station	D	Location	MPH
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
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	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.	Radio communication

**Safety Is A Habit
That We Can All Live By**

**The Customer Is
Our Final Inspector**

WEST-WARD ↓		Boise City Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		B.N. R.R.'s	MR		0.1
		DUMAS JCT.	RT	CTC	1.0
53220	8300	JULLIARD			8.2
53240	3241	PUENTE			18.8
53250	3547	MARSH		TWC	27.2
53260	3160	EXELL			34.6
53270		BAUTISTA			41.3
53300		DUMAS			52.1
53320		MACHOVEC		TWC DT	58.3
53330		ETTER	T		64.0
53335		LAUTZ			75.1
		S.S.W. R.R.	A		85.5
40325	3168	STRATFORD			85.7
40340	8200	KERRICK, TX			100.1
40345		CONRAD, OK			111.0
40400	7100	BOISE CITY	PTY		122.6
40420	3750	CASTANEDA, OK			135.3
40430	7450	CAMPO, CO		TWC	151.6
40445		BISONTE			162.5
	7700	SOUTH JCT. SIDING			170.2
		SOUTH JCT.	TY		172.6
40500		SPRINGFIELD	PY		173.1
		NORTH JCT.	Y		174.4
40520		HARBORD			186.0
40525	7700	FRICK			196.6
40530		RUXTON			212.9
		LAS ANIMAS JCT.	P	CTC	533.6
58060	8300	LAS ANIMAS.	P	ATS	536.0
		CASA		2MT	550.7
56700		LA JUNTA	BCPTY	2MT	554.9
				ABS	
				ATS	

(256.8)

Tone Call-in

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
B.N. R.R.'s to Las Animas Jct.	72	1	3	4	5	9
Las Animas Jct. to La Junta	36	1	3	4	5	9

CTC IN EFFECT: At Dumas Jct.; between Dumas Jct. and Eastern (Hereford Subdivision) on east leg of wye, and between Las Animas Jct., M.P. 533.6 and La Junta, M.P. 553.9.

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

DOUBLE TRACK: At Machovec between M.P. 58.0 and M.P. 59.6.

RESTRICTED LIMITS IN EFFECT: Between B.N. R.R.'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.

On Boise City Subdivision, trains must approach facing point spring switches prepared to stop until switch point indicator shows that the switch is properly lined.

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

RULE 6.17: At Boise City, South Jct. and North Jct., switches normally lined for Boise City Subdivision.

EAST	YARD LIMITS	WEST
MP 120.7	Boise City	MP 124.1
MP 171.5	South Jct. - North Jct.	MP 175.4
MP 553.9	La Junta	MP 556.5

Boise City Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psg.	Fr.
B.N. R.R.'s & Las Animas Jct.		49#
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			Mile Posts	MPH	
		Psg.	Fr.			Psg.	Fr.
Xing	0.6		20	RRX	85.5		30
Xing	1.1		15	Cv, Br	111.3 - 111.6		25
Cv	3.1 - 3.2		20	Cv	113.6 - 113.9		45
Cv	10.6 - 11.2		40	Cv	121.3 - 121.6		20
Cv	17.6 - 17.9		40	Cv	123.2 - 123.8		20
Br	19.1 - 19.5		30	Cv	172.2 - 172.8		20
Cv	19.8 - 20.1		40	Cv	174.3 - 174.4		20
Cv	20.8 - 21.1		40	Cv	234.8 - 235.5		30
Cv	22.2 - 23.5		30	Cv	536.4 - 536.5	80	
Cv	25.5 - 25.8		40	Cv	543.1 - 543.9	80	
Cv	27.2 - 27.5		45	Cv	544.9 - 545.8	85	
Cv	30.8 - 31.1		45	Cv	547.9 - 548.0	85	
Cv	51.6 - 51.9		20	Cv	551.4 - 551.6	80	60
Cv, Trk	58.0 - 59.6		30	Cv	552.8 - 553.1	60	55
Xing	85.2 - 86.6		30	Cv	553.6 - 554.2	80	60

(D) SPEED RESTRICTIONS - SWITCHES

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

Station or MP	Location	MPH
Dumas Jct.	D Turnout to East Leg of Wye, M.P. 1.0	20
M.P. 58.0	S Turnout to North Track and when making trailing point movement through switch eastbound on South Track	30
M.P. 59.6	S Turnout to North Track	30
Boise City	R West wye switch	20
	R Both ends siding	20
Campo, South Jct. Siding	R Both ends siding	30
South Jct.	R Both wye switches	20
North Jct.	R Turnout	20
Frick	R 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
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

Boise City Subdiv.

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 13.6, 54.2, 69.6, 93.2, 155.2, 176.7, 214.3, 538.4	Hot Box & Dragging Equip.	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

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

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

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Lubbock Jct. to Canyon Jct.	30	1	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 622.9	Plainview-Ferguson	MP 635.0
MP 670.6	Marnels	MP 673.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

Plainview Subdivision	MPH
	49#

See Special Instructions 5(B).

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. 573.6, 606.9, 636.0, 666.7	Hot Box & Dragging Equip.	Radio communication

Safety—Don't Work Without It

**Autograph Your Work
With Quality**

WEST-WARD ↓		Lubbock Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
42300		SLATON	BPT		690.0
		10.2			
42280	4916	BURRIS		CTC	679.8
		3.3			
		B.N. RRX	M		676.6
		2.0			
42200		LUBBOCK	BCPRX	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		CTC	30.1
		3.0			
		TOLK			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	PT		0.0
		(105.1)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Slaton to Lone Star Jct.	36	1	3	4	5	9

CTC IN EFFECT: On main track between Slaton and B.N. RRX; 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.

RESTRICTED LIMITS 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.

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.	881.7	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, 41.5, 62.2, 81.2, 685.8	Hot Box & Dragging Equip.	Radio communication
Bridge M.P. 34.5	High Water	Eastward-Signal 341 Westward-Controlled signals at West end of siding Sudan

(continued on next page)

WEST-WARD ↓		Slaton Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
42950	6738	TECIFIC 5.1		454.5	
42900		SWEETWATER BCPT 1.1		793.7	
		ORIENT JCT. 5.3		792.6	
	12253	GANNON 12.0		787.3	
42415	7106	PYRON 6.7		775.3	
42410	4878	HERMLEIGH 11.7		768.6	
42400	5701	SNYDER 10.1		756.9	
42390	4754	DERMOTT 6.2		746.8	
42380	7543	FULLERVILLE 11.6		740.6	
42370	5154	JUSTICEBURG 8.7		729.0	
42365	5482	AUGUSTUS 6.5		720.3	
42360	6911	POST 10.2		713.8	
42355	5400	BUENOS 6.3		703.6	
42350	9497	SOUTHLAND 7.3		697.3	
42300		SLATON BPT (108.8)		690.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Tecific to Slaton	36	1	3	4	5	9

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

A.T.S.F. Trains will use U.P. tracks between Tecific and Tower 55 Ft. Worth, and be governed by U.P. Timetable and Special Instructions.

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	Both ends siding	30
	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	Orient Jct.	10
Hermleigh, Snyder, Dermott, Justiceburg, Post, Buenos	D	Both ends siding	10
Slaton	D	Turnout to yard	20

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, 791.7	Hot Box & Dragging Equip.	Radio communication
Bridge 785.9	High Water	Eastward-Controlled signals east end siding Pyron & Signal 783.1. Westward-Controlled signals west end siding Gannon.

**QUALITY SERVICE
Begins With
QUALITY THINKING**

**If It Can't Be Done Safely
Then Don't Do It**

**JOB BRIEFING...
An Open Road To
QUALITY**

WEST-WARD ↓		Clovis Subdiv.		↑ EAST-WARD		Clovis Subdiv.					
Station Number	Siding Feet	STATIONS			Mile Post	Tone Call-In					
		EAST CLOVIS			655.7	CH.	DS	SC	MC	CQS	EMER.
41300	S8300	CLOVIS BCT		CTC	657.6	32	2	3	4	5	9
		WEST CLOVIS		2MT	658.6	32	1	3	4	5	9
		GRIER			669.7	72	1	3	4	5	9
41185		MELROSE			681.2	50					
41179	10953	CANTARA			687.6	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 Bodega M.P. 885.6 and El Paso Jct. M.P. 895.6					
41176	10978	KRIDER			693.4	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.					
41170	8221	TOLAR			698.5	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.					
41165	13154	TAIBAN			702.8	RESTRICTED LIMITS 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 Restricted Limits will be left lined as last used.					
41160	10187	LA LANDE			710.1	SPECIAL INSTRUCTIONS					
41155	7359	FORT SUMNER PT			716.8	1. SPEED REGULATIONS					
41153	11845	AGUDO		CTC	723.6	(A) MAX SPEED					
41145	10944	RICARDO			729.3	Clovis Subdivision (Exception: 35 MPH for westward trains averaging 90 tons to 105 tons per operative brake and 25 MPH for westward trains averaging over 105 tons per operative brake between Mountainair and Becker.)					
41142	11120	EVANOLA			736.6	MPH					
41136	11905	YESO			743.9	Psgr. 70 Frt. 55*					
41130	11118	LARGO			749.6	* See Special Instructions 5(A)					
41125	11171	BUCHANAN			756.1	(C) SPEED RESTRICTIONS - VARIOUS					
41120	11126	CARDENAS		CTC	761.4	Mile Posts MPH Mile Posts MPH					
41114	11960	DUORO		2MT	769.0	Cv 717.5 - 720.6	65	Cv 854.8 - 865.8 (ST)	55		
41109		JOFFRE			773.6	Cv 726.8 - 727.6	65	Cv 865.8 - 870.1 (NT)	45		
		WEST JOFFRE		CTC	776.2	Cv 750.9 - 757.5	65	Cv 865.8 - 870.1 (ST)	45		
40130		VAUGHN CP			788.5	Cv 762.9 - 764.6	65	Cv 870.5 - 872.8	40		
		WEST VAUGHN			789.2	Cv 769.5 - 771.3	65	Cv 873.6 - 875.0	50		
40122	10665	TEJON			792.7	Cv 778.8 - 780.5 (NT)	60	Cv 893.1 - 894.6	60		
40118	9081	CARNERO			798.7	Cv 786.6 - 787.2	60	Cv 894.9 - 895.6	30		
40114	5740	ENCINO			803.8	Cv 788.6 - 796.7	60	Frnt Lead 894.8 - 895.4	30		
40110	11911	NEGRA			808.8	Cv 843.9 - 844.7	65	Trk 7223 & 7224 Belen	30		
40106	14959	PEDERNAL			815.5	Cv 856.3 - 865.8 (NT)	55				
40102	5638	DUNMOOR		CTC	819.5	(D) SPEED RESTRICTIONS - SWITCHES					
40098	9786	CULEBRA			824.0	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.					
40094	10593	LUCY			828.8	Switches at each end of sidings between Clovis and Belen Jct. are dual control.					
40090	7968	SILIO			836.1	"D" - Dual Control Switch "V" - Variable Switch					
40086	6409	WILLARD			842.1	Station		Location	MPH		
40082	12416	BRONCHO			848.5	East Clovis	D	Turnout from North Track to industry lead	10		
		EAST MOUNTAINAIR			853.5		D	Turnouts from South Track to yard	30		
40078	6376	MOUNTAINAIR P		CTC	854.8		D	Xovers between North & South Tracks	40		
40074		ABO		2MT	862.4	Clovis	D	Turnout from South Track, west of Hull Street, to 199 lead	10		
		KAYSER			867.4		D	Both ends siding	30		
40066		SCHOLLE			870.3						
40062	8465	SAIS		CTC	875.9						
40058	9247	BECKER			881.6						
40054	9460	BODEGA		CTC	885.6						
		JARALES		2MT	894.8						
		EL PASO JCT.			895.6						
40000		BELEN BCRT		CTC	896.9						
		BELEN JCT. (241.9)		5MT	897.6						

Clovis Subdiv.

	CH.	DS	SC	MC	CQS	EMER.
RADIO COMMUNICATION						
East Clovis to Melrose	32	2	3	4	5	9
Melrose to Vaughn	32	1	3	4	5	9
Vaughn to El Paso Jct.	72	1	3	4	5	9
El Paso Jct. to Belen Jct.	50					

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 Bodega M.P. 885.6 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.

RESTRICTED LIMITS 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 Restricted Limits will be left lined as last used.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX SPEED

Clovis Subdivision (Exception: 35 MPH for westward trains averaging 90 tons to 105 tons per operative brake and 25 MPH for westward trains averaging over 105 tons per operative brake between Mountainair and Becker.)

MPH	
Psgr.	Frt.
70	55*

* See Special Instructions 5(A)

(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	Frnt Lead	894.8 - 895.4	30
Cv	843.9 - 844.7	65	Trk 7223 & 7224 Belen		30
Cv	856.3 - 865.8 (NT)	55			

(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

(continued on next page)

Clovis Subdiv.

(D) SPEED RESTRICTIONS – SWITCHES (Continued)

Station		Location	MPH
West Clovis	D	Xover Between North & South Tracks	40
	D	Turnouts from South Track to Yard	10
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 between North & South Tracks	45
Scholle	D	Turnout to South Track, M.P. 870.3	45
Bodega	D	Turnout to South Track, M.P. 885.6	40
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
Madrone	890.5	300

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 665.0, 684.3, 705.8, 725.5, 791.0, 832.5, 852.2, 892.2	Hot Box & Dragging Equip.	Radio communication
M.P. 746.4, 764.9, 806.1, 877.8	Hot Box	Radio communication
M.P. 779.1 (South Track)	High Water	Eastward Signal 7814 Westward Signal 7783
Bridge M.P. 806.9	High Water	Eastward-Controlled signals east end siding Negra. Westward-Signal 8051
Bridges M.P. 870.4 M.P. 871.2	High Water	Eastward Signal 8712 Westward-Controlled signals Scholle.

(continued on next page)

Clovis Subdiv.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9) Continued

Location	Type	Locator & Signals Affected
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

**MOVING EQUIPMENT
Make It Stop
Before You Hop**

**First Defense Against
Eye Injury Is
Safety Glasses**

**A Positive Attitude
Creates Positive Results**

WEST-WARD ↓		Carlsbad Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
41300		CLOVIS	BCTY	656.8	
41310	5786	CAMEO		7.5	
41315		PORTALES	Y	17.6	
41325	5765	DELPHOS		29.8	
41330	5809	KERMIT		37.2	
41335		ELIDA		42.2	
41350	5747	TORNERO		47.6	
41355		KENNA		52.5	
41360	10246	BOAZ		65.5	
41370	5740	CAMPBELL		82.2	
41380	5635	MELENA		94.9	
41390	5764	POE		103.0	
41400		ROSWELL	CPTY	107.8	TWC
41420		SOUTH SPRING		112.6	
41425	5658	CHISUM		118.8	
41430		DEXTER		124.2	
41440		HAGERMAN		130.5	
41450	10223	ESPUELA		143.8	
41460		ARTESIA	PY	149.9	
41470	5788	ATOKA		155.1	
41480		DAYTON		157.7	
41490	7300	LAKESWOOD		165.2	
41495		AVALON		177.5	
41500		CARLSBAD	BCTY	183.0	

(183.3)

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Clovis to Carlsbad	30	1	3	4	5	9

TWC IN EFFECT: Between Clovis and Carlsbad.

On Carlsbad Subdivision trains and engines outside of yard limits or Rule 6.28 territory must approach facing point spring switches prepared to stop until switch point indicator shows that the switch is properly lined.

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 8.9.3: Spring switch equipped with facing point lock - east leg of wye at Carlsbad.

EAST	YARD LIMITS	WEST
MP 0.0	Clovis	MP 1.0
MP 16.7	Portales	MP 18.6
MP 105.5	Roswell	MP 110.0
MP 146.9	Artesia	MP 151.0
MP 178.5	Carlsbad	MP 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)

Carlsbad Subdiv.

(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

(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 siding 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. 15.2, 49.8, 114.9, 138.2, 159.0	Hot Box & Dragging Equip.	Radio communication
Bridge M.P. 176.2	High Water	Eastward - M.P. 178.1 (Rotating Red Light - Left Hand Signal)
Bridge M.P. 176.9	High Water	Westward - M.P. 175.2 (Rotating Red Light)

Safety + Quality + Rules Compliance =

VISION

WEST-WARD ↓		Rustler Springs Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
41500		CARLSBAD	BCTY	183.0	
41510		OTIS		189.1	
		LOVING JCT.	PTY	194.4	
41515		LOVING	Y	195.3	
41520		MALAGA		199.8	
41525		PECOS JCT., NM	T	0.0	
41530		RUSTLER SPRINGS, TX	TY	25.5	
		(57.4)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Carlsbad to Rustler Springs	30	1	3	4	5	9

TWC IN EFFECT: Carlsbad to Rustler Springs.

EAST	YARD LIMITS	WEST
MP 183.0	Carlsbad	MP 185.6
MP 194.3	Loving Jct. - Loving	MP 195.5
MP 24.8	Rustler Springs	MP 25.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Rustler Springs Subdivision	45
Loving Industrial Spur	30

(C) SPEED RESTRICTIONS - VARIOUS

MT	Mile Posts	MPH	Mile Posts	MPH
	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	10
Cv	209.9 - 212.1	35	Track, M.P. 4.3 to west switch Mississippi Chemical yard	

(D) SPEED RESTRICTIONS - SWITCHES

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

"S" - Spring Switch			
Station	S	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 ↓		Pueblo Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
56700		LA JUNTA	BCPTY	554.9	
57120		SWINK	P	559.8	
57140	5000	ROCKY FORD		565.6	
57145	4100	VROMAN		571.0	
57150	5400	MANZANOLA		574.5	
57155	3350	FOWLER		583.1	
		N.A. JCT.		591.6	
57160		BOONE		598.6	
57165	7500	AVONDALE	T	603.6	
57180	7500	BAXTER		610.9	
		PUEBLO JCT.	M	617.7	
		S.P. RRX	M	619.0	
57200		PUEBLO YARD	BCT	619.5	
		(64.6)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
La Junta to Pueblo Yd.	36	1	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 553.9	La Junta	MP 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

Think SAFETY,
Work SAFELY

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	30
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 Southward	20 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.	Radio communication
Bridge 612.5	High Water	Controlled signal west end Baxter & Signal 6142

SAFETY
Will Not Be
Compromised
For The Sake Of TIME

WEST-WARD ↓		Minnequa Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
	4500	SOUTHERN JCT.	Y		124.3
57190	1750	MINNEQUA	Y		122.6
		SALT CREEK JCT.			
		U.P. RRX	A	CTC	120.1
		PUEBLO JCT.	M		119.8
		(4.5)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Southern Jct. to Pueblo Jct.	36	1	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 124.3	Southern Jct.-Minnequa	MP 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

Quality Work
Benefits Us All

WEST-WARD ↓		Canon City Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
57200		PUEBLO YARD	BCT		
		0.6			
		S.P. CONNECTION		SP Ry. CTC	0.6
		2.5		2MT	
		GOODNIGHT			3.1
		7.8			
	7350	SWALLOWS			10.9
		8.8			
	6800	HOBSON			19.7
		6.2			
57520		PORTLAND		SP Ry. CTC	25.9
		1.3			
57525	6100	ADOBE			27.2
		4.8			
57530	6900	FLORENCE			32.0
		8.8			
57545	7200	CANON CITY			40.9
		(40.9)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Pueblo Yard to Canon City	36*	1*	3	4	5	9

* 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 cross-over 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

Safety—Meet The Challenge

SOUTH-WARD ↓		A.T.S.F. Denver Subdiv.		↑ NORTH-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
57900		B.N. DENVER YARD	BCTY		
		0.3			
		23RD ST. RFX	MY		738.1
		3.1			
		SO. PARK JCT.	Y		735.1
		1.7			
		S.P. RFX SOUTH DENVER	MY	2MT	733.4
		(5.1)			
		↑ JOINT LINE ↓			
57620	5300	BRAGDON			630.6
		1.4			
		SOUTH BRAGDON			629.2
		6.9			
		NORTH PUEBLO		CTC	622.3
		2.4			
		CANON CITY JCT.			619.9
		0.4			
57200		PUEBLO YARD	BCT		619.5
		0.5			
		S.P. RFX	M		619.0
		(11.6)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
	36	1	3	4	5	9

CTC IN EFFECT: On main track and siding between Bragdon and S.P. RFX M.P. 619.0.

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 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. RFX M.P. 619.0 and Pueblo Jct. trains will be governed by Pueblo Subdivision Timetable Special Instructions.

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

SOUTH-WARD ↓		S.P. Denver Subdiv. 1		↑ NORTH-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
09490		NORTH BRAGDON			*107.9
		0.9			
09492		TAPP		CTC	*108.8
		0.4			
09496		PUEBLO JCT.	M		*118.2
		0.3			
		A.T.S.F. - B.N. - MAIN TRACK RFX	M		*118.5
		0.9			
09800		PUEBLO	BY		*119.4
		(11.5)			

* 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 ↓		JOINT LINE Denver Subdiv.			
Station Number	Track Capacity In Feet				
ATSF	Other Tracks	Sidings	Mile Post		STATIONS
			* 3.6	CTC	SOUTH DENVER M
57860	1950	1800	* 9.9		LITTLETON P
57800	6000		* 19.3		BIG LIFT BCX
57790	4800		* 24.5		SEDALIA X
57785		8200	709.5	TWC	ORSA
57780	5700		705.2	ABS	CASTLE ROCK
57760	2800		688.8	DT	SPRUCE
57755	1000		* 52.0		PALMER LAKE P
57750	1550	6900	* 57.2		MONUMENT
57740		7200	* 65.3		ACADEMY
			* 72.3		NORTH COLORADO SPRINGS
			* 74.4		BIJOU
57700		20600	* 74.9	CTC	COLORADO SPRINGS C
			* 75.4		CIMARRON
			* 76.4		SOUTH COLORADO SPRINGS
57660		5400	659.9		KELKER
57665			654.4		CREWS
57650	500		650.5	TWC	FOUNTAIN X
57640	463		643.7	ABS	BUTTES X
57620		5300	630.6	DT	BRAGDON (103.8)
				CTC	

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
	36	1	3	4	5	9

* 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 and 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.

LOCATION OF DOUBLE TRACK CROSSOVERS

Station	M.P.	Points	Turnout Speed
Big Lift	* 19.3	Trailing	10
Sedalia	* 24.8	Trailing	10
Fountain	650.5	Trailing	10
Buttes	643.8	Facing	10
	643.5	Trailing	10

JOINT LINE Denver Subdiv.		↑ NORTHWARD			
STATIONS			Track Capacity In Feet		Station Number
		Mile Post	Sidings	Other Tracks	ATSF
SOUTH DENVER MY	TWC	733.4			
LITTLETON PY	ABS	727.1			57860
BIG LIFT BCX		718.0		6000	57800
SEDALIA X	TWC	712.8	5000		57790
CASTLE ROCK	ABS	* 32.5		1900	57780
PALMER LAKE P	DT	* 52.0		1300	57755
MONUMENT		* 57.2	6900	1550	57750
ACADEMY		* 65.3	7200		57740
NORTH COLORADO SPRINGS		* 72.3			
BIJOU		* 74.4			
COLORADO SPRINGS	CTC	* 74.9	20600		57700
CIMARRON		* 75.4			
SOUTH COLORADO SPRINGS		* 76.4			
KELKER		659.9	5400		57660
CREWS		654.4		2700	57655
FOUNTAIN X	TWC	* 87.9		4500	57650
WIGWAM	ABS	* 98.1		4300	57635
NORTH BRAGDON (103.7)	DT	* 107.9			57620
	CTC				

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
	36	1	3	4	5	9

* 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.

SOUTH	YARD LIMITS	NORTH
MP 724.0	South Denver-Littleton	MP 733.4
	(Northward Track Only)	

LOCATION OF DOUBLE TRACK CROSSOVERS

Station	M.P.	Points	Turnout Speed
Big Lift	718.6	Trailing	10
Sedalia	712.2	Trailing	10
Fountain	* 86.9	Trailing	10
Buttes	* 95.1	Facing	10
	* 95.2	Trailing	10

Denver Subdiv.

SPECIAL INSTRUCTIONS

All southward trains departing Denver, when adding helper locomotives, conductor on helpers must inspect not less than 3 cars ahead of helpers to determine brakes apply from a service application before releasing brakes and proceeding.

Upon departing Denver, southward trains must make a running air brake test before arriving Big Lift to determine holding force of train brakes. If brakes do not operate properly, stop the train, correct the problem and perform another running air brake test.

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	40
619.3 - 619.9	20	A.T.S.F.	
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		

Santa Fe Crimestoppers

1-800-432-6933

Denver Subdiv.

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	S.P. M.P. 7.7 - 8.5	40
	All Streets	A.T.S.F. M.P. 728.4 - 729.5	
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.

Station	"D" - Dual Control Switch "R" - Rigid Switch		"S" - Spring Switch	
	Location	MPH	Location	MPH
South Denver	D	Normal route		20
	D	Reverse Movements or other than normal route		10
Englewood	R	Normal route M.P. 729.3		25
Littleton	R	Turnout to Temporary Main Track M.P. 727.5		30
	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:		20
		Northward Southward		10

**There Are No Shortcuts
To Safety**

Denver Subdiv.

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.	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)

Denver Subdiv.

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)

Denver Subdiv.

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 when absolute signals governing movement in either direction on northbound main track display Stop indication. Provisions of Rule 9.12.4 do not apply at this location.

(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 9.60 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 ↓	Raton Subdiv.				↑ EAST- WARD
Station Number	Siding Feet	STATIONS			Mile Post
56700		LA JUNTA	BCTY		554.9
		17.4			
56660	4650	TIMPAS	P		572.3
		10.7			
56650	6000	MINDEMAN			583.0
		8.5			
56640	6250	DELHI	P	TWC ABS ATS	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			637.1
		1.5			
56590		JANSEN	P	CTC 2MT	638.6
		8.7			
		GALLINAS			647.3
		4.5			
56555		WOOTTON, CO	P		651.8
		3.4			
56510	9300	KEOTA, NM		CTC	655.2
		4.3			
56500	4500	RATON	B		659.5
		(104.6)			

	Tone Call-In					
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
La Junta to Raton	32	1	3	4	5	9

TWC IN EFFECT: Between La Junta and Trinidad.

CTC IN EFFECT: On main tracks between Trinidad and Raton, and on sidings at Keota and Raton.

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.
- 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, handbrakes 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)

Raton Subdiv.

D. On passenger trains and light engines, a running test of the air brakes must be made as prescribed by Rule 30.13 at M.P. 653 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

EAST	YARD LIMITS	WEST
MP 553.9	La Junta	MP 556.5
MP 634.8	Trinidad	MP 635.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A)MAX. SPEED BETWEEN:	MPH	
	Psgr.	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			Mile Posts	MPH	
		Psgr.	Frt.			Psgr.	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		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

Raton Subdiv.

(D) SPEED RESTRICTIONS - SWITCHES

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

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
	D	Both ends of 2 Xovers		30
Jansen	D	Connection, Jansen yard		10
	D	Both ends of 2 Xovers		20
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, 618.5	Hot Box & Dragging Equip.	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
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.	Radio communication

**Operating Rules Are
Your Safety Tools**

**Rules Compliance
A
Safety Appliance**

WEST-WARD ↓		Las Vegas Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
56500	4500	RATON	BCT		659.5
		11.8			
56490	5650	HEBRON			671.3
		7.5			
56480	5900	SCHOMBERG		CTC	678.8
		12.2			
56450	6050	FRENCH	PT		691.0
		8.4			
56445	6300	SPRINGER			699.4
		10.6			
56440	6250	COLMOR			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	ABS TWC	742.3
		7.9			
56415	6250	WATROUS	P		750.2
		8.3			
56410	7602	ONAVA			759.5
		10.5			
56400	5700	LAS VEGAS	BPY		770.1
		(110.6)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Raton to Las Vegas	32	1	3	4	5	9

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.

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.

RULE 8.9.3: Spring switch equipped with facing point lock - west siding switch Wagon Mound.

EAST	YARD LIMITS	WEST
MP 767.2	Las Vegas	MP 771.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH	
	Psg.	Frt.
Las Vegas Subdivision	79	55*#

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

(C) SPEED RESTRICTIONS - VARIOUS

	MPH				MPH		
	Mile Posts	Psg.	Frt.		Mile Posts	Psg.	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

Las Vegas Subdiv.

(D) SPEED RESTRICTIONS - SWITCHES

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

Station	"D" - Dual Control Switch		"S" - Spring Switch	
		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
	S	EE 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, 702.1, 728.0, 753.6	Hot Box & Dragging Equip.	Radio communication
Bridge 691.3	High Water	Eastward controlled signals at York Canyon Jct. & westward controlled signals at French
Bridge 727.1	High Water	Signals 7272 & 7251
Bridge 753.7	High Water	Signals 7562 & 7531

Practicing Safety
Today
Ensures Quality Of Life
Tomorrow

Quality Is
Doing It Right
The First Time

Glorieta Subdiv.

WEST- WARD ↓	Glorieta Subdiv.		↑ EAST- WARD
Station Number	Siding Feet	STATIONS	Mile Post
56400	5700	LAS VEGAS BPY	770.1
56390	4850	OJITA	778.5
56380	5400	CHAPELLE	788.8
56370	4500	BLANCHARD	793.6
56360	6385	SANDS	803.3
56340	6632	GISE	811.0
56330	4050	ROWE P	816.0
	8500	FOX	820.4
56320	5800	GLORIETA P	825.2
56310	4850	CANYONCITO	830.0
56190	7500	LAMY	835.2
56180	4750	WALDO	854.6
56160		DOMINGO	865.3
56150	5950	NUEVE	876.6
56140	6250	BERNALILLO	886.0
56120		HAHN Y	898.8
56100		ALBUQUERQUE BCRTY	902.4
		ABAJO R	903.8
		RIO BRAVO	906.4
40015	2486	ISLETA	12.6
20870		DALIES	27.4

(159.7)

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Las Vegas to Dalies	32	1	3	4	5	9

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.

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.

DOUBLE TRACK IN EFFECT: Between Hahn and Abajo.

RESTRICTED LIMITS IN EFFECT: At Albuquerque between M.P. 901.1 and end of Double Track at Abajo.

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.
- 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 30.13 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

EAST	YARD LIMITS	WEST
MP 767.2	Las Vegas	MP 771.1
MP 893.0	Hahn-Albuquerque	MP 901.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psg.	Frt.
Las Vegas & Lamy	79	55*#
Lamy & Albuquerque	79	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).

Autograph Your Work With Quality

Glorieta Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	MPH					MPH			
	Mile Posts		Psgr.	Frnt.		Mile Posts		Psgr.	Frnt.
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.

Station	"D" - Dual Control Switch		Location	MPH
		"S" - Spring Switch		
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, Rowe	S	Both ends siding		30
Fox	D	Both ends siding		30
Glorieta	D	Both ends siding		20
Canyoncito	D	Both ends siding		25
Lamy	S	Both ends siding		30
Waldo	S	Both ends siding		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

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 Roofing 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, 843.4, 874.5	Hot Box & Dragging Equip.	Radio communication
M.P. 826.7 to 826.9	Slide Detector Fence	Signals 8272 & controlled signals governing westward movement at west siding switch Glorieta
Bridge 852.4	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
Bridge 878.3	High Water	Signals 8782 & 8771
Bridge 908.7	High Water	Eastward - Signal 9092 Westward - Controlled Signal M.P. 906.4

Quality + Safety + Rules Compliance = NO ACCIDENTS

WEST-WARD ↓		EAST-WARD ↑	
El Paso Subdiv.			
Station Number	Siding Feet	STATIONS	Mile Post
40015	3546	ISLETA 7.4	915.0
40010	4136	LOS LUNAS 5.0	922.4
40005		CHLOE 5.2	927.4
		BELEN JCT. 0.7	932.4
40000		BELEN 1.3	
		EL PASO JCT. 8.1	934.4
29785		SABINAL 11.0	942.5
29780	7790	LA JOYA 10.0	953.5
29775	4102	SAN ACACIA 14.3	963.5
29765	4147	SOCORRO 10.4	977.8
29760	4128	SAN ANTONIO 10.8	988.2
29755	4132	ELMENDORF 6.1	999.0
29745	6004	SAN MARCIAL 7.2	1005.1
29740		POPE 9.1	1012.3
29735		LAVA 10.1	1021.4
29730	4044	CROCKER 11.7	1031.5
29725	6326	ENGEL 8.2	1043.2
29720	4121	CUTTER 15.7	1051.4
29710	4150	ALIVIO 6.6	1067.1
29705		GRAMA 5.9	1073.7
29700		RINCON 7.7	1079.6
29660	4194	TONUCO 8.4	1087.3
29645		MEDLER 5.4	1095.7
29630		LEASBURG 5.8	1101.1
29615	3132	DONA ANA 5.6	1106.9
29600		LAS CRUCES 2.5	1112.5
29590		MESILLA PARK 8.9	1115.0
29580	8640	MESQUITE, NM 15.9	1123.9
29540		VINTON, TX 2.6	1139.8
29530		CANUTILLO 2.9	1142.4
29520	3224	MONTOYA 10.7	1145.3
29500		EL PASO (241.0)	1156.0

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Isleta to Belen Jct.	32	1	3	4	5	9
Belen Jct. to El Paso Jct.	50					
El Paso Jct. to M.P. 1074	30	1	3	4	5	9
M.P. 1074 to El Paso	36	1	3	4	5	9

TWC IN EFFECT: Between Isleta and Belen Jct., and between El Paso Jct., and El Paso.

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 Subdivision must be made at restricted speed regardless of signal indication.

(continued on next page)

El Paso Subdiv.

At Rincon, Deming Subdivision junction switch will be left lined as last used.

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.

EAST	YARD LIMITS	WEST
MP 931.2	Belen Jct.	MP 932.3
MP 934.5	El Paso Jct.	MP 936.0
MP 1078.4	Rincon	MP 1080.8
MP 1151.9	El Paso	MP 1156.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Isleta & Belen Jct.	49#
El Paso Jct. & M.P. 966.4	49#
M.P. 966.4 & M.P. 992.0	40
M.P. 992.0 & El Paso	49#

See Special Instructions 5(B)

(C) SPEED RESTRICTIONS - VARIOUS

#Trk, Xing	Mile Posts		MPH	Cv	Mile Posts		MPH
	914.9 - 915.2	20	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 below.

Station	"D" - Dual Control Switch		"V" - Variable Switch	
	Location	MPH	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

**Rules Are A
Timely Dictionary
For Safety**

El Paso Subdiv.

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
Anthony	1136.4	2509
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 (Special Instruction 9)

HOT BOX & DRAGGING EQUIP		
Detector Location	Locator	
M.P. 969.1, 1040.9, 1121.7	Radio Communication	
HIGH WATER DETECTORS		
Detector Location	Location of Indicator	
Bridge M.P. 965.8 Bridge M.P. 966.1	Signs M.P. 964.8, M.P. 967.1 & Radio Communication	
* Bridge M.P. 979.4 Track M.P. 980.1 Bridge M.P. 981.3	Eastward — M.P. 982.1 (Rotating Red Light) Westward — M.P. 978.9 (Rotating Red Light)	
Track M.P. 982.9 Bridge M.P. 983.2 Bridge M.P. 983.5 Bridge M.P. 984.6 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	Eastward — M.P. 987.9 (Rotating Red Light) Westward — M.P. 982.1 (Rotating Red Light)	
Bridges M.P. 1050.1 M.P. 1050.9 M.P. 1051.3	Eastward — M.P. 1052.4 Westward — M.P. 1048.9 (Rotating Red Lights)	
Bridges M.P. 1052.6 M.P. 1053.3 M.P. 1053.7 M.P. 1054.3 M.P. 1055.7	Eastward — M.P. 1056.9 Westward — M.P. 1051.4 (Rotating Red Lights)	
Bridges M.P. 1065.2 M.P. 1066.3	Eastward — M.P. 1067.5 Westward — M.P. 1063.7 (Rotating Red Lights)	
Bridges M.P. 1069.7 M.P. 1071.6	Eastward — M.P. 1072.8 Westward — M.P. 1068.3 (Rotating Red Lights)	
Bridge M.P. 1081.9 Bridge M.P. 1082.5 Track M.P. 1082.7 Bridge M.P. 1083.0 Track M.P. 1083.7	Eastward — M.P. 1084.8 (Rotating Red Lights) Westward — M.P. 1080.9 (Rotating Red Lights)	
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 Track M.P. 1088.7 Bridge M.P. 1089.2 Bridge M.P. 1090.2 Bridge M.P. 1090.9 Bridge M.P. 1091.5	Eastward — M.P. 1091.7 (Rotating Red Lights) Westward — M.P. 1087.5 (Rotating Red Lights)	

(continued on next page)

El Paso Subdiv.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9) Continued

Track M.P. 1093.0 Bridge M.P. 1093.2 Bridge M.P. 1093.8 Bridge M.P. 1094.4	Eastward — M.P. 1095.0 (Rotating Red Lights) Westward — M.P. 1091.7 (Rotating Red Lights)
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* 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 ↓		Deming Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
29700		RINCON	CPTY		1079.6
29325		HATCH			1084.8
29320	2962	HOCKETT			1093.9
29315		NUTT			1105.2
29305	3100	MIRAGE			1125.8
29100		DEMING	BCPY		1132.9
29115		SPALDING			16.7
29120		WHITEWATER	TY		30.3

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Rincon to Whitewater	36	1	3	4	5	9

TWC IN EFFECT: Between Rincon and Whitewater.

At Rincon, El Paso Subdivision junction switch normally lined as last used.

At Whitewater, Southwestern Railroad junction switch normally lined for Southwestern Railroad. Speed limit 10 MPH on wye.

EAST	YARD LIMITS	WEST
MP 1079.6	Rincon	MP 1081.1
MP 1131.1	Deming	MP 1.9
MP 29.3	Whitewater	End of Track

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

WEST-WARD ↓		York Canyon Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
56450		FRENCH	T		
56460		COLFAX			13.3
56465		YORK CANYON	Y	TWC	36.1
		(36.1)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
French to York Canyon	32	1	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 33.8	York Canyon	MP 36.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

M.P. 0 & 1.9	MPH
M.P. 1.9 & 17	35
Westward	40
Eastward	35
M.P. 17 & 35.2	25
Westward	20
Eastward	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

**Training Is The Key
 To Quality, Safety And
 Strict Rules Compliance**

WEST-WARD ↓		Gallup Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
		BELEN JCT.	BCT	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. 14.8			
20840	S6768	SUWANEE			47.2
		11.6			
20830		MARMON			58.7
		11.7			
20810		LAGUNA			71.1
		11.6			
20784		MCCARTYS			82.7
		11.6			
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		113.3
		1.5			
		WEST BACA	T	CTC 2MT	114.8
		No. 2.9			
20705		EAST PEGS	T		117.7
		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. 15.8			
20640		PEREA			143.0
		6.3			
20620	S5270	MCCUNE	T		149.3
		2.3			
20610	N8534	ZUNI			151.6
		4.9			
		EAST GALLUP			156.5
		1.1			
20600		GALLUP			157.6
		3.7			
		WEST GALLUP			161.3
		3.7			
20595		EAST DEFIANCE			165.0
		2.0			
		WEST DEFIANCE, NM	T		167.0
		13.4			
20580	N6737	LUPTON, AZ	X		180.4
		10.9			
20575	N7220 S6750	HOUCK	X	TWC ABS DT	191.2
		8.0			
20570	S5259	CHETO	X		199.7
		15.0			
		EAST CORONADO JCT.	T		214.8
		1.1			
		WEST CORONADO JCT.	T	CTC 2MT	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	TWC ABS DT	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	BCT		284.5
		NORTH TRACK (271.4)		CTC 3MT	
		SOUTH TRACK (271.0)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
El Paso Jct. to MP 1.5	50					
MP 1.5 to Gallup	36	1	3	4	5	9
Gallup to East Winslow	72	1	3	4	5	9

(continued on next page)

Gallup Subdiv.

CTC IN EFFECT: On main tracks Belen Jct. to West Defiance; East Coronado Jct. to West Coronado Jct.; and at East Winslow. Also on both legs of wye at Pegs.

TWC IN EFFECT: On Double Track between West Defiance and East Coronado Jct., and between West Coronado Jct. and East Winslow.

LOCATION OF DOUBLE TRACK CROSSOVERS

Station	M.P.	Points	Turnout Speed
Lupton	180.0	Trailing	10
	180.1	Facing	10
Houck	190.7	Trailing	10
Cheto	199.1	Trailing	10
Chambers	205.7	Trailing	10
Navajo	212.2	Trailing	10
Pinta	219.2	Trailing	10
Adamana	233.5	Trailing	10
Arntz	246.0	Trailing	10
Holbrook	252.9	Trailing	10
	254.5	Trailing	10
	255.5	Facing	10
Joseph City	261.0	Facing	10
	262.5	Trailing	10
Hibbard	275.3	Trailing	10

RULE 5.5: Permanent speed signs are not displayed for movements against current of traffic.

RULE 6.3: Movement with the current of traffic may be authorized verbally by the train dispatcher for crossover or other short-distance movements.

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

RULE 6.24: In Double Track territory West Defiance to East Coronado Jct., and West Coronado Jct. to East Winslow, trains will keep to the left when operating with current of traffic.

RULE 12.1: 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.	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*

(continued on next page)

Gallup Subdiv.

1. SPEED REGULATIONS (Continued) (A) MAX SPEED BETWEEN:	MPH	
	Psgr.	Frt.
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)

(C) SPEED RESTRICTIONS — VARIOUS

	MPH			MPH	
	Mile Posts	Psgr. Frt.		Mile Posts	Psgr. Frt.
SOUTH TRACK					
Trk 7223 & 7224 Belen		30	Xing	253.1	70
Cv 0.1 - 0.5		30	Cv	252.1 - 249.5	80
Cv 6.7 - 10.2		55	Cv	219.2 - 213.2	80
Cv 27.5A - 32.5	70	65	Cv	188.9 - 188.4	80
Cv 36.8X - 45.0X	70	65	Cv	166.7 - 166.4	85
Cv 59.1 - 60.1	65	60	Cv	160.9 - 160.7	85
Cv 60.1 - 61.2	55	50	Xing	158.3 - 157.6	45 30
Cv 61.2 - 62.9 ** *	50	45	Cv	157.9 - 157.6	30 30
Cv 62.9 - 66.0	70	65	Cv	157.6 - 156.8	65 50
Cv 66.0 - 66.7	60	55	Cv	136.4X - 133.4X	60 55
Cv 66.7 - 67.8	70	65	Cv	130.7X - 129.9X	60 55
Cv 83.9 - 88.0	60	55	Cv	127.8 - 127.5 (Eastward Only)	80
Cv 88.0 - 91.0	70	65	Cv	109.7 - 105.0 (Eastward Only)	80
Cv 129.4 - 130.2 (Westward Only)	80		Cv	102.3 to 101.8 (Eastward Only)	85
Cv 149.7 - 150.1 (Westward Only)	80		Cv	91.0 - 88.0	70 65
Cv 154.6 - 156.8 (Westward Only)	85		Cv	88.0 - 83.9	60 55
Cv 156.8 - 157.6	65	30	Cv	67.8 - 66.7	70 65
Xing 157.6 - 157.9	30	30	Cv	66.7 - 66.0	60 55
Cv 157.6 - 158.3	45	30	Cv	66.0 - 62.9	70 65
Cv 160.7 - 160.9	85		Cv	62.9 - 61.2** *	50 45
Cv 166.4 - 166.7	85		Cv	61.2 - 60.1	55 50
Cv 188.4 - 188.9	80		Cv	60.1 - 59.1	65 60
Cv 213.2 - 219.2	80		Cv	39.1 - 38.6	85
Cv 228.0 - 228.3	85		Cv	32.4 - 27.5A	70 65
Cv 249.5 - 252.1	80		Cv	27.5 - 27.4	50 40
Xing 253.1	70		Cv	10.2 - 10.0	40
Cv 264.2 - 264.4	80		Cv	10.0 - 9.6	50
Cv 284.6 - 285.5	65	55	Cv	9.6 - 8.4	55
NORTH TRACK					
Cv 285.5 - 284.6	65	55	Cv	8.4 - 6.7	65
Cv 264.4 - 264.2	80		Cv	0.5 - 0.1	30
			Trk 7223 & 7224 Belen		30

* Denotes restrictions protected by Westard Inert Inductors.

**Denotes restrictions protected by Eastward Inert Inductors.

Gallup Subdiv.

(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 "ESL" - Electric Switch		"S" - Spring 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
East Gallup	D	Xover M.P. 156.4	40
	D	Xover M.P. 156.5	50
	D	EE Freight Lead M.P. 156.6	20
West Gallup	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
West Defiance	ESL	WE Storage No. 1 M.P. 165.9	30
	D	West leg of wye M.P. 166.9	30
Houck	D	Xover M.P. 167.0	50
	S	WE South Siding — EE North Siding	30
East Coronado Jct.	D	Xover M.P. 214.8	50
West Coronado Jct.	D	Switch to East Leg of Wye, M.P. 214.8	40
	D	Switch to West Leg of Wye, M.P. 215.8	40
Pinta	D	Xover M.P. 215.8	50
	S	WE South Siding	30
Adamana	S	EE North Siding	10
	S	WE South Siding	30
Holbrook	S	EE North Siding	10
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.

Gallup Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
NORTH TRACK		
Rio Puerco	34.2	852
Garcia	42.2	1,254
Suwanee	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.	Radio communication
M.P. 44.5, 131.3X (North Track) (Bi-Directional)	Hot Box & Dragging Equip.	Radio communication
M.P. 45.7X, 131.3 (South Track) (Bi-Directional)	Hot Box & Dragging Equip.	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

WEST-WARD ↓		Lee Ranch Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
20745		LEE RANCH	Y		15.4X
		15.4			
20740		LEE RANCH JCT.			0.0X
		10.2			27.3
20736		AMBROSIA		TWC	17.1
		12.1			
20730		ESCALANTE JCT.			5.0
		4.1			
		BACA	Y		0.9
		0.9			
		WEST BACA		CTC	0.0
		(42.7)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Lee Ranch to West Baca	36	1	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 15.4X	Lee Ranch	MP 12.3X
MP 3.0	Baca	MP 0.9

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 Switch 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

**Safety Is A Condition
Of Employment**

WEST-WARD ↓		Defiance Subdiv.		↑ 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		TWC	12.5
		9.5			
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		CTC	0.0
		(21.7)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
P&M North to East Defiance	72	1	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 21.7	P&M North	MP 19.0
MP 3.0	Carbon Jct.-Defiance	MP 0.6

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 lined 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

WEST-WARD ↓		Coronado Subdiv.		↑ 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			
20552		TEPCO JCT.	A	TWC	39.5
		5.9			
20555		CORONADO	Y		45.4
		(45.4)			

(continued on next page)

Coronado Subdiv.

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
East Coronado Jct. to Coronado	72	1	3	4	5	9

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.

EAST	YARD LIMITS	WEST
MP 42.5	Coronado	MP 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

WEST-WARD ↓		Springerville Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		TEPCO JCT.	A	0.0	
20560		SPRINGERVILLE (29.7)	Y TWC	29.7	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Tepco Jct. to Springerville	72	1	3	4	5	9

TWC IN EFFECT: Between Tepco Jct. and Springerville.

EAST	YARD LIMITS	WEST
MP 26.1	Springerville	MP 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)

Springerville Subdiv.

(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
Springerville	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

**Safety
Always
Needs
Total
Attention**

**From
Everyone!**

**ATTITUDES ARE CONTAGIOUS...
Make Yours Worth Catching**

WEST-WARD ↓		Seligman Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		EAST WINSLOW	CTC 2MT	284.5	
		^{0.8} EAST PASS		285.3	
20500		^{0.9} WINSLOW	BCPT	286.2	
		^{0.4} WEST PASS	CTC 3MT	286.6	
		^{1.7} WEST WINSLOW		288.3	
20440	N6436	^{22.2} EAST CANYON DIABLO		310.5	
		^{1.6} WEST CANYON DIABLO		312.1	
20420		^{14.6} EAST DARLING		326.7	
		^{2.8} WEST DARLING		329.5	
		^{9.3} RAILHEAD		338.8	
		^{3.3} EAST FLAGSTAFF		342.1	
20400		^{2.7} WEST FLAGSTAFF		344.8	
		^{9.7} EAST BELLEMONT		354.5	
20390	S4984	^{1.8} BELLEMONT		356.3	
20382		^{6.0} MAINE		362.5	
20125		^{11.8} EAST WILLIAMS JCT.	CTC 2MT	374.3	
		^{0.7} WEST WILLIAMS JCT.		375.0	
		^{8.1} EAST PERRIN		383.1	
20120		^{2.5} WEST PERRIN		385.6	
		^{6.4} EAST DOUBLEA		392.0	
20115		^{3.1} WEST DOUBLEA		395.1	
		^{10.4} EAST EAGLE NEST		405.5	
20109		^{2.0} WEST EAGLE NEST		407.5	
20105		^{10.8} EAST CROOKTON		418.3	
		^{2.2} WEST CROOKTON		420.5	
20100		^{7.4} EAST SELIGMAN	T	427.9	
		^{1.9} WEST SELIGMAN		429.8	
19955	N5355	^{17.1} PICA	X	446.9	
19950	N6784 S5329	^{5.2} YAMPAI	X	452.2	
19945	N4647 S5783	^{7.9} NELSON	X	460.2	
19935	N5714 S7743	^{5.6} PEACH SPRINGS	X	465.8	
19930	N5423 S5557	^{11.4} TRUXTON	X	477.3	
19925	S8376	^{7.0} VALENTINE	X	484.0	
19915	N5550 S5939	^{17.2} WALAPAI	X	501.3	
19910	N7130 S7132	^{8.2} BERRY	TX	509.4	TWC ABS DT
19905		^{4.5} GETZ	X	513.9	
19900		^{2.8} KINGMAN	BCX	516.4	
19840	S7117	^{5.1} HARRIS	P	521.5	
19835	N5422 S7106	^{5.5} GRIFFITH	X	526.8	
19830	S7100	^{8.8} ATHOS	X	535.6	
19825	N7115 S5160	^{4.6} YUCCA	X	540.2	
19815	N5198 S7132	^{12.5} FRANCONIA	X	552.7	
19805	N5357 S5491	^{12.4} TOPOCK, AZ	PX	565.1	
		^{9.6} EAST NEEDLES, CA	CTC 2MT	574.7	
19800		^{3.3} NEEDLES	BCPTXY	578.0	TWC ABS DT
		NORTH TRACK (291.4)			
		SOUTH TRACK (292.1)			

Seligman Subdiv.

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
East Winslow to West Seligman	55	1	3	4	5	9
West Seligman to East Needles	36	1	3	4	5	9
East Needles to Needles	55	1	3	4	5	9

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: On Double Track between West Seligman (M.P. 429.9) and East Needles (M.P. 574.7), and between East Needles (M.P. 574.8) and Needles (M.P. 578.3).

LOCATION OF DOUBLE TRACK CROSSOVERS

Station	M.P.	Points	Turnout Speed
Audley	439.8	Trailing	10
	439.9	Facing	10
Pica	447.0	Trailing	10
Yampai	452.2	Trailing	10
	453.7	Facing	10
Nelson	460.3	Trailing	10
	461.4	Trailing	10
Peach Springs	465.6	Facing	10
	465.8	Trailing	10
Truxton	477.7	Trailing	10
Valentine	484.0	Trailing	10
Hackberry	489.7	Facing	10
	489.8	Trailing	10
Walapai	501.3	Trailing	10
Berry	509.4	Trailing	10
Getz	513.8	Facing	10
	514.1	Trailing	10
Kingman	516.2	Facing	10
Griffith	526.8	Trailing	10
Athos	535.6	Trailing	10
Yucca	540.0	Facing	10
	540.1	Trailing	10
Franconia	552.7	Trailing	10
Topock	565.1	Trailing	10
	565.4	Facing	10

RULE 5.5: Permanent speed signs are not displayed for movements against the current of traffic.

RULE 6.3: Movement with the current of traffic may be authorized verbally by the train dispatcher for crossover or other short-distance movements.

RULE 12.1: 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.

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.

EAST	YARD LIMITS	WEST
MP 574.8	Needles (DT Only)	MP 580.2

Seligman Subdiv

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS	MPH	
	Psg.	Fr.
(A) MAX. SPEED BETWEEN:		
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)

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.

**All Injuries
Are Preventable,
No Injury
Is Acceptable**

Seligman Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH			Mile Posts	MPH	
		Psg.	Fr.			Psg.	Fr.
Cv	285.5 - 286.4	65	55	Cv,Gr	524.3 - 525.7	85	
MT	286.5***	20	20	Cv	562.3 - 562.8	65	60
Cv	286.4 - 287.4***	45	40	Cv	562.8 - 564.5*	55	50
Cv	302.0 - 303.3	80		Cv	564.5 - 565.5	50	45
Cv	327.0 - 328.6	75	65	Cv	565.5 - 565.9	45	40
Cv	328.6 - 330.8***	55	50	Cv	575.6 - 576.8	80	
Cv	330.8 - 331.8***	40	35	Cv	576.8 - 577.5	55	50
Cv	331.8 - 335.7***	45	40	Cv	577.5 - 578.0	40	30
Cv	335.7 - 336.2***	40	40	SOUTH TRACK			
Cv	336.2 - 338.0	60	55	Cv	578.0 - 577.5	50	30
Cv	341.6 - 343.5	55	50	Cv	577.5 - 576.8	65	50
Cv	343.5 - 345.2***	45	40	Cv	576.8 - 575.6	75	
Cv	345.2 - 348.2	40	35	Cv	565.9 - 565.5**	45	40
Cv	348.2 - 350.2	45	40	Cv	565.5 - 564.5	50	45
Cv	350.2 - 352.6***	50	45	Cv	564.5 - 562.3	55	50
Cv	352.6 - 353.9	70	65	Cv	552.6 - 551.2	70	60
Cv	362.5 - 364.1	80		Cv	526.9X - 525.9X**	79	65
Cv	364.1 - 364.3***	45	45	Cv	525.9X - 524.3X**	55	50
Cv	364.3 - 366.8	55	50	Cv	524.3X - 524.0X	50	45
Cv	366.8 - 367.9**	50	45	Cv	524.0X - 520.3X	60	55
Cv	367.9 - 369.6**	55	50	Cv	520.3X - 519.9X**	30	30
Cv	369.6 - 371.8***	60	50	Cv	519.9X - 517.8X	40	35
Cv	421.6 - 422.8**	50	45	Cv	517.8X - 515.3X	45	40
Cv	422.8 - 425.4**	55	50	Cv	515.3X - 514.1	75	60
NORTH TRACK				Cv	490.2 - 488.9	80	
Cv	447.4 - 448.2	75		Cv	488.9 - 486.8	70	65
Cv	448.2 - 451.6	60	55	Cv	486.8 - 482.5	70	60
Cv,Gr	451.6 - 453.2*	50	45	Cv	482.5 - 481.6**	50	45
Cv,Gr	453.2 - 455.5	65	55	Cv	481.6 - 480.6**	45	40
Cv,Gr	455.5 - 457.7	50	45	Cv	480.6 - 479.3**	30	25
Cv,Gr	457.7 - 460.1	55	50	Cv	479.3 - 479.0	45	40
Cv,Gr	460.1 - 463.7	60	55	Cv	479.0 - 477.0	65	60
Cv	463.7 - 464.9	50	45	Cv	472.6 - 470.5	70	60
Cv,Gr	464.9 - 469.0	70	55	Cv	470.5 - 469.0**	50	45
Cv,Gr	469.0 - 470.5*	50	45	Cv	469.0 - 467.9	60	55
Cv,Gr	470.5 - 472.7	75		Cv	467.9 - 464.9	65	55
Cv,Gr	472.7 - 477.0	85		Cv	464.9 - 463.8	50	45
Cv,Gr	477.0 - 479.0	75		Cv	463.8 - 460.1X	60	55
Cv,Gr	479.0 - 480.6*	30	25	Cv	460.1X - 457.7	55	50
Cv,Gr	480.6 - 481.6	45	40	Cv	457.7 - 455.4	50	45
Cv,Gr	481.6 - 482.5	70	65	Cv	455.4 - 453.2	65	55
Cv,Gr	482.5 - 490.2	80		Cv	453.2 - 451.6	50	45
Cv,Gr	514.4 - 515.2*	60	55	Cv	451.6 - 448.2	60	55
Cv,Gr	515.2 - 516.5	45	40	NEEDLES YARD			
Cv,Gr	516.5 - 518.8	40	35	Fr. Lead	574.8 - 580.2	30	30
Cv,Gr	518.8 - 524.3	80		Xing	578.1	30	30

* Equipped with Westward ATS Inert Inductors.

** Equipped with Eastward ATS Inert Inductors.

*** Headend restriction only.

**Safety And Shortcuts
Don't Mix**

Seligman Subdiv.

(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 Belmont	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 Eagle Nest	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

Seligman Subdiv.

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
Belmont 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.	Radio communication
M.P. 452.1 (Both tracks)	Hot Box & Dragging Equip.	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)

Seligman Subdiv.

3. TRACKSIDE WARNING DEVICES (continued)

Location	Type	Locator & Signals Affected
M.P. 439.0	High Water	Signals 4381 & 4402
M.P. 467.7	High Water	Signals 4671 & 4702
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

**If You Are Not
Paying Attention,
You Are
Buying Trouble**

**Autograph Your Work
With QUALITY**

WEST-WARD ↓		Phoenix Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
20125		WEST WILLIAMS JCT.		375.2	
20150		WILLIAMS 2.9		378.1	
20180	5433	SERENO 6.1 20.5		384.2	
20200		ASH FORK PY		401.2 0.0	
20210		DRAKE 21.2		21.2	
20240	6188	ABRA 7.2		28.4	
20270		KAYFOUR 6.0		34.4	
20275	6262	TUCKER 11.8		46.2	
20280	6623	SKULL VALLEY 20.0		80.6	
20285		KIRKLAND 6.2		86.8	
20290		GRAND VIEW 8.6		95.4	
20297		HILLSIDE 6.1		101.5	
20305	6452	DATE 8.2		109.7	
20315		PIEDMONT 6.7		116.4	
20322		CONGRESS 6.4		123.2	
19550		MATTHIE 11.8		135.0	
19554		WICKENBURG 4.6		139.6	
19558	7453	CASTLE HOT SPRINGS 10.7		150.3	
19562		WITTMANN 7.3		157.6	
19566	4222	BEARDSLEY 11.5		169.2	
19578		ENNIS 4.5		173.6	
19654		PEORIA 6.3		179.9	
19690		GLENDALE 3.8		183.7	
19694		ALHAMBRA 4.6		188.3	
19700		MOBEST 2.7		191.6	
19700		PHOENIX 2.1 (208.87)		193.7	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
West Williams Jct. to Ash Fork	55	1	3	4	5	9
Ash Fork to Phoenix	36	1	3	4	5	9

TWC IN EFFECT: Between West Williams Jct. and Glendale.

At Matthie, trains may use wye belonging to the A&C Railroad, from M.P. 0.0 to M.P. 1.1 and will be authorized by Rule 6.13 - yard limits, within these limits.

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 operating on the Phoenix Subdivision are not to exceed 6000 tons or 6000 feet in length. (Train length does not include the locomotive consist.)

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.

Phoenix Subdiv.

EAST	YARD LIMITS	WEST
MP 399.6	Ash Fork	MP 1.3
MP 133.9	Matthie	MP 136.1
MP 181.2	Glendale-Phoenix	MP 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,Xing	171.8 - 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
Bumstead	(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

Phoenix Subdiv.

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
M.P. 113.9, 173.0, 381.6	Hot Box & Dragging Equip.	Radio Communication

**QUALITY SERVICE
Begins With
QUALITY THINKING**

**Noise Annoys
Then Destroys,
Wear Your
Hearing Protection**

**A POSITIVE ATTITUDE
CREATES POSITIVE RESULTS**

**Stop
All
Fatalities
Every Day
This
Year**

WEST-WARD ↓		Needles Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
19800		NEEDLES NO. 2.2 — SO. 2.1	BCPTXY	CTC	578.0
		WEST NEEDLES		DT	580.2
19795	n5317	JAVA 5.4 — 6.8		CTC	585.6
19790	n5650	IBIS		2MT	592.3
19785	n5418	BANNOCK 4.8 — NO. 5.4 — SO. 4.6	X		597.0
19780	n6716	HOMER 7.5	X		601.5
19775	n9218 s7254	GOFFS	X		609.1
19770		FENNER 9.7 — 7.5	X		618.7
19765	s5369	ESSEX 8.5	X		626.2
19760	n5383 s5841	DANBY 13.4	X		634.7
19295	n9328 s9292	CADIZ	PTX		648.1
19290	s2590	SALTUS 10.3 — 3.1	X		658.4
19285	n5296 s5406	AMBOY 7.8	X	DT	661.5
19280	s5022	BAGDAD 7.4	X	ABS	669.3
19275	n6746	SIBERIA NO. 9.5 — SO. 7.7	X	TWC	676.6
19265	n9000 s7113	ASH HILL 6.7	TX		686.7
19260		LUDLOW 13.2	X		693.4
19250	n6605 s9592	PISGAH 6.2	X		706.6
19245		HECTOR 12.8	X		712.8
19240	n7352 s5363	NEWBERRY 11.7	X		725.6
19215		DAGGETT 2.3			737.3
		WEST DAGGETT 4.0			739.6
		EAST BARSTOW 2.3			743.6
19000		BARSTOW NORTH (168.7) SOUTH (166.0)	BCPT	CTC	745.9
				2MT	

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Needles to East Barstow	55	1	3	4	5	9
East Barstow to Barstow	32	1	3	4	5	9

RULE 1.14: Union Pacific trains may use joint track between Daggett and Barstow.

CTC IN EFFECT: On main tracks between West Needles and Ibis; between Daggett and Barstow; on Freight Lead, Needles; and at crossover, Needles, M.P. 578.3.

TWC IN EFFECT: Between Daggett and Ibis.

DOUBLE TRACK IN EFFECT: Between East Needles and West Needles and between Ibis and Daggett.

RULE 5.5: Permanent speed signs are not displayed for movements against the current of traffic.

RULE 6.3: Movement with the current of traffic may be authorized verbally by the train dispatcher for crossover or other short-distance movements.

RULE 12.0: 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.

(continued on next page)

Needles Subdiv.

RULE 9.53: 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."

LOCATION OF DOUBLE TRACK CROSSOVERS:

Station	M.P.	Points	Turnout Speed
Bannock	597.0	Trailing	15
Homer	601.2	Trailing	15
Goffs	609.1	Trailing	15
Fenner	618.6	Trailing	15
Essex	626.2	Trailing	15
Danby	634.6	Trailing	15
Cadiz	646.7	Facing	15
	648.6	Trailing	15
Saltus	658.5	Trailing	15
Amboy	662.2	Trailing	15
Bagdad	669.9	Trailing	15
Siberia	677.4	Trailing	15
Ash Hill	686.4	Trailing	15
Ludlow	693.3	Trailing	15
Pisgah	707.8	Trailing	15
Hector	712.5	Trailing	15
Newberry	725.4	Trailing	15
	727.3	Trailing	15

EAST	YARD LIMITS	WEST
MP 574.8	Needles (DT Only)	MP 580.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

		MPH	
		Psg.	Ft.
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	Eastward	M.P. 700.0 to 694.0
	M.P. 706.5 to 713.0		M.P. 686.5 to 669.5
			M.P. 607.4 to 578.0

* See Special Instructions 5(A).

NOTE: Eastward freight trains 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.

Needles Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

		MPH				MPH	
Mile Posts		Psg.	Fr.	Mile Posts		Psg.	Fr.
NORTH TRACK				Cv	702.0 - 701.5	60	55
Xing	578.1	30	30	Cv	701.5 - 700.4	70	65
Cv	578.0 - 579.4	50	40	Cv	699.2 - 696.2	70	
Cv	579.4 - 582.7	45	40	Cv	696.2 - 694.9	60	55
Cv	582.7 - 584.5	50	50	Cv	694.9 - 693.6	50*	45
Cv	584.5 - 587.0	55	50	Cv	693.6 - 692.8	70	65
Cv	587.0 - 587.8	50	45	Cv	689.5 - 688.4	60	55
Cv	587.8 - 589.3	50	50	Cv,Gr	688.4 - 685.8	70	65
Cv	589.3 - 592.7	65	55	Cv,Gr	685.8 - 683.4	75	
Cv	592.7 - 593.3	60	50	Cv,Gr	683.4 - 680.7X	50*	
Cv	593.3 - 593.8	30*	30	Cv,Gr	680.7x - 678.3x	75	
Cv	593.8 - 597.8	65	55	Cv,Gr	678.3X - 677.8	65	
Cv	597.8 - 599.1	60	55	Cv,Gr	677.8 - 676.9	75	
Cv	599.1 - 601.5	70		Cv,Gr	676.9 - 671.4	70	
Cv	608.2 - 609.1	70		Cv	639.2 - 638.8	75	
Cv	609.1 - 609.7	80		Cv	625.5 - 625.3		65
Cv	618.9 - 619.2	85		Cv	624.6 - 618.9	75	65
Cv	638.8 - 639.2	85		Cv	612.2 - 611.0	75	65
Cv	642.4 - 642.7	85		Cv	611.0 - 609.2		65
Cv	644.8 - 646.2	75		Cv	609.2 - 608.3	70	
Cv	671.5 - 674.0	60	50	Cv	601.5 - 599.1	70	
Cv	674.0 - 678.1	55	50	Cv	599.1 - 597.7	65	
Cv	678.1 - 680.3	40	35	Cv	597.7 - 595.2	75	
Cv	680.3 - 682.7	55	50	Cv	591.4 - 589.3	70	
Cv	682.7 - 683.5	40	40	Cv	589.3 - 587.8	55	50
Cv	683.5 - 686.2	55	50	Cv	587.8 - 587.0	45	45
Cv	688.4 - 689.5	60	55	Cv	587.0 - 585.2	65	50
Cv	692.9 - 693.7	70	65	Cv	585.2 - 583.2	50	50
Cv	693.7 - 695.0	45*	45	Cv	583.2 - 582.3	55	50
Cv	695.0 - 696.1	60	55	Cv	582.3 - 578.0	60	50
Cv	696.1 - 700.4	65	55	Xing	578.1	30	30
Cv	700.4 - 702.0	55	55	NEEDLES YARD			
Cv	707.8 - 710.6	70	65	Fr	578.4 - 580.3	30	30
Cv	710.6 - 711.6	80		Lead			
Cv	745.0 - 747.1	50	50	Xing	578.1	30	30
SOUTH TRACK				BARSTOW YARD			
		Psg.	746.1			15	15
		Sdg					
		over					
		Sw					
		0142					
Cv	747.1 - 747.2	50	50	Needles Subdiv. Yard Entry between First Street Bridge, M.P. 746.5 & Junction High and Low Leads		30	30
%	747.2	30	30	Low Lead		15	15
Cv	747.2 - 745.0	50	50	Balloon Track		10	10
Cv	711.6 - 710.6	80					
Cv	710.6 - 708.2	70	65				
Cv	708.2 - 707.8	65	60				

% Fuel Facilities - While Head End Passes
 * Denotes restrictions protected by Inert ATS Inductors

Needles 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, spring and power switches and crossovers at following locations:

		"D" - Dual Control "P" - Power		"S" - Spring	
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		15	
	S	EE South Siding			
Essex	S	EE South Siding		15	
Danby, Cadiz, Amboy	S	WE North Siding		15	
	S	EE South Siding			
Bagdad	S	EE South Siding		15	
Siberia	S	WE North Siding		15	
Ash Hill, Pisgah, Newberry	S	WE North Siding		15	
	S	EE South Siding			
Daggett	D	2 Xovers		50	
	D	Turnout to U.P. No. 2 Main Track		40	
	D	Xover North Track to U.P. No. 1 Track		40	
West Daggett	D	Turnout North Track to U.P. No. 1 Main Track		40	
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		

Needles Subdiv.

(E) SPEED RESTRICTIONS – LIGHT ENGINES

		Light
Engines 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
Nebo (ST)	741.6	5488

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 587.9	High Water	Westward signals 5861, 5863, and Eastward signals 5892, 5894
Bridge 642.9	High Water	Westward signal 6421 and Eastward signal 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.	Radio communication

**The Customer Is
Our Final Inspector**

**MOVING EQUIPMENT
Make It Stop
Before You Hop**

**QUALITY HAPPENS
When You Care Enough
To Do Your Best**

WEST-WARD ↓ Lucerne Valley Subdiv. ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
19060	2900	CUSHENBURY	Y	29.2
	700	SPUR 5 3.1		26.1
	760	BASS 10.5		15.6
	122	SPUR 2 4.3		11.3
	114	SPUR 1 4.3		7.0
19055		HESPERIA 6.8	Y	0.0

(29.2)

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Cushenbury to Hesperia	36	1	3	4	5	9

TWC IN EFFECT: Between Cushenbury and Hesperia.

EAST	YARD LIMITS	WEST
MP 29.2	Cushenbury	MP 28.0
MP 0.9	Hesperia	MP 0.0

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

(C) SPEED RESTRICTIONS – VARIOUS

	Mile Posts	MPH
Br	4.9 - 4.7	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.	29.5	884
Chas. Pfizer and Co. Inc.	26.2	1300

**Better To Ask Twice
Than To Error Once**

**If You Believe
You Can Make A Difference,
You Can**

WEST-WARD ↓	Cajon Subdiv.		↑ EAST-WARD
Station Number	Siding Feet	STATIONS	Mile Post
19000		BARSTOW BCPT	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
19015		2.4 LENWOOD	6.7
		6.9 HODGE	13.6
		15.8 EAST ORO GRANDE	29.4
19035		2.1 ORO GRANDE	31.5
		3.1 EAST VICTORVILLE	34.6
19045		2.1 VICTORVILLE CTC 2MT	36.7
		1.3 FROST	38.0
19055		7.1 HESPERIA	45.1
		5.0 LUGO	50.1
19065		5.8 SUMMIT	55.9
		NO. 8.9 — SO. 6.9	
19075		6.6 CAJON	62.8
19080		4.5 KEENBROOK	69.4
		6.9 VERDEMONT	73.9
		0.7 FIFTH STREET	80.8
19100		SAN BERNARDINO BCPT	81.5
		SOUTH TRACK (82.0)	
		NORTH TRACK (84.0)	

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Barstow to West D Yard	32	1	3	4	5	9
West D Yard to Lenwood	32	1	3	4	5	9
Lenwood to M.P. 27	36	1	3	4	5	9
M.P. 27 to San Bernardino	72	1	3	4	5	9

RULE 1.14: Union Pacific trains may use joint track between Barstow and San Bernardino.

CTC IN EFFECT: On Main Tracks between Barstow and San Bernardino.

RULE 6.26: Main tracks cross at grade separation M.P. 39.1 and are designated as prescribed by Rule 6.26 (as amended) either side of crossing.

RULE 9.53: 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 30.14: 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:

Barstow & San Bernardino	MPH	
	Psg.	Frt.
	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

* Special Instructions 5(A) applies between Barstow and Summit.

See Special Instructions 5(B).

Cajon Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	MPH				Cv	MPH			
	Mile Posts		Psg.	Frt.		Mile Posts		Psg.	Frt.
	WESTWARD MOVEMENTS BOTH TRACKS								
Cv	746.4 to 747.1		50	50	Cv	71.5 - 70.8		45	45
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
					Cv	4.6 - 747.1 (NT)		65	60
					Cv	4.6 - 747.1 (ST)		65	60
					Cv	79.5 - 79.2		60	
					Cv	747.1 - 747.2 (ST)		50	50
					%	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)

Cajon Subdiv.

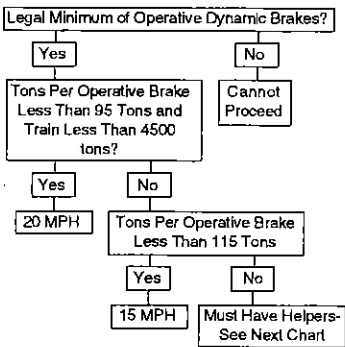
(D) SPEED RESTRICTIONS – SWITCHES (Continued)

"D" – Dual Control Switch			
Station	D	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

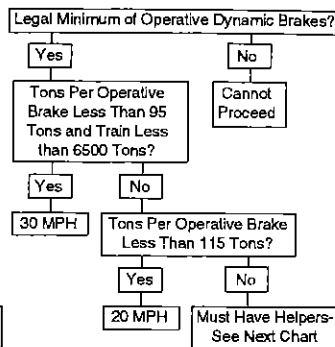
(E) SPEED RESTRICTIONS, DYNAMIC BRAKE REQUIREMENTS, AND SPECIAL INSTRUCTIONS GOVERNING THE USE OF RETAINERS FOR WESTWARD FREIGHT TRAINS, SUMMIT TO SAN BERNARDINO.

- 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.
- Speed Restrictions:

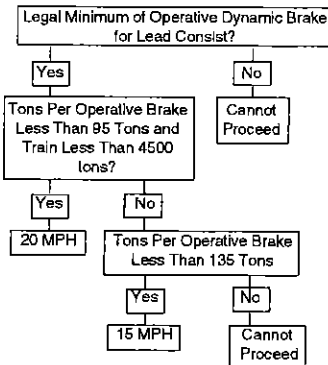
South Track Summit – Cajon



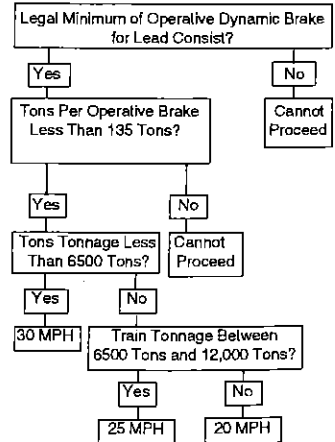
North Track Summit - Cajon Both Tracks Cajon-San Bernardino



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

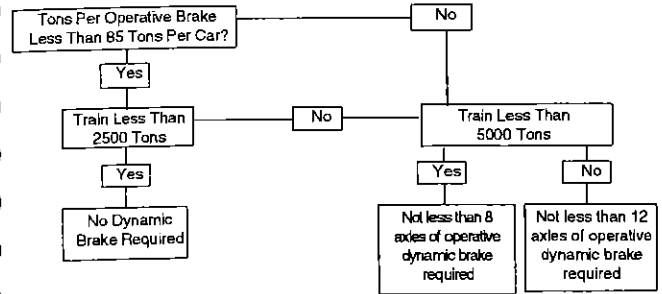
Cajon Subdiv.

dynamic brakes, 35 MPH; if air brakes used to control speed of train 30 MPH.

- 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



- 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.

- 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.

- 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.
- RCE trains both tracks Summit to Cajon speed limit 15 MPH. Cajon to San Bernardino 20 MPH.

Cajon Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Helendale (NT) (ST)	21.1	1051
	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.	Radio communication

WEST- WARD ↓		Redlands Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		End of Track	Y	13.4	
19165	790	MENTONE	Y	12.0	
19145		REDLANDS	Y	8.8	RULE 93
19100		SAN BERNARDINO (13.4)	BCPTY	0.0	

		Tone Call-In					
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.	
End of Track to San Bernardino	72	1	3	4	5	9	

EAST	YARD LIMITS	WEST
MP 13.4	End of Track to San Bernardino	MP 0.0

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.

**Safety Is A Habit
That We Can Live By**

WEST- WARD ↓		San Bernardino Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
19100		SAN BERNARDINO	BCPT	0.0	
		WEST YARD		0.7X	CTC 4MT
19140		RANA		2.2	
25045		COLTON (S.P. RRX)	M	2.9	
	4490	WEST COLTON		4.2	
25065		HIGH GROVE		6.7	CTC 2MT
		RIVERSIDE JCT.		9.2	
25200		RIVERSIDE		9.8	
		WEST RIVERSIDE		10.6	
25210	4905	CASA BLANCA	T	14.0	CTC
25225		ARLINGTON		15.9	
25255	8059	PORPHYRY		22.8	CTC 2MT
25260		CORONA		24.1	
25265		PRADO DAM		29.4	
25270		ESPERANZA		35.8	CTC
25275		ATWOOD		40.6	
23200		FULLERTON	BCP	165.0	
23160		BASTA		163.0	
23150		BUENA PARK		160.3	
23140		LA MIRADA	T	157.7	CTC 2MT
		SANTA FE SPRINGS		155.0	
23120		LOS NIETOS (S.P. RRX)	M	153.0	
23110		D.T. JUNCTION (S.P. RRX)	M	152.1	
23100		PICO RIVERA	PT	150.9	
23040		BANDINI		149.8	
		COMMERCE		148.5	
		EASTERN AVE.		147.3	CTC 3MT
23000		HOBART	BCP	146.0	
		HOBART TOWER (U.P. RRX)	CM	144.5	
23550		REDONDO JCT. U.P. RRX	CMPT	143.2	CTC 2MT

		Tone Call-In					
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.	
San Bernardino to MP 10.6	72	1	3	4	5	9	
MP 10.6 to Redondo Jct.	36	1	3	4	5	9	

RULE 1.14: Union Pacific trains may use joint track between San Bernardino and West Riverside. Santa Fe trains and engines may use Metrolink tracks between West Yard and Arcadia. Speed limit on all auxiliary tracks not specifically governed by Metrolink Timetable and other instructions, 10 MPH, unless further restricted. Special instructions ALL SUBDIVISIONS and all General Orders and Superintendent Notices remain in effect unless specific instructions to the contrary are issued by Metrolink.

Special Instruction 5 (B) is in effect between West Yard and Arcadia on Metrolink tracks.

CTC IN EFFECT: On main tracks between San Bernardino and Redondo Jct.

San Bernardino Subdiv.

RULE 6.26: Main track between San Bernardino and Rana is designated No. 1 Main Track. Three main tracks between San Bernardino and Rana via West Yard are designated as follows: The track farthest to the right as viewed from a westward train is the No. 4 Main Track and the tracks to the left are the No. 3 Main Track and the No. 2 Main Track.

RULE 9.13: When crank type dual control switches controlled by Redondo Jct., or Hobart Tower are used in hand position, switches must not be returned to motor position until movement is clear of switches.

RULE 9.57 and 9.58 at Rana: Eastward signals displaying diverging clear or diverging approach, govern movement on either Main Track No. 1, 3 or 4.

Westward trains on No. 1 Main Track, No. 2 Main Track or Auto Facility lead receiving a Diverging Clear or Diverging Approach signal are routed to either the north or south track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS	MPH	
	Psg.	Frt.
(A) MAX. SPEED BETWEEN:		
San Bernardino & Fullerton	60	55#
Fullerton & M.P. 144.5	79	55#
M.P. 144.5 & Redondo Jct.	65	55#

See Special Instructions 5(B).

(C) SPEED RESTRICTIONS - VARIOUS

Trk	Mile Posts	MPH			Mile Posts	MPH	
		Psg.	Frt.			Psg.	Frt.
	0.0X - 0.7X	20	20	Xing	42.7 - 43.6	50	50
Cv	0.7X - 1.1X	15	15	Cv	45.2 - 45.7	50	50
Cv, Br	0.0 - 0.9 (ST)	15	15	Xing	165.2 - 164.7	50	50
Cv	0.9 - 1.6 (ST)	20	20	Cv	163.8 - 163.5	75	
Cv, Xing	1.1X - 3.2	30	30	RRX	163.0	50	50
Cv	3.2 - 4.0	40	40	Cv	161.1 - 160.8	70	
Cv	6.6 - 6.8	50	40	Cv	156.6 - 155.9	75	
Cv	8.3 - 8.5	60	50	Cv	154.2 - 153.8	70	
Cv	9.3 - 9.6	55	50	RRX	153.0	50	50
Cv	11.8 - 12.5	45	40	Cv	152.9 - 152.5	70	
Cv	15.4 - 15.9	55	50	RRX	152.1	50	50
Sw	15.9 (ST)	40	40	Cv	151.7 - 151.4	65	
Cv	15.9 - 16.7	55	50	Sw	148.5 (ST)	40	40
Cv	16.7 - 17.1	60	50	Cv	144.5 - 144.9 (ST & Middle Trk)	40	40
Cv	31.4 - 31.6	55	50	Xing, Cv	144.5 - 143.4	30	30
Cv	31.6 - 32.8	60	50	Cv	143.4 - 142.9	15*	15
Cv	32.8 - 34.4	50	50	HOBART YARD			
Cv	34.4 - 35.1	50	45	Inbound, Outbound & Top End Leads			
Sw	35.9 (ST)	50	50				

*Denotes Restrictions Protected by Inert ATS Inductors

San Bernardino 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 Switch			
Station		Location	MPH
San Bernardino	D	See Cajon Subdiv.	
West Yard	D	East Xover	20
	D	West Xover, Xover between yard lead and No. 4 Main Track and turnout yard lead to No. 3 Main Track	15
Rana	D	Turnout to B yard lead	15
	D	East Xover between No. 3 and No. 4 Main Track	30
	D	West Xover between No. 3 and No. 4 Main Track	30
	D	Turnout to No. 2 Main Track	30
	D	Turnout to No. 1 Main Track	30
Colton	D	Turnout from No. 2 Main Track to Auto Facility Lead	15
	D	SP connection switch (east)	20
West Colton	D	EE South siding	15
	D	2 Xovers	50
Riverside Jct.	D	WE South siding	15
	D	Xover	30
West Riverside	D	Jct. switch to North Track	15
	D	Xover	40
Casa Blanca	D	EE & WE Siding	15
Arlington	D	End of 2 Tracks	40
Porphyry	D	EE & WE Siding	15
Prado Dam	D	End of 2 Tracks	50
Esperanza	D	End of 2 Tracks	50
Atwood	D	Jct. switch to Metrolink	25
	D	2 Xovers	50
Fullerton	D	Jct. switch to Metrolink	40
	D	2 Xovers M.P. 45.5	50
Basta	D	Xover M.P. 163.0	50
Buena Park, La Mirada, Santa Fe Springs	D	2 Xovers	50
D. T. Jct., Bandini	D	2 Xovers	50
Commerce	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	30
	D	Middle Xover	15
Redondo Jct.	D	West Xover	30
	D	All other Xovers & Turnouts	15

Safety—Don't Work Without It

Safety + Quality + Rules Compliance =
VISION

San Bernardino Subdiv.

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
San Gabriel Subdiv. (Metrolink)		
Name	Mile Post Location	Capacity in Feet
Muscat Spur	90.4	4685
Cucamonga Foothill Spur	95.8	5600
Pasadena Subdiv. (Metrolink)		
Metropolitan Spur	108.6	5475
Bircher Spur	119.0	7918

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 4.6	High Water	Eastward Signals 52 & 54 Westward Controlled Signals EE Bridge
M.P. 6.0, 32	Hot Box & Dragging Equip.	Radio communication

WEST- WARD ↓	San Diego Subdiv.			↑ EAST- WARD
Station Number	Siding Feet	STATIONS		Mile Post
25710		NATIONAL CITY Y		273.1
		22ND STREET BCPXY		269.3
25700		SAN DIEGO TXY		267.5
23200		FULLERTON BCP		165.0

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
National City to Fullerton	36	1	3	4	5	9

RULE 1.14: Santa Fe trains and engines may use Metrolink tracks between Fullerton or Atwood and County Line, and may use San Diego Northern Railway tracks between County Line and San Diego, M.P. 267.7. Speed limit on all auxiliary tracks not specifically governed by Metrolink and San Diego Northern Railway Timetable and other instructions, 10 MPH, unless further restricted. Special Instructions ALL SUB-DIVISIONS and all General Orders and Superintendent Notices remain in effect unless specific instructions to the contrary are issued by Metrolink or San Diego Northern Railway.

Special Instruction 5 (B) is in effect between Fullerton or Atwood and San Diego.

EAST	YARD LIMITS	WEST
MP 273.1	National City to San Diego	MP 267.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS		MPH	
(A) MAX. SPEED BETWEEN:		Psg.	Frt.
National City & San Diego		10	10

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

WEST- WARD ↓	San Jacinto Subdiv.			↑ EAST- WARD
Station Number	Siding Feet	STATIONS		Mile Post
25065	1018	HIGHGROVE Y		0.0
		S.P. RRX A		1.5
25075	1555	BOX SPRINGS Y		7.2
25080		MARCH FIELD Y		9.6
25085	2046	ALESSANDRO Y		10.6
25090	1105	VAL VERDE TY		13.5
25110		PERRIS Y		18.3
25120	1030	ETHANAC Y		23.0
25125	1570	WINCHESTER Y		28.9
25135		HEMET Y		36.0
25140		SAN JACINTO Y		38.3

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Highgrove to San Jacinto	72	1	3	4	5	9
EAST	YARD LIMITS			WEST		
MP 0.0	Highgrove to San Jacinto			MP 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

First Defense Against Eye Injury Is Safety Glasses

WEST-WARD ↓		Harbor Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
23550		REDONDO JCT.	CMPTY	0.0	
		1.5 MALABAR	Y	1.5	
21630		1.0 S.P. RRX NADEAU	A Y	2.5	
		0.3 S.P. RRX	A	2.8	
21650		0.7 WINGFOOT	Y	3.5	
21660		2.5 WILDASIN	Y	6.0	
21670		1.3 VAN NESS	Y	7.3	
21680		0.7 HYDE PARK	Y	8.0	
21690		1.9 INGLEWOOD	TWC	9.9	
21710	4962	3.7 LAIRPORT	Y	13.6	
		1.0 S.P. RRX	Y	14.6	
21720		0.2 EL SEGUNDO	TY	14.8	
21770		1.8 LAWNDALE	Y	16.6	
21780		3.5 ALCOA	Y	20.1	
21830		1.6 TORRANCE	Y	21.7	
21820		1.8 IRONSIDES	Y	23.3	
22100		3.3 WATSON	BCPTY	26.6	
22240		1.4 WILMINGTON	Y	28X	
21840		2.0 PIER A YARD	TY		
22475		1.1 WEST THENARD S.P. RRX	Y A	27.6	
		0.6 LONG BEACH JCT.	Y	28.3	
22500		1.9 LONG BEACH (30.2)	Y	SP	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Redondo Jct. to Long Beach	36	1	3	4	5	9

TWC IN EFFECT: Between M.P. 8.24 and M.P. 12.

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.

RULE 9.13: 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 is clear of switches.

EAST	YARD LIMITS	WEST
MP 0.0	Redondo Jct. to Hyde Park	MP 8.24
MP 12	Lairport to Watson	MP 26.6
MP 26.6	Watson to Long Beach	SP
MP 26.6	Watson to Anaheim Street	MP 28X
	Harbor Belt Line	

Harbor Subdiv.

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		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.

No Job Is Worth Dying For

Quality Means
We Can't Spell
SUCCESS
Without "U"

Operating Rules
Are Your
Safety Tools

Nothing Is
Insignificant
In Safety

WEST-WARD ↓		Mojave Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		VALLEY JCT.		749A.0	
		HUTT ^{0.9}		749A.9	
18540	8011	HINKLEY ^{7.3}		757.2	
18530	8034	JIMGREY ^{15.8}		772.9	
18525	8052	BORON ^{11.0}		784.0	
18519	8004	SILT ^{5.6}		789.6	
18515	8007	EDWARDS ^{7.5}		797.1	
18509	8019	BISSELL ^{6.4}		803.6	
18505	8772	SANBORN ^{6.5}		810.1	
17910		MOJAVE ^{5.6}		814.7	
		KERN JCT. ^(70.6)		885.2	
17410		BAKERSFIELD ^{66.9}		887.7	
		(140.0)			

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Barstow to Hutt	32	1	3	4	5	9
Hutt to Kern Jct.	36	1	3	4	5	9
Kern Jct. to Bakersfield	55	1	3	4	5	9

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 9.53: 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 1.14: Santa Fe trains may use Southern Pacific joint track between Mojave and Kern Jct.. San Joaquin Valley trains and engines may use main track between Kern Jct. and Bakersfield.

RULE 6.13: Between Kern Jct. and M.P. 889.2, trains and engines must not exceed restricted speed, regardless of a more favorable signal indication.

RULE 9.17: Between Kern Jct. and M.P. 889.2, trains and engines may enter main track through hand-operated switches without waiting 5 minutes after opening switch.

EAST	YARD LIMITS	WEST
MP 885.2	Kern Jct. to Bakersfield	MP 889.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

Mojave Subdivision	MPH	
	Psg.	Frt.
	70	55*

* Special Instructions 5(A) applies between Barstow and Mojave.

Mojave Subdiv.

(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		
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			
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.	Radio communication

Safety—Meet The Challenge

**Autograph Your Work
With Quality**

**Quality Work
Benefits Us All**

WEST-WARD ↓		Sunset Railway Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
17595		TAFT 8.8	Y	8.8	
17585	1980	PENTLAND 9.4	Y	27.5	
17576		LEVEE 3.7	Y	18.1	
17572	2343	MILLUX 2.1	Y	14.4	
17566		GULF 2.7	Y	12.3	
17562	2316	CONNER 2.6	Y	9.6	
17556		LYLA 7.0	Y	7.0	
17534		GOSFORD (36.3)	Y	0.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Taft to Gosford	55	1	3	4	5	9

EAST	YARD LIMITS	WEST
MP 8.8	Taft to Gosford	MP 0.0

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

WEST-WARD ↓		Bakersfield Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
17400		BAKERSFIELD 3.4	BCPTY DT	887.7	
16386	E-6726 W-5155	JASTRO 6.6		891.1	
16376	9015	UNA 7.7		897.7	
16368	E-4833 W-5963	SHAFTER 1.5		905.4	
		HANDLE 6.1		906.9	
16359	6568	WASCO 1.9		913.0	
		ROSE 4.4		914.8	
16352	8964	ELMO 5.4		919.2	
16344	9032	SANDRINI 7.7		924.6	
16340	8948	ALLENSWORTH 9.8		932.3	
16322	8999	ANGIOLA 8.8	CTC	942.1	
16313	E-5990 W-9951	CORCORAN 9.4	T	950.9	
16308	8879	GUERNSEY 7.6		960.3	
16246	E-8963 W-4490	S.P.RRX HANFORD 5.3	M	967.9	
16237	9055	SHIRLEY 9.0		973.2	
16218	9051	COEJO 6.1		982.2	
16210	8959	BOWLES 4.7		988.3	
		THORPE 1.3		993.0	
		CALWA CROSSING (S.P.RRX) 0.6	M	994.3	
16200		CALWA (107.2)	BCPT	994.9	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Bakersfield to Calwa	55	1	3	4	5	9

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 1.14: San Joaquin Valley trains and engines may use main track between Bakersfield and Jastro, joint with Santa Fe trains and engines.

RULE 6.13: Between Kern Jct. and M.P. 889.2 trains and engines must not exceed restricted speed regardless of a more favorable signal indication.

RULE 9.17: 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 8.3: Normal position for spring switch at end of DT Bakersfield, M.P. 888.2, is for North Track.

RULE 8.10: 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.

EAST	YARD LIMITS	WEST
MP 885.2	Kern Jct. to Bakersfield	MP 889.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS	MPH	
(A) MAX. SPEED	Psgr.	Fr.
Bakersfield Subdivision	79	55*#

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

**Stick To The Safety Plan—
Follow The Rules**

**Quality Service
Begins With
Quality Thinking**

**There Are No Shortcuts
To Safety**

Bakersfield Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	MPH			MPH	
	Mile Posts	Psgr. Frt.		Mile Posts	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:

Station	"D" - Dual Control "S" - Spring		Location	MPH
		"ESL" - Electric Switch Lock		
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

Bakersfield Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Rosedale	895.7	2088
Crome	899.5	1700
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.	Radio communication

Rules Compliance

A

Safety Appliance

Operating Rules

**Are Your
Safety Tools**

WEST-WARD ↓		Stockton Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
16200		CALWA 1.8	BCPT		994.9
		S.P. RRX SUNMAID CROSSING 1.3	M	CTC 2MT	996.7
16200		FRESNO 1.6	BC		998.1
16095	1900	HAMMOND 5.3			999.7
16090	8514	FIGARDEN 6.3			1005.0
16084	8950	GREGG 8.3			1011.3
15884	8984	MADERA 5.3			1019.6
15876	9083	KISMET 5.7			1025.4
15872	13900	SHARON 10.4			1031.1
15866	8978	LE GRAND 5.8			1041.5
15862	9688	PLANADA 8.8			1047.3
15780	10314	MERCEDE 6.8		CTC	1056.1
15768	8989	FLUHR 8.8			1062.9
15760	8999	BALLICO 7.9			1071.7
15756	8964	DENAIR 9.6			1079.6
15695	11250	MODESTO EMPIRE JCT. 6.4			1089.2
15650	7231	RIVERBANK 5.8	BPT		1095.6
15640	9254	ESCALON 8.2			1101.4
15630	8968	DUFFY 7.3			1109.6
	7298	WALNUT 2.8			1116.9
15000		MORMON 1.0	BPCT		1119.7
		U.P. RRX STOCKTON TOWER S.P. RRX 0.7	CM		1120.7
15000	6794	STOCKTON 5.2	T		1121.4
14480	4881	GILLIS 2.5			1126.6
14470	3674	HOLT 3.9			1129.1
14460	4943	TRULL 3.8			1133.0
14440	3558	ORWOOD 5.1	CM		1136.8
14410	8075	KNIGHTSEN 4.0		TWC ABS	1141.9
14390		OAKLEY 4.4	Y		1145.9
14350	5580	SANDO 1.6	Y		1150.3
14340		ANTIOCH 3.9	Y		1151.9
14330	5535	PITTSBURG 8.2	BCPY		1155.8
14320	3600	PORT CHICAGO 2.9		CTC	1164.0
11210	3456	MALTBY 6.5			1166.9
11230	3600	GLEN FRAZER 2.6	P		1173.4
11240	4936	CHRISTIE 3.1			1176.0
11250	5184	COLLIER 3.5			1179.1
11270	5310	GATELEY 1.9		TWC ABS	1182.6
11275	2296	NORTH BAY 2.0			1184.5
11280	5373	RHEEM 2.5			1186.5
11300		RICHMOND (194.1)	BCPTY		1189.0

Stockton Subdiv.

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Calwa to Richmond	36	1	3	4	5	9

TWC IN EFFECT: Between signal located 1550 feet 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, and between M.P. 163.5 and 163.7 at Port Chicago.

RULE 9.13: 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 9.12.4: 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 Glen Frazer, M.P. 1173.3 when signal governing movement westward on main track 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 the right.

At Christie, 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 westward train on main track is west of signal at M.P. 1175.4 governing movement eastward on main track at east end of Christie, or if main track is clear between signals at M.P. 1173.3 governing movement westward at west end of Glen Frazer and signal at M.P. 1178.6 governing movement eastward on main track at east end of Collier. If train is occupying section of main track between signal at M.P. 1175.4 governing movement eastward on main track at east end of Christie and signal at M.P. 1178.6 governing movement eastward on main track at east end of Collier, the signal will not clear before two and one-half minutes.

RULE 1.14: Southern Pacific trains may use joint track between Stockton Tower and Riverbank. Union Pacific trains may use joint track between Stockton Tower and Port Chicago. Santa Fe trains may use Southern Pacific joint track between Stege and Oakland. San Joaquin Valley trains and engines may use joint track between Calwa and Hammond.

EAST	YARD LIMITS	WEST
MP 1145.0	Oakley to Pittsburg	MP 1158.0
MP 1187.3	Richmond	MP 1189.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAX. SPEED BETWEEN.

	MPH	
	Psgr.	Frts.
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

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

**Practicing Safety
Today
Ensures Quality Of Life
Tomorrow**

Stockton Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	MPH			Cv	MPH		
	Mile Posts	Psgr.	Frt.		Mile Posts	Psgr.	Frt.
WESTWARD							
	995.2 - 995.5	40	40	Cv, Tnl 3	1180.9 - 1170.5	35	35
Cv, Xing	995.5 - 998.1	40	35	Cv	1170.5 - 1167.3	45	45
Cv, Xing	998.1 - 999.8	35	30	Cv	1163.3 - 1162.8	65	65
Xing	1039.2 - 1039.8	75		Cv	1161.9 - 1161.3	45	45
Cv	1047.5 - 1047.9	75	65	Cv	1155.7 - 1155.4	70	60
Cv	1053.7 - 1054.1	70	65	Xing	1152.1 - 1151.2	60	60
Xing	1055.7 - 1057.0	30	30	Cv	1139.8 - 1139.5	60	55
Xing	1057.2 - 1057.7	70		Br	1136.4 - 1134.7	30	30
Cv	1069.1 - 1070.5	70	65	Xing, Sw	1121.7 - 1120.0	20	20
Xing	1083.2 - 1083.8	70		Cv	1119.5 - 1119.1	60	55
Cv	1087.9 - 1088.1	55	50	Xing	1118.5 - 1117.9	75	
Cv	1119.1 - 1119.5	60	55	Cv	1088.1 - 1087.9	55	50
Sw, Xing	1120.0 - 1121.7	20	20	Xing	1084.9 - 1084.3	70	
Br	1134.7 - 1136.4	30	30	Cv	1070.5 - 1069.1	70	65
Cv	1139.5 - 1139.8	60	55	Xing	1058.3 - 1057.7	70	
Xing	1151.2 - 1152.1	60	60	Xing	1057.0 - 1055.7	30	30
Cv	1155.4 - 1155.7	70	60	Xing	1055.7 - 1055.1	60	60
Cv	1161.3 - 1161.9	45	45	Cv	1054.1 - 1053.7	70	65
Cv	1162.8 - 1163.3	65	65	Cv	1047.9 - 1047.5	75	65
Cv	1167.3 - 1170.5	45	45	Xing	1041.7 - 1041.1	70	
Cv, Tnl 3	1170.5 - 1180.9	35	35	Xing	1040.4 - 1039.8	75	
Cv	1180.9 - 1185.1	45	45	Cv, Xing	999.8 - 998.1	35	30
Cv	1185.1 - 1185.4	35	35	Cv, Xing	998.1 - 995.5	40	35
Cv	1185.4 - 1189.0	45	45		995.5 - 995.2	40	40
EASTWARD				MORMON YARD			
Cv	1189.0 - 1185.4	45	45	Frt Lead	1117.8 - 1119.1		10
Cv	1185.4 - 1185.1	35	35				

(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)

Stockton Subdiv.

(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
	D	EE Siding	15
Orwood	S	WE Siding	30
	D	EE & WE Siding	30
Knightsen	S	EE Siding	30
	S	WE Siding	15
Sando	S	EE & WE Siding	30
	S	SP Connection	50
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
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.	Radio communication
M.P. 1130.9, 1139.4	Dragging Equip.	Radio communication
M.P. 1171.3 & 1171.5	Slide Detector	11701 & Eastward signal east switch Glen Frazer & rotating red light M.P. 1171.5
M.P. 1144.5, 1180.5	Shifted Load	Radio communication

WEST-WARD ↓		Riverbank Subdiv.		↑ EAST-WARD	
Station Number	Sliding Feet	STATIONS		Mile Post	
		S.P. RRX		6.5	
15660		OAKDALE	Y	TWC	6.4
15650		RIVERBANK	Y		0.0
		(6.5)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Riverbank to Oakdale	36	1	3	4	5	9

TWC IN EFFECT: Between M.P. 1 and M.P. 6

RULE 1.14: Southern Pacific may use joint track between Riverbank and Oakdale.

EAST	YARD LIMITS	WEST
MP 6.5	Oakdale (Santa Fe Track Only)	MP 6.0
MP 1.0	Riverbank	MP 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED:

Riverbank Subdiv.	MPH
	25

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through all turnouts 10 MPH.

**Autograph Your Work
With Quality**

**A Positive Attitude
Creates Positive Results**

Quality + Safety + Rules Compliance =

NO ACCIDENTS

**ALL SUBDIVISIONS
Special Instructions**

NO.		PAGE
4	Operating Rules Changed	166
5	Speed	167
6	Maximum Speed of Engines	167
7	Maximum Depth of Water Through Which Engines Permitted	168
8	Speed Restrictions - Derricks, Cranes and Pile Drivers	168
9	Trackside Warning Detectors	168
10	Maximum Authorized Speed for Various Cars	172
11	Helper Information/Locomotive Specifications	173
12	Special Car Handling Instructions	174
13	Hazardous Material - Accident	175
14	Hazardous Material - Instructions	176
15	Rule 5.4.8 Flag Placement	178
16	6.13 and 6.14 Against Current of Traffic	178
17	Rule 8.20 Explanation	178
18	Rule 9.7	178
19	Rule 9.13.1 Dual Control Switches At Automatic Interlockings	178
20	Rules 9.15.1 and 10.3.4 - Recording Track Permit or Track and Time Authority	178
21	Rule 9.18 Operating Switches Within Track and Time Limits	178
22	Rule 14.3 Report passing	178
23	Bad Order Cars Set Out Between Terminals	179
24	Grade Crossing Accidents	179
25	Freight Train Operation on Heavy Descending Grades	179
26	Work Order Reporting Instructions	180
-	Speed Table/Tenths of a Mile	183
-	Hazardous Materials Train Placement	184
-	System Map	192
-	Train Stop Report (Form 1571)	194
-	Santa Fe Form 1463 Std. Hazardous Materials Radio Waybill	195
-	Instructions for Hazardous Materials Radio Waybill	196
-	Track Profiles	197
-	Signals - Names, Aspects and Indications	246

Special Instructions

ALL SUBDIVISIONS Special Instructions

4. The General Code of Operating Rules, effective April 10, 1994, is supplemented or amended as follows:

Rule 3.3 supplemented by adding: Central Time may be obtained by dialing extension 820-600.

Rule 6.13 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 6.19 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 6.23 is supplemented by adding: Train must not proceed until it has been determined that it is safe to do so by visual inspection of train or knowledge that the brake pipe pressure has been restored by observing caboose gauge, End of Train Device (ETD) control head, 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 brake pipe reduction; and,
- (B) After brake pipe exhaust ceases, place automatic brake valve cutout valve to "OUT" position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

EXCEPTION: If train exceeds 5,000 tons, train must be visually inspected unless emergency application of the brakes occurs at a speed above 30 MPH **and** it is known brake pipe has not been parted by observing pressure being restored on rear car after emergency application is released.

ALL TRAINS: Trains experiencing unusual slack action incidental to stopping or if excessive power is required to start train after the emergency application, train must be visually inspected before proceeding.

Rule 6.26 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 7.7 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 8.19 - Automatic Switches - Heading "Operating an Automatic Switch by Hand" - supplemented by adding: After switch is placed in hand position, signal governing movement over the switch will display stop indication and movements will be governed by hand signals.

Rule 9.15 Add the following between the existing paragraphs: Limits designated by a switch extend only to the signal governing movement over the switch unless otherwise designated.

Rule 9.15.1 "Track permit wording" amended to read: Track permits will be granted in the words "Track permit, authority (number), granted on (track), between (point) and (point), (time) until (time).

ALL SUBDIVISIONS Special Instructions

Rule 15.15 is supplemented by adding: Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with the number indicated.

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 8500 feet.
- (3) Train does not average more than 80 tons per operative brake.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTION:

Maximum speed for solid intermodal trains consisting of both double stack and TOFC/COFC equipment is 70 MPH at all locations except: Chillicothe Subdivision, Edelstein to Chillicothe (eastbound only). Panhandle Subdivision, Curtis to Belva (eastbound only). Clovis Subdivision, Mountainair to Belen (westbound only). Galveston/Houston Subdivisions, Temple to Pearland (both directions). Lampasas Subdivision, Sweetwater to Temple (both directions). Seligman/Needles/Cajon/San Bernardino Subdivisions (both directions).

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) or container chassis are considered loads.
- (2) Train does not exceed 8500 feet.
- (3) Train does not average more than 90 tons per operative brake.
- (4) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - TONNAGE

Where authorized by Special Instruction 1(A), the maximum speed for freight trains is 45 MPH provided:

- (1) Train does not exceed 10,000 feet.
- (2) Train does not average 90 tons or more per operative brake.

EXCEPTION:

Maximum speed for solid intermodal trains consisting of both double stack and TOFC/COFC equipment is 55 MPH provided:

- (1) Train does not exceed 10,000 feet.
- (2) Train does not average more than 105 tons per operative brake.

(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 (see Special Instruction 14E)

Maximum authorized speed for key trains is 50 MPH.

6. MAXIMUM SPEED OF ENGINES.

Engines	MPH	When not Controlled From Leading Unit (MPH)
Amtrak 200-899	90*	45
Metrolink 851-899	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.

Special Instructions

ALL SUBDIVISIONS Special Instructions

7. Rule 6.21.2: 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
York Canyon, Longview, Silsbee (Silsbee to Beaumont).	30	30
Marceline (South Track Hardin to C.A. Jct.), Stillwater, C.V., Manter, Enid (Kiowa to Enid), Strong City, Dallas, Oakdale, Deming (between Deming and M.P. 30), and Harbor.	20	20
Minnequa, Canon City, Silsbee (Beaumont to M.P. 49), Bay City, Lucerne Valley, Redlands, San Jacinto and Sunset.	10	10

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile Drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

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.

Pile Drivers AT 199454 through 199468 must not be humped or switched with.

Plaster 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 6.29.1 – 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.

(continued on next page)

ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DETECTORS (Continued)

A bearing which has overheated due to an internal component failure can cool down within 20 minutes. It is important that field inspection for detected journals be made within 20 minutes whenever it is practical and safe to do so.

(2) If an overheated journal is found, the car or unit must be set out. If heat is 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 Manager Corridor 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.

(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 3) 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.

(continued on next page)

ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DETECTORS (Continued)

- (2) If rotating white light is illuminated before head-end of train reaches the detector, if 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 3) 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 3.

- (3) If defects are noted as train passes the detector:

- 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.

If the defective car information reported adds to a history of repeat stops by a particular car or unit, the SOC office will advise handling.

- (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.

(continued on next page)

ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DETECTORS (Continued)

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 Rules 9.12.1, 9.12.2, 9.12.3, 9.12.4 or 9.16. 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 (see Special Instruction 14E)

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.

**Safety
Always
Needs
Total
Attention**

**From
Everyone**

ALL SUBDIVISIONS Special Instructions

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 General Order)	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 EJE 4001 thru 4025, 4065 thru 4199 and 4200 thru 4549	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 76742 thru 76745 78287 thru 78293 76539 76747 78326 76556 76748 78328 thru 78333 76558 76750 78336 thru 78340 76568 76751 78343 76595 78256 thru 78269 78344 76649 78272 78347 76656 78274 78348 76696 78278 78350 76733 78281 78353 76736 thru 76738 78285	40
(F) EMPTY "Schnabel" type cars: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPUX 100 CAPX 1001 HEPX 200 CEBX 100, 101 KWUX 10 CPOX 820 WECX 101, 102, 200-203, 301 CWEX 1016	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 MP 15510 UP 900700 WWBX 199918 MP 15511 UP 903600 WWBX 199919 MP 15512 MP 15507 UP 167579	
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

ALL SUBDIVISIONS Special Instructions

11. HELPER INFORMATION/LOCOMOTIVE SPECIFICATIONS

When helper engine is placed behind rear car of train, not more than 180,000 pounds of tractive effort will be used. Below is a 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
***600	GE	C44-9W	392,000	138,900	4400	6EF
***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.

Special Instructions

ALL SUBDIVISIONS Special Instructions

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	CODE DESCRIPTION
BN If Bad Order Notify Shipper	SE Hold for Seasonal Storage
BT Bare Table (No Vans/Containers)	SHPS Heater Burning
B1 Bad Order	SO Car/Van Billed Shipper's Order
CC To Be Cleaned and Conditioned	SPOT Car Spotted, Time and Date
CD Condemned (See Note 1)	SR Rail Surveillance Required
DB Distributed Van Bad Ordered	SS Surplus Storage
DH Do Not Hump	TB Car Control Distributed Bad Order
DO Written Delivery Order	TURN Turn car and Respot
DT Distributed Intermodal Equipment	UP Unload as Placarded
DU Do Not Uncouple	WE Weigh
D1 Redistribute at Destination	WH Weigh
EC Empty Container (speed restricted to 55 MPH)	WI Waive Inspection - Set Direct
EL Mty Container Mechanical Lock	WL Weigh Light
ER Return Empty Via Reverse Route	XX Do Not Move This Car
FP Fumigation Placards Applied	ZZ Do Not Hump or Cut Off While in Motion
HB Hold for Billing	25 25 MPH Speed Restriction (See Note 2)
HC Hold for FMC Redistribution	
HE Head End Only	
HI Hold for Inspection	
HL High Wide Load	
HV High Value	
IB In ATSF Bond	
ID In Bond Beyond ATSF Destination	
IP Interchange Prohibited (See Note 1)	
IPSW Interplant Switch (Respot Car)	
IS In Shipper's Bond	
LG Loaded to Gallonage Capacity	
LO Local Orders	
LQ Loaded To Full Cubic Capacity	
LS Handle In Local Service Only	
LV Loaded to Full Visible Capacity	
MB Make Bill of Lading	
MO Move	
MN Mechanical Refrigeration Main- tain Minus ___ Degrees	
MR Mechanical Refrigeration Main- tain ___ Degrees	
MCNPR Mechanical Car or Trailer - No Refrigeration Required	
NC Non Credit Patron	
ND Do Not Diver	
NH No Hit—Car Distribution	
NIT Car Not in Train or Not on Track	
NP No Placards	
OTCC Car on Track Carriers Conve- nience	
OTNP Car on Track Not Placed	
PJ Mechanical Project Job	
PULL Car Pulled Time and Date	
RE Rear End Only	
REJT Car Rejected by Shipper	
RP Rail Controlled Private	
RS Rule 7 Reject Candidate	
RSPT Respot Due to Railroad Error	
	CODE DESCRIPTION (HAZARDOUS)
	CH Chlorine
	CL Combustible Liquid
	CM Corrosive
	DA Dangerous
	DW Dangerous When Wet
	FG Flammable Gas
	FL Flammable
	FS Flammable Solid
	MA Marked with ID Number
	NF Keep Away From Food
	NG Non-Flammable Gas
	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
	OR Other Regulated Material
	OX Oxygen
	PA Poison Gas (Placard on SQ)
	PB Poison
	PL Poison (Placard on SQ)
	PO Poison Gas
	RM Radioactive Material
	<i>Following codes expire Oct. 1, 1994</i>
	BA Blasting Agent
	FW Flammable Solid-W
	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 employees 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 restriction 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 employees of the responsibility 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.

ALL SUBDIVISIONS Special Instructions

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 Service Interruption Desk by the quickest means available. If railroad communications fail or are not available, call long distance collect.

Service Interruption Desk—Schaumburg
Company phone 821-2911
Bell Telephone 1-800-285-2164

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 shipping papers 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 Service Interruption Desk with an update and your location.

IF NO FIRE OR VAPOR CLOUDS are apparent:

1. EXTINGUISH ignition sources such as smoking materials and cigarette stoves. Do not smoke in the vicinity. Do not light fuses.
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 SERVICE INTERRUPTION DESK 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 Service Interruption Desk 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)

ALL SUBDIVISIONS Special Instructions

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 and shipping papers, 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 1.33.

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 (exception: if the car is other than Class 1 explosives and is located at an outlying point where personnel are not available to replace the missing, faded or torn placards/markings, the car may be moved to the first available location where the placard/markings can be replaced. Train crew must make a report, by first available means, of any car found to be in this condition)
 - 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 and on both sides of car on intermodal shipments

4. Car not in compliance with this inspection procedure must not be transported. Report the problem to the industry, designated company official or SOC (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)

ALL SUBDIVISIONS Special Instructions

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
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). <i>NOTE: No worded endorsement will appear within the box of asterisks for loads or residue shipments of: "Class 9," "Combustible Liquids" and "Keep Away From Food."</i>	***** * DANGEROUS * *****
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
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

(continued on next page)

ALL SUBDIVISIONS Special Instructions

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.

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 PO if zone A or B).
- twenty (20) car loads or full intermodal shipments or intermodal portable tank loads or a combination of any of the following materials:
 - Zone A or Zone B PIH material (PA, PL and PO if zone A or B).
 - 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 SOC 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 charts on pages 184 thru 191 describe restrictions on train placement and segregation.

15. In the application of Rule 5.4.8, flags may be displayed, when necessary, to the left of track as viewed from an approaching train.

16. In the application of Rules 6.13 and 6.14, in double track ABS territory where yard Limits or Restricted Limits is in effect, movements by trains or engines against the current of traffic may be made within the same block at restricted speed without further authority. Movement into a preceding block must be authorized as prescribed by Rule 6.13 or Rule 6.14.

17. Rule 8.20: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

18. In the application of Rule 9.7, in addition to reporting signal failures to the train dispatcher, the Signal Help Desk (Radio tone call-in No. 3) or Phone 821-6728 in the System Operations Center must also be advised.

19. In the application of Rule 9.13.1, 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.

20. In the application of Rules 9.15.1 and 10.3.4, where authority to occupy track with a Track Permit or where CTC is in effect, all employees must use Form 1014 Std. for recording and repeating Track Permit or Track and Time Authority granted by the control operator.

21. In the application of Rule 9.18, employees are not permitted to operate 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.

22. In the application of Rule 14.3, when the train dispatcher instructs a train crew to report passing a designated station or Mile Post, if the station has a siding, the report must be made after the rear car of the train passes over the last siding switch or rear of train passes the Mile Post. 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

23. 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.

24. 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 6.23 of the General Code of Operating Rules.
- c. Contact the dispatcher 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 not 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.

25. 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 30.19.
- b. Before proceeding, brake system must be fully charged.

No Job Is Worth Dying For

ALL SUBDIVISIONS Special Instructions

26. WORK ORDER REPORTING INSTRUCTIONS

Printed work orders issued for trains and switch jobs list the work scheduled for that tour of duty. Conductors and engine foremen are responsible for documenting and reporting all scheduled work performed and for noting any exceptions.

Any unscheduled work performed must also be reported on the Supplemental Work Order form.

Work orders include the following documents:

- Work Order of Entire Train
- Train List and Profile
- Hazardous Manifest (if train contains hazardous materials)
- FRA 215.9 Mechanical Defective Cars List (if applicable)
- Work Order for Each Station
- Track List of Each Track To Be Worked
- Supplemental Work Order Form

Your timely reporting is the key to keeping accurate records and maintaining a current inventory. Good communication and compliance with these instructions are essential for a successful operation. The following examples are designed to assist you in the proper method of reporting the work accomplished.

REPORTING SCHEDULED WORK

Scheduled work is printed on a work order similar to the one shown below for each station where work is to be performed. Reporting instructions are provided after the example. Work performed should be reported according to outstanding instructions.

TRAIN - M KCHJ 23 SUNKAYOR IL
WORK ORDER SET OUT

ARRIVAL DATE AND TIME > 23 1500

LINE	HHMM	NBR	INIT	NUMBER	E	SEQ	CURRENT LOCATION	LEFTAT LOCATN	ONLINE DESTIN	RAJF / CONSIGNEE	SW CD	ZNTKSP
<u>150</u>	1	ATSF	73031	L 39			CHILLI3005	<u>9801</u>	STREAT	ROADMASTER		980301
<u>150</u>	2	ATSF	66996	L 40			CHILLI3005	<u>9801</u>	STREAT	ROADMASTER		980301

TOTAL WORK AT THIS STATION < 2 CARS 2 LBS. 0 -MTYS, 160 -TONS 119 -FEET>
COMPLETION REPORTED VIA (X)-RADIO ()-TELEPHONE ()-FAX ()-OTHER
REPORTED TO CQS - TOPEKA DATE 2-23 TIME 1530
CONDUCTORS SIGNATURE L. K. Stafford

Upon arrival or departure at each station where work is to be performed, enter day and time you arrived or departed that station, as applicable, in the fields provided at the top of the work order.

Upon completion of work at a station, indicate how work was reported in the fields provided at the bottom of the work order. Enter date and time reported, then sign the work order.

Setouts and Switching Within Station

ARRIVAL DATE AND TIME > 23 010

LINE	HHMM	NBR	INIT	NUMBER	E	SEQ	CURRENT LOCATION	LEFTAT LOCATN	ONLINE DESTIN	RAJF / CONSIGNEE	SW CD	ZNTKSP
<u>1030</u>	1	ATSF	56297	E 38			TRAIN	<u>S-3201</u>	FTWAD2	FOURMEAPER		30201
<u>1050</u>	2	KJRY	603	E 57			TRAIN	<u>724</u>	FTWADI	TPW		
<u>1015</u>	3	UTLX	74985	E 38			TRAIN	NP	<u>106</u>	FTWADI		

Enter time car(s) set out or moved in "HHMM" field. Enter track number in "LEFTAT LOCATN" field if car left on yard track or siding. Enter interchange railroad's reporting marks in "LEFTAT LOCATN" field if car is interchanged to another road. Enter zone-track-spot preceded by "S" in "LEFTAT LOCATN" field if car is set for loading or unloading. If car left on industry track and NOT set for loading or unloading, see "REPORTING EXCEPTIONS" under "Cars Left On Industry Track Not Placed (OTNP, OTCC)" for proper marking of list.

ALL SUBDIVISIONS Special Instructions

Pickups

LINE	HHMM	NBR	INIT	NUMBER	E	SEQ	CURRENT LOCATION	LEFTAT LOCATN	ONLINE DESTIN	RAJF / CONSIGNEE	SW CD	ZNTKSP
<u>1100</u>	1	ATSF	71031	L 39			3005	<u>STATE</u>	STREAT	ROADMASTER		980301
<u>1100</u>	2	ATSF	66896	L 40			3005	<u>STATE</u>	STREAT	ROADMASTER		980301

TOTAL WORK AT THIS STATION < 2 CARS - 2 -LBS, 0 -MTYS, 160 -TONS 119 -FEET>
COMPLETION REPORTED VIA ()-RADIO ()-TELEPHONE ()-FAX ()-OTHER

Enter time picked up in "HHMM" field. Enter station name where cars are to be left in "LEFTAT LOCATN" field. In space immediately below car line, indicate where car(s) is placed in train by showing "HE" for head end pickup, "RE" for rear end pickup. When filling behind cars already on train, enter "FB" and the init/number of the car the pickup will follow.

REPORTING EXCEPTIONS

Setout (Not at Location Indicated)

LINE	HHMM	NBR	INIT	NUMBER	E	SEQ	CURRENT LOCATION	LEFTAT LOCATN	ONLINE DESTIN	RAJF / CONSIGNEE	SW CD	ZNTKSP
<u>1015</u>	1	ACFX	36075	L 51			TRAIN	<u>Prma</u>	HODGKI	DYNABULK		152201
<u>↓</u>	2	ELTX	1701	L 52			TRAIN	<u>↓</u>	HODGKI	DYNABULK		152201
<u>---</u>	3	NAHX	550317	L 53			TRAIN	WI	HODGKI	CONTLBAKING		156701
<u>---</u>	4	PLCX	224059	L 54			TRAIN	CL	HODGKI	GETSERVICE		152001

Enter setout time in "HHMM" field. Enter station name where cars were setout in "LEFTAT LOCATN" field. In space immediately below car line, indicate track where cars setout.

Cars Left On Industry Track Not Placed (OTNP, OTCC)

LINE	HHMM	NBR	INIT	NUMBER	E	SEQ	CURRENT LOCATION	LEFTAT LOCATN	ONLINE DESTIN	RAJF / CONSIGNEE	SW CD	ZNTKSP
<u>1400</u>	1	ACFX	34356	E 56			TRAIN	<u>SWAMP</u>	LOWELL	BARY		524001

(NOT PLACED ACCOUNT SPOT OCCUPIED)

Enter time car setout in "HHMM" field. Enter left at zone-track number only, followed by "NP" to indicate car left on any industry track BUT not placed for loading or unloading due to customer's inability to accept car. Enter left at zone-track number only, followed by "CC" to indicate car left on any industry track but not placed for loading or unloading due to carrier's convenience. In space immediately below car line, enter reason car(s) was not spotted.

Work Not Done

DEPARTURE DATE AND TIME > _____

LINE	HHMM	NBR	INIT	NUMBER	E	SEQ	CURRENT LOCATION	LEFTAT LOCATN	ONLINE DESTIN	RAJF / CONSIGNEE	SW CD	ZNTKSP
<u>---</u>	1	UTLX	62216	L 1			7619	Lv	<u>ND</u>	LOREIL	VARDENBERG	523701

(SWITCH SPIKED)

Enter "ND" in the "LEFTAT LOCATN" field. In space immediately below car line, enter reason for not completing the work as instructed on the work order.

UNSCHEDULED WORK (SUPPLEMENTAL WORK ORDERS)

Any work performed that is not listed on the printed work order should be reported on a Supplemental Work Order form similar to the one shown on the following page. Instructions for completing this form in the different work situations are provided following the example. Any time this form is used, you must enter train symbol and your signature in the space provided.

ALL SUBDIVISIONS Special Instructions

SUPPLEMENTAL WORKORDER

SYMBOL _____ CONDUCTORS SIGNATURE _____

DAY	TIME	INIT	NUMBER	FROM STATION & TRACK	TO STATION & TRACK	REMARK

INSTRUCTIONS: USE THIS FORM TO REPORT MOVEMENT OF CARS NOT ON WORK ORDERS.
IF A CAR IS SPOTTED TO INDUSTRY INCLUDE ZONE, TRACK, SPOT NUMBER.
IF NOT SPOTTED INCLUDE ONLY ZONE AND TRACK.

Setout

SUPPLEMENTAL WORKORDER

SYMBOL M-KCCHI-23 CONDUCTORS SIGNATURE L.K. Stafford

DAY	TIME	INIT	NUMBER	FROM STATION & TRACK	TO STATION & TRACK	REMARK
23	1630	ATSF	316006	TRAIN	JOLIET	5216 Bad Order

If a car is setout, enter date, time, car initials/number, station where track is located and track number. If placing a car on an industry track but not spotting it, indicate zone-track number only, followed by "NP" or "CC." If spotting a car, indicate the zone-track-spot number preceded by "S."

Pickup

SUPPLEMENTAL WORKORDER

SYMBOL M-KCCHI-23 CONDUCTORS SIGNATURE L.K. Stafford

DAY	TIME	INIT	NUMBER	FROM STATION & TRACK	TO STATION & TRACK	REMARK
23	1055	BLX	224085	FT MADISON	109 CHICAGO	305 FB ATSF 66896

When a car is picked up, enter date, time, car initials/number, station where car is located and where being taken. Also, indicate in the "REMARK" field where car(s) is placed in train by showing "HE" for head end pickup, "RE" for rear end pickup. When filling behind cars already on train, enter "FB" and the init/number of the car the pickup will follow.

Pull

SUPPLEMENTAL WORKORDER

SYMBOL M-KCCHI-23 CONDUCTORS SIGNATURE L.K. Stafford

DAY	TIME	INIT	NUMBER	FROM STATION & TRACK	TO STATION & TRACK	REMARK
23	1410	NANK	550327	Galesburg	5237 Galesburg	5210 East End

If car is pulled from industry spot and left on a local yard track, enter date, time, car initials/number, station where car located and track where was left.

Spotting Car

SUPPLEMENTAL WORKORDER

SYMBOL M-KCCHI-23 CONDUCTORS SIGNATURE L.K. Stafford

DAY	TIME	INIT	NUMBER	FROM STATION & TRACK	TO STATION & TRACK	REMARK
23	1415	ATSF	314404	Galesburg	5211 Galesburg	S-523701 Spot PRA CUST. INST.

If a car is spotted on an industry track, enter date, time, car initials/number, station where car located and zone-track-spot where car placed preceded by "S."

ALL SUBDIVISIONS Special Instructions

SPEED TABLE

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

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

Special Instructions

HAZARDOUS MATERIALS TRAIN PLACEMENT CHART

PLACARDS WHICH WILL BE ELIMINATED OCTOBER 1, 1994

— TANK CARS — OTHER THAN TANK CARS — ANY CARS

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.

Placard displaying blank center rectangles must also display 4 digit UN or NA identification numbers within rectangle corresponding to train documents.

NOTES:

Restrictions for intermodal vehicles (trailers, containers and tank containers) are found in the "OTHER THAN TANK CARS" and "ANY CARS" charts.

Cars and intermodal vehicles with the same placards, or placards from the same column, may be placed next to each other.








A placarded rail car, tank car, transport vehicle or freight container may not be transported in a passenger train.

RESERVED

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.

	Residue (empty) tank cars placarded:	Loaded tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
							
Engine or occupied caboose	X						X
Car occupied by guard or escort							X
Loaded plain flat car or load system wheel car		X					X (1)
Loaded bulkhead flat car		X (2)					X (2)
Open top car with shiftable load		X (2)					X (2)
Loaded TOFC/COFC flat car		X (4)					X (3) (4)
Flat Car loaded with vehicles		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
Car with square background displaying POISON GAS, 2.3, PA or POISON 6.1 PL placards		X	X		X		X
Car placarded RADIOACTIVE, 7		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 (NG)							
• only marked (MA) with an identification number on an orange panel or white square-on-point configuration							
							X (3)

MUST NOT BE NEXT TO

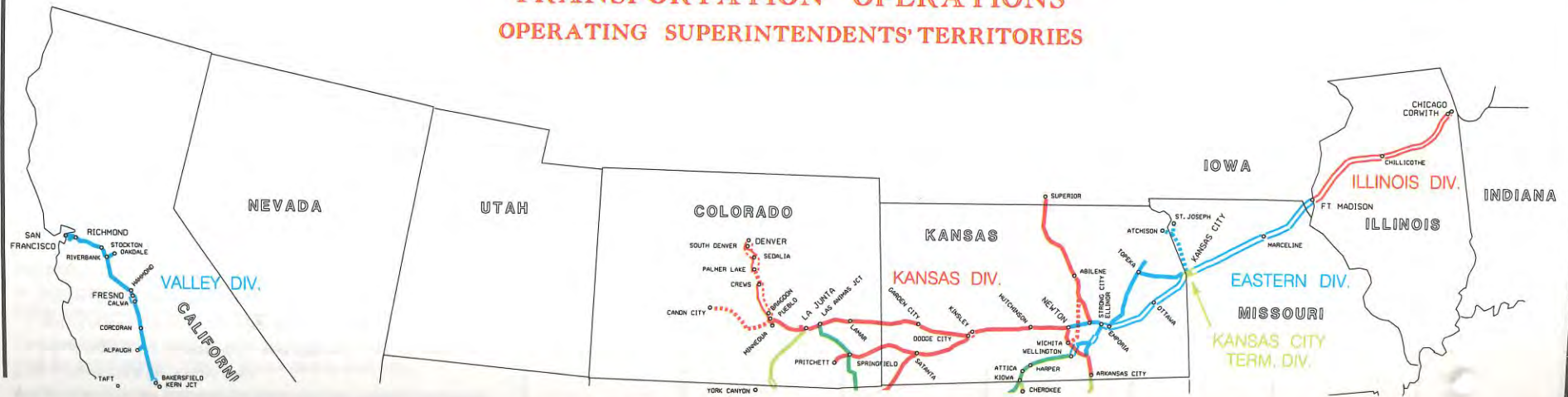
- The placarded rail car must be next to and ahead of any occupied escort car. However, if the occupied escort car has temperature control equipment in operation, it must be the fourth car behind any car placarded EXPLOSIVES A, 1.1 or 1.2.
- Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends if shifted would protrude beyond the car ends.
- Cars placarded EXPLOSIVES A, 1.1 or 1.2 may be placed next to each other.
- Restriction applies only to loaded flat, bed or open-top trucks and trailers and to loaded trucks and trailers without securely closed doors.
- This restriction does NOT apply to auto carriers (enclosed or open).
- Must not be placed next to car of undeveloped film.

Special Instructions

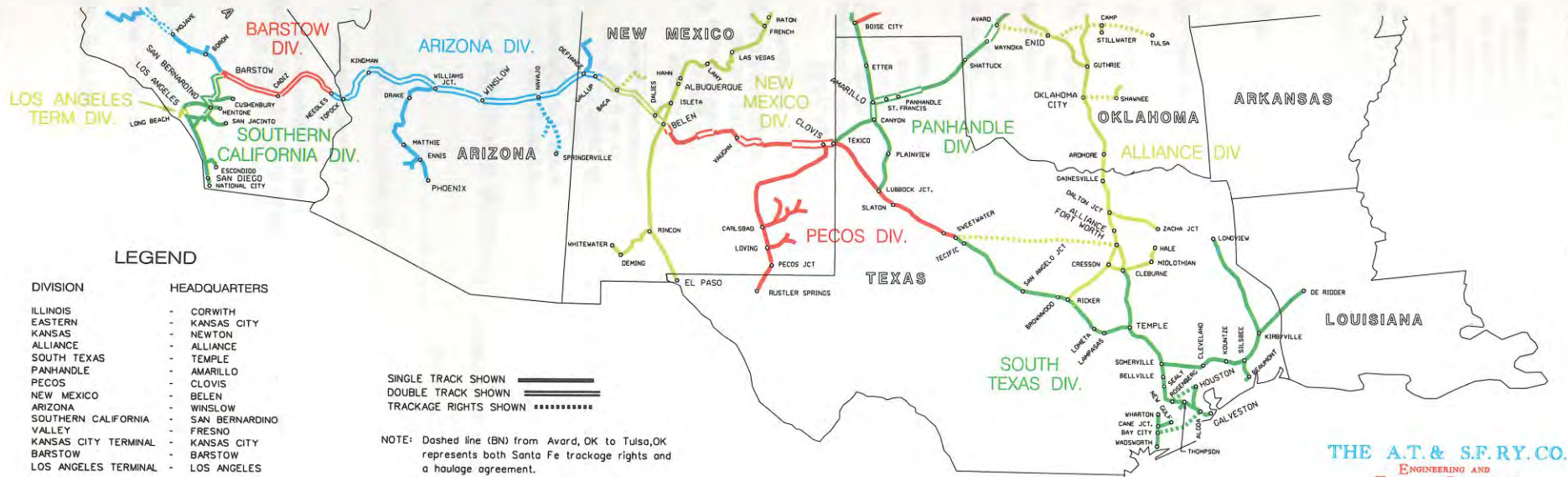
THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

TRANSPORTATION OPERATIONS OPERATING SUPERINTENDENTS' TERRITORIES

192






193



LEGEND

DIVISION	HEADQUARTERS
ILLINOIS	- CORWITH
EASTERN	- KANSAS CITY
KANSAS	- NEWTON
ALLIANCE	- ALLIANCE
SOUTH TEXAS	- TEMPLE
PANHANDLE	- AMARILLO
PECOS	- CLOVIS
NEW MEXICO	- BELEN
ARIZONA	- WINSLOW
SOUTHERN CALIFORNIA	- SAN BERNARDINO
VALLEY	- FRESNO
KANSAS CITY TERMINAL	- KANSAS CITY
BARSTOW	- BARSTOW
LOS ANGELES TERMINAL	- LOS ANGELES

SINGLE TRACK SHOWN 
 DOUBLE TRACK SHOWN 
 TRACKAGE RIGHTS SHOWN 

NOTE: Dashed line (BN) from Avarod, OK to Tulsa, OK represents both Santa Fe trackage rights and a haulage agreement.

THE A.T. & S.F.R.Y.CO.
 ENGINEERING AND
 TECHNOLOGY DEVELOPMENT
 PLANNING DEPT.

FEBRUARY 1, 1994 C.E. DRWG. NO.12867.DGN
 REVISED: MARCH 3, 1994

Special Instructions

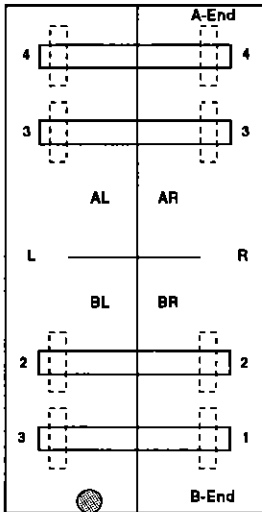
**FORM 1571
TRAIN STOP REPORT**

This report must be used by conductors to report stops caused by trackside warning devices and all other train stops resulting from air brake defects, mechanical failures, etc. The necessary information on this form must be verbally transmitted by the conductor to train dispatcher immediately upon completion of inspection. When hot wheel or journal condition is found by visual inspection or wayside detector the axle journal or wheel location, i.e. R1 or R2 etc., on the car must be communicated to the train dispatcher. Any time a car is responsible for stopping a train enroute for any reason, the Manager of Corridor Operations will notify next location where the equipment employees are on duty of the car number, its position in train and the reason for stop so inspection can be made.

1. Train Stopped: () by Wayside Detector () Other
2. Train _____ Direction _____ MP _____ Caboose (Y/N)* _____
3. Date _____ Time _____ Total Time Delayed _____
4. Conductor _____ Engineer _____
5. Car Initials & Numbers _____ Location in Train From Rear _____
6. Setout (Y/N)* _____ Setout Locations _____

7. WAYSIDE—DETECTOR

- () X () Journal Size
- () Y/N* Roller Bearing
- () Journal Location
- () Detector Failed



Hand Brake
Location Designation
C a r

8. ALARM

- () ▼ Hot Journal
- () ▼ Hot Wheel
- () Dragging Equipment
- () Shifted Load
- () System Failure
- () () Wheel Count

9. DEFECT

- () Brakes Sticking
- () ▼ Hot Journal
- () Hand Brake
- () Retainer Up
- () Dragging Equipment
- () Shifted Load
- () Air Leak
- () Loco Defect/Insp.

10. CORRECTIVE ACTION BY TRAIN CREWS

- () Replaced Knuckle [A or B end] _____
- () Type Knuckle [E or F] _____
- Replaced Air Hose [A or B end] _____
- Air Cutout (Y/N)* _____
- Proper Set & Release of Train Brakes

UNDESIRED EMERGENCY

- () Air Hose Burst
 - () Air Hose Uncoupled
 - () Knuckle Broken
 - () Coupler (Drawbar) Failure
 - () Leaking/Broken Trainline
 - () Kicker
 - () Undesired Release
 - () Other Defect
- [Explain in Comments]

* Show Y for Yes, N for No.

▼ Journal and Wheel location must be given to Communication Coordinator, i.e. R1 and R2.

11. Additional Comments: _____

All parts removed from cars between terminals must be taken to terminal station and delivered to Mechanical Department.

Unless otherwise stencilled, A and B ends of a car are determined by location of hand brake which is on the B end.

SANTA FE FORM 1463 STD.

**HAZARDOUS MATERIALS
RADIO WAYBILL**

1. * _____ *

2. Date: ___/___/___ Time: ___:___ AM
MO DA YR PM

3. Car Init & No. _____

4. Car Type _____

5. Origin _____

6. Destination _____

7. HazMat Shipment Total Wgt: _____

BASIC DESCRIPTION:

8. Pkg/Car: _____

9. PSN: _____

10. HazCls: _____ 11. UN/NA _____

12. PG _____ 13. RQ (_____)

14. Additional Warning: _____

15. DOT Exemption: _____

16. Placarded or Marked: _____

17. HazMat STCC: _____

18. Emergency Contact: (_____) _____ - _____

Rev 2. 4/94

Special Instructions

SANTA FE FORM 1463 STD.

INSTRUCTIONS FOR HAZARDOUS MATERIALS RADIO WAYBILL

NOTE: Boxes numbered and labeled with asterisk are **MUST** fields.

BOX: *1) Placard Endorsement — Within the box of asterisks the following words must appear in conjunction with the designated hazard class which is listed at BOX 10:

Hazard Class:

- 1.1 & 1.2.....Explosives
- 1.1, 1.2 & 2.3.....Explosives & Poison Gas
- 1.3, 1.4, 1.5 & 1.6.....Dangerous
- 2.1 & 2.2.....Dangerous
- 2.3.....Poison Gas, Zone A
- 3.....Dangerous
- Combustible Liquid.....(None)
- 4.1, 4.2 & 4.3.....Dangerous
- 5.1 & 5.2.....Dangerous
- 6.1, PG I Zone A.....Poison PG I Zone A
- 6.1, (Not Zone A).....Dangerous
- 6.1 PG III.....(None)
- 7.....Radioactive Material
- 8.....Dangerous
- 9.....(None)

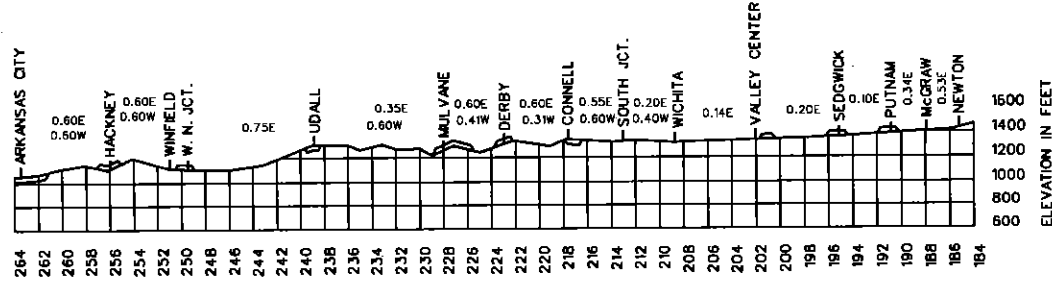
Mixed Loads — DANGEROUS ... DANGEROUS
The same rules apply for RESIDUE Shipments.

- 2) Date and Time.
- *3) Car identification letters and numbers.
- 4) Car type. (ie: Tank car, box car, etc.)
- 5) Origin: (city or station number)
- 6) Destination: (city or station number)
- *7) Haz Mat Shipment Total Weight: (pounds, kilograms, etc.)
- *8) Package/Car: (ie: CLD, TLD, TNK, DRMS, BOX, etc.)
- *9) Proper Shipping Name: (include N.O.S. and technical names in parenthesis)
- *10) Hazard Class: (number and division if applicable)
- *11) UN or NA number.
- *12) Packing Group: (I, II or III)
- *13) Reportable Quantity: (a technical name in parenthesis)
- *14) Any additional warning in billing information: (ie: DANGEROUS WHEN WET, POISON INHALATION HAZARD ZONE A)
- *15) DOT Exemption: (if listed)
- *16) Placarded or Marked: (Verify with train crew how car, trailer or container is physically placarded and make waybill description match.)
- 17) Haz Mat STCC number.
- *18) Emergency Contact Telephone Number.

CQS and SOC personnel should consult these instructions and fill out a blank Santa Fe Form 1463 Std., prior to transmitting a radio waybill to a train crew. These steps will help insure that all D.O.T. required hazardous materials information is available for the shipment.

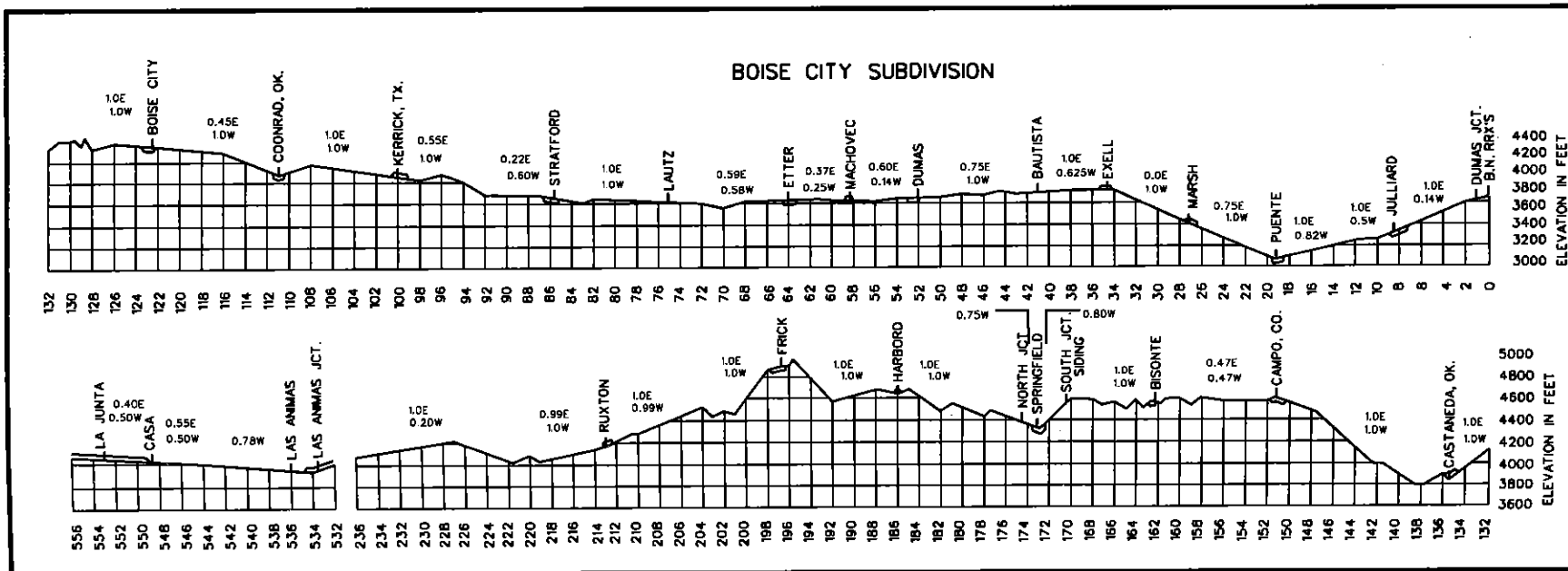
For questions regarding the use of the 1463 Standard or other hazardous materials questions, call 820-3570 or 820-2337.

ARKANSAS CITY SUBDIVISION



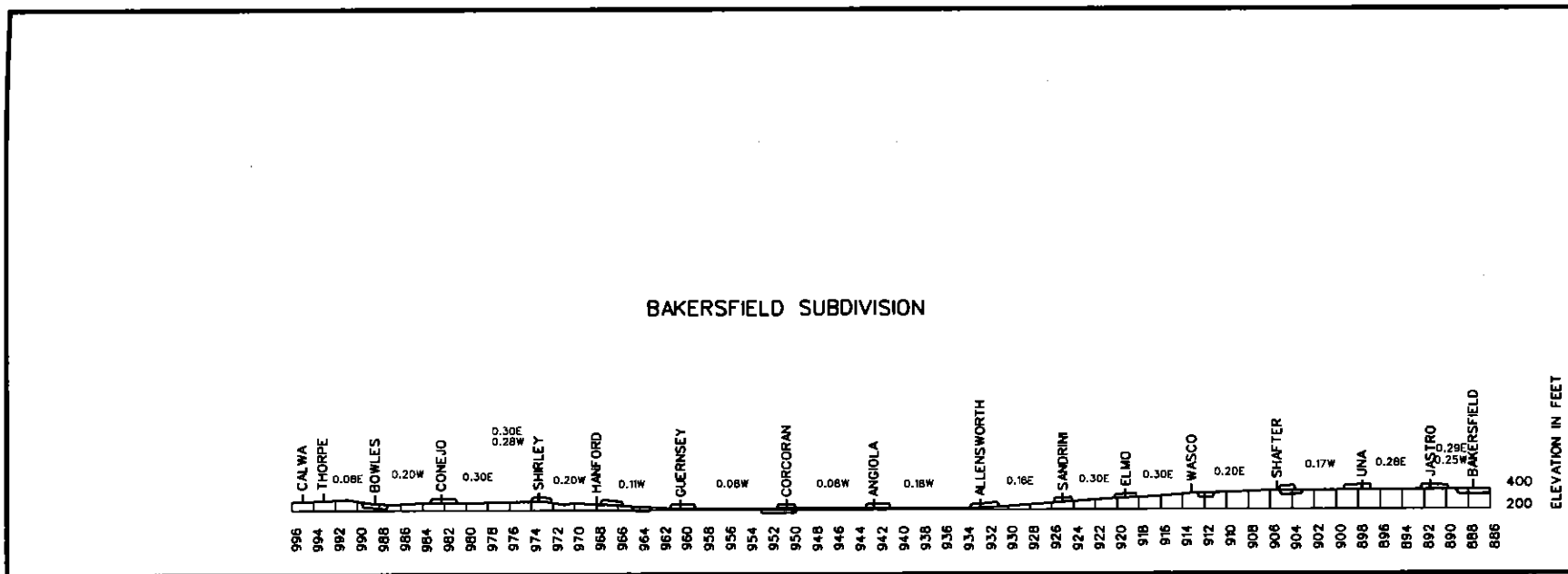
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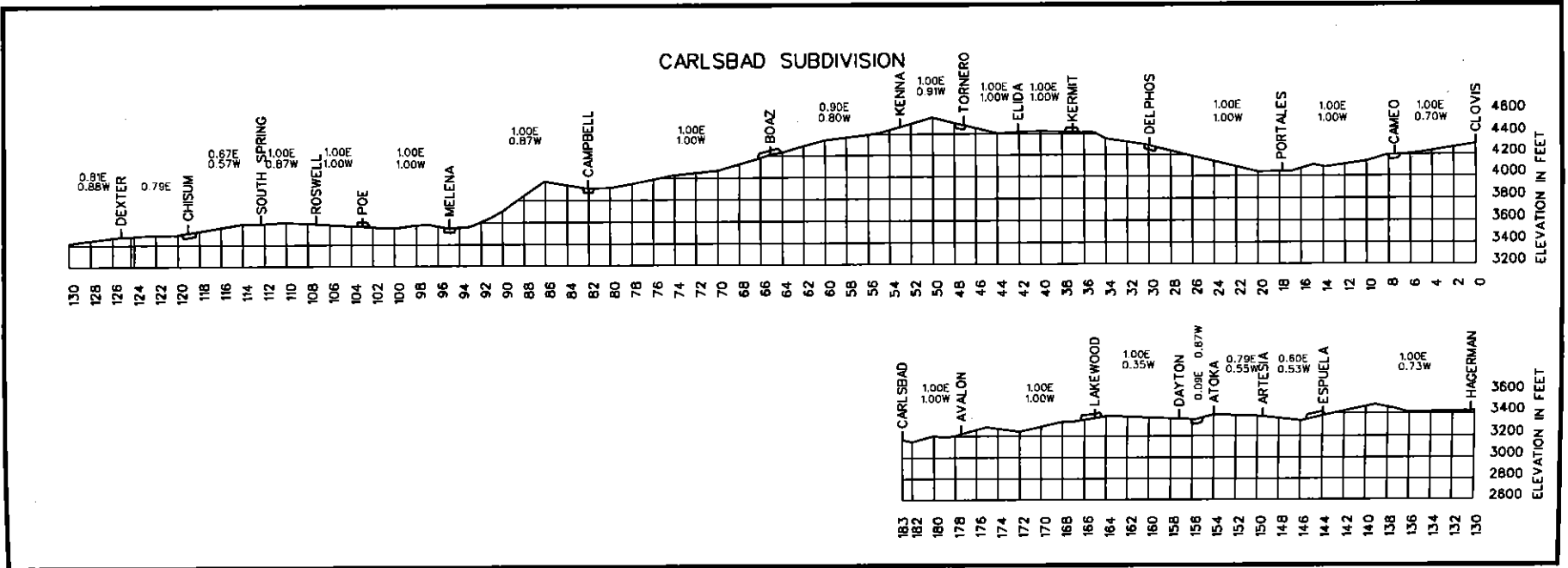
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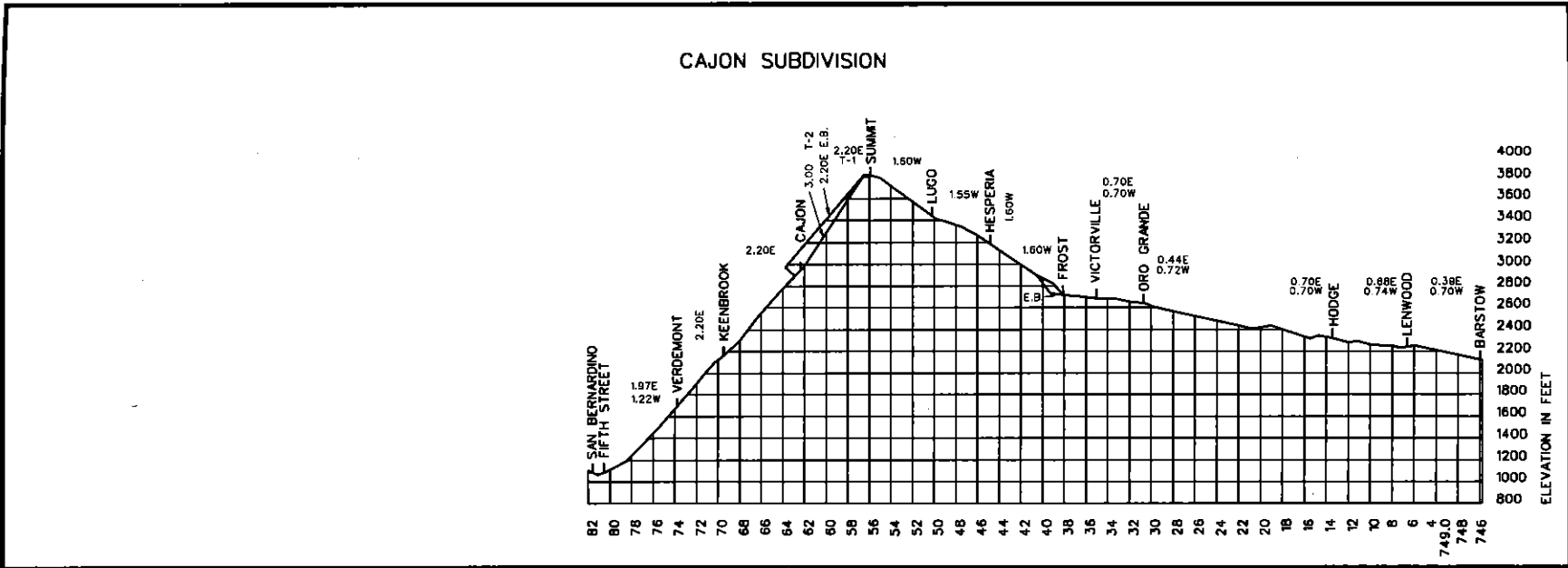


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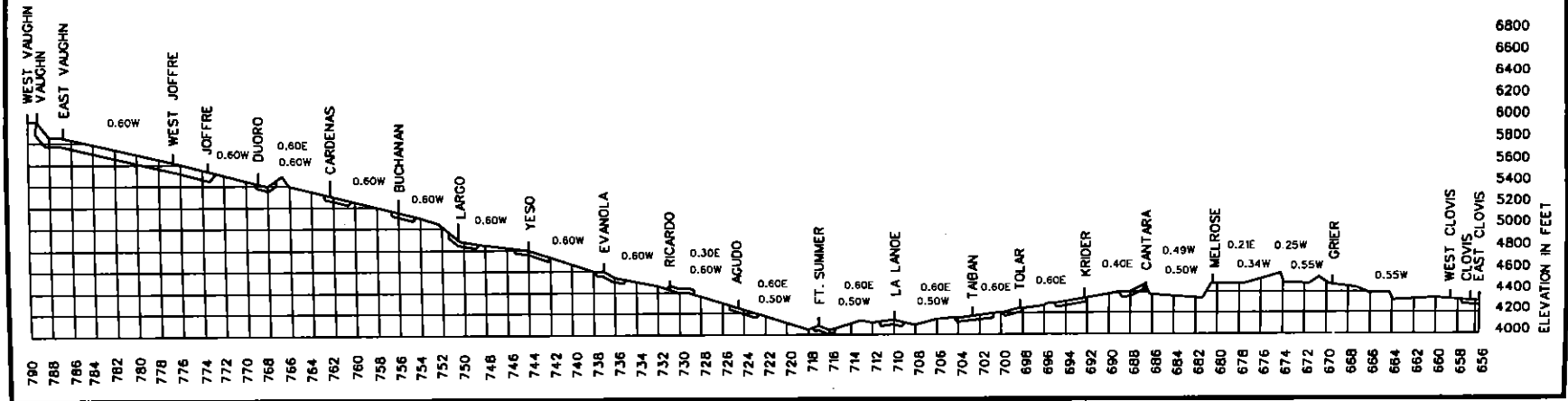


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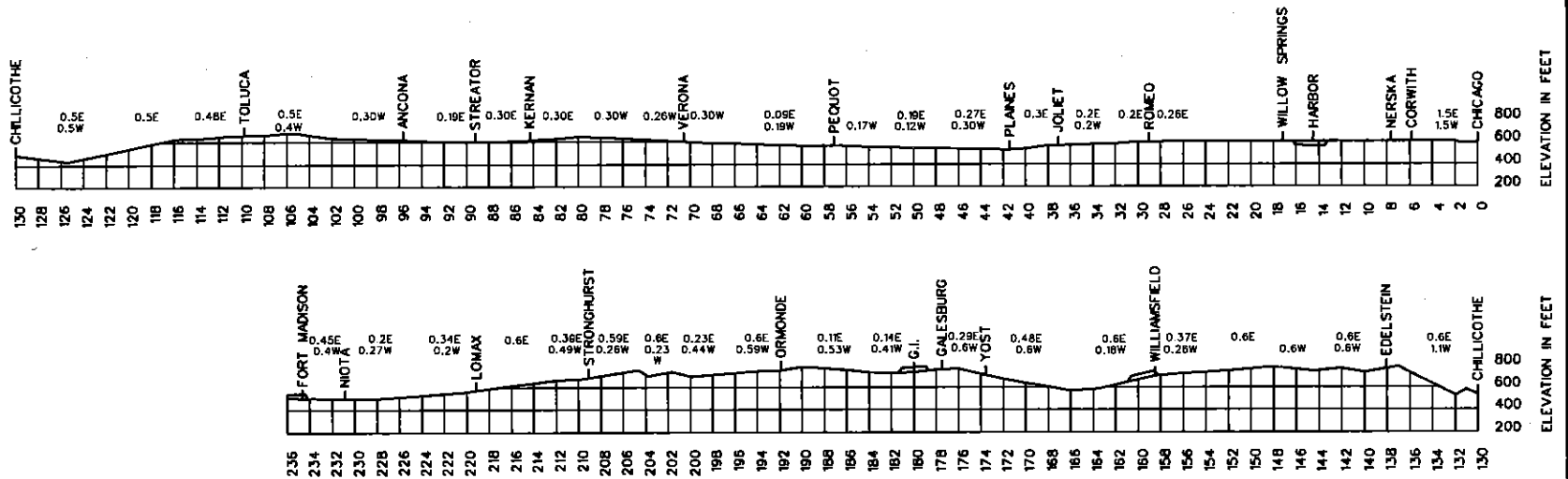
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CLOVIS SUBDIVISION

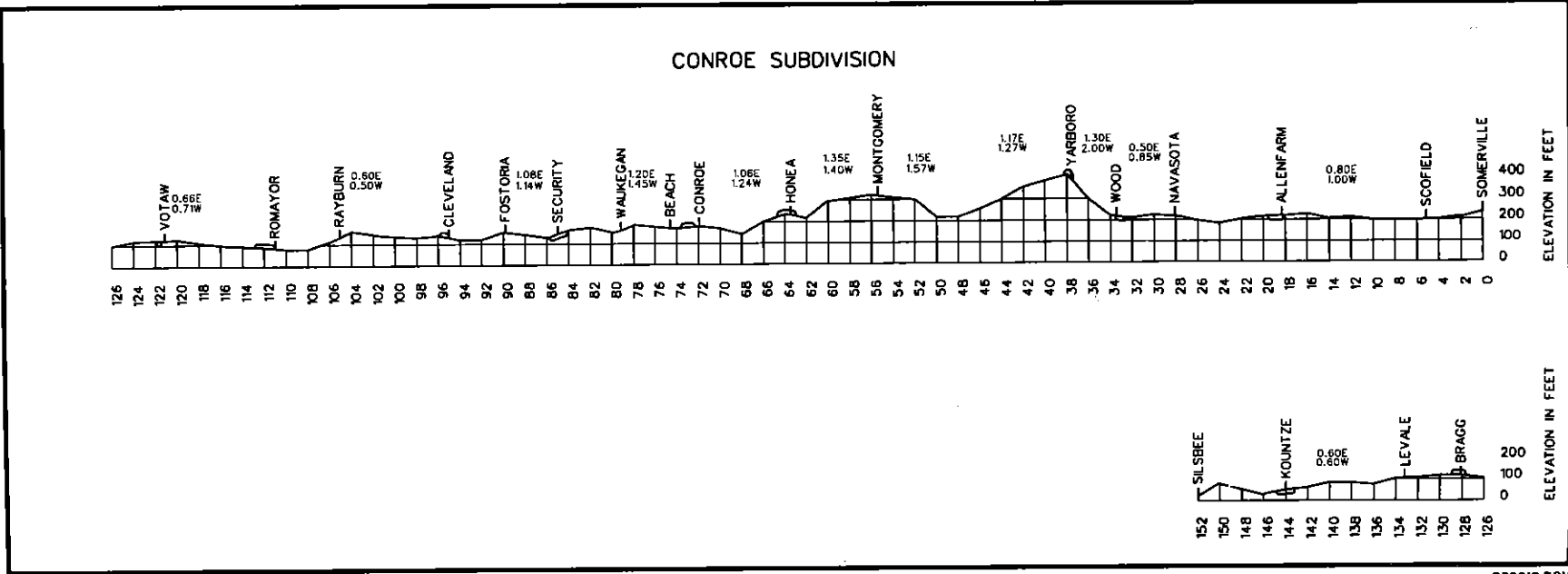


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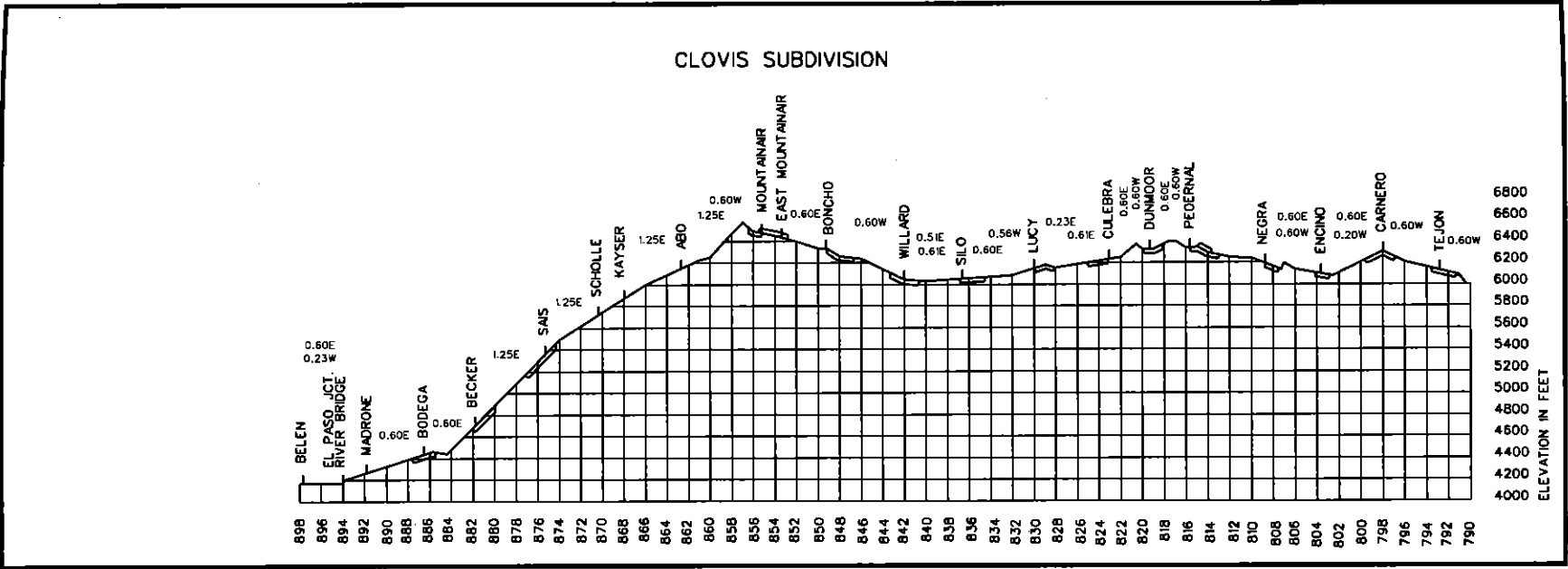
CHILLICOTHE SUBDIVISION



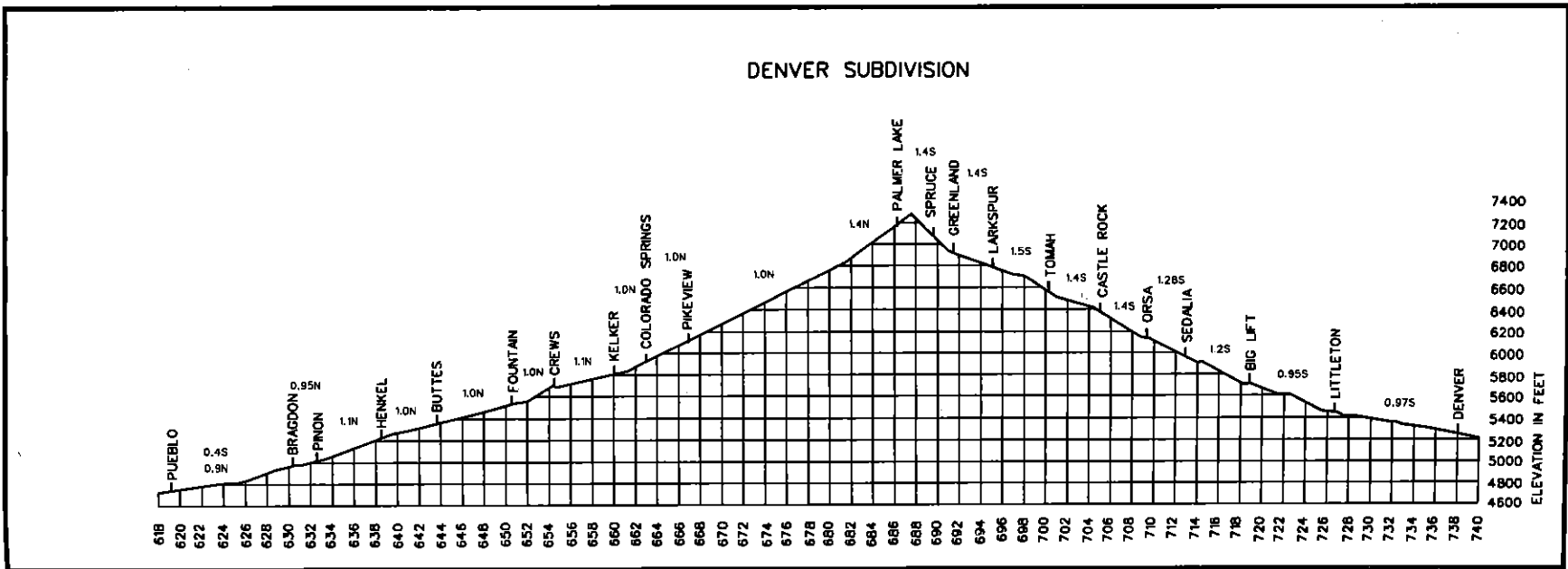
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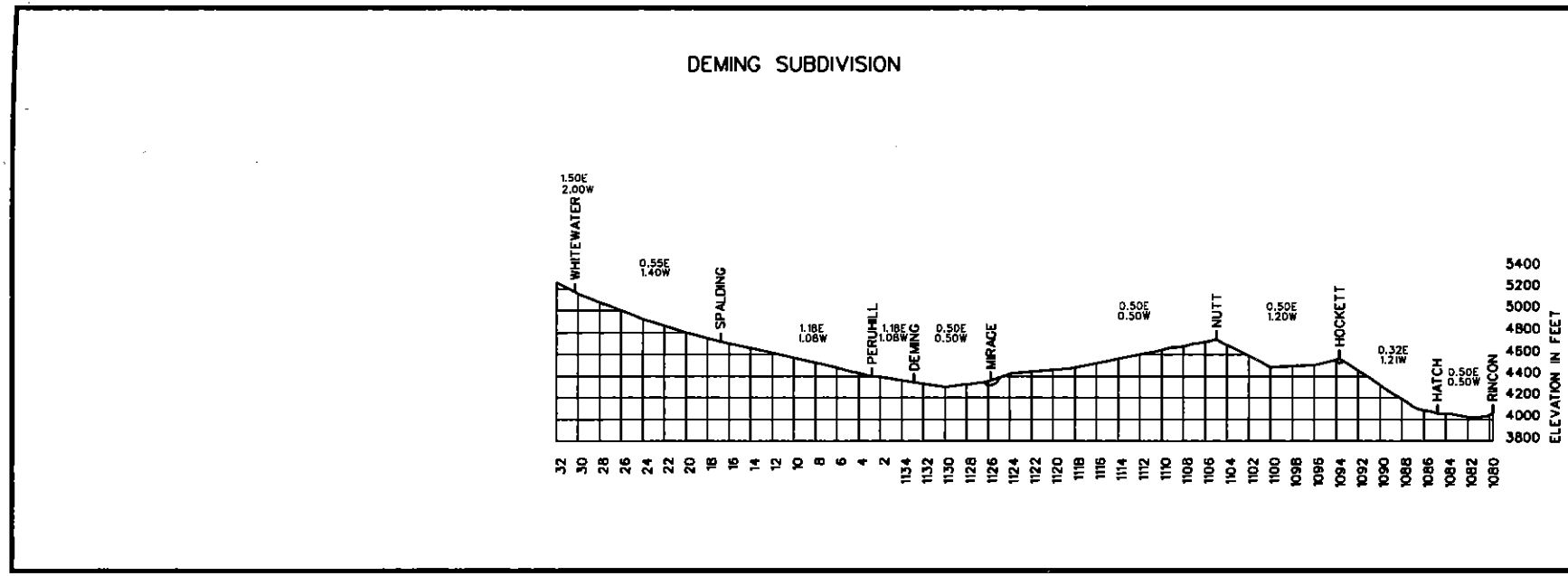
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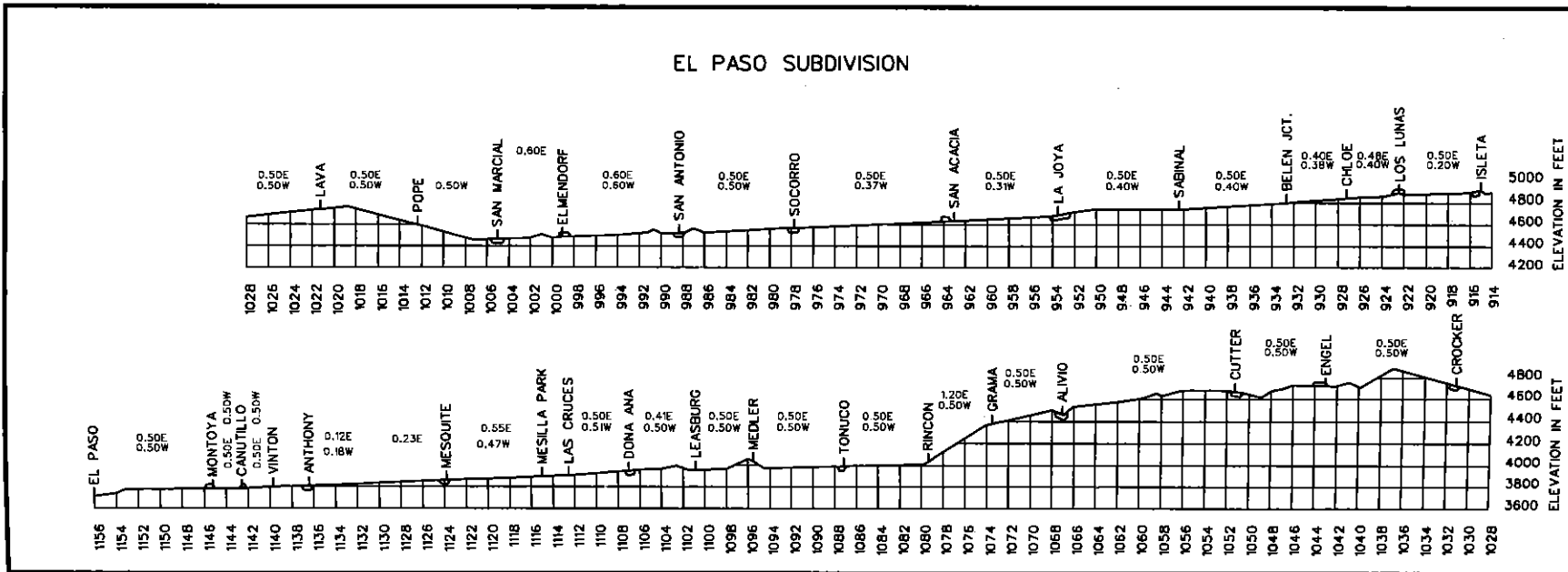
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PAGE 2



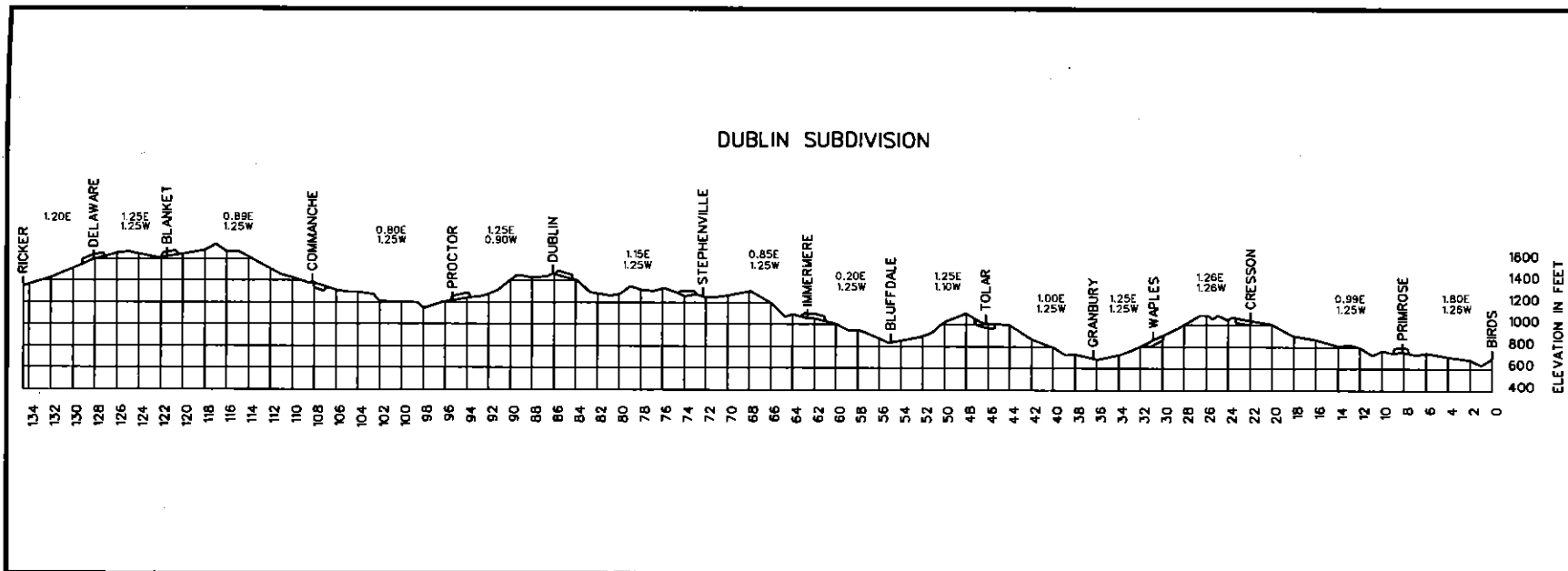
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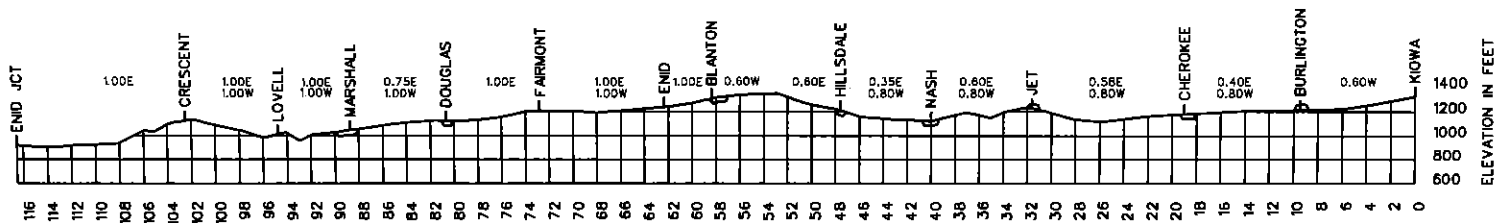


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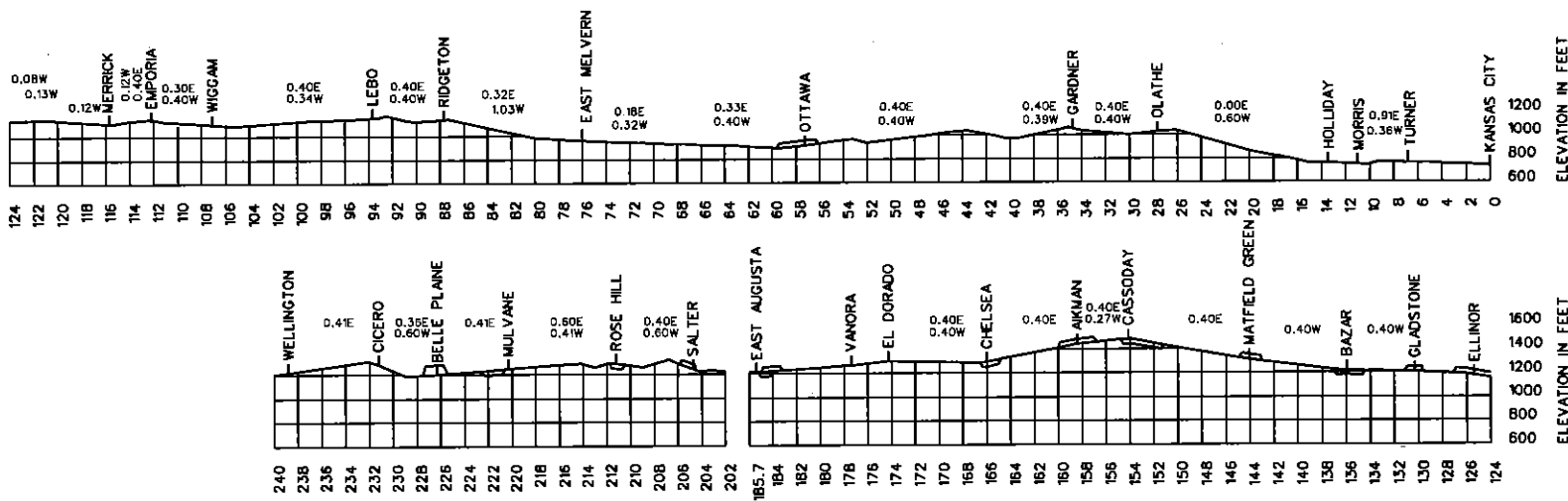
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REVISED: 01/01/94

ENID SUBDIVISION

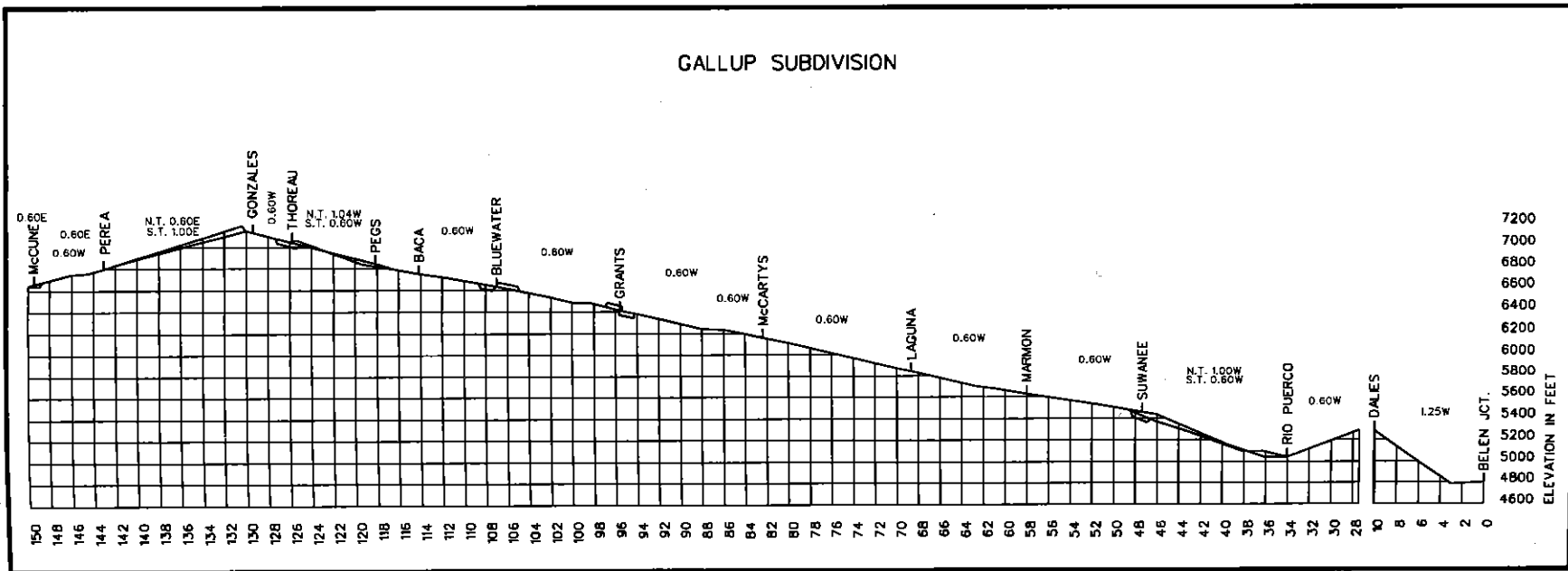


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REVISED: 01/01/94

EMPORIA SUBDIVISION



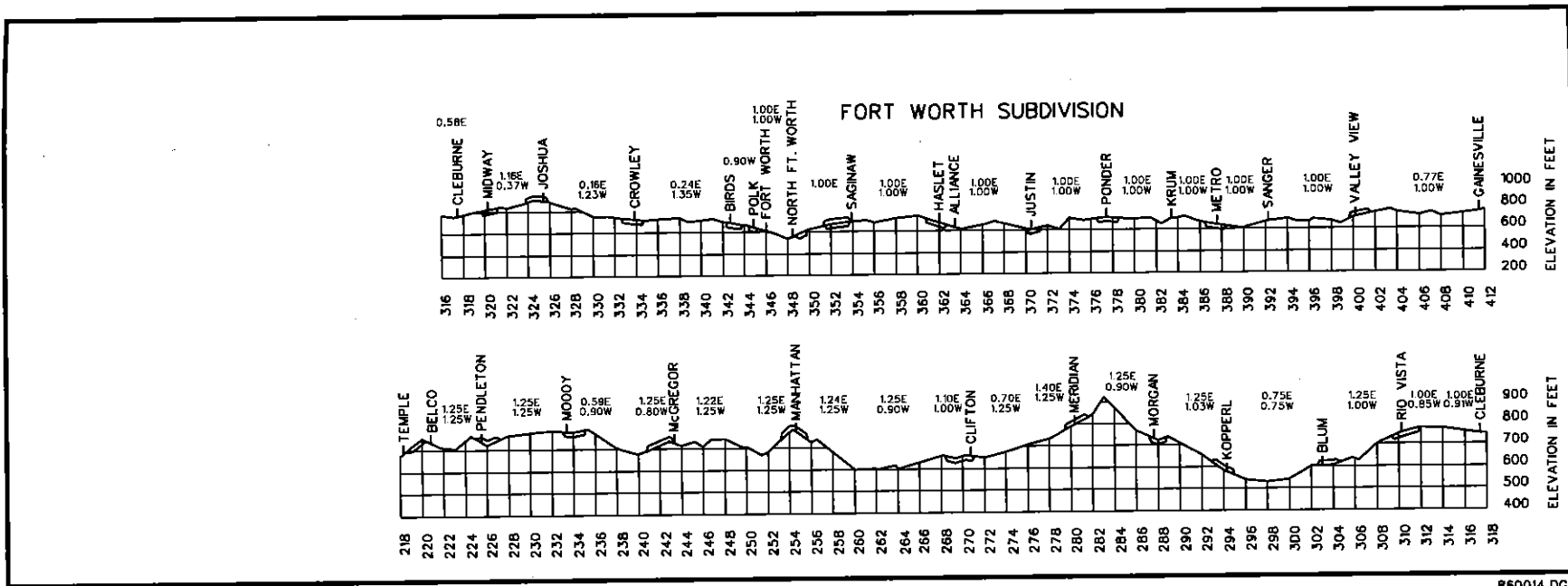
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REVISED: 01/01/94



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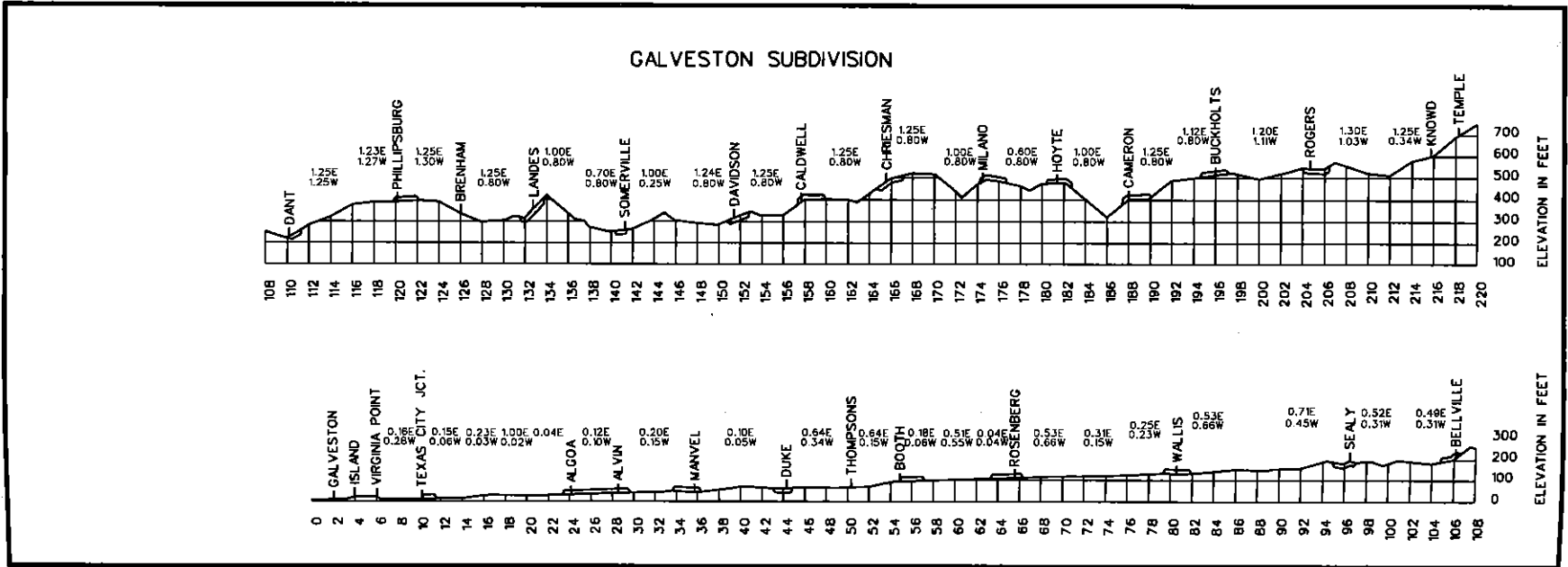
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PAGE 1

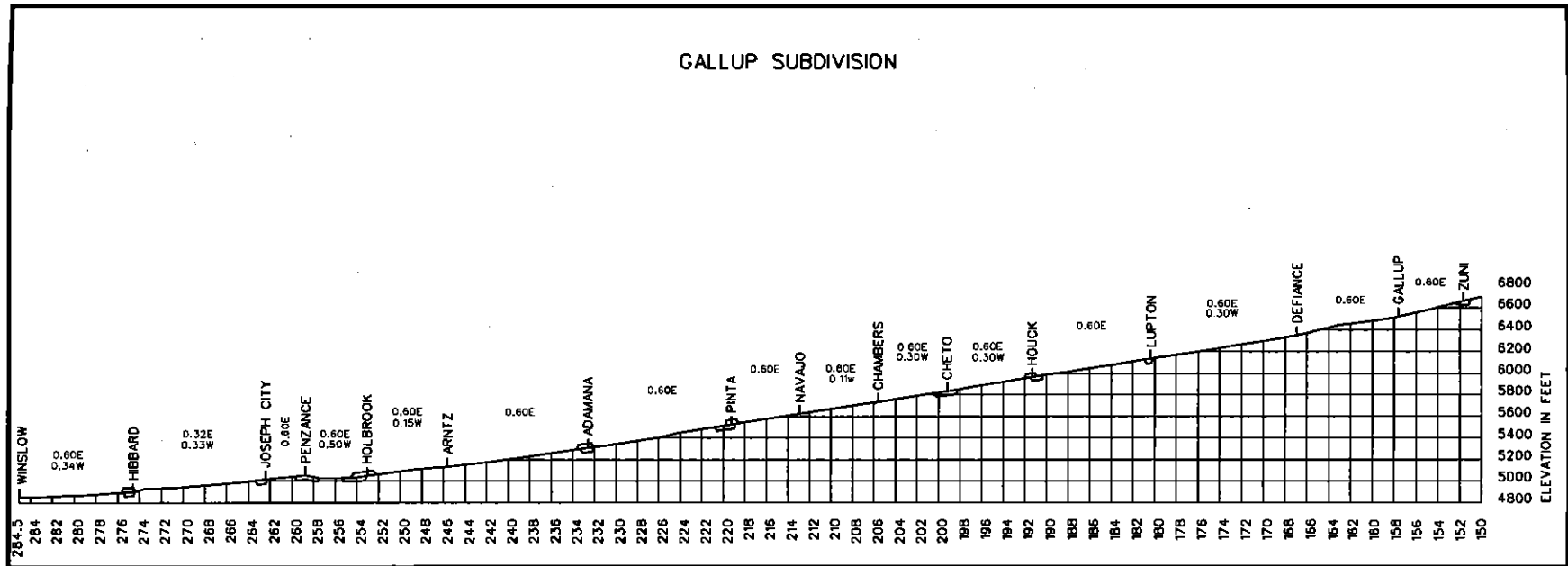


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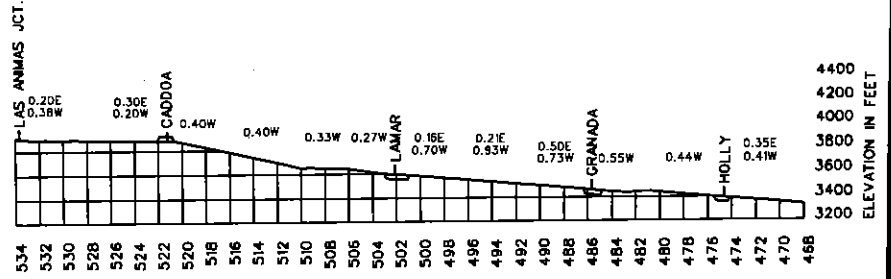


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PAGE 2

LA JUNTA SUBDIVISION

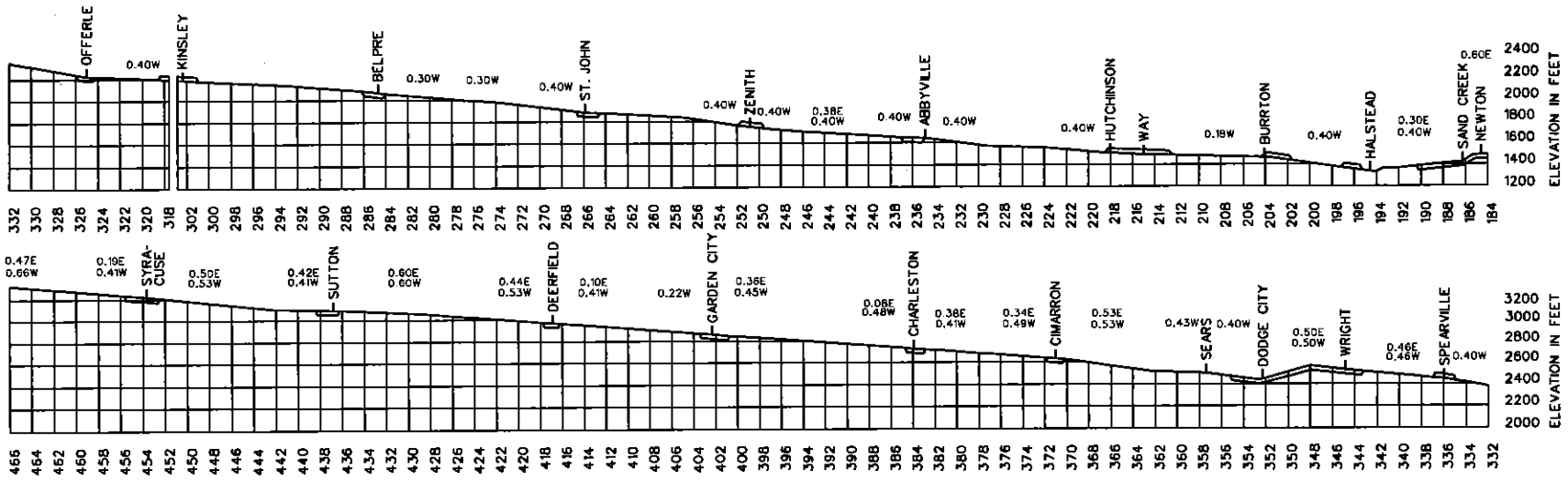


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PAGE 2

LA JUNTA SUBDIVISION

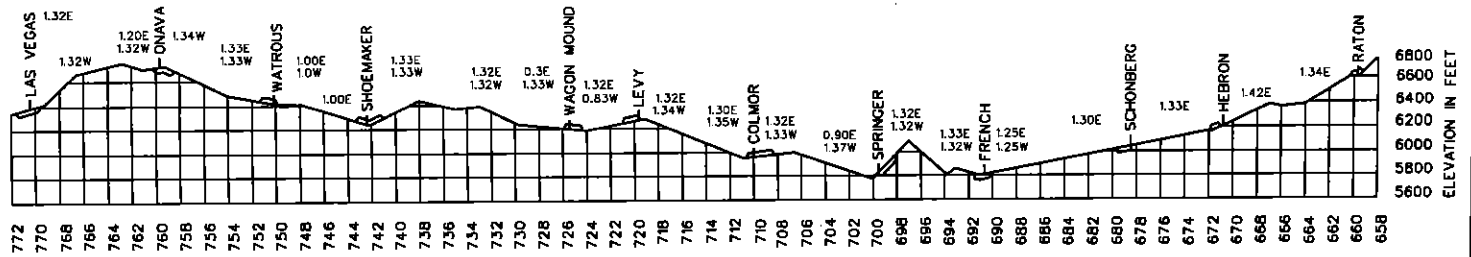


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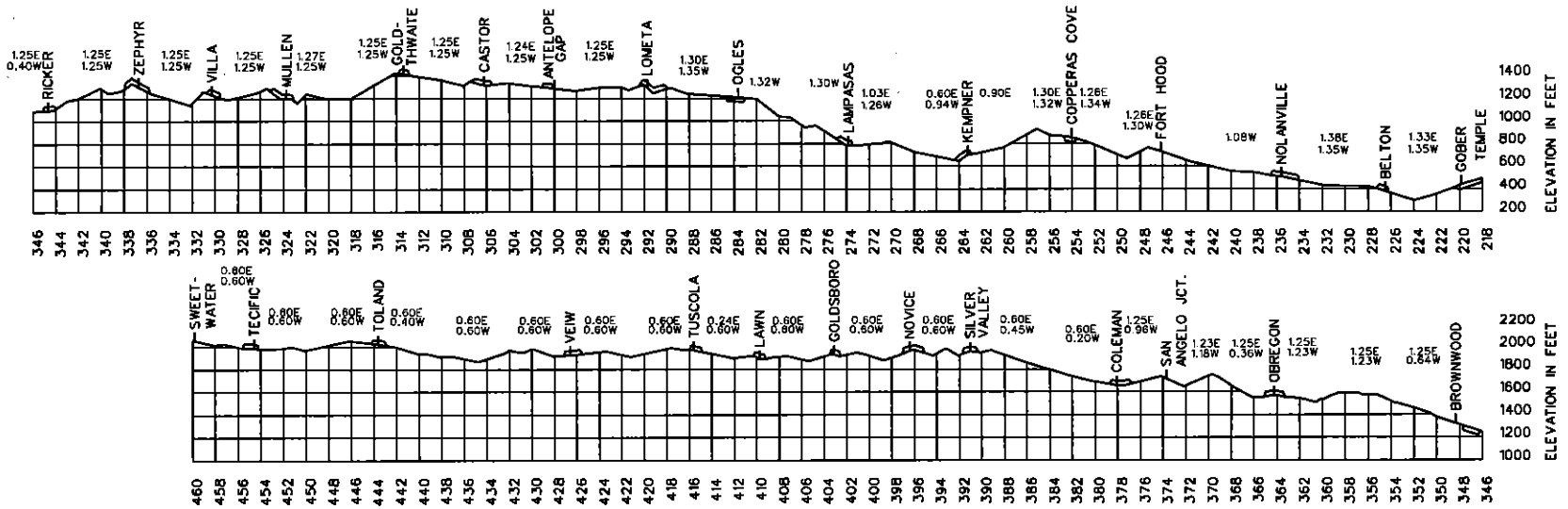
PAGE 1

LAS VEGAS SUBDIVISION



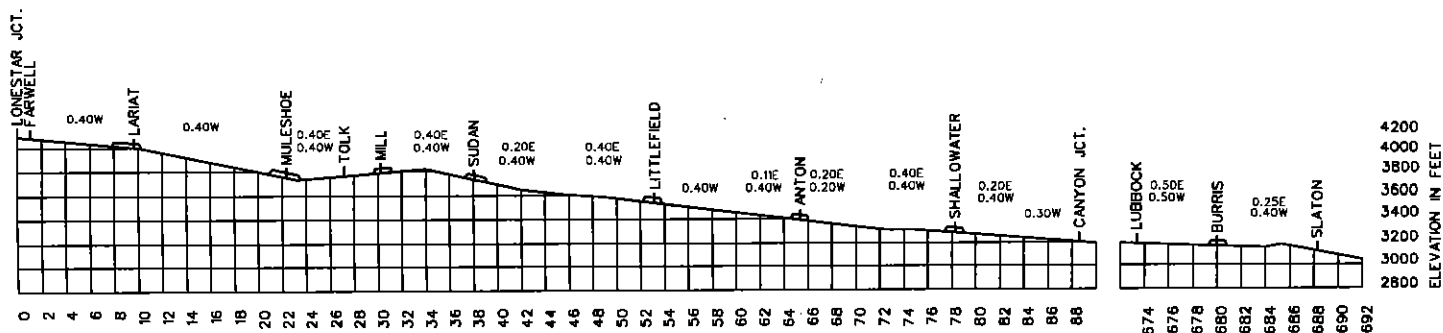
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REVISED: 01/01/94

LAMPASAS SUBDIVISION

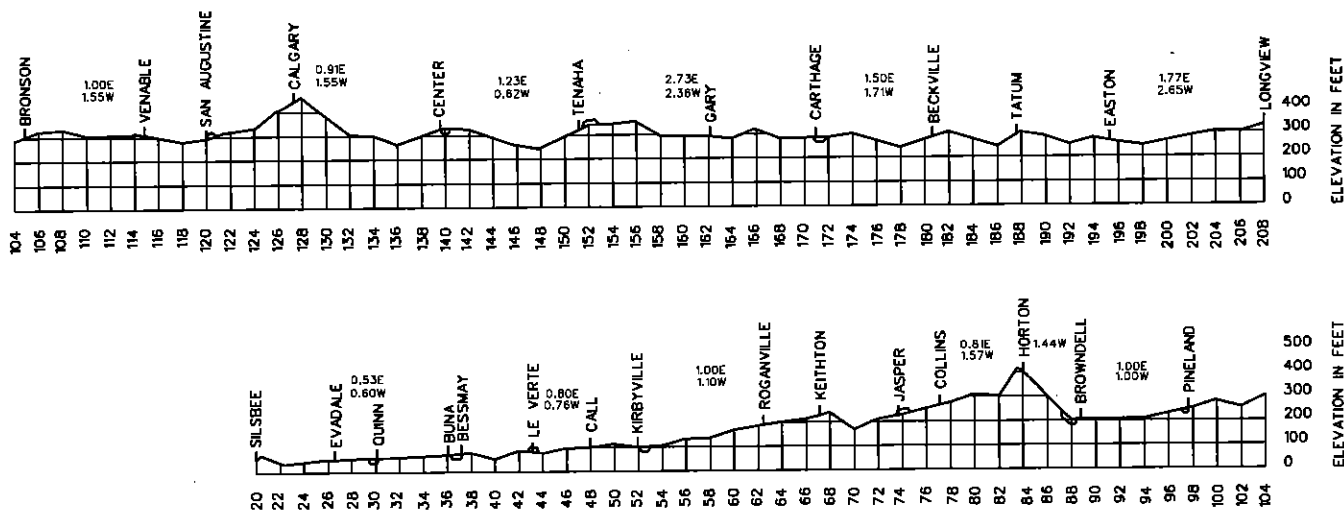


850015.DGN
REVISED 01/01/94

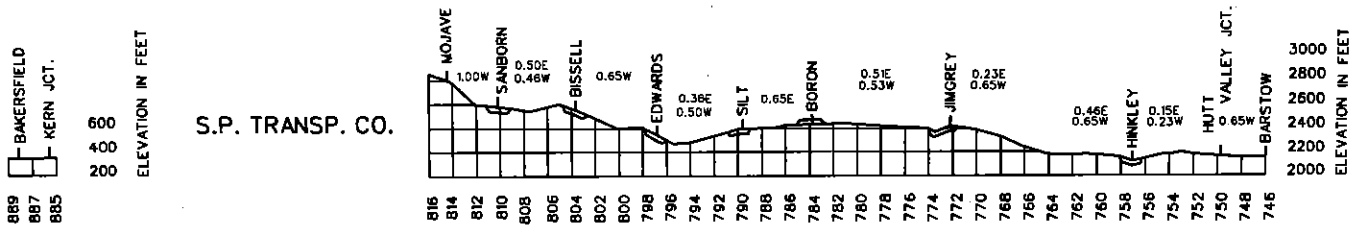
LUBBOCK SUBDIVISION



LONGVIEW SUBDIVISION

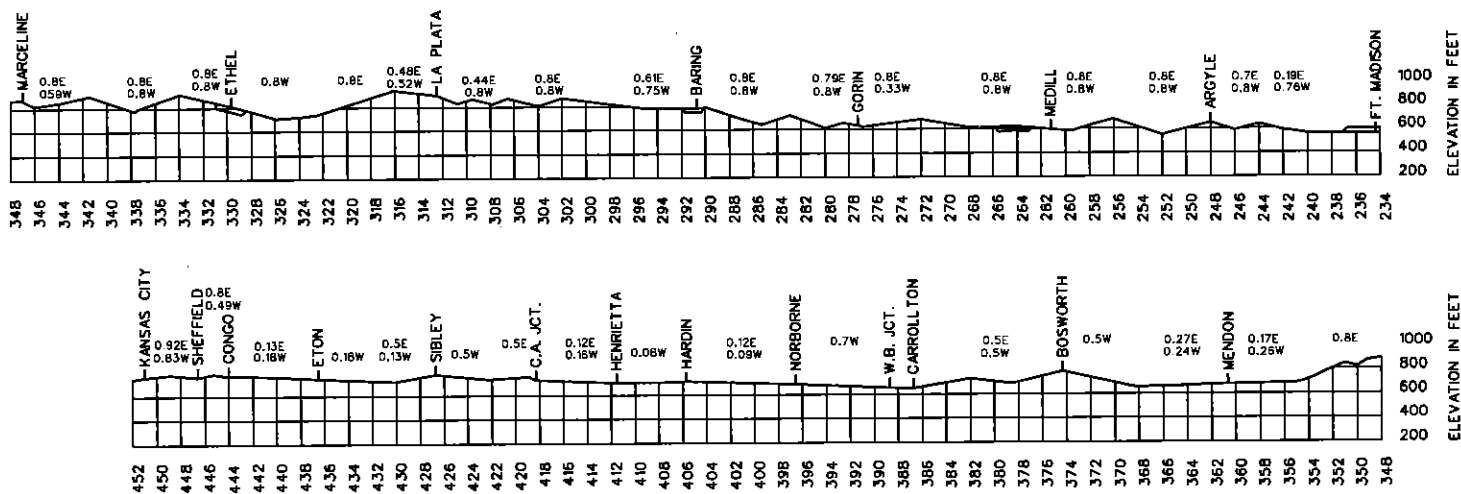


MOJAVE SUBDIVISION



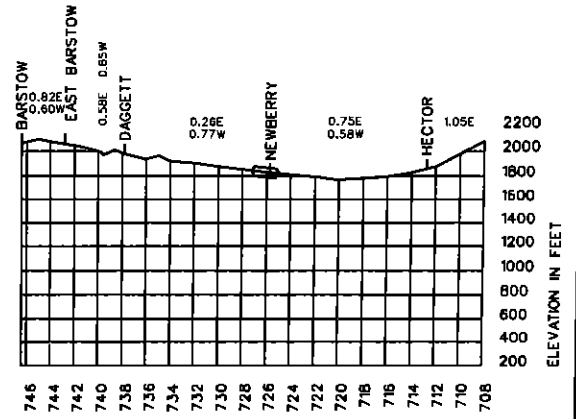
860022.DGN
REVISED: 01/01/94

MARCELINE SUBDIVISION



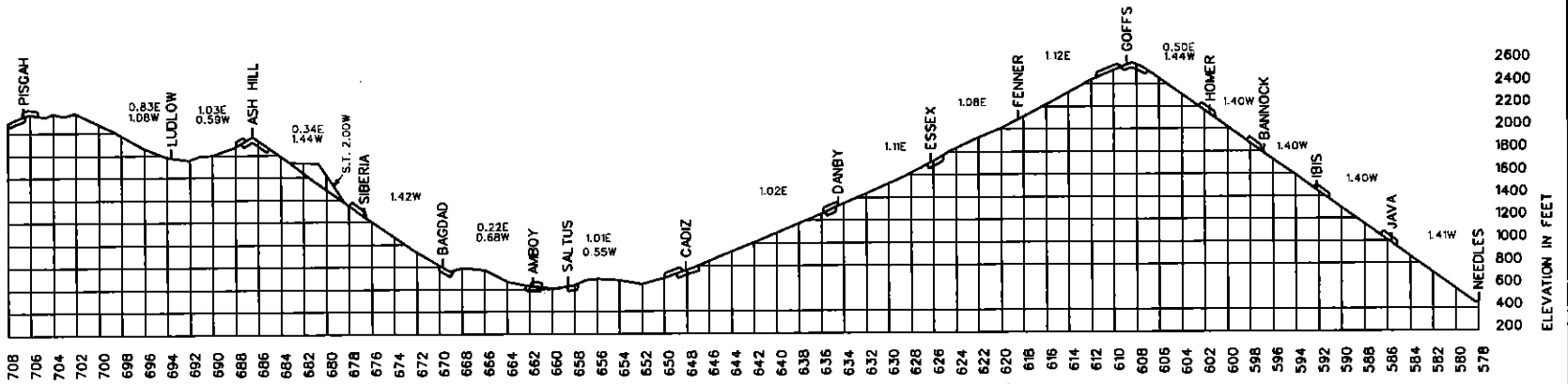
860001.DGN
REVISED: 01/01/94

NEEDLES SUBDIVISION

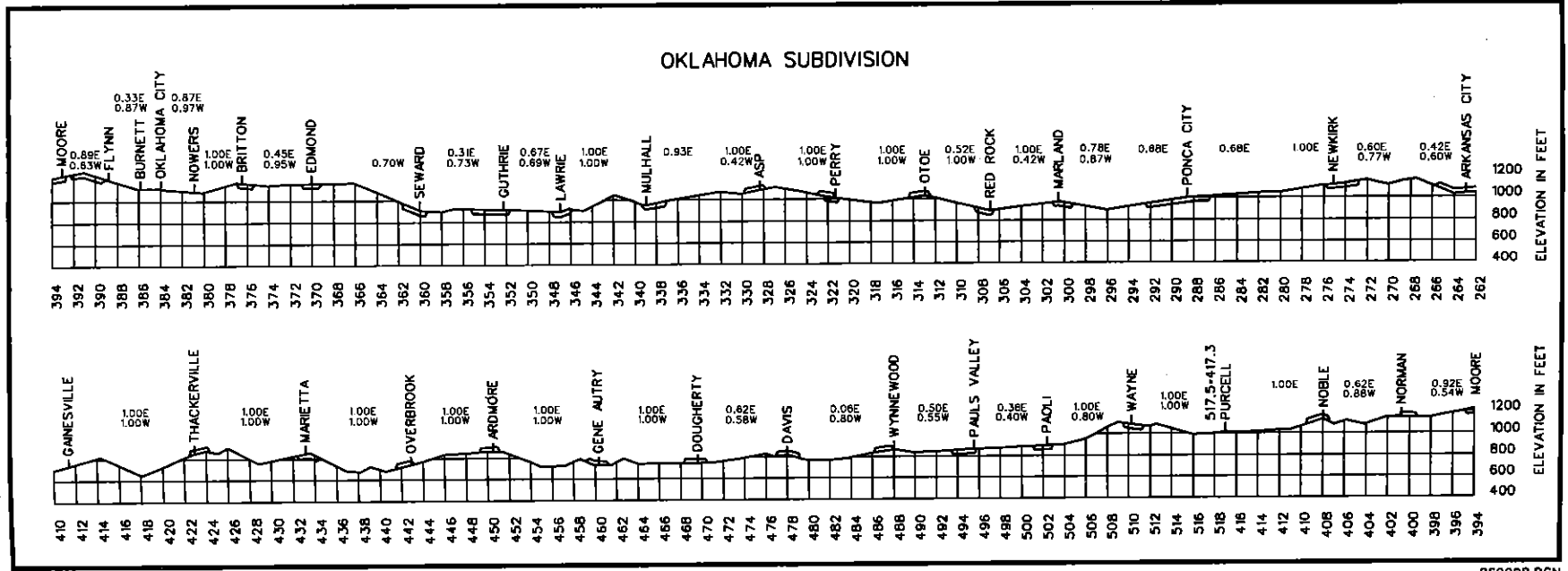


860028.DGN
 REVISED: 01/01/94
 PAGE 2

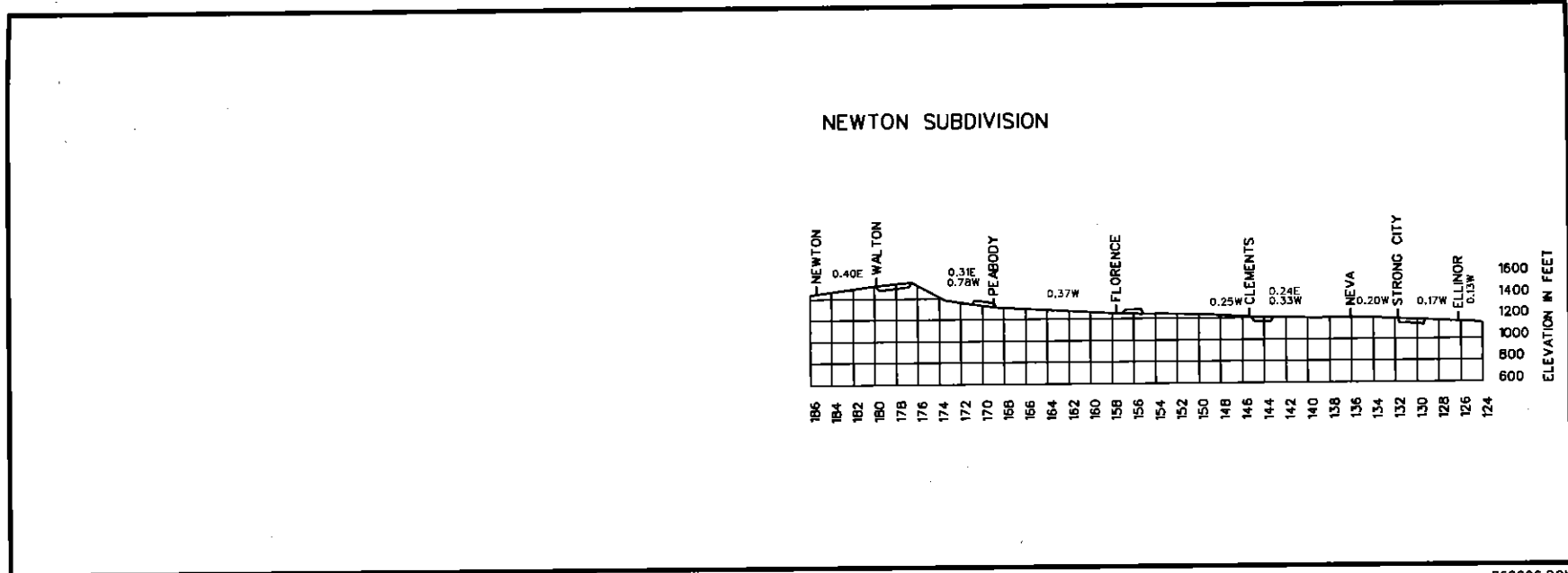
NEEDLES SUBDIVISION



860028.DGN
 REVISED: 01/01/94
 PAGE 1

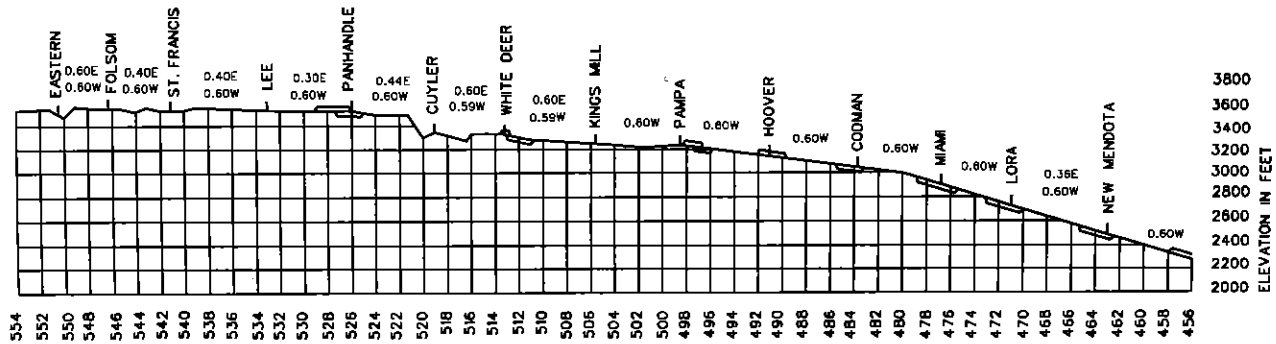


860008.DGN
REVISED: 01/01/94



860006.DGN
REVISED: 01/01/94

PANHANDLE SUBDIVISION

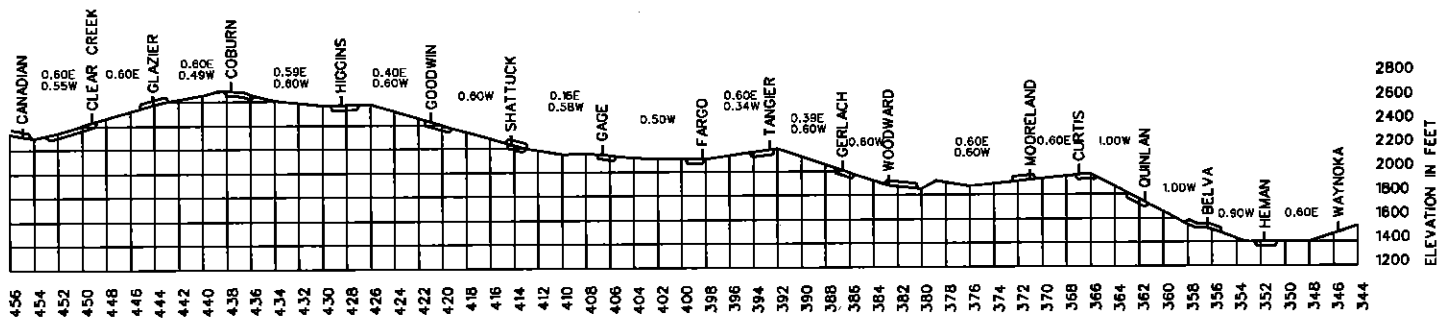


860034.DGN

REVISED: 01/01/94

PAGE 2

PANHANDLE SUBDIVISION

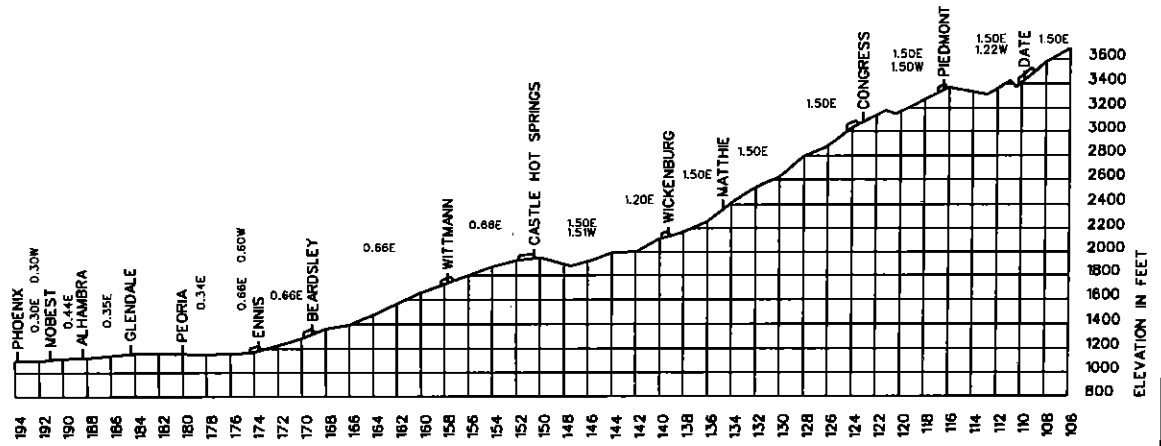


860034.DGN

REVISED: 01/01/94

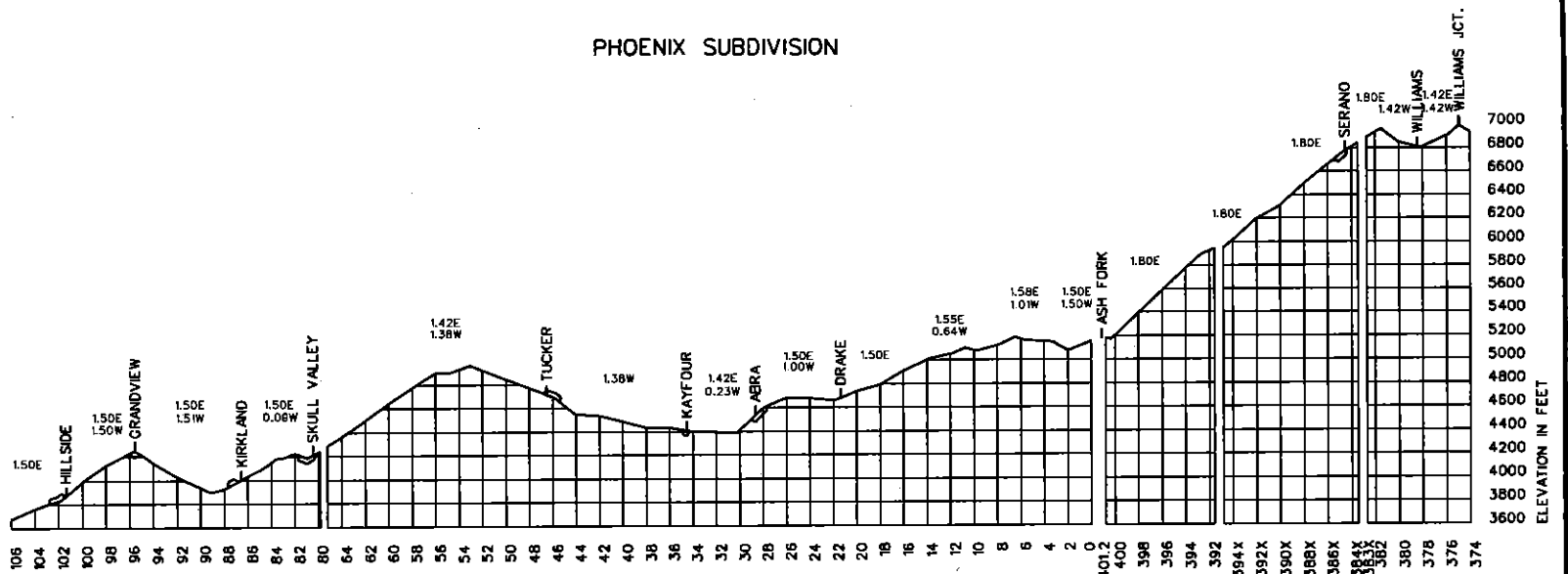
PAGE 1

PHOENIX SUBDIVISION



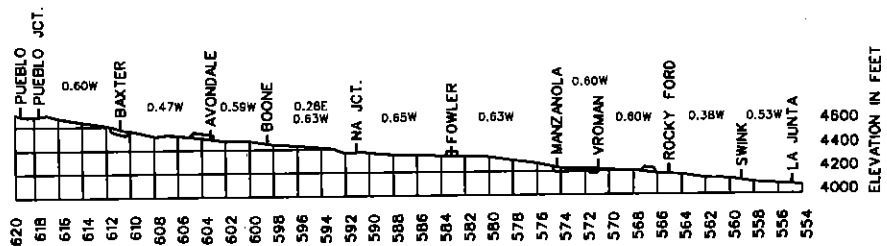
860026.DGN
 REVISED: 01/01/94
 PAGE 2

PHOENIX SUBDIVISION



860026.DGN
 REVISED: 01/01/94
 PAGE 1

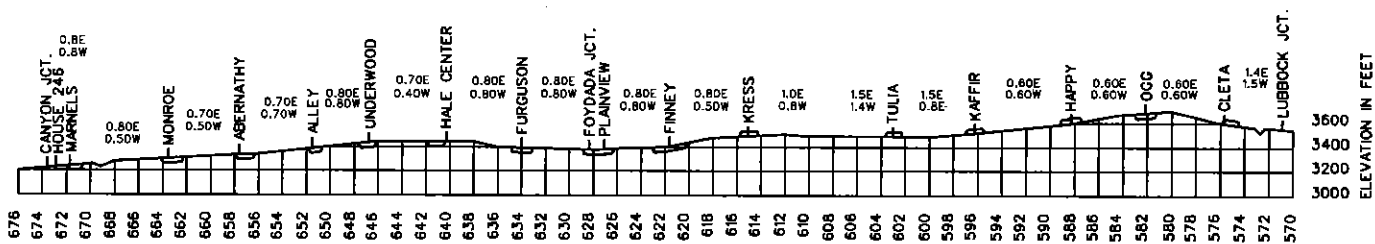
PUEBLO SUBDIVISION



860038.DGN

REVISED: 01/01/94

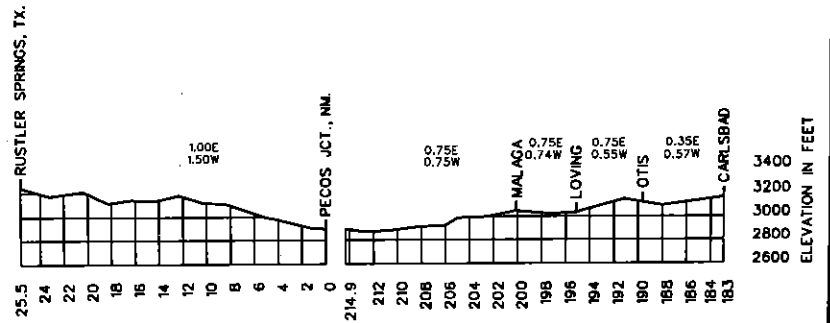
PLAINVIEW SUBDIVISION



860047.DGN

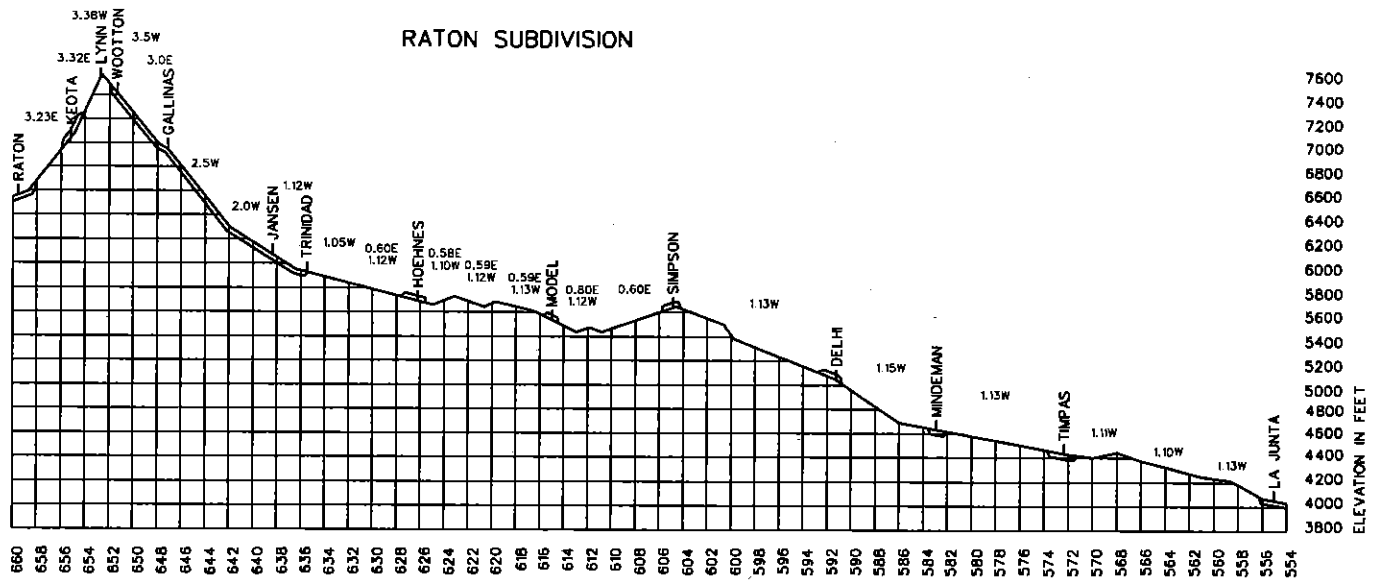
REVISED: 01/01/94

RUSTLER SPRINGS SUBDIVISION

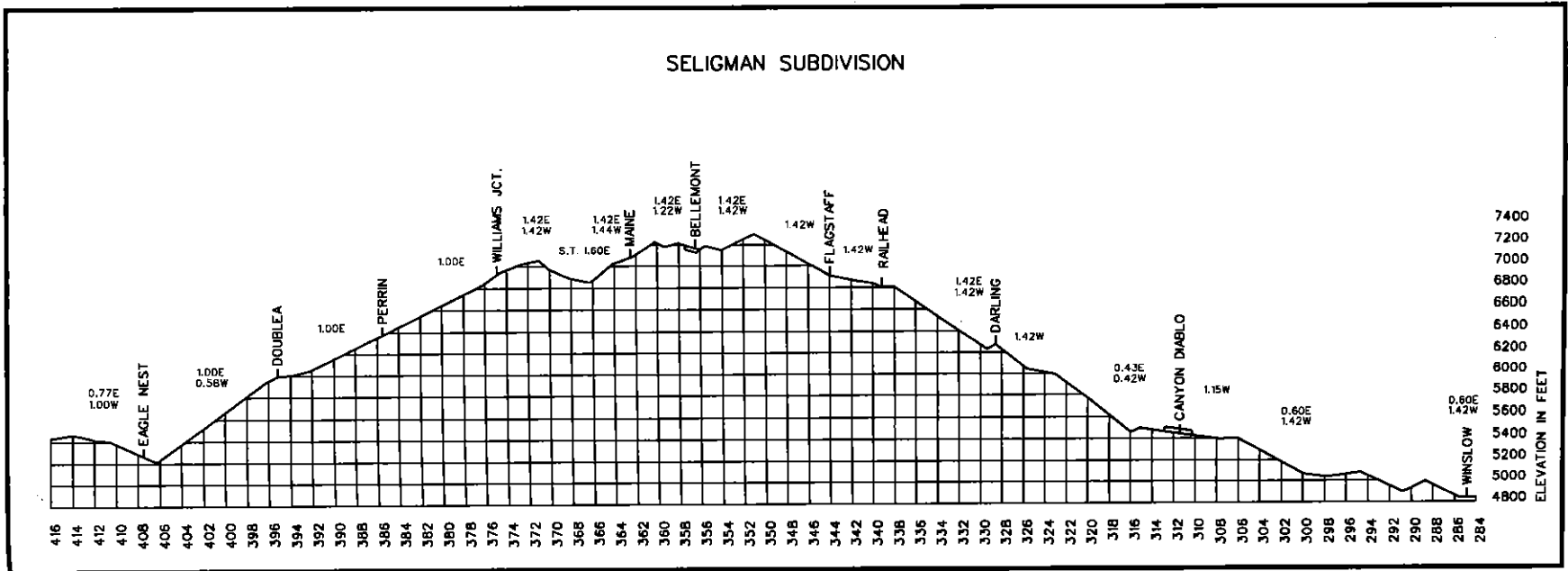


860037.DGN
REVISED: 01/01/94

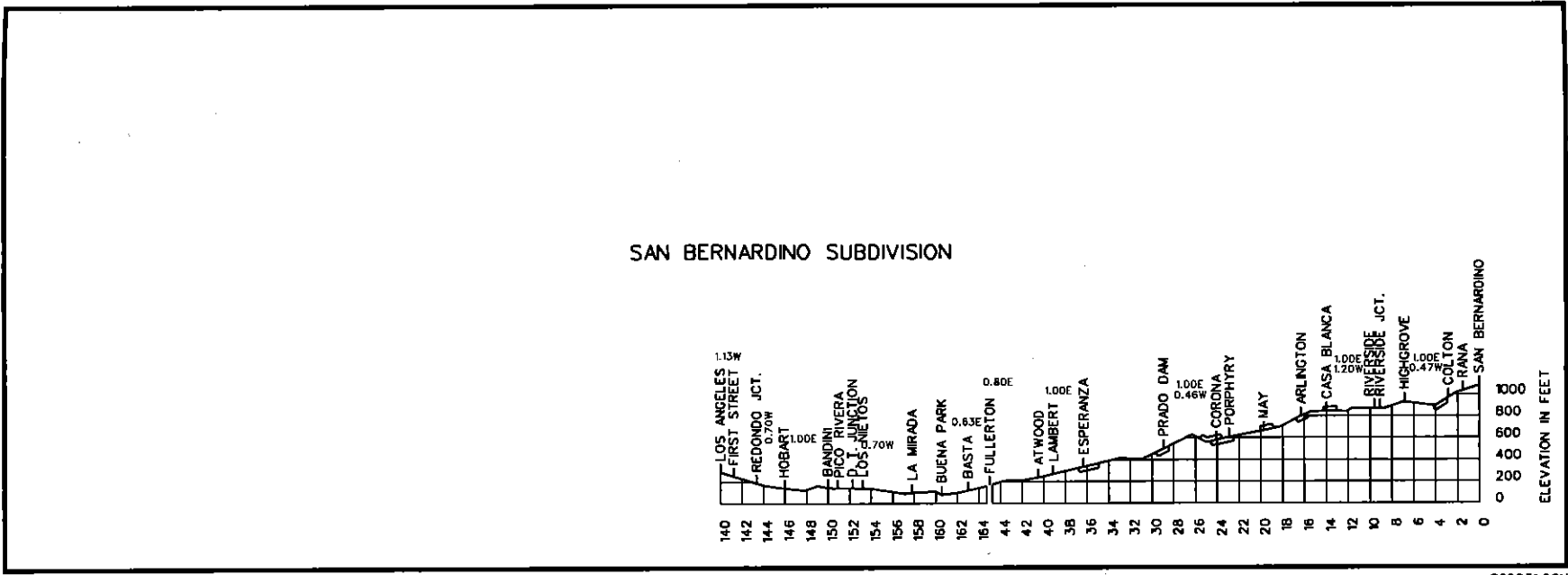
RATON SUBDIVISION



860042.DGN
REVISED: 01/01/94

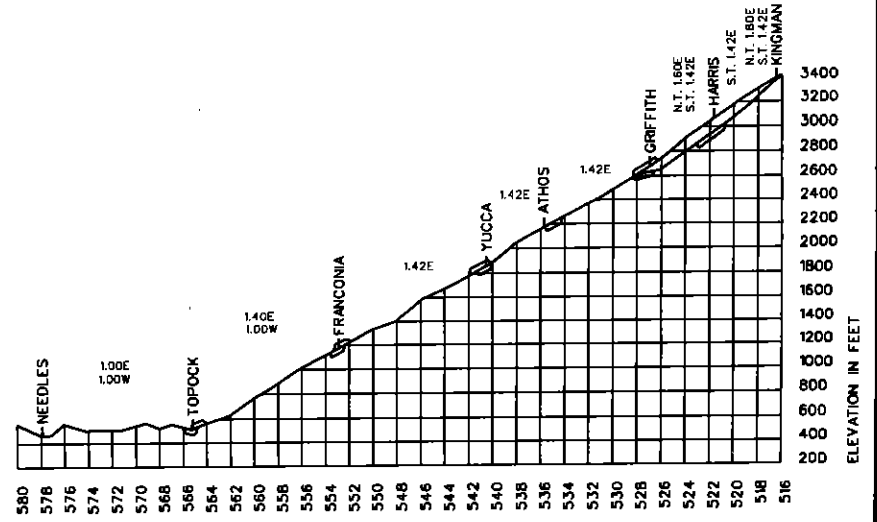


860023.DGN
 REVISED: 01/01/94
 P. 1



860031.DGN
 REVISED: 01/01/94

SELIGMAN SUBDIVISION

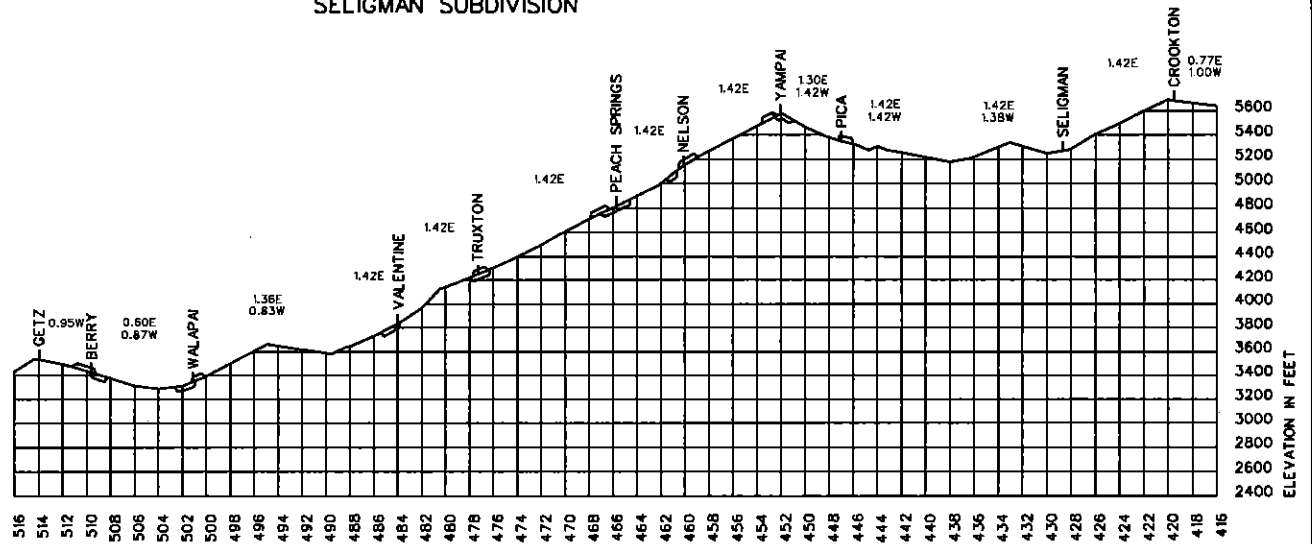


B60023.DGN

REVISED: 01/01/94

PAGE 3

SELIGMAN SUBDIVISION

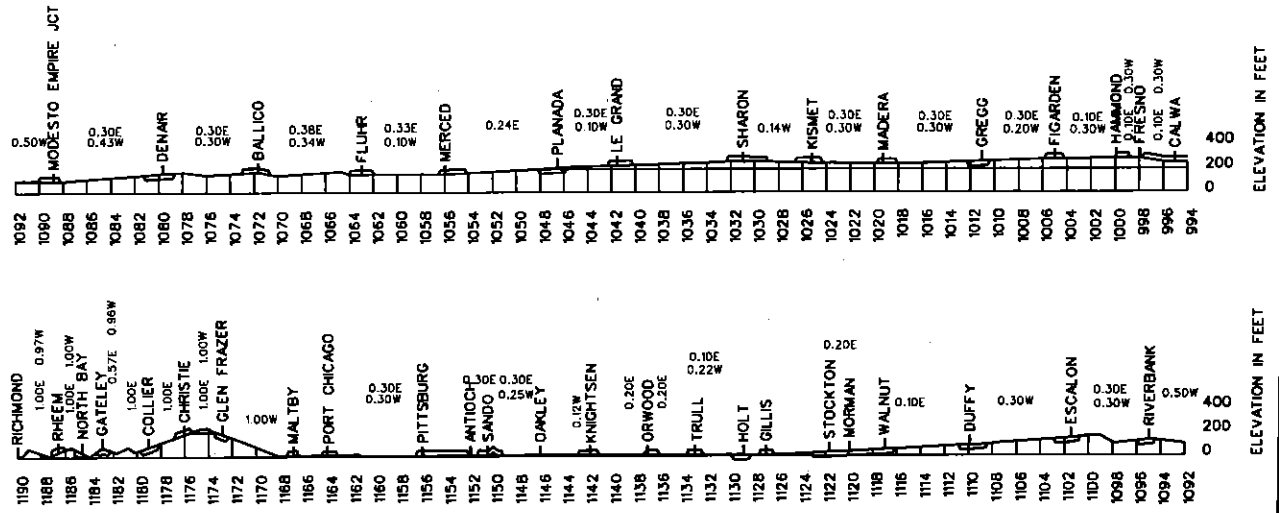


B60023.DGN

REVISED: 01/01/94

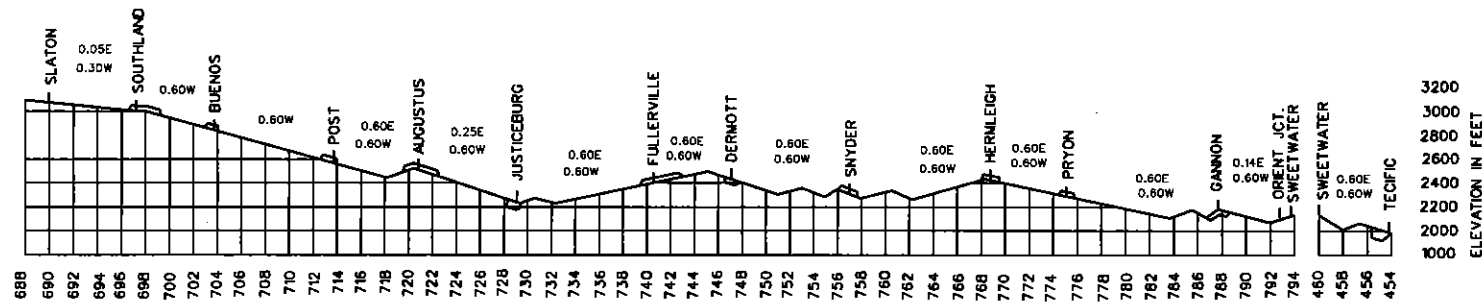
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STOCKTON SUBDIVISION



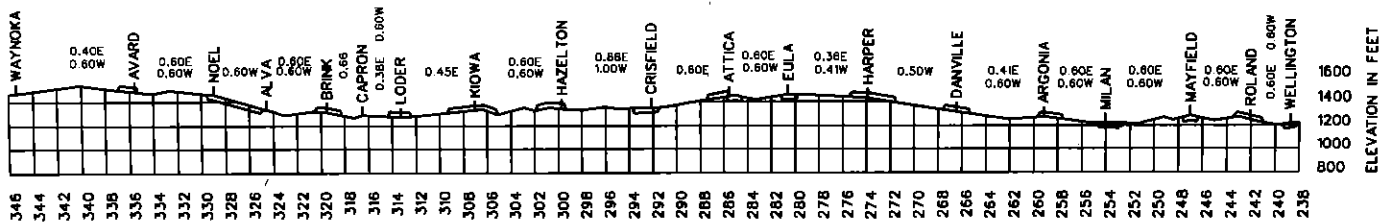
860033.DGN
REVISED: 01/01/94

SLATON SUBDIVISION



860043.DGN
REVISED: 01/01/94

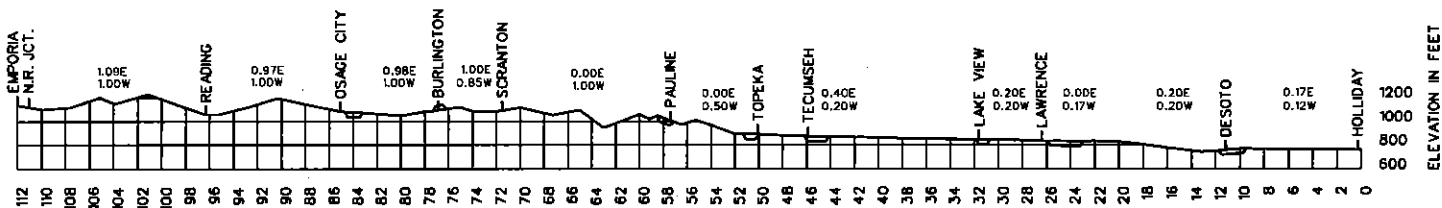
WAYNOKA SUBDIVISION



860025.DGN

REVISED: 01/01/94

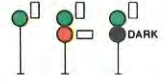



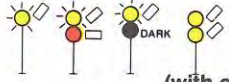

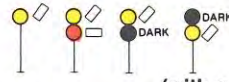

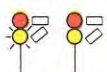
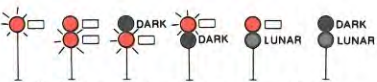
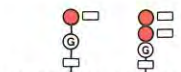
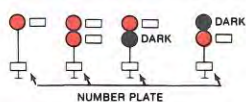
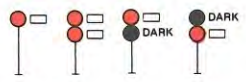

TOPEKA SUBDIVISION



860003.DGN

REVISED: 01/01/94

Block Signals

ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS	
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	
	
	(with or without number plate)
	(with number plate)
	NUMBER PLATE
	
	

Block Signals

RULE	NAME	INDICATION
9.50	CLEAR	Proceed.
9.51	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
9.52	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
9.53		
9.54	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
9.55	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
9.56	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
9.57	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
9.58	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.
9.59		
9.60	RESTRICTING	Proceed at restricted speed.
9.61	STOP AND PROCEED	Stop, then proceed at restricted speed.
9.62	STOP	Stop.
9.63	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.

Special Instructions