

Santa Fe Vision Statement

Santa Fe will be a leader in the transportation industry, dedicated to growth by consistently meeting our customer's 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 &
Accidents
Are
Preventable



No Injury or
Accident
Is
Acceptable

The
Atchison, Topeka and Santa Fe
Railway Co.

SYSTEM
TIMETABLE No.

5

IN EFFECT

At 12:01 A. M.

Sunday, April 16, 1995

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

Dave Dealy
Vice President -
Transportation

Mike Franke
Vice President &
Chief Engineer

Doug Sizemore
Vice President &
Chief Mechanical Officer

Chris Roberts
Assistant Vice President
Transportation

We set high standards at Santa Fe in all that we do. Our goals are to achieve an injury-free and accident-free workplace, to deliver defect-free, on-time transportation services, with value second to none, and to provide our shareholders with exceptional return on their investment.

Our commitment to continually look for ways to improve what we do to achieve these goals will ensure a future which provides security, prosperity, satisfaction, and continuing challenge for all Santa Fe employees.

The Quality Steering Team

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Illinois Division

John Fenton—Superintendent

Chillicothe (MP 3.2 to MP 34.0) 3

Eastern Division

Terry Reardon—Superintendent

Arkansas City 44
 C.V. 56
 Chillicothe (MP 34.0 to MP 234.3) 3
 Douglass 32
 Emporia (MP 11.0 to MP 238.0) 18
 La Junta 48
 Manter 57
 Marceline (MP 234.3 to MP 445.9) 12
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Kansas City Terminal Division

Steve Heiley—Superintendent

Emporia (MP 1.7 to MP 11.0) 18
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Alliance Division

Lou Rees—Superintendent

Enid 90
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South Texas Division

Vernon Kennedy—Superintendent

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Panhandle Division

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New Mexico Division

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George Smallwood—Superintendent

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Jim Martin—Superintendent

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Barstow Division

Jerry Cavanaugh—Superintendent

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Los Angeles Terminal Division

Steve Curtright—Superintendent

Harbor 200
 San Bernardino (MP 148.5 to MP 143.2) 193

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

RADIO COMMUNICATION

- DS** - Train Dispatcher
- SC** - Signal Coordinator Desk
- MC** - Mechanical Coordinator Desk
- CQS** - Customer Quality & Support
- EMER** - Emergency

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	Meth. of Oper.	Mile Post	
66000		CHICAGO U.S.	BP		
		1.6 21st St.	M		SEE SPL. INST.
		1.8 BRIDGEPORT	M	3.1	
		1.3 ASH STREET			
		1.5 C.R.I.-B.O.C.T.-C.R. RRX	M	4.4	
66000		1.4 A.T.S.F. RRX	M	5.9	
		1.4 CORWITH	BCPT		
65970		5.6 NERSKA (B.R.C. RRX)	M	7.3	
		1.6 B.O.C.T. RRX	M	12.9	
	S6395	0.2 HARBOR		14.4	
		0.5 CP 146		14.6	
		0.4 CP 151		15.1	CTC 2MT
		1.5 CP 155		15.5	
65570		0.3 WILLOW SPRINGS	BCP	17.0	
		0.3 CP 173		17.3	
		0.3 CP 176		17.6	
		1.1 CP 187		18.7	
65530		10.6 ROMEO		29.3	
65500		6.9 JOLIET YARD	BPT	36.2	
		1.3 JOLIET U.S. (METRA RRX)	CM	37.5	
65485		4.0 PLAINES		41.5	ABS DT
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		138.1	
65150	N5340	20.3 WILLIAMSFIELD		158.4	CTC 2MT
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	CM	231.8	
		2.2 EAST FT. MADISON, IA		234.0	
63500	N10490	0.3 FT. MADISON (234.3)	BPT	234.3	

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Chicago to Plaines	36	2	3	4	5&7	9
Plaines to West Ft. Madison	36	1	3	4	5&7	9

(continued on next page)

Chillicothe Subdiv.

CTC IN EFFECT: Amtrak two main tracks between Chicago U.S. and 21st St.; I.C. main tracks Nos. 1 and 2 between 21st St. and Bridgeport; A.T.S.F. main tracks Nos. 3 and 4 between Bridgeport and Ash Street; main tracks between Ash Street and Joliet U.S.; main tracks between Pequot and Ft. Madison; on sidings Harbor and Ft. Madison; and on East running track CP 146 to CP 151, and on West running track CP 173 to CP 187.

RULE 9.14 IN EFFECT: On Double Track 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 and 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: C.O.R.A. regulations apply as well as 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

C.O.R.A. regulations apply on following joint track facilities. Trains and engines may use:

(continued on next page)

Chillicothe Subdiv.

Chicago U.S. to 21st St.: AMTRAK two main tracks, CTC in effect both main tracks.

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

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.

S.P. Amtrak trains that may operate over Santa Fe between Joliet U.S. and Pequot must secure Santa Fe track warrant at Chicago and St. Louis.

Amtrak engineers on Trains Nos. 3 and 4 will notify Santa Fe System Operations Center at Schaumburg 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

JOLIET U.S. TO SOUTH JOLIET: A.T.S.F. will use S.P. two main tracks, signalled in both directions. GCOR Rule 6.13 in effect on both main tracks.

SOUTH JOLIET TO PLAINES: A.T.S.F. will use I.C. main track, ABS and I.C. Rule 93 in effect.

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 I. C. 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 A.T.S.F. 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: Form D Control System (DCS) 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 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 is not available, use block telephone located in trailer. Crews must notify SOC when clear of ConRail main or running track. Maximum speed 10 MPH.

FORM D CONTROL SYSTEM (DCS) - A block system, signalled or nonsignalled, in which the movement of trains outside of yard limits is authorized by Form D.

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 & A.T.S.F. R.R. (A.T.S.F. North Track)	79	55*
Bridgeport & A.T.S.F. R.R. (A.T.S.F. South Track)	10	10
A.T.S.F. R.R. & Ft. Madison	79	55*
Joliet U.S. & South Joliet (S.P.)	10	10
South Joliet & Plaines (I.C.)	30	30

*See Special Instruction 5 (A)

**There Is Always A Better Way,
Your Job Is To Find It.**

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

Chillicothe Subdiv.

(C) SPEED RESTRICTIONS - VARIOUS

	MPH				MPH		
	Mile Posts	Psg.	Frt.		Mile Posts	Psg.	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 (NT)	40	35	Cv	37.8 - 37.9	50	45
RRX	4.4 (NT)	15	15	Cv	38.3 - 38.9	55	50
RRX	5.9 (NT)	50	50	Cv	40.6 - 41.1 (ST)	50	50
	(ST)	10	10	Cv	41.9 - 44.7 (ST)	70	55
RRX	7.3	40	40	Cv	57.0 - 57.3 (ST)	40	40
Cv	9.0 - 9.4	60	50	RRX			
Cv, Br	9.7 - 10.3	30	30	Cv	57.0 - 58.2 (NT)	75	65
				Cv	58.0 - 58.7 (ST)	55	50
Cv	10.7 - 12.2	65	60	Cv	58.4 - 58.7 (NT)	55	50
RRX	12.9	50	50	Cv	88.2 - 89.3	55	50
Cv	15.2 - 15.8	55	55	Cv	89.5 - 90.3	35	35
Cv	16.9 - 17.4	55	55	RRX			
Cv, Br	23.9 - 25.4	40	40	Cv	131.6 - 132.1	65	60
				Cv	132.6 - 136.8	55	50
Cv	25.6 - 25.9	50	45	Cv	161.6 - 166.9	65	65
Cv	27.4 - 28.7	60	55	Cv	167.9 - 170.3	70	65
Cv	29.1 - 29.2	65	60	Cv	175.5 - 175.7	70	65
Cv	32.6 - 32.9	65	60	Cv	176.7 - 178.1	35	30
Cv	33.1 - 34.6	75		Cv	230.7 - 231.2	45	40
Cv	35.1 - 35.6 (NT)	70		Br	231.2 - 231.8	30	30
Cv	35.3 - 35.8 (ST)	65	60	Cv	231.8 - 233.7	35	30
Cv	36.1 - 36.6 (ST)	40	40	Cv	234.0 - 234.3	35	25
Cv	36.3 - 36.6 (NT)	45	40				

(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. RRX	10	
Nerska	D Xover	15	
Harbor	D Both ends siding	10	
	D Xover	40	
	D Turnout To GM Yard	30	
CP 146	D Turnout	40	
CP 151	D Xovers and Turnout	40	
CP 155	D Turnout	40	
CP 173	D Xover	40	
	D Turnout west lead	30	
CP 176	D Xovers and turnout	40	
CP 187	D Turnout	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	
Streator	D Xover	30	
C.R. Connection	D Turnout C.R.	10	
	D Xover	40	
Ancona, Toluca	D Xovers	40	

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Chillicothe Subdiv.

(D) SPEED RESTRICTIONS - SWITCHES (Continued)

Station or MP	Location	MPH
East Chillicothe	D Xover	40
	D Turnout yard lead	30
West Chillicothe	D Turnout yard lead	30
	D Xover	40
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	3600
McCook (NT-ST)	12.8	Yard
Industry Spur (ST)	14.6	2750
Argonne (NT)	23.0	Lead
Lemont (NT-ST)	25.1	1000
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	2000
Blodgett Ordnance (ST)	50.3	Lead
Industry Spur (NT)	51.1	Lead
Lorenzo-Crossover (NT-ST)	52.8	4000
Coal City (NT)	58.2	1000
Mazon (NT-ST)	66.1	3300
Kinsman (NT-ST)	74.8	1000
Ransom (NT-ST)	79.8	4500
Leeds (NT)	102.1	700
Wilbern (ST)	120.9	700
Princeville (NT-ST)	144.7	2800
Monica (NT-ST)	148.0	1100
Laura (NT)	153.5	850
Spur (ST)	165.7	790
Cameron (ST)	186.0	1100
Smithshire (NT-ST)	201.5	2400
Media (NT)	204.6	800
Dallas City (NT-ST)	224.8	1600

Chillicothe Subdiv.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 22.9, 47.1, 68.3, 85.9, 100.2, 146.7, 188.3, 211.8, 226.9	Hot Box & Dragging Equip.	Radio Communication
M.P. 125.3, 132.4, 168.1	Hot Box, Dragging Equip. & Shifted Load	Radio communication
M.P. 159.7	Shifted Load	Radio communication

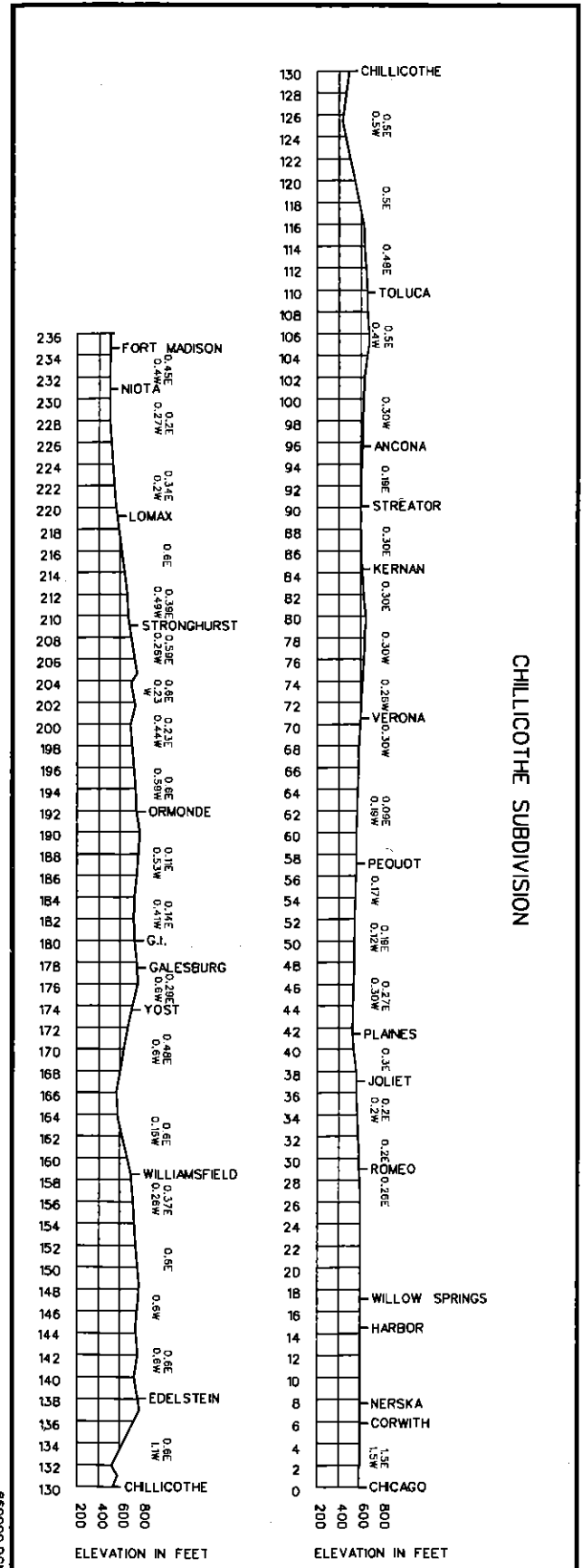
**Rules Compliance
A
Safety Appliance**

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

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

REVISED: 04/02/95
B60000.DGN

Chillicothe Subdiv.



WEST- WARD ↓		Marceline Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
63500	N10490	FT. MADISON	BPT		234.3
		2.0 WEST FT. MADISON			236.3
63475		9.9 ARGYLE, IA			246.2
		16.8 EAST MEDILL, MO			263.0
		1.8 WEST MEDILL			264.8
63455		12.0 GORIN			276.8
		13.2 EAST BARING			290.0
		2.0 WEST BARING			292.0
63430		20.7 LA PLATA		CTC	312.7
		16.6 EAST ETHEL		2MT	329.3
		1.6 WEST ETHEL		ATS	330.9
		16.0 EAST MARCELINE			346.9
63400		0.4 MARCELINE	PT		347.3
		2.0 WEST MARCELINE			349.3
63350		11.4 MENDON			360.7
63325		13.6 BOSWORTH			374.3
63300		12.2 CARROLLTON			386.4
		2.2 W. B. JCT.			388.7
63290		8.0 NORBORNE		CTC	396.6
		8.8 HARDIN		2MT	405.4
63280		5.9 HENRIETTA	P	CTC	411.3
63240		6.9 C.A. JCT.		ST	418.2
		6.7 EAST SIBLEY		ABS	424.9
		1.4 WEST SIBLEY		3MT	426.3
63220		10.2 ETON		CTC	436.5
63175		7.7 CONGO		2MT	444.2
		1.7 Armco RRX	M	CTC	445.9
		0.4 K.C.S. RRX	M		446.4
63150		4.8 KANSAS CITY, MO (Amtrak Station)	BP	KCT Ry.	451.1

(216.8)

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
West Ft. Madison to Congo	30	1	3	4	5&7	9
Congo to Santa Fe Jct. (KCT)	36	8	-	-	-	-
Santa Fe Jct. to Argentine	36	1	3	4	5&7	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.; and on siding Ft. Madison.

RULE 9.14 IN EFFECT: North and Middle Tracks (DT) 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.

RULE 6.26: Between Hardin and C.A. Jct. three main tracks designated South, Middle and North tracks. South track is N.S. 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.S., joint with N.S.

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

C.A. JCT.—CONGO: A.T.S.F. tracks, joint with N.S.

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

CONGO—ROCK CREEK JCT.: U.P. main track, joint with N.S. 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.S.

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.S. governed by indications on all 3 units.

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.S. 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.S., 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.S. 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.

Marceline Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH	
	Psgr.	Frt.
Ft. Madison & W.B. Jct.	90	55*
W.B. Jct. & C.A. Jct. (NT)	79	55*
Hardin & C.A. Jct. (ST)	50	50
C.A. Jct. & Hardin (MT)	79	55*
Hardin & W.B. Jct. (ST)	60	55+
C.A. Jct. & Bridge M.P. 425.0	90	55*
Bridge M.P. 425.0 & Sheffield (A.T.S.F.)	79	55*
Congo & Rock Creek Jct. (U.P.)	30	30
Rock Creek Jct. (0.18) & U.P. RRX (1.28) (K.C.T. Tracks 2 & 3)	25	25
U.P. RRX (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. RRX (7.18) (K.C.T. Tracks 2 & 3)	20	20
B.N. RRX (7.18) & Santa Fe Jct. (7.52) (K.C.T. Tracks 2 and 3)	15	15

* See Special Instruction 5(A)

+ Trains qualifying under Special Instruction 5(A) in other territories may operate at a maximum speed of 60 MPH.

(C) SPEED RESTRICTIONS — VARIOUS

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

* 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.

"D" — Dual Control Switch		"S" — Spring Switch	
Station or MP	Location	Station or MP	Location
East Ft. Madison	D Xovers	D	25
	D EE siding	D	30
	D Turnout yard lead	D	25
West Ft. Madison	D Xovers	D	40
	D WE siding	D	30
	D Turnout yard lead	D	30
Argyle	D Xovers	D	50
East & West Medill	D Xovers	D	50
	D Both ends Storage track	D	10
Gorin	D Xovers	D	50
East & West Baring	D Xovers	D	50
	D Both ends Storage track	D	10
La Plata	D Xovers	D	50
East & West Ethel	D Xovers	D	50
	D Both ends Storage track	D	10
East Marceline	D Xover	D	50
West Marceline	D Yard lead switches	D	20
	D Xover (MP 349.3)	D	50
Mendon, Bosworth	D Xovers	D	50
W.B. Jct.	D Xovers	D	50
	D N.S. connection	D	50
Hardin	D Xovers & connection to South track	D	30
	D Xovers	D	40
C.A. Jct.	D N.S. connection	D	30
	D End of 2 tracks	D	30
East & West Sibley	D Xovers	D	40
	D U.P. connection	D	30
Congo	D West Xover	D	40
	D East Xover & U.P. connection	D	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Amox (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	3800
Rutledge Spur (NT-ST)	282.4	1000
Hurdland Spur (ST)	300.0	900
Gibbs (NT-ST)	306.4	1200
Cardy Spur (NT-ST)	318.1	1200
Elmer (NT-ST)	322.9	1400
Bucklin (NT)	341.5	3200
Rothville (NT-ST)	354.6	1000
Camden Spur (NT)	417.0	250
Floyd (NT-ST)	421.7	3500
Atherton (NT-ST)	434.0	3800
Courtney (NT)	439.4	8376
Missouri Portland Cement Co.	440.8	Yard
Sugar Creek (NT-ST)	442.6	Yard

Marceline Subdiv.

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

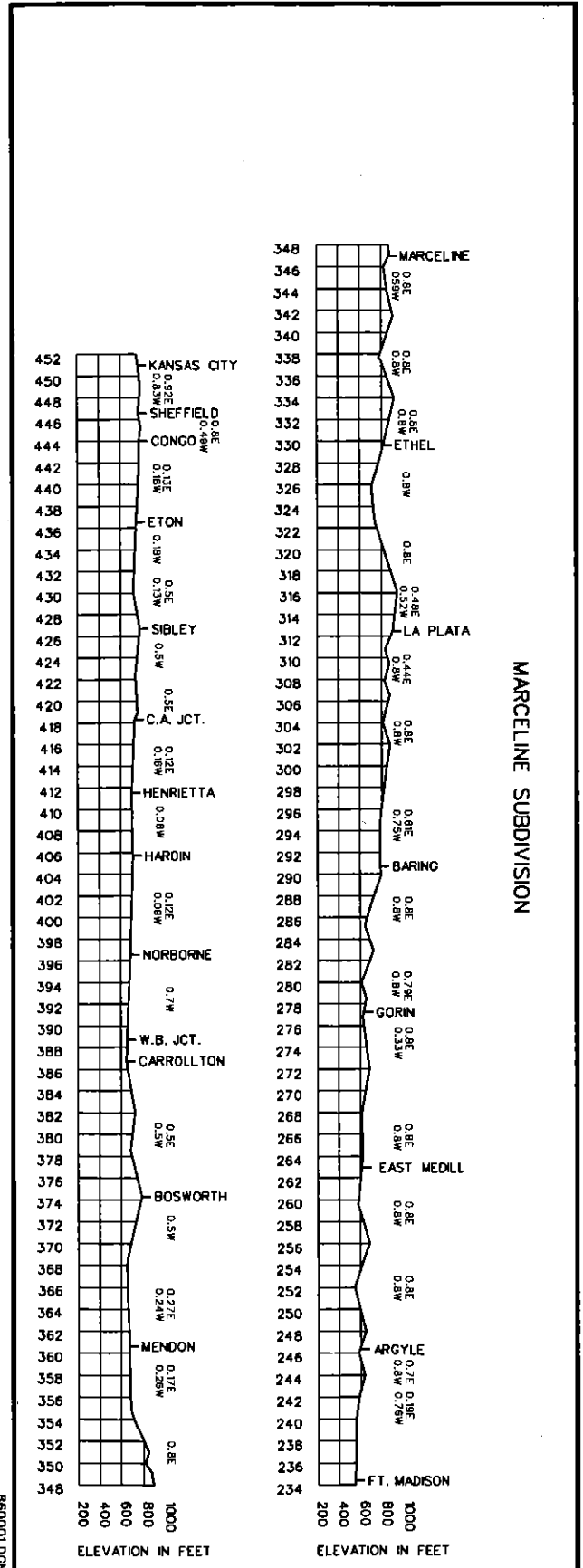
Location	Type	Locator & Signals Affected
M.P. 241.4, 257.9, 282.3, 306.4, 326.4, 344.5, 382.8, 401.9 (ST), 407.5, 415.4 (ST), 432.0	Hot Box & Dragging Equip.	Radio communication
M.P. 366.5	Hot Box, Dragging Equip., & Shifted Load	Radio Communication
M.P. 373.0	Shifted Load	Radio communication
M.P. 425.2	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**

**The Goal Of Quality
Is Zero Defects**

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

Marceline Subdiv.



WEST- WARD ↓		Emporia Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	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		CTC 4MT	8.1
		EAST HUMP LEAD			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			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		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
	N9512 S6646	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.		CTC 2MT	237.0
54600		WELLINGTON	BCPT		238.0
		(225.0)			

Emporia Subdiv.

RADIO COMMUNICATION	CH.	Tone Call-In				
		DS	SC	MC	CQS	EMER.
Congo to Santa Fe Jct. (KCT)	36	8	-	-	-	-
Santa Fe Jct. to West Augusta	36	1	3	4	5&7	9
West Augusta to S.K. Jct.	36	2	3	4	5&7	9
S.K. Jct. to Wellington	72	2	3	4	5&7	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 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 (DT) Merrick to Ellinor; on Double Track O.D. Jct. to West Augusta.

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).

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.

Between Chelsea and El Dorado, the distance between M.P. 171 and 172 is 9044 feet. Therefore, addendum mile post 171A added 1 mile west of M.P. 171; distance between M.P. 171A and M.P. 172 is 3764 feet.

At Augusta, mile posts escalate from 186 to 200. Distance between mile posts is 1584 feet.

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.

(continued on next page)

Emporia Subdiv.

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.

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 Turner Operations Mgr. 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 April 1, 1994 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, April 1, 1994, 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 Ridgerton (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.

(continued on next page)

Emporia Subdiv.

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 RRX M.P. 1.1 protected by permanent stop sign. Be governed by Rule 6.16.

SPECIAL INSTRUCTIONS

SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH	
	Psg.	Fr.
Kansas City Amtrak Station & B.N. RRX K.C.T. Tracks 2 & 3	20	20
B.N. RRX & 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 Instruction 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	Cv 79.6 - 79.9 (NT)	45
Cv 3.5 - 3.7 (NT)	25	Cv 79.6 - 79.9 (ST)	65
Cv 7.1 - 7.8 (Track No. 1)	60	Cv 83.4 - 83.6 (NT)	45
		Cv 84.4 - 84.6 (NT)	55
Trk 13.3 - 14.4 (NT)	40	Cv 85.7 - 86.0 (NT)	55
Cv 13.6 - 14.5 (MT)	60	Cv 84.3 - 86.0 (ST)	65
Cv 13.6 - 14.5 (ST)	60	Cv 98.0 - 101.4	55
Cv 14.5 - 24.5	60	Xing 110.6 - 111.9	30
Xing 24.3 - 26.8	40	Cv 142.3 - 147.2	55
Cv 24.5 - 25.7	55	Cv 147.5 - 148.9	60
Cv 26.6 - 27.4	50	Cv 149.2 - 149.6	55
Cv 28.1 - 29.6	65	Cv 149.9 - 150.4	65
Cv 30.4 - 30.7	55	Cv 152.4 - 152.8	65
Cv 31.1 - 31.4	60	Cv 172.3 - 172.5	60
Cv 34.5 - 35.1 (ST)	50	Cv 173.4 - 173.7	45
Cv 38.5 - 39.1 (ST)	55	Cv 174.1 - 174.3 (ST)	40
Cv 39.5 - 39.8 (NT)	65	(NT)	30
Cv 39.6 - 40.0 (ST)	55	Cv 175.3 - 175.5	60
Cv 49.3 - 49.6	65	Cv 179.6 - 179.7	60
Cv 57.2 - 57.5	65	Cv 182.8 - 183.0	65
RRX 59.9 (ST)	40	RRX 185.3	50
(NT)	40	Cv 185.5 - 200.7	50

(continued on next page)

Emporia Subdiv.

C) SPEED RESTRICTIONS — VARIOUS (Continued)

	Mile Posts	MPH		Mile Posts	MPH
Cv	202.4 - 203.2	55	Cv	219.4 - 221.2 (NT)	30
Cv	204.3 - 204.7	45	Cv	220.0X - 221.4X (ST)	65
Cv	205.1 - 205.2	50	Cv	228.4 - 228.6	65
Cv	205.3 - 206.1	55	Cv	233.1 - 233.5	65
Cv	209.5 - 210.4	55	Cv	236.6 - 237.1	40
Cv	215.6 to 215.8	55	Cv	237.7 - 237.8	45
Cv	217.3X - 217.4X (ST)	65			

(D) SPEED RESTRICTIONS — SWITCHES

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

		Location	MPH
"D" — Dual Control Switch "S" — Spring Switch			
Santa Fe Jct.	D	Turnout to South track, west of Santa Fe Jct.	30
12th St. (CP 148)	D	3 Westward Xovers from South track to Running Track 4	30
	D	Other Xovers	15
A.Y. Tower (CP 147)	D	Westward Xover from North track to South 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 track turnout at ED-3 Switch	30
	D	Xover between South and North tracks	30
M.P. 5.5 (CP 143)	D	EE fuel platform, turnout east receiving to North track	10
	D	Xover between North & South tracks	15
M.P. 5.8 (CP 142)	D	WE fuel platform, Xover between North & South tracks	15
	D	Xover between North track & East Receiving 1002 track	10
West End North Main (CP 141)	D	M.P. 6.7, Turnout from North track to ER 1003 or 1004	10
	D	M.P. 6.9, Turnout from main track to North track	30
West Fast Track (CP 132)	D	M.P. 7.2, Two Crossovers from track No. 3 to North Fast Track	20
	D	Other Xovers & Turnouts	15
West Turner (CP 131)	D	Xovers between tracks Nos. 2, 3, & 4, M.P. 8.1	20
	D	Turnout, Tail Track	20
East Hump Lead (CP 139)	D	Turnout, track No. 1 to Hump Lead, M.P. 8.3	40
Morris	D	Xovers, M.P. 11.0	40
Holliday	D	Xover between tracks Nos. 2 & 3	30
	D	Turnout, 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

(continued on next page)

Emporia Subdiv.

(D) SPEED RESTRICTIONS — SWITCHES (Continued)

Station or MP		Location	MPH
East Ottawa	D	Xovers	40
	D	Turnout, North Storage	10
M.P. 59.9, East Melvern, Ridgeton, Lebo, Wiggam	D	Xovers	40
N.R. Jct.	D	Turnout to Topeka Subdiv.	30
	D	Xovers & Turnout, South track	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
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 2MT	65
S.K. Jct.	D	Xover	40
	D	Turnout, S.K.&O. connection	20
	D	Turnout to yard lead (NT)	10

* At Cicero, for westward movement, diverging signal aspects will indicate routing to south track.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Edgerton (NT)	39.8	3100
Pomona (ST)	67.5	900
Quenemo (NT)	71.8	2000
Melvorn (NT-ST)	79.6	4000
Saffordville (NT)	123.4	3200

(continued on next page)

Emporia Subdiv.

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

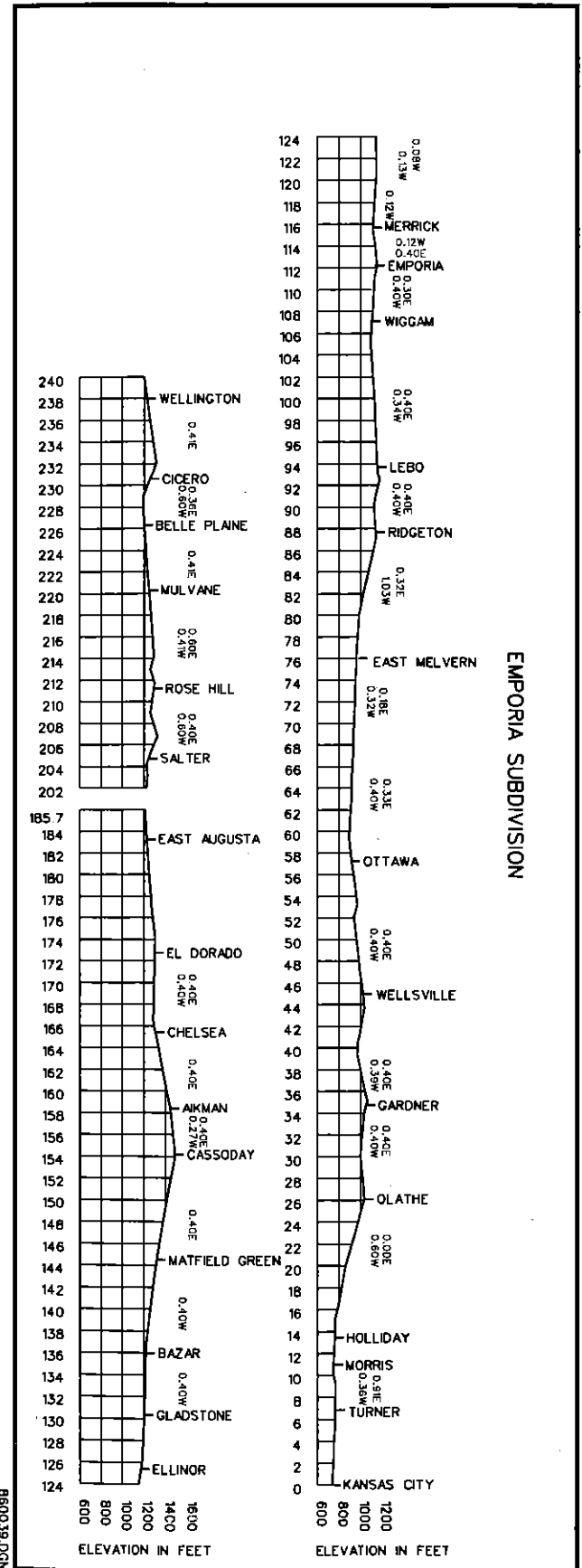
**If You Are Not
Paying Attention,
You Are
Buying Trouble**

**Quality Means
We Can't Practice
SUCCESS
Without "U"**

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

**Quality Is Essentially
Attention To Detail**

Emporia Subdiv.



REVISED: 04/02/95
BS0039.DGN

WEST- WARD ↓		Topeka Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
61930		HOLLIDAY			
60530	8600	DESOTO	P	11.1	
60500	6500	LAWRENCE	BCTY	26.5	
60475	2500	LAKE VIEW		31.6	
60425	7900	TECUMSEH		46.0	
60200	2050	A.T.S.F. RRX TOPEKA	BCTY	52.6 50.6	
60220	2450	PAULINE		57.3	TWC ABS ATS
60232		SCRANTON		71.6	
60236	3400	BURLINGAME		76.9	
60240	5000	OSAGE CITY		84.3	
		U.P. RRX	A	84.8	
60248		READING		96.5	
		N.R. JCT.	TY	111.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Holiday to N.R. Jct.	30	2	3	4	5&7	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	
	Psgr.	Frnt.
Holliday & N.R. Jct.	79	55#
Sunflower Ordnance Track M.P. 11.3	25	25

#See Special Instruction 5(B)

(C) SPEED RESTRICTIONS — VARIOUS

Cv	MPH			Cv	MPH		
	Mile Posts	Psgr.	Frnt.		Mile Posts	Psgr.	Frnt.
	0.0 - 0.3	30	30		36.9 - 37.8	70	
	0.7 - 0.9	65			51.1 - 51.3	65	
	2.8 - 3.3	55			51.5 - 52.0	45	40
	3.7 - 3.9	70			52.2 (Viaduct) to Fourth St**	10	10
	6.3 - 6.5	75			RRX 52.6	10	10
	8.8 - 9.3	65			Xing Fourth St. to Tenth St.	20	20
	15.1 - 16.1	70			58.9 - 59.1	70	
	18.3 - 19.5	65			59.8 - 60.0	70	
	23.4 - 23.6	55			61.0 - 63.6	55	50
	24.6 - 24.8	70			63.6 - 64.2*	50	45
	25.2 - 25.9	60			64.5 - 64.7	65	
	26.2 - 27.4*	35	30		65.0 - 65.3	70	
	28.7 - 30.3	70					
	34.8 - 35.2	55	50				

(continued on next page)

Topeka Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS (Continued)

	Mile Posts	MPH			Mile Posts	MPH	
		Psgr.	Frnt.			Psgr.	Frnt.
Cv	66.5 - 67.2	50	50	Cv	85.3 - 85.7	40	40
Cv	67.5 - 67.8	60		Cv	88.5 - 88.9	60	
Cv	69.0 - 69.4	60		Cv	89.5 - 90.2	75	
Cv	69.8 - 70.1	75		Cv	93.7 - 94.0	70	
Cv	75.1 - 75.3	60		Cv	96.1 - 96.4	60	
Cv	76.0 - 77.1	60		Cv	97.8 - 98.3	60	50
Cv	83.3 - 83.5	60		Cv	107.3 - 108.3	60	
Cv	84.0 - 84.4	50	40	Cv	110.0 - 110.3	30	30
Xing	84.4 - 85.5	40	40	Xing			
RRX	84.8	40	40	Cv	110.8 - 111.0 **	30	30

* 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
Holliday	D Turnout Topeka Subdiv.	30		
DeSoto, Lawrence, Lake View, Tecumseh	S Both ends siding	10		
Topeka	S Both ends siding	10		
	S WE of yards	10		
Pauline, Osage City	S Both ends siding	10		
N.R. Jct.	D Turnout Topeka Subdiv.	30		

2. TRACKS BETWEEN STATIONS

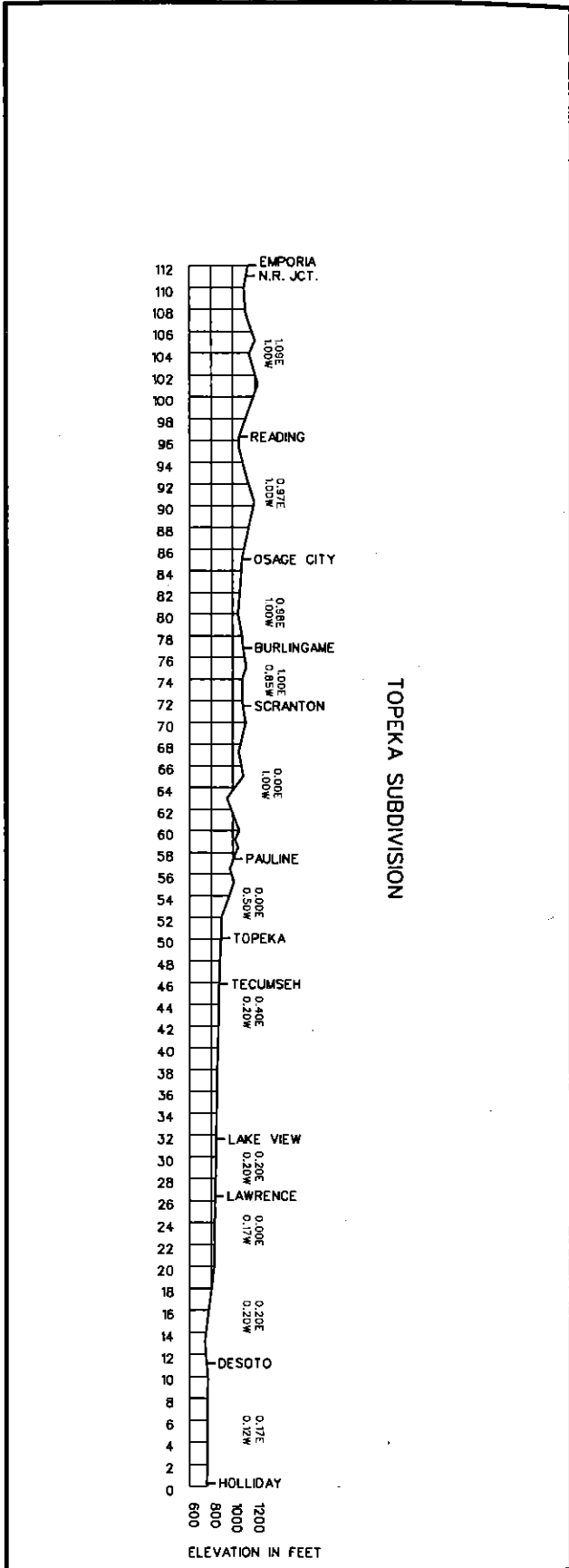
Name	Mile Post Location	Capacity in Feet
Noria Storage Track	24.0	5600
Farmland Industries (Spur)	24.6	8950
Industrial Spur	28.7	9400
Storage Tracks	29.3	4300
Kansas Power & Light Co. (Spur)	30.3	1800
Kansas Power & Light Co.	47.0	Yard
Seymour Industrial (Spur)	55.6	1250

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

Topeka Subdiv.



880003106N
 REVISED: 04/02/95

WEST-WARD ↓		Newton Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
55250		ELLINOR		CTC	124.7
61170	11762	STRONG CITY			131.7
61150		NEVA			135.8
61140	8583	CLEMENTS			144.8
61130	8079	FLORENCE			156.9
		U.P. RRX		A	168.6
61125	10487	PEABODY		M	169.5
61120	8419	WALTON			178.3
		U.P. RRX			184.6
61100		NEWTON (60.4)		BPT CTC 3MT	185.1

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Ellinor to Newton	55	2	3	4	5&7	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.

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 20 on U.P.

SPECIAL INSTRUCTIONS

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

*See Special Instruction 5(A)

(C) SPEED RESTRICTIONS — VARIOUS

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

**Safety Is A Condition
Of Employment**

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	1400

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

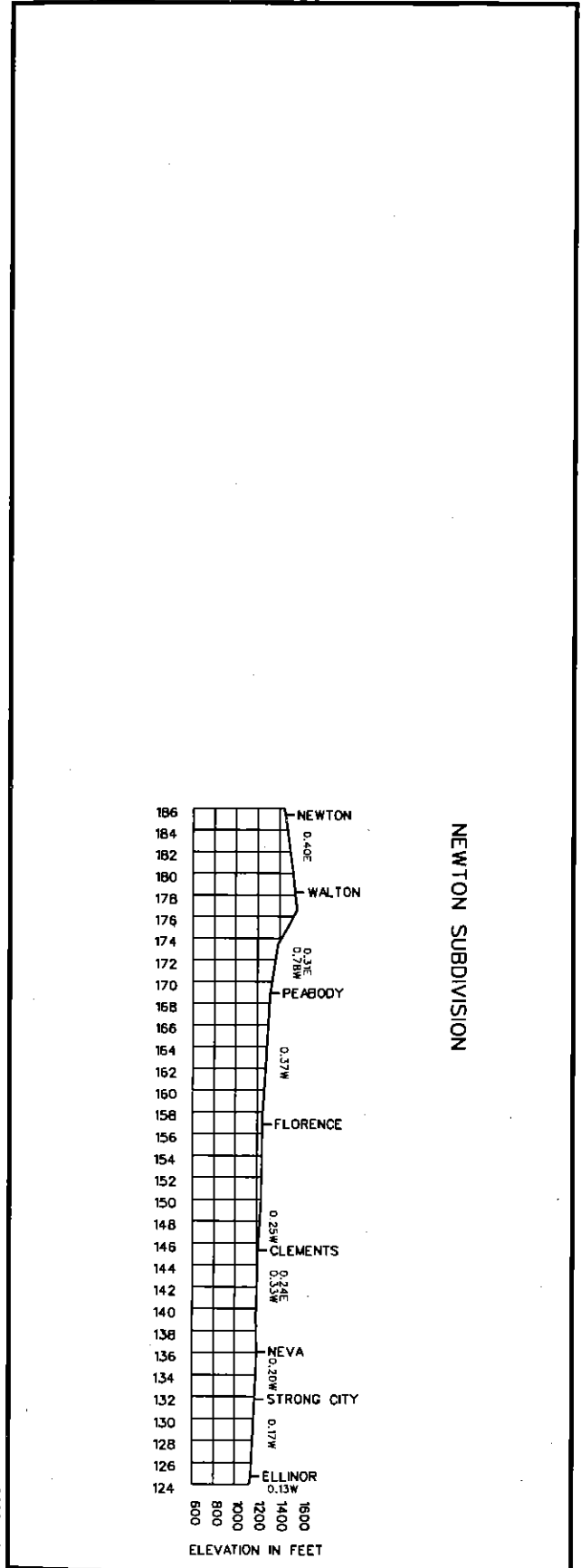
Location	Type	Locator & Signals Affected
M.P. 134.0, 159.0, 180.9	Hot Box & Dragging Equip	Radio communication

**Moving Equipment
Make It Stop
Before You Hop**

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

REVISED: 01/02/95
860006.DCN

Newton Subdiv.



NEWTON SUBDIVISION

WEST-WARD ↓		Douglass Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
55100		B.N. RRX (Augusta)	MPT	CTC	185.7
55080		^{11.3} DOUGLASS			197.0
55070		^{5.6} ROCK			202.6
55060	7495	^{6.2} AKRON			207.0
54895	5833	^{7.2} 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&7 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

(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

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

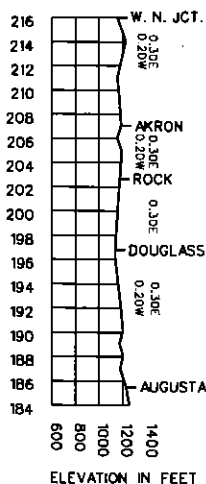
3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 198.8	Hot Box & Dragging Equip.	Radio communication

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

Douglass Subdiv.

DOUGLASS SUBDIVISION



REvised: 04/02/95
880035.DGN

WEST-WARD ↓		Waynoka Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
54600		WELLINGTON	BCPT	CTC 2MT	238.0
		CP 2385			238.5
54598		ROLAND		CTC 2MT	243.5
54596	7800	MAYFIELD			247.0
54594	8450	MILAN		CTC 2MT	254.1
54592	7300	ARGONIA			259.2
		K.S.W. RRX	M	CTC 2MT	259.6
54590	13010	DANVILLE			266.5
		EAST HARPER		CTC 2MT	271.8
		CP 2732			273.2
54500	19477	HARPER	PT	CTC 2MT	273.8
		CP 2744			274.4
		WEST HARPER		CTC 2MT	275.7
54490	7300	EULA			280.3
	S6650	EAST ATTICA		CTC 2MT	284.4
54200		ATTICA	PT		285.6
	N7700	WEST ATTICA		CTC 2MT	287.4
54160	10500	CRISFIELD			292.2
54120	11282	HAZELTON		CTC 2MT	299.8
		EAST KIOWA			305.5
		CP 3066		CTC 2MT	306.6
54100	17800	KIOWA, KS	T		306.9
		CP 3072		CTC 2MT	307.2
		WEST KIOWA			309.1
54085	10178	LODER, OK		CTC 2MT	313.2
	11400	BRINK			319.5
54070		ALVA		CTC 2MT	324.7
54065	18966	NOEL			328.9
		EAST AVARD		CTC 2MT	335.4
54060		AVARD			335.9
		WEST AVARD		CTC 2MT	336.4
		EAST WAYNOKA			342.4
54000		WAYNOKA (107.5)	P	CTC 2MT	345.2

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.

Wellington to East Waynoka 72 2 3 4 5&7 9

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

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

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

Waynoka Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

Wellington & Waynoka	MPH	
	Psgr.	Frt.
	70	55*

*See Special Instruction 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	60	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		MPH
		Location		Location	
S.K. Jct.	D	Xover			40
	D	Turnout S.K.&O. connection			20
	D	Turnout to yard lead (NT)			10
CP 2385	D	Xover			30
	D	Turnout to yard lead (NT)			10
Roland	D	Turnout			40
Mayfield, Milan, Argonia, Danville	D	Both ends siding			40
East Harper	D	Turnout			40
CP 2732	D	Xover			40
	D	Turnout No. 1 Track			10
CP 2744	D	Xover			15
	D	Turnout to CKR			15
	D	Turnout No. 1 Track			10
West Harper	D	Turnout			40
Eula	D	Both ends siding			40
East Attica	D	Turnout			40
Attica	D	Turnouts			40
West Attica	D	Turnout			40
Crisfield, Hazelton	D	Both ends siding			40
East Kiowa	D	Turnout			40
CP 3066	D	Xover			40
	D	Turnout Enid Sub.			15
West Kiowa	D	Turnout			40
Loder, Brink	D	Both ends siding			40
Noel	D	Both ends siding			30
East Avard	D	Turnout			40
Avard	D	Turnout to BN			20
East Waynoka	D	Xover			40
	D	Turnout to yard (ST)			10
Waynoka	D	East Xover			30
	D	West Xover			15
	D	Turnout to yard (ST)			10

No Job Is Worth Dying For

Waynoka Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Mayfield Cooperative Elevator	249.2	1215
Capron	316.4	5200

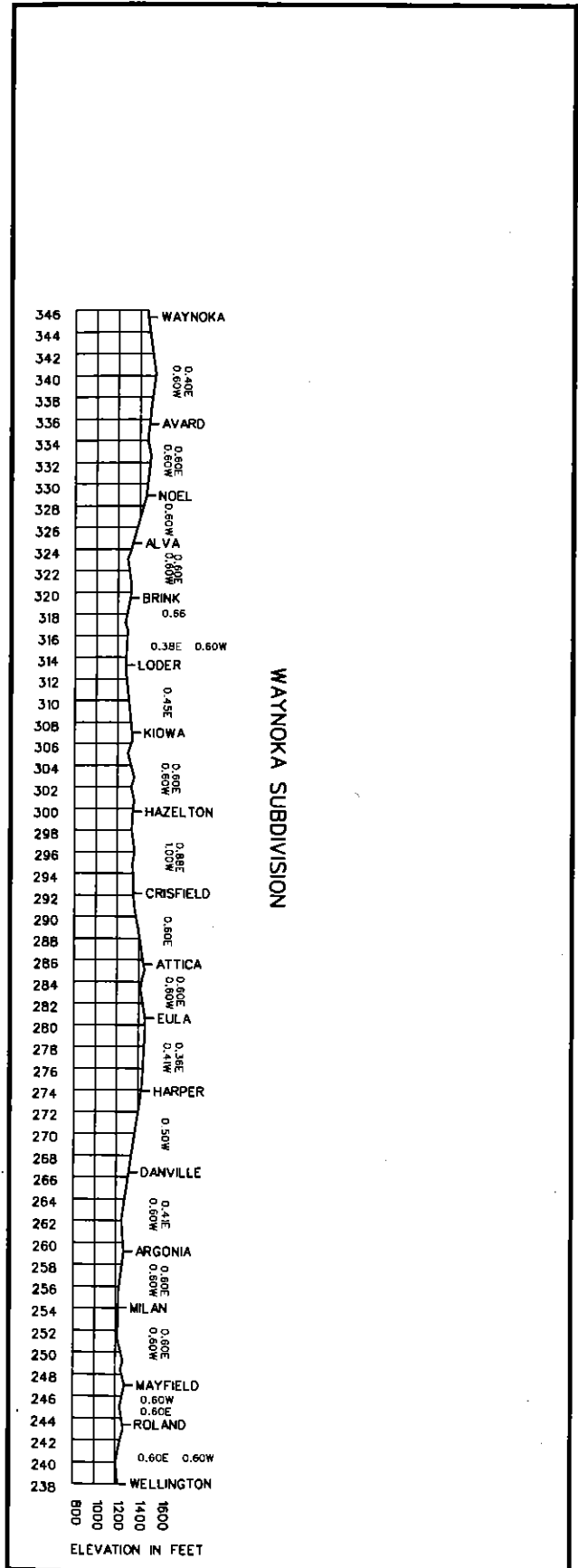
3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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—CP 2732 Westward—Controlled Signals—East Harper

If You Don't Keep Doing It Better...
Your Competition Will

Stop
All
Fatalities
Every Day
This
Year

Waynoka Subdiv.



WEST-WARD ↓		Panhandle Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
54000		WAYNOKA 1.7	P	345.2	CTC 2MT
		WEST WAYNOKA 4.2		346.9	
53950	8225	HEMAN 4.5		351.8	CTC
53945	11804	BELVA 5.3		356.3	
53935	10329	QUINLAN 5.5		361.6	
53925	7103	CURTIS 3.9		367.1	
53915	7924	MOORELAND 7.8		371.0	
		EAST WOODWARD 1.0		380.3	
		CP 3813 1.5		381.3	
53900	14649	WOODWARD 0.4	P	382.8	
		WEST WOODWARD 3.1		383.2	
53850	7267	GERLACH 6.3		386.3	
53835	8164	TANGIER 5.7		392.6	
53825	7785	FARGO 8.4		398.3	
53815	7683	GAGE 7.7		406.7	
53800	N7637 S5703	SHATTUCK 6.5	PT	414.4	
53765	10978	GOODWIN, OK 7.7		421.0	
53760	11170	HIGGINS, TX 8.6		428.7	
53755	11803	COBURN 6.8		437.3	
53750	10910	GLAZIER 5.3		444.1	
	20609	CLEAR CREEK 5.7		449.4	
53740	19620	CANADIAN 8.4	PT	455.1	
53735	11017	MENDOTA 7.7		463.5	
53730	11532	LORA 5.7		471.2	
53725	11723	MIAMI 6.4		476.9	
53720		CODMAN 8.7		483.3	
53715		HOOVER 5.3		492.0	
	N6470 S6743	EAST PAMPA 1.5		497.3	
53700		PAMPA 2.0	PT	498.8	
		WEST PAMPA 5.1	X	500.8	
53690		KINGS MILL 6.9	XY	505.9	
53680	S5402	WHITE DEER 5.8	X	512.8	
53650		CUYLER 7.4	X	518.6	
53520	S5368	PANHANDLE 7.2	TXY	526.0	
53515		LEE 7.8	X	533.2	
53510		ST. FRANCIS 5.1	X	541.0	
53505		FOLSOM 4.4		546.1	
		EASTERN (205.0)		550.5	

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
East Waynoka to E. Siding Sw. Canadian	55	1	3	4	5&7	9
E. Siding Sw. Canadian to Eastern	36	1	3	4	5&7	9
Eastern to Amarillo	55	2	3	4	5&7	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 West Waynoka and Belva the distance between M.P. 350 and 351 is 1168 feet and between Curtis and East 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: 45 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		10

*See Special Instruction 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	345.7 - 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	East Xover	30
	D	West Xover	15
	D	Turnout to yard (ST)	10
West Waynoka	D	Turnout	50
Heman, Belva	D	Both ends siding	40
Quinlan	D	Both ends siding	30
Curtis, Mooreland	D	Both ends siding	40
East Woodward	D	Turnout	40
CP 3813	D	Xover	40
West Woodward	D	Turnout	40
Gerlach, Tangier, Fargo, Gage, Shattuck, Goodwin, Higgins, Coburn, Glazier, Clear Creek, Canadian, Mendota, Lora, Miami	D	Both ends siding	40
Codman, Hoover	D	Turnouts	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 to Celanese Corp. Coal Track (ST)	15
	S	On Loop, Celanese Corp. Coal Track	10
Panhandle	S	WE Track 3261	10
Eastern	D	Xover, M.P. 550.5	30
	D	Turnout to east leg of wye, M.P. 550.6	20

SAFETY—Meet The Challenge

Panhandle Subdiv.

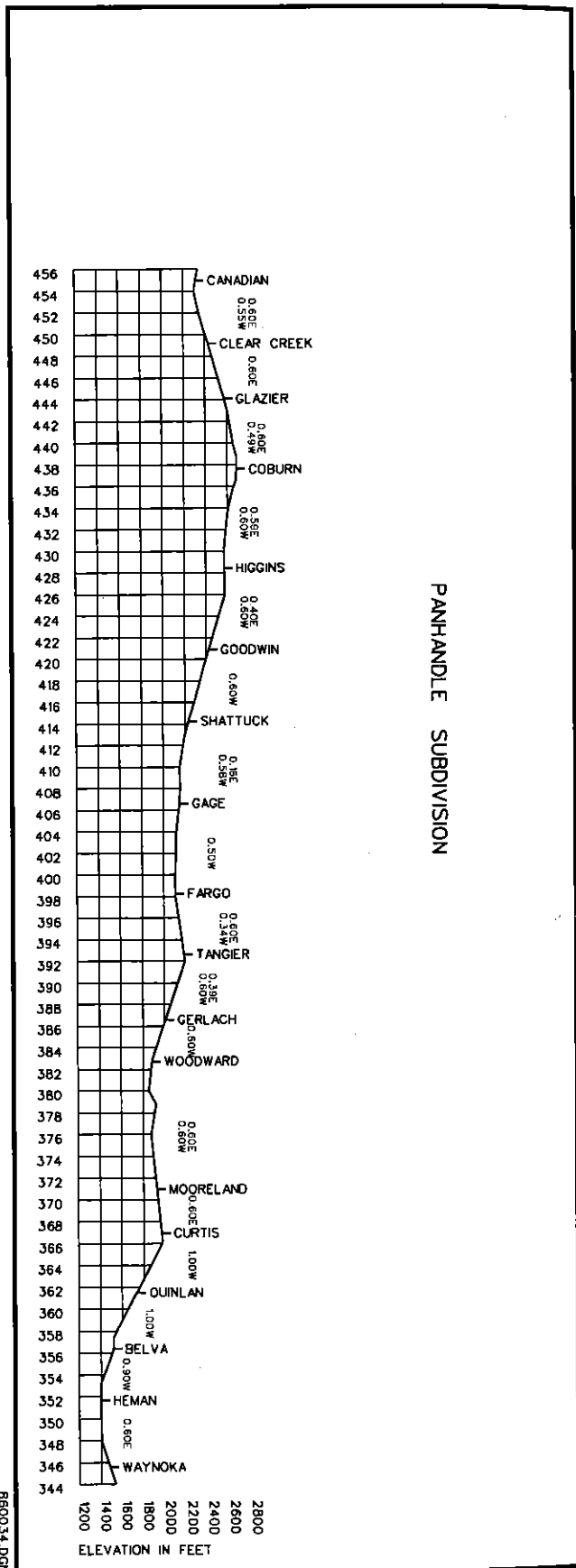
2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Dow Chemical	385.3	1450
Union Underwear	391.2	4150
Cabot Carbon Pampa Plant	502.6	2250
Ingersoll-Rand	503.6	1512
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)

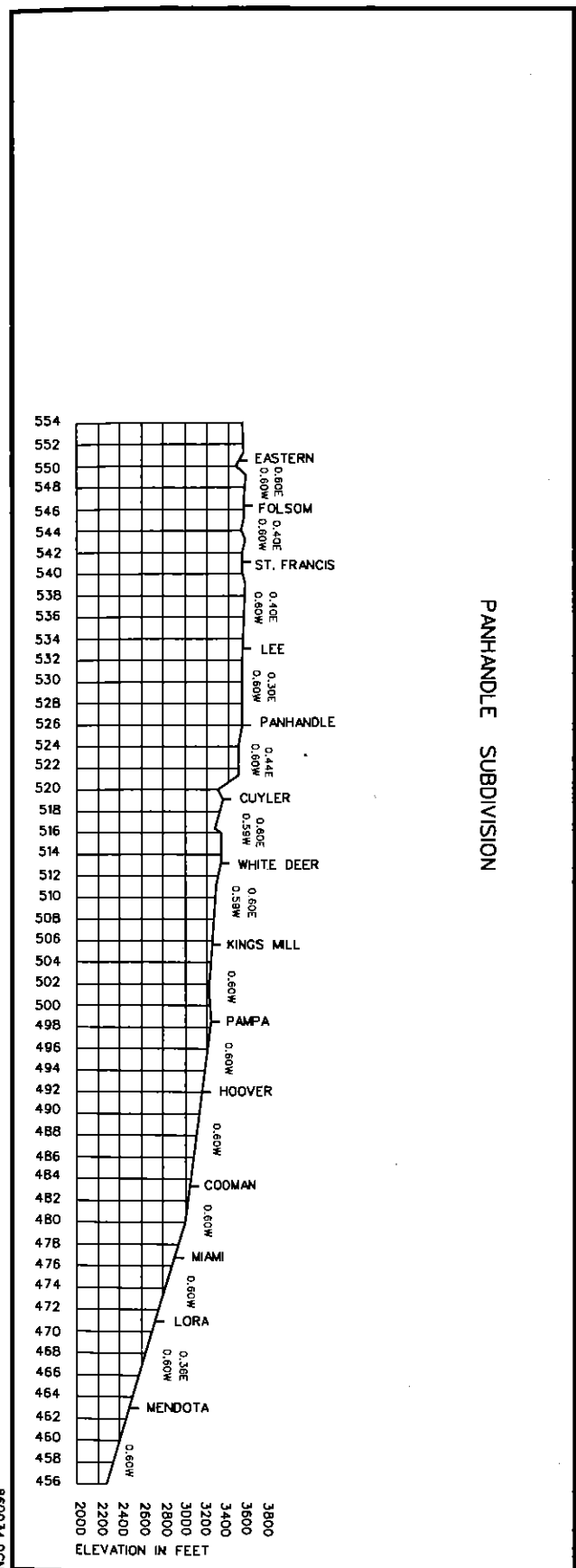
Location	Type	Locator & Signals Affected
M.P. 359.8, 378.6, 396.1, 416.7, 433.2, 459.4, 479.7, 503.0, 522.9, 548.0	Hot Box & Dragging Equip.	Radio communication
Bridges 376.4, 376.8	High Water	Eastward - Signal 3782 Westward - Signal 3761
Bridge 398.0	High Water	Eastward controlled signals EE siding 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 Codman Westward — Signal 4811
Bridge 486.3	High Water	Eastward — Signals 4872 and 4874. Westward — Signals 4851 and 4853
Bridge 488.1	High Water	Eastward — Signals 4892 and 4894 Westward—Signals 4871 and 4873

Panhandle Subdiv.



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Panhandle Subdiv.



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WEST- WARD ↓		Arkansas City Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
61100		NEWTON	PT	CTC	185.1
		0.4 FIRST ST.		3MT	185.6
		2.4 McGRAW			188.0
54735	6628	3.2 PUTNAM		CTC	191.2
54730	7526	4.0 SEDGWICK			195.2
54725	6710	6.6 VALLEY CENTER B.N. RRX	M		201.8
54700		7.3 WICHITA	BP		209.1
		1.0 U.P. RRX	A	ABS DT	210.1
		1.6 NORTH JCT.			211.7
54710		0.6 WICHITA U.S.		WUT Ry. CTC 2MT	212.3
		0.9 SOUTH JCT.			213.2
	6616	4.2 CONNELL			217.4
54640	6872	5.6 DERBY			223.0
54620	15184	4.9 MULVANE	T		227.8
54660	6156	10.0 UDALL			238.8
54895	9294	11.8 W.N. JCT.		CTC	249.7
54900		1.1 WINFIELD			250.8
52720	8023	5.3 HACKNEY			256.1
52700	N7000 S9900	7.3 ARKANSAS CITY (78.3)	BPT		263.4

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.

McGraw to Arkansas City 32 1 3 4 5&7 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: On Double Track M.P. 207.9 Wichita to North Jct. Permanent speed signs are not displayed for movements against the current of traffic.

RULE 9.15: Track permits are authorized on North and South Tracks between M.P. 207.9 Wichita and North Jct. M.P. 211.7, but do not apply within interlocking limits of U.P. RRX at M.P. 210.1. Comply with Rule 9.12.3 at this automatic interlocking.

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.

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 20 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.

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 10 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.

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 M.P. 262.9 & M.P. 264.1; Track 198 between M.P. 262.6 & M.P. 264.1	20

(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		MPH
Station or MP		Location	
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
	D	Turnouts to Douglass Subdiv.	25
	D	Turnouts to yard	10
W.N. Jct.	D	Other turnouts & Xovers	30
	D	Both ends siding	40
	D	EE North siding	40
Hackney	D	EE North siding	40
	S	M.P. 262.3 EE yard lead	10
Arkansas City	D	Xover between main track & Track 198 M.P. 262.6	20

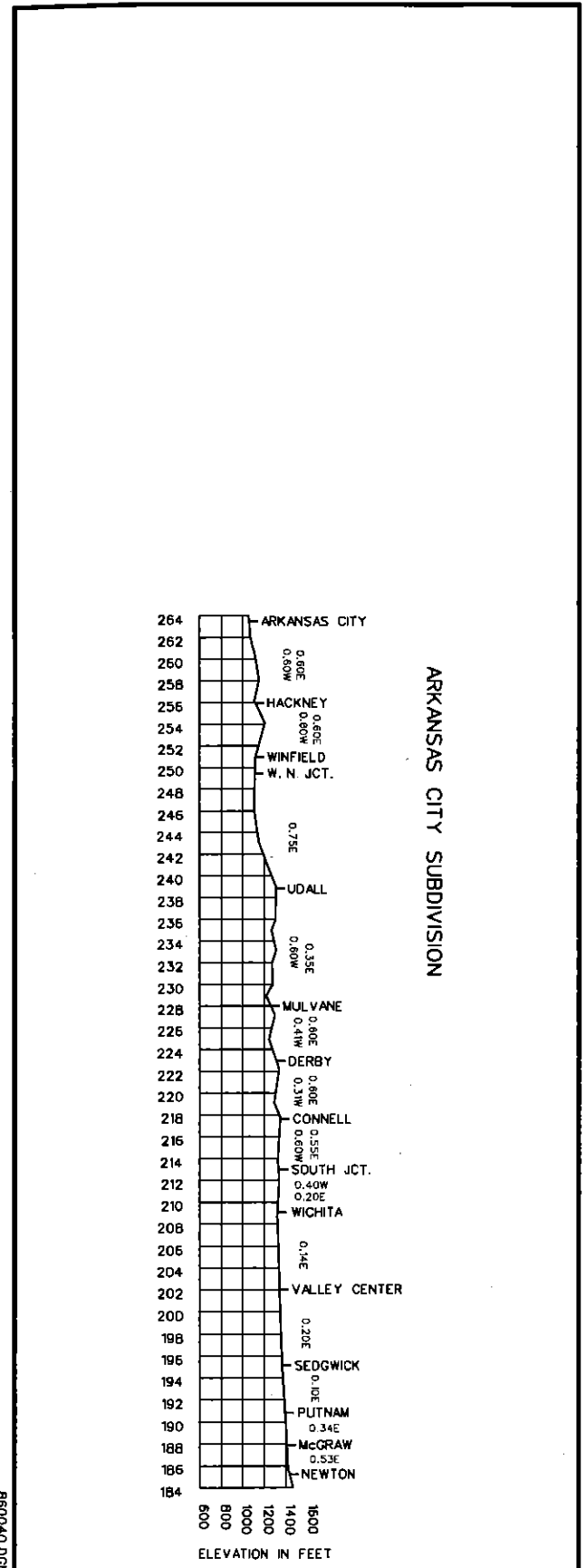
3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 197.5, 220.0, 236.5 253.0.	Hot Box & Dragging Equip	Radio communication

JOB BRIEFING...
An Injury Prevention Device

**There Are No
Shortcuts To Safety**

Arkansas City Subdiv.



WEST- WARD ↓		La Junta Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
61100		NEWTON	PT	CTC 3MT	185.1
		0.5 FIRST ST.			185.6
		0.5 RAIL MILL			186.1
61100		SAND CREEK	BCPT	CTC 2MT	186.7
		1.0 WEST SAND CREEK			187.7
		2.3 S.C. JCT.			190.0
61040	6124	HALSTEAD		CTC	194.6
61030	10452	BURRTON			203.7
61000		WAY	BPT		214.1
		1.6 S.S.W. RRX	M		216.5
61000	29903	HUTCHINSON	P		218.0
		0.3 C.H. JCT.			218.3
		0.9 K.S.W. RRX	M		219.2
		0.0 WEST HUTCH	Y		219.2
58980	10166	ABBYVILLE			235.1
58968	10300	ZENITH			251.1
		6.1 K.S.W. RRX	A	257.2	
58960	10284	ST. JOHN		TWC ABS ATS	266.0
58945	10370	BELPRE			284.9
58935	8600	KINSLEY		302.4 (316.7)	
58930	5282	OFFERLE		324.7	
58920	7768	SPEARVILLE		336.1	
58915		8.6 WRIGHT	Y	TWC ABS DT ATS	344.7
		5.4 DODGE CITY JCT.	Y		350.1
58900		2.4 DODGE CITY	BCPTY		352.5
		2.2 SEARS	Y	354.7	
58870	6250	CIMARRON		371.2	
58850	7750	CHARLESTON		384.0	
58300	7835	18.4 GARDEN CITY	BCPTY	402.4	
58250	4050	14.6 DEERFIELD		417.0	
58220	6850	20.3 SUTTON		TWC ABS ATS	437.3
58190	10000	16.8 SYRACUSE, KS	P		453.9
58180	3700	21.0 HOLLY, CO		474.9	
58165	4000	10.4 GRANADA		485.3	
58100	7500	17.0 LAMAR	P	502.3	
58080	4000	19.2 CADDOA		521.5	
		12.1 LAS ANIMAS JCT.	P	CTC ATS	533.6
		(334.2)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Newton to Las Animas Jct.	55	2	3	4	5&7	9

CTC IN EFFECT: At Newton, on three main tracks between U.P. RRX, M.P. 184.6 (Newton Subdivision) and First St., M.P. 185.6; on two main tracks between First St., M.P. 185.6 and S.C. Jct., M.P. 190.0; and on main track and sidings between S.C. Jct., M.P. 190.0 and West Hutch, M.P. 219.2.

TWC IN EFFECT: Between West Hutch, M.P. 219.2 and Las Animas Jct., M.P. 533.6.

(continued on next page)

La Junta Subdiv.

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. Distance between mile posts is 3696 feet.

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.

A crew member must test spring switch if a train or engine has a "Stop" signal at following locations:

At Dodge City Jct., M.P. 350.1, eastward on Freight Lead at entrance to South Track.

At end of Double Track, Wright, M.P. 344.7, eastward on North Track at entrance to Single Track.

At end of Double Track, Sears, M.P. 354.7, westward on South Track at entrance to Single Track.

If signal does not clear after testing spring switch, 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. If S.S.W. Train Dispatcher issues a directional authority, crew must open main track switch and wait five minutes, then proceed at restricted speed to next governing signal. If issued work and time authority, crew may open main track switch immediately and 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	
	Psg.	Fr.
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 Instruction 5(A)

La Junta Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS

	MPH				MPH		
	Mile Posts	Psgr.	Frnt		Mile Posts	Psgr.	Frnt
Cv	186.4 - 186.5	75	65	Cv	347.9 - 352.0 (NT)	60	40
Cv	187.3 - 187.8	55	50				
Xing	203.3 - 204.1	50	50	Cv	352.0 - 352.3 (NT)	30*	20
RRX	216.5	40	40				
Xing	216.6 - 219.1	30	30	Cv	352.0 - 352.3 (ST)	20*	20
Cv	218.1 - 219.1	40	30				
RRX	219.2	40	40	Cv	381.6 - 381.9	85	
Cv	219.4 - 220.2	60	55	Xing	401.7 - 403.0	45	45
Cv	228.3 - 228.8	85		Cv	421.3 - 422.2	80	
RRX	257.2	50	50	Cv	432.6 - 433.2	75	
Cv	257.2 - 257.4	50	50	Cv	435.9 - 436.5	85	
Xing	265.7 - 266.2	55	55	Cv	479.9 - 481.9	75	
Cv	266.1 - 266.5	85		Cv	492.4 - 492.6	85	
Cv	301.7 - 302.0	60	55	Xing	502.1 - 503.0	60	60
Xing	301.9 - 302.4	55	55	Cv	528.6 - 531.0	85	
Cv	302.2 - 302.4	75	65				

*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		Location	MPH
Newton and First St.	D	Main track Xovers & turnouts M.P. 184.5 to M.P. 185.5	30
	D	Turnout to lower yard M.P. 185.6	10
Rail Mill	D	Xover M.P. 186.1	40
West Sand Creek	D	Turnouts to yard M.P. 187.8	10
	D	Xovers M.P. 187.8	30
S.C. Jct.	D	Turnout from or to south track M.P. 190.0	40
Halstead, Burrton	D	Both ends siding	40
East end 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 siding	20
Garden City	S	East switch siding	10
	R	West switch siding M.P. 402.7	10
Deerfield	S	Both ends siding	10
Sutton	S	Both ends siding	30
Syracuse	S	Both ends siding	20
Holly, Granada	S	Both ends siding	10
Lamar	S	Both ends siding	20
Caddoa	S	Both ends siding	10
Las Animas Jct.	D	Boise City Subdiv. junction switch	30

*Normal position is lined for freight lead.

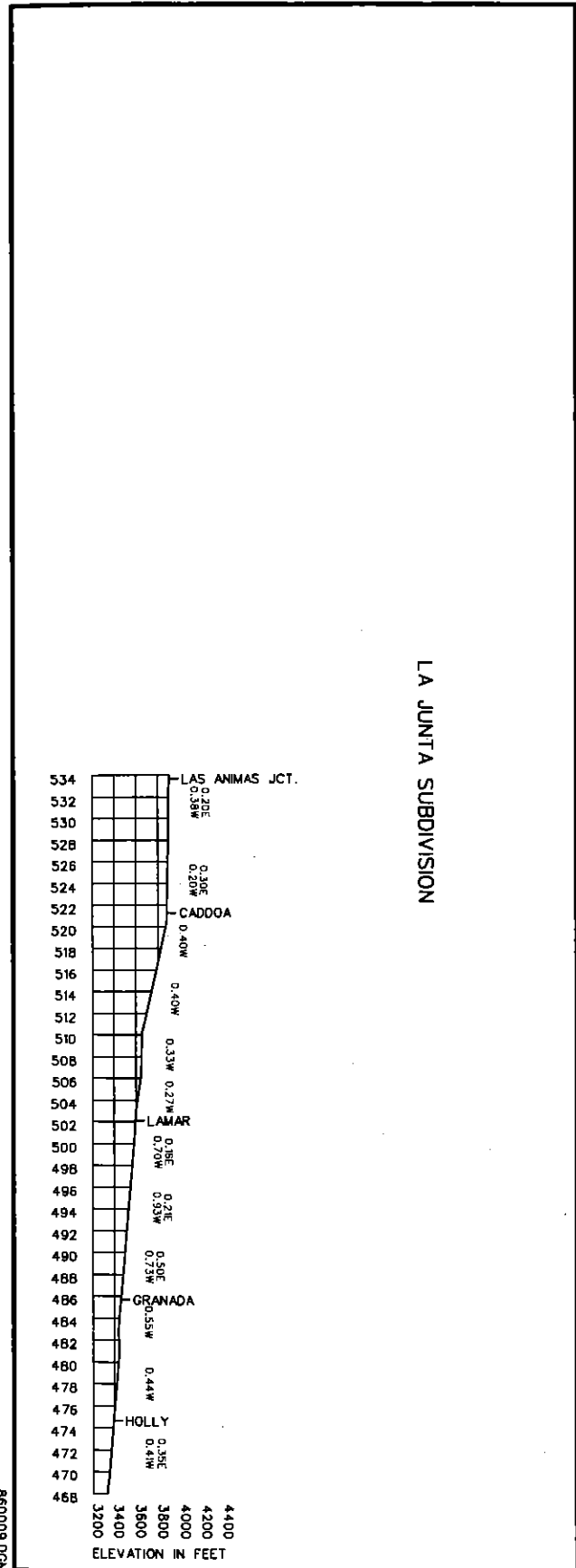
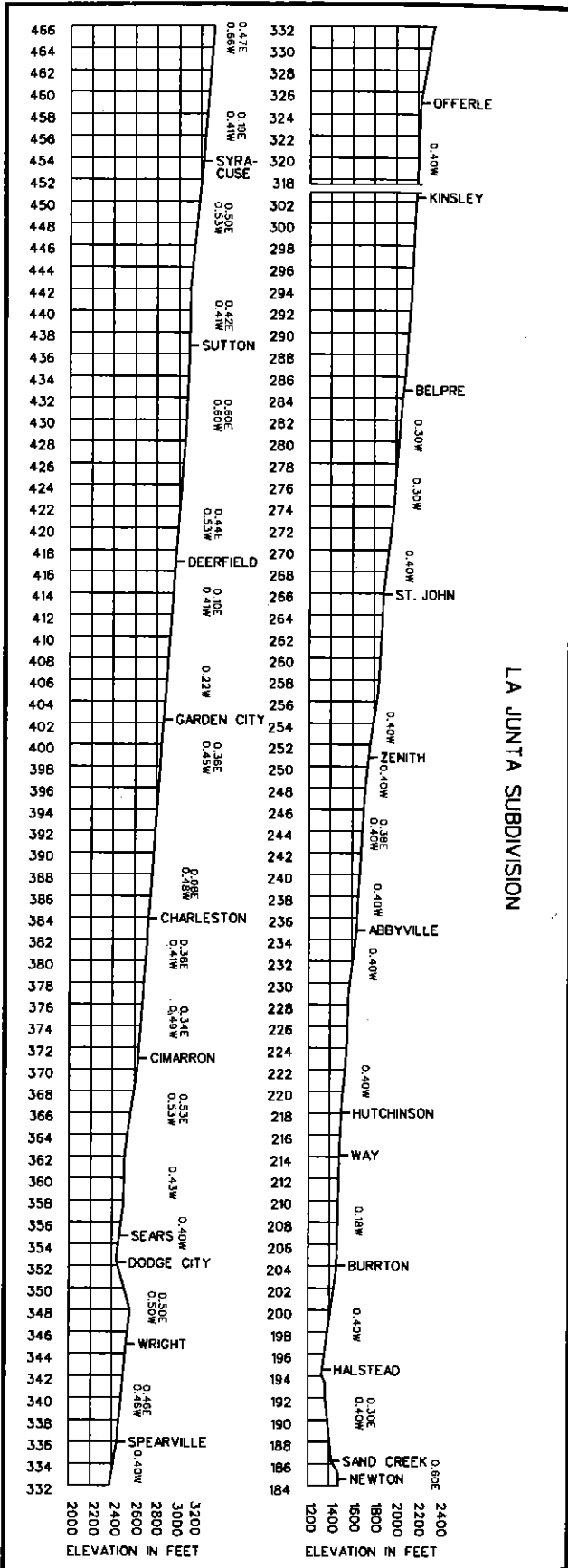
La Junta Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Whiteside	223.4	4200
Partridge	229.0	5500
Plevna	240.7	200
Sylvia	246.4	2460
Stafford	257.0	7325
Dillwyn	272.8	5950
Macksville	277.6	6140
Lewis	293.3	7350
Bellefont	330.3	8350
Wright Storage Track	344.7	6805
Howell	361.5	1930
Ingalls	377.3	5747
Pierceville	390.1	6750
Val Agri	398.6	900
Sunflower Electric	407.4	35000
Holcomb	409.0	6564
Iowa Beef Processors	411.4	1250
Lakin	424.3	9897
Kendall	442.2	6886
Coolidge	468.8	6289
Amity	479.2	2150
Grote	491.4	1400

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
Bridges 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
Bridges 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



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

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.

Neva to Superior 36 2 3 4 5&7 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	20	Cv	92.7 - 93.4	20
RRX	30.9	20	RRX	113.2 (Stop)	15
RRX	37.1	40	RRX	120.1 (Approach prepared to stop)	40
Cv	51.7 - 53.0	35			
Cv	56.5 to 57.2	30	RRX	133.7 (Stop)	30
Xing	58.1 - 59.2	15	Cv	133.8 - 134.0	20
RRX	59.0	20	Cv	152.6 - 153.1	15

(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, 63.5, 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		Meth. of Oper.	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
		12.9			
40770		ENSIGN			14.0
		5.0			
40760		HAGGARD			19.0
		7.2			
40750		MONTEZUMA			26.2
		10.9			
40740		COPELAND			37.1
		5.6			
40730		TICE			42.7
		6.9			
40720		SUBLETTE			49.6
		8.3			
40700		SATANTA	BCPTY		57.9
		0.4			
		SATANTA JCT.	Y		58.3
		15.7		TWC	
40695	1600	MOSCOW			74.0
		12.7			
40690		HUGOTON			86.7
		7.3			
40685		FETERITA			94.0
		8.7			
40680		ROLLA			102.7
		16.9			
40670	2000	ELKHART, KS	T		119.6
		12.4			
40665		STURGIS, OK			132.0
		11.6			
40660	1200	KEYES			143.6
		15.6			
40400		BOISE CITY	PTY		159.2
		(159.2)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Dodge City to M.P. 139	36	2	3	4	5&7	9
M.P. 139 to Boise City	72	2	3	4	5&7	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 Affected
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		Meth. of Oper.	Mile Post
		SATANTA JCT.	TY		0.0
		6.8			
40610	2600	RYUS			6.8
		8.6			
40598	4200	HICKOK			15.6
		7.9			
40594	1436	ULYSSES			23.5
		7.1			
40582		STANO			30.6
		4.1			
40578		BIGBOW			34.7
		10.6			
40570		JOHNSON		TWC	45.3
		7.8			
40566	1250	MANTER	T		53.1
		9.3			
40562		SAUNDERS, KS			62.4
		14.2			
40554		WALSH, CO			76.6
		9.6			
40550		VILAS			86.2
		8.8			
		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&7	9
M.P. 70 to South Jct. & Pritchett	72	2	3	4	5&7	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	4242
Mobile	13.5	1199
Sunflower	24.8	207
Kugler Oil	25.8	2243
Sullivan Coop	28.8	1375
Sullivan	28.8	1645
Julian	38.8	2625
Bartlett Coop	67.7	1323
Bartlett G&H	68.3	1816

**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	Meth. of Oper.	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	11.6 13.1 PONCA CITY	BP		288.9
52290	8616	11.4 MARLAND			300.3
52280	7447	6.5 RED ROCK			306.8
52270	7993	5.9 OTOE			312.7
		3.6 BLACK BEAR B.N. RRX	A	CTC	316.3
52100	N5515 S3624	5.3 PERRY	P		321.6
52090	8563	6.8 ASP			328.4
52060	10149	10.4 MULHALL			338.8
52050	8915	8.1 LAWRIE			347.2
51700	14725	5.4 GUTHRIE	PT		352.6
51695	9735	7.4 SEWARD			360.1
51690	7041	10.0 EDMOND			370.1
51680	8029	6.7 BRITTON			376.8
		3.8 NOWERS			380.6
51500		3.4 OKLAHOMA CITY	T	CTC 2MT	384.0
		1.7 BURNETT			385.7
		3.1 GM Crossover			388.8
51500	8460	1.7 FLYNN	BCPT		390.5
51420	8351	4.4 MOORE			393.2
51415	6678	8.6 NORMAN			401.8
51410	9075	6.2 NOBLE			408.1
51400		9.2 PURCELL			417.3 517.5
51325	8297	7.3 WAYNE			510.2
51315	8229	7.6 PAOLI			502.6
51300	7926	7.0 PAULS VALLEY		CTC	495.6
51255	8804	7.5 WYNNEWOOD			488.1
51250	9225	10.1 DAVIS	T		478.0
51240	8599	8.4 DOUGHERTY			469.6
51225	8443	9.3 GENE AUTRY			460.3
51200	5731	9.9 ARDMORE	BPT		450.4
	6427	7.4 OVERBROOK			443.0
51140	10025	9.9 MARIETTA			433.1
51120	8053	10.0 THACKERVILLE, OK			423.1
51100		11.8 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&7	9
Wayne to Gainesville	36	1	3	4	5&7	9

CTC IN EFFECT: On main tracks and sidings, Arkansas City to Gainesville. EXCEPT on track 198, between M.P. 262.6 and M.P. 264.1, Arkansas City.

(continued on next page)

Oklahoma Subdiv.

RULE 1.14 : A.T.S.F. trains use B.N. tracks between Black Bear and Pawnee and U.P. tracks between Shawnee and Harter.
B.N. trains use A.T.S.F. tracks between Black Bear and Perry.

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

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	40
Burnett & End of Two Tracks M.P. 387.4 North Track	40
South Track	55
M.P. 387.4 & Gainesville	55
O.G.&E. Sooner Spur between main track switch & Loop Track switch	20
GM Crossover & GM Yard (Flynn Industrial Spurs)	20
Purcell Yard Track No. 1	20

(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
			Br	X418.5 - X418.3	45
			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

(continued on next page)

Oklahoma Subdiv.

(D) SPEED RESTRICTIONS — SWITCHES (Continued)

"D" — Dual Control Switch		"S" — Spring Switch	
Station or MP	Location		MPH
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	Turn Out, M.P. 380.6	40
Burnett	D	Xovers, M.P. 385.8	40
	D	Turn Out, 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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Kildare Coop Spur	281.2	1984
OG&E Sooner Spur	308.23	34141
Team Track (Pipe Yard)	366.7	710
Leonhardt Spur	372.9	756
Ralston Purina Lead (Dereco)	373.0	11024
Packing Town Industrial Spur	385.5	1900
API Plastics Lead	387.5	2500
Flynn Industrial Spurs	388.8	22338
Tyler Simpson	400.2	598
Shawnee Industrial Spur	384.7	10.6 miles
Runaround	125.3	700
Wolverine Tube	125.3	1178
Mobil Chemical Company	125.9	2267
TDK Ferrites	127.6	914
Pauls Valley Industrial Lead	496.1	14050
Rayford storage track	473.3	4900
Crusher	466.4	11050
Ardmore Industrial Lead	449.6	26400
Borden Chemical	X414.0	800

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

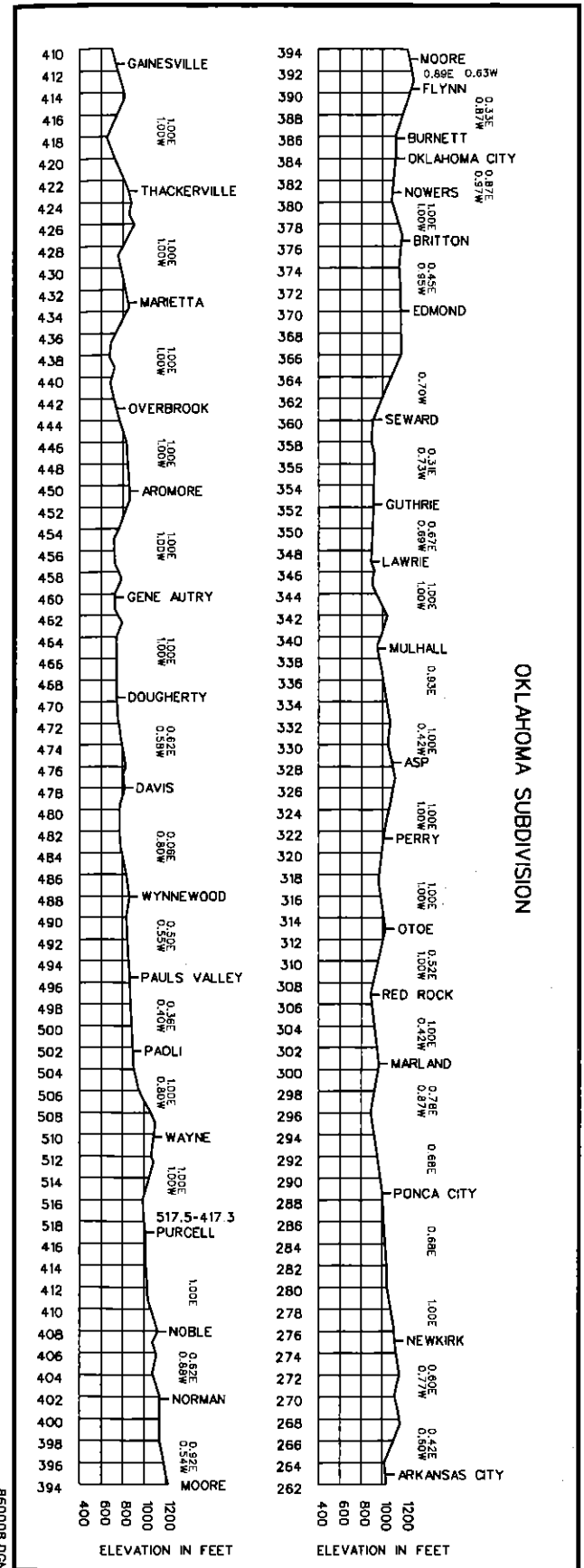
Location	Type	Locator & Signals Affected
M.P. 270.8, 293.8, 317.5, 341.5, 358.9, 377.8, 405.4, X414.5, 437.5, 457.6, 482.6, 505.7	Hot Box & Dragging Equip.	Radio communication
M.P. 407.4*, 416.2*	Shifted Load	Radio communication
Bridge 467.5	High Water	Eastward - Signal 4662 Westward - Controlled signals at WE Dougherty
M.P. 421.1*	Shifted Load & Dragging Equip.	Radio Communication

* 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**

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

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



REVISION: 04/02/95
860008.DGN

WEST-WARD ↓		Ft. Worth Subdiv.			↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	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		CTC	377.3	
		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				
	6961	WEST HASLET			360.9	
		7.0				
51020	N12059 S11896	B.N. RRX U.P. RRX SAGINAW	M M BCP	CTC	353.9	
		5.1				
51015	4383	S.P. RRX No. Ft. Worth	M		348.9	
		2.8				
51000		FT. WORTH	Y		346.0	
		0.3				
		U.P. RRX	M	2MT	345.7	
		0.1				
		U.P. RRX's TOWER 55	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		CTC	294.4	
		6.6				
43480	6950	MORGAN			287.8	
		7.1				
43475	10700	MERIDIAN			280.7	
		10.3				
43470	11130	CLIFTON			270.4	
		15.4				
43455	10840	MANHATTAN			255.0	
		11.6				
43420	10930	McGREGOR	T		243.4	
		9.9				
43415	11200	MOODY			233.5	
		8.1				
43410	10050	PENDLETON			225.4	
		4.2				
		BELCO			221.2	
		3.0				
43400	7580	TEMPLE	BCPT		218.2	
		(193.1)				

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Gainesville to Belco	36	1	3	4	5&7	9
Belco to Temple	72	1	3	4	5&7	9
Ward Industrial Spur	55	2	3	4	5&7	9

CTC IN EFFECT: On main track and sidings between Gainesville, M.P. 411.3 and Lambert, M.P. 368.5; On New Main Track between Lambert, M.P. 368.5 and East Alliance, M.P. 365.0; On Alliance siding between East Alliance, M.P. 365.0 and West Alliance, M.P. 362.2;

(continued on next page)

Ft. Worth Subdiv.

On New Main Track between West Alliance, M.P. 362.2 and West Haslet, M.P. 360.9; On old main track between Lambert, M.P. 368.5 and West Haslet, M.P. 360.9; On West Haslet siding between Haslet, M.P. 362.4 and West Haslet, M.P. 360.9; On main track and sidings between Ft. Worth, (North Track, M.P. 345.8; South Track, M.P. 345.9) and Temple, M.P. 218.2; On Passenger Track 3 Temple; On both legs of wye track between Metro and West Wye and on old Dublin main track between Birds and M.P. 1.3.

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)

RULE 1.14: A.T.S.F. trains use B.N. tracks between B.N. North Yard and Tower 55 at Ft. Worth and U.P. tracks between Tower 55 and Tecfic.

S.P. trains use A.T.S.F. tracks between M.P. 344.3 and M.P. 345.7. U.P. trains use A.T.S.F. tracks between Tower 55 and Alliance. B.N. trains use A.T.S.F. tracks between Saginaw and Alliance. F.W.W.R. trains use A.T.S.F. tracks between North Ft. Worth and Alliance.

CEN-TEX Trains use A.T.S.F. Tracks between Birds and M.P. 1.31. K.C.S. trains use A.T.S.F. tracks between Metro and Alliance and on both legs of wye track between Metro and West Wye.

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

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

WARD INDUSTRIAL SPUR: Trackage between M.P. 0.0, Cleburne and End of Track, M.P. 46.0, identified as Ward Industrial Spur. Speed 10 MPH in Automatic Interlockings, U.P. RRX, M.P. 11.4 and S.P. RRX, M.P. 27.3.

All switches must be left lined and locked for movement on Ward Industrial Spur track.

EAST	YARD LIMITS	WEST
MP 346.7	North Trk. Ft. Worth	MP 345.8
MP 346.7	South Trk. Ft. Worth	MP 345.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH	
	Psg.	Frt.
Gainesville & Ft. Worth		55
Alliance Siding		50
Ft. Worth, 2 Main Tracks		20
Ft. Worth & Temple	79	55
Old Dublin Main Track		
M.P. 0.0 and M.P. 0.9		10
M.P. 0.9 and M.P. 1.3		20
Ward Industrial Spur:		
M.P. 0.0 and M.P. 0.3;		10
M.P. 0.3 and M.P. 46 (End of Track)		20

**When You're Out Of Quality,
You're Out Of Business**

Ft. Worth Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing	411.2 - 409.5	30	Xing	317.6 - 317.5	40
Xing	354.1 - 353.8	30	Xing	317.5 - 317.4	55
RRX	353.8	25	Cv	292.8 - 292.6	75
Xing	353.8 - 353.7	40	Cv	287.6 - 282.3	65
Xing	351.0 - 350.7	40	Cv	280.6 - 280.0	75
Cv	351.0 - 350.7	45	Cv	276.4 - 275.8	65
RRX	349.0 - 348.8	25	Cv	274.8 - 274.2	75
Cv	348.5 - 346.9	40	Cv	271.7 - 271.2	45
N.Trk	345.9 - 345.7	10	Xing	270.6 - 270.5	65
Cv	345.7 - 343.7	20	Cv	267.2 - 266.8	75
RRX			Cv	264.9 - 263.7	65
Xing			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
Cv	318.7 - 317.2	40	Cv	218.8 - 217.6	20
Xing	317.8 - 317.6	55	Xing	218.1 - 217.6	20

(D) SPEED RESTRICTIONS — SWITCHES

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

"D" - Dual Control Switch	"P" - Power Switch	"S" - Spring Switch		
Station or MP		Location		MPH
Gainesville	D	WE long track		10
Valley View	D	Both ends siding		30
Metro	D	Both ends siding		30
	D	East leg of wye		25
West Wye	D	West leg of wye M.P. 385.6		25
Dallas Jct.	D	Switch to East & West legs wye		25
Ponder, Justin	D	Both ends siding		30
Lambert	D	Turnout - New Main track		30
East Alliance	D	EE siding		50
Alliance	D	2 Turnouts - EE C&D Leads		30
AllianceYard				
R&D Tracks	P	Both ends, TRKS 7101-7112		30
TRK 7151	P	Xover East Lead		30
TRK 7171	P	Xover West R&D Leads		30
IMF TRKS	P	Both ends, TRKS 7201-7205		30 ^a
TRK 7208	P	Auto Spur TRK.		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
	D	WE siding		30
East Haslet	D	EE Auto Facility		30
Haslet	D	WE Auto Facility		30
	D	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
	D	Old Dublin Main track		10
(Belt Jct.)	S	Turnout B.N. & F.W.W.RY.		10

(continued on next page)

Ft. Worth Subdiv.

(D) SPEED RESTRICTIONS — SWITCHES (continued)

"D" — Dual Control Switch		"S" — Spring Switch	
Station or MP		Location	MPH
Crowley, Joshua	D	Both ends siding	30
Midway	D	EE siding	30
	D	Xovers	30
Cleburne	D	Xovers	10
Rio Vista, Blum, Kopperl, Morgan, Meridian, Clifton, Manhattan, McGregor, Moody, Pendleton	D	Both ends siding	30
Belco	D	Switch to freight yard	20
Temple	D	WE Psgr. track 3	20
	D	EE Main tracks, M.P. 216.9	30
	D	Both Xovers, M.P. 217.9 & 218.0	20
	D	North track at Lampasas Subdiv., M.P. 218.1	20
	D	Xover, M.P. 218.8, Ft. Worth Subdiv.	20
	D	Both ends siding	20
	D	Xover between West Freight No. 1 & West Freight No. 2	10
	S ^a	West Freight No. 2 at Lampasas Subdiv. main track, M.P. 218.9	15

^a IMF tracks 7201, 7202 and 7203, inbound train movements 10 MPH.
 * 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	1300
Krum	383.5	1800
Alliance Auto Facility Unloading	363.5	30878
Ward Industrial Spur	317.5	46 Miles
Alvarado Track	12.7	1500
Venus Track	19.6	3000
Southwest R.R. Car Parts Co.	19.9	970
Ward Spur Tracks	23.7	18500
Chaparral Steel	24.4	15000
TXI Cement	24.6	10000
Midlothian Track	26.9	5000
Holnam Cement	29.5	9300
High Meadows Track	31.8	8950
Cedar Hill Track	34.6	1500
Duncanville Track	40.1	4000
Red Bird Track	42.2	25000
Hale Track	45.7	1866
Hale Cement	45.8	46940
Clifstone	266.5	1800
Valley Mills	259.2	3110
Crawford	250.1	1560
Tonk Quarries	249.5	4620

Ft. Worth Subdiv.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locators & Signals Affected
M.P. 390.7, 375.1, 358.5, 331.3, 307.8, 286.9, 265.8, 247.3, 224.8	Hot Box & Dragging Equip.	Radio communication
M.P. 351.4	Dragging Equip.	Rotating white light

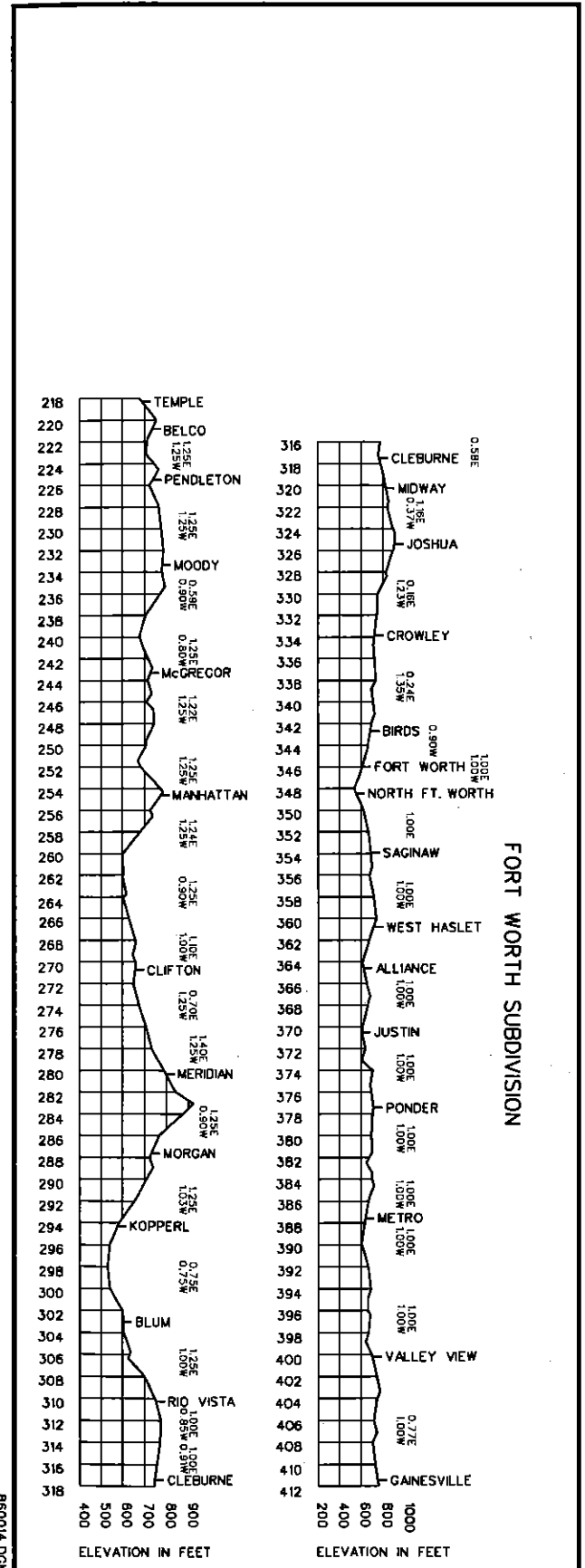
Nothing Is Insignificant In Safety

QUALITY HAPPENS When you Care Enough To Do Your Best

Quality Is Essentially Attention To Detail

REVISED: 04/02/95
86014.DGN

Ft. Worth Subdiv.



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

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Temple to Galveston	72	1	3	4	5&7	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 sidings Somerville and Bellville.

(continued on next page)

Galveston Subdiv.

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

RULE 1.14: A.T.S.F. trains use U.P. tracks between Algoa and Bay City and S.P. tracks between Tower 17 and Houston.

B.N. trains use A.T.S.F. tracks between Alvin and Galveston.
S.P. trains use A.T.S.F. tracks between Tower 17 (Rosenberg) and Galveston.

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

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.

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, permission from train dispatcher 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.

At 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

(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
			RRX	82.2	50
RRX	174.4	30	Xing	66.8 - 66.6	35
Cv	175.7 - 174.1	50	RRX	66.2	30
Cv	170.8 - 170.4	50	Cv	66.2 - 63.2	30
Cv	170.1 - 169.7	40	Xing	66.1 - 65.5	30
Cv	169.4 - 169.1	45	Cv	51.0 - 50.6	50
Cv	157.6 - 157.4	45	Cv	45.3 - 43.8	40
Cv	134.4 - 134.1	40	Trk	East leg of wye Alvin	10
Cv	133.8 - 133.5	45	Trk	West leg of wye Alvin	25
Xing	126.8 - 126.7	35	Lift Br	5.2	10

Safety and Shortcuts
Don't Mix

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.

**Santa Fe Railway
Supports Operation Lifesaver,
A Nationwide Program
To Eliminate Railroad Crossing
Collisions, Injuries And Fatalities**

Galveston Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Heidenheimer	212.3	2300
El Pleasant	87.1	4990
Orchard	76.2	4600
Chips	69.5	2150
Smithers Lake Industrial Spur (Includes track serving H.L.&P. Yard)	51.2	20792
Arcola	42.6	1160
Tex Stone	12.7	6200

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

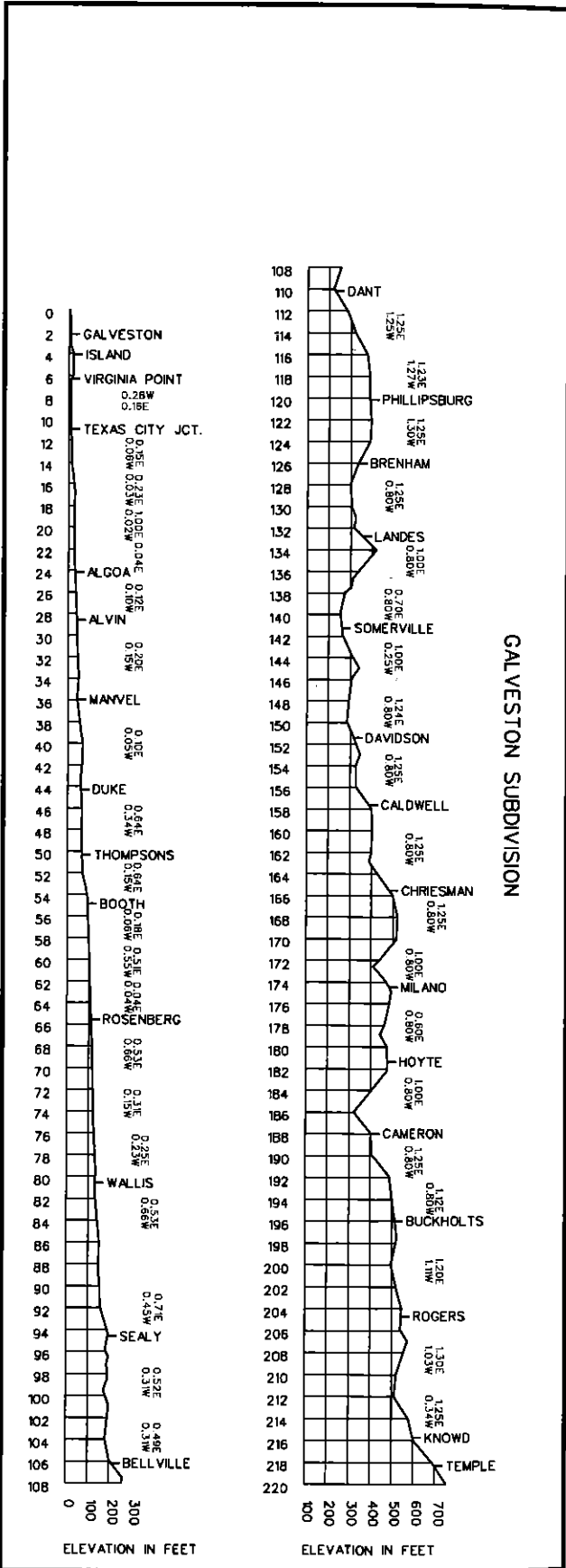
Location	Type	Locator & Signals Affected
M.P. 199.0, 178.4, 161.3, 129.0, 107.6, 77.3, 46.2, 20.7	Hot Box & Dragging Equip	Radio communication

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

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

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

Galveston Subdiv.



REVISION: 04/02/95
860017.00N

WEST-WARD ↓		Houston Subdiv.		EAST WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
35600		ALVIN		PT	.0
		4.1			
35550	13140	HASTINGS			4.1
		5.9			
35500	5490	PEARLAND		CTC	10.0
		4.0			
35490	N16230 S10320	MYKAWA		BCPT	14.0
		5.4			
		S.P. RRX T.&N.O. JCT.		M	19.4
		0.9			
35100		NEW SOUTH YARD		H.B.&T. RY.	20.3
		(20.3)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Alvin to New South Yard	72	1	3	4	5&7	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.

RULE 1.14: A.T.S.F. trains, at Houston, use H.B. & T. and P.T.R.A. tracks.

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

(C) SPEED RESTRICTIONS — VARIOUS

Trk	Mile Posts	MPH	Trk	Mile Posts	MPH
	East leg of wye Alvin	10	RRX	19.4	20
	West leg of wye Alvin	25			

(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	1700
HD No. 1	6.1	5160
HD No. 2	7.1	5280
HD No. 3	8.2	5070
Chance Collar Inc.	8.5	800
Midwest Steel	8.7	380
HD No. 4	10.9	2800
HD No. 5	11.6	3210

(continued on next page)

Houston Subdiv.

2. TRACKS BETWEEN STATIONS (Continued)

Name	Mile Post Location	Capacity in Feet
Energy Coatings	11.9	1200
HD No. 6	13.0	6520
TOFC Facilities	14.5	Yard
Gifford Hill Storage	18.4	1250
Ideal Cement	18.5	2160
Industrial Tracks	18.9	7900

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 1.7	Hot Box & Dragging Equip.	Radio communication

**The Goal Of Quality
Is Zero Defects**

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

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

WEST- WARD ↓		Lampapas Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
43400	7580	TEMPLE	BCPT	CTC	218.1
		GOBER	R		219.9
43345	5480	BELTON		TWC ABS	226.4
43335	13100	NOLANVILLE			235.7
43325		FORT HOOD			246.3
43320	5500	COPPERAS COVE	P		254.3
43315	9988	KEMPNER			263.7
43310	6250	LAMPASAS	PT		273.7
43305	7950	OGLES			283.3
43200	10248	LOMETA	P		291.7
43197	4980	ANTELOPE GAP			300.3
43194	11481	CASTOR			306.1
43190	5270	GOLDTHWAITE	P	313.3	
43188	10050	MULLIN		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		TWC ABS	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			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	2	3	4	5&7	9
Tecific to Sweetwater	36	1	3	4	5&7	9

CTC IN EFFECT: At Temple, on Passenger Track 3; on West Freight No. 1 from Gober to West Freight crossover; on Lampapas Main Track between Temple, M.P. 218.1 and 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 at Brownwood, between M.P. 347.7 and M.P. 348.9; and between M.P. 349.0 and M.P. 349.4.

RULE 1.14: A.T.S.F. trains use U.P. tracks between Tecific and Tower 55. Cen-Tex trains use A.T.S.F. tracks between Ricker and San Angelo Jct.

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

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

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Trk	218.8 - 218.9	15	Cv	345.7 - 346.2	40
Cv	219.4 - 222.3	40	Cv	347.7 - 348.2	30
Cv	223.5 - 226.2	50	Cv	349.8 - 350.1	35
Cv	226.2 - 228.1	40	Cv	350.8 - 353.2	30
Cv	234.1 - 234.6	50	Cv	362.3 - 362.7	50
Cv	248.4 - 249.8	50	Cv	369.4 - 369.6	40
Cv	255.7 - 274.1	50	Xing	369.7 - 369.8	45
Cv	283.9 - 284.3	50	Cv	380.2 - 381.9	45
Cv	298.6 - 299.1	50	Cv	383.4 - 383.8	50
Cv	302.3 - 303.7	50	Cv	386.3 - 386.6	40
Trk,Cv	305.4 - 311.8—Eastward	35	Cv	391.3 - 391.7	45
Cv	310.1 - 310.5—Westward	50	Cv	397.6 - 398.3	45
Trk,Cv	318.5 - 321.4—Eastward	35	Cv	399.6 - 400.1	45
Cv	319.8 - 321.0—Westward	50	Cv	410.7 - 411.3	50
Cv	321.4 - 321.8	50			
Trk,Cv	327.1 - 331.9	45			

(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				MPH
Temple	D	WE Psgr. track 3		20
	D	EE 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	Turnout to CEN-TEX RR		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
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

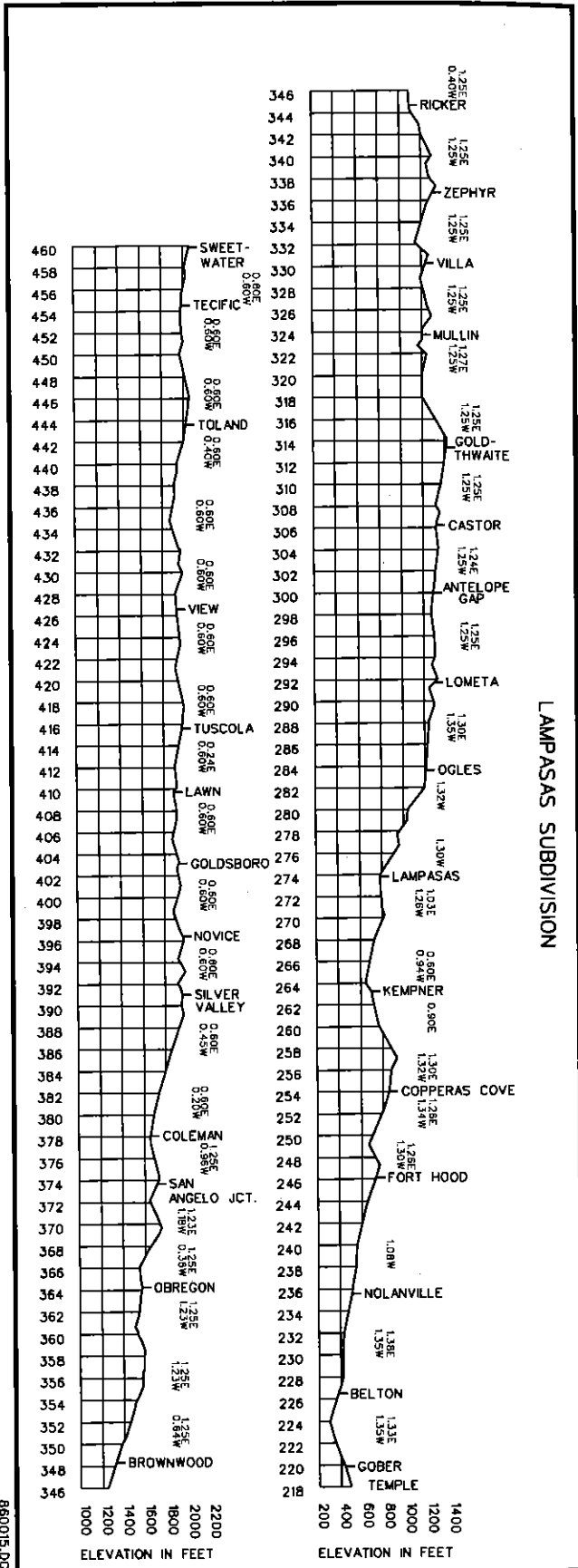
Name	Mile Post Location	Capacity in Feet
American Rockwool	233.5	1488
Killeen Storage Track	243.5	3700
Nichols	248.0	2360
Alamo	334.4	240
Bangs	359.2	2100
Santa Anna	369.7	2800
Martin Brick	379.1	3268
Coleman Grain	379.2	1123
Storage Tracks	379.4	4344
Cozart	432.5	1900

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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

**Safety Is A Condition
Of Employment**

Lampasas Subdiv.



LAMPASAS SUBDIVISION

WEST-WARD ↓		Conroe Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
44600		SOMERVILLE	BPTY		0.0
		5.4			5.4
44750		SCOFIELD			18.3
		12.9			28.1
44760	5650	ALLENFARM			33.1
		9.8			37.7
44770		NAVASOTA S.P. RRX	A		49.9
		5.0			55.6
44860	8568	WOOD			63.8
		4.6			72.2
44865	2600	YARBORO			74.6
		12.2			79.1
44880		B.N. RRX DOBBIN	A		85.0
		5.7			89.6
44885		MONTGOMERY			94.9
		8.2			105.5
44895	7910	HONEA			111.0
		8.4			121.5
44900	5600	CONROE U.P. RRX	BP A		128.9
		2.4			144.0
44910		BEACH			152.2
		4.5			
44950		WAUKEGAN			
		5.9			
44970	9650	SECURITY			
		4.6			
44980		FOSTORIA			
		5.3			
44990	3850	S.P. RRX CLEVELAND	A P		
		10.6			
45415		RAYBURN			
		5.5			
45425	8540	ROMAYOR			
		10.5			
45440		VOTAW			
		7.4			
45445	7850	BRAGG			
		10.1			
45465	5937	KOUNTZE			
		8.2			
45700		SILSBEE	BCPTY		
		(152.5)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Somerville to Silsbee	36	2	3	4	5&7	9

TWC IN EFFECT: Between Somerville, M.P. 0.0 and Silsbee, M.P. 152.5.

At Silsbee, main track switch at 5th Street, CLIC No.113 and wye switch at 4th Street, will be left lined and locked as last used. Junction switch at MP 152.5 normally lined for Longview and Conroe 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 152.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

Conroe Subdivision

MPH
49

**Safety And Shortcuts
Don't Mix**

Conroe Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS

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

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Clay	11.9	1350
Trinity Industrial	31.1	450
Plantersville	43.4	1040
Maverick Tube	75.3	1320
Owens-Corning	76.1	420
Huntsman Chemical Co.	76.4	2400
Youens	77.0	1750
Pavers Supply & Smith Co.	77.7	1500
Union Tank Car Co.	99.5	1610
Kirby	103.9	4800
Dolen	107.3	1550
Honey Island	135.5	780

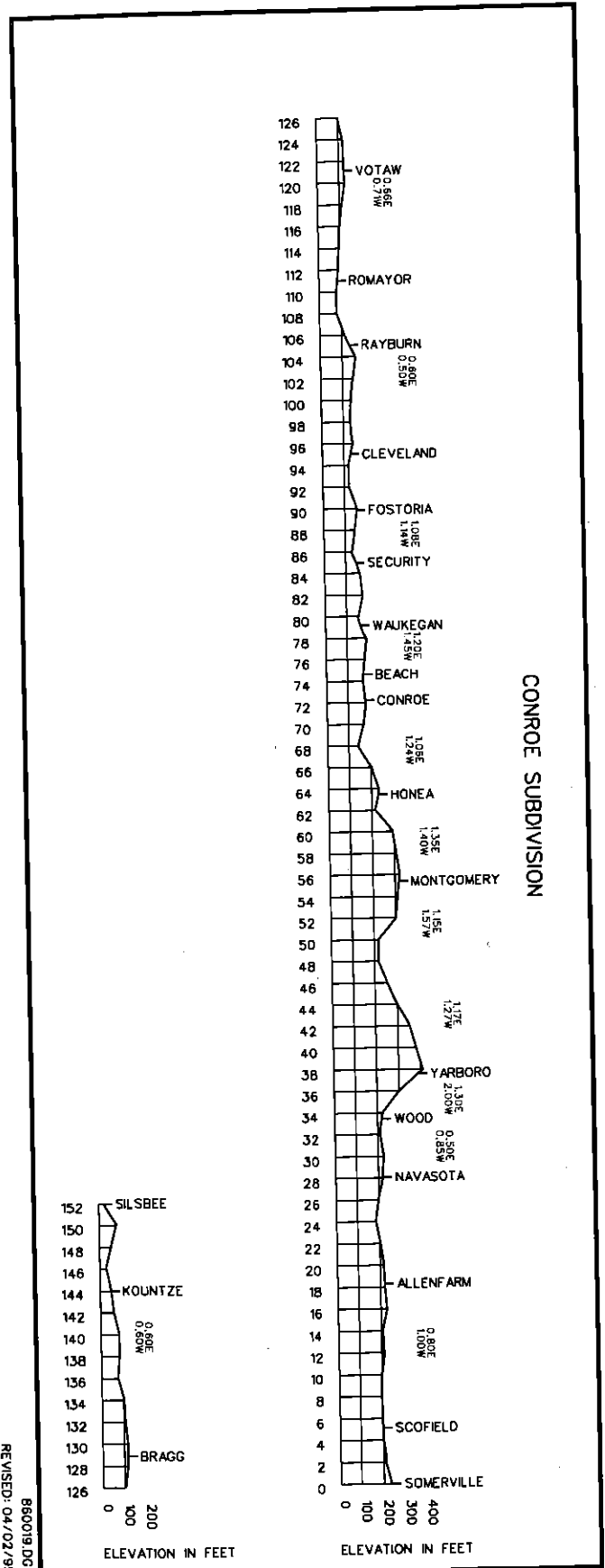
3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 11.7, 39.5, 64.9, 88.2 114.1	Hot Box & Dragging Equip.	Radio communication

**A Positive Attitude
Creates
Positive Results**

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

Conroe Subdiv.



REVISED: 04/02/95
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WEST-WARD ↓		Longview Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	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	BROWNEDELL		TWC	88.0
45820		HORTON			84.2
45800	4140	JASPER	PTY		73.6
45790		KEITHTON			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	QUINN			30.1
45705		EVADALE			26.6
45700		SILSBBE	BCPTY		21.0

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Longview to Silsbee	30	1	3	4	5&7	9

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

At Silsbee, junction switch at M.P. 21 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

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
Xing	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

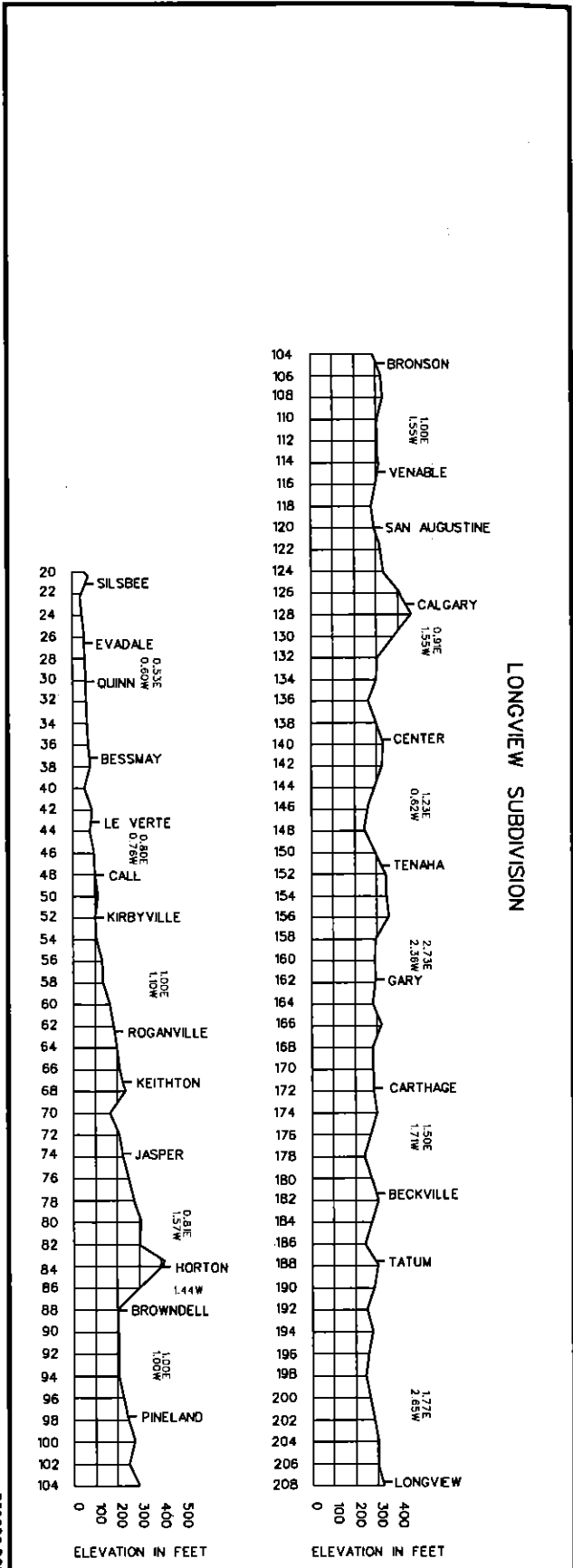
Name	Mile Post Location	Capacity in Feet
Rescar	203.8	1100
Texas Eastman Co.	202.7	3700
Swepeco Industrial Spur	195.5	16679
Martin Lake Jct.	184.9	1800
Louisiana Pacific	174.5	1200
Rite Care	149.9	770
Neuville	131.4	2050
Rebecca	109.6	800

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**

Longview Subdiv.



WEST-WARD ↓		Silsbee Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. Oper.	Mile Post
45700		SILSBEE	BCPTY	TWC	21.0
37185		LUMBERTON			14.1
		LOEB JCT.			10.3
37190		VOTH			8.5
37200		BEAUMONT	PTY		1.7
		S.P. RRX	M		0.7
		U.P. RRX	M		76.4
		S.P. RRX			
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	1	3	4	5&7	9

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

At Silsbee, wye switch at 4th Street will be left lined and locked as last used. Junction switch at M.P. 21 normally lined for Longview and Conroe Subdivisions.

RULE 1.14: 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:

Location	MPH
Silsbee & Beaumont	49
Beaumont & M.P. 56.3	20
M.P. 56.3 & M.P. 49.0	10

(C) SPEED RESTRICTIONS — VARIOUS

Wye	Mile Posts	MPH	Cv	Mile Posts	MPH
	21.0	10		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	1100
Gulfo	68.4	2200
Cheek	68.0	1300
Goodyear	66.8	3000

REVISION: 04/02/95
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WEST-WARD ↓		Oakdale Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
		End Of Track	Y	39.4	
46745		DeRIDDER K.C.S. RRX	PY G	38.4	
46735	2130	SHEAR		33.5	
46730	2440	BOISE CASCADE		32.5	
46725	2610	NEALE		27.5	TWC
46720	2540	MERRYVILLE, LA		22.1	
46715		BON WIER, TX		15.7	
46710	1500	FAWIL		12.2	
		J.&E. JCT.		0.0	

(39.4)

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
End of Track to J.&E. Jct.	36	1	3	4	5&7	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

(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
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	Meth. of Oper.	Mile Post	
		End of Track		42.2	
		S.P. RRX	g	42.8	
33430		WHARTON		43.1	
33480		LANE CITY		51.4	TWC
33485		CANE JCT.	TY	55.2	
33495		RUNNELLS		60.5	
33600		BAY CITY	BPY	68.6	
		U.P. RRX	M	69.0	
33690		WADSWORTH	Y	79.6	
		End of Track	Y	82.5	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
End of Track to End of Track	36	2	3	4	5&7	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.

RULE 1.14: 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
New Gulf Industrial Spur	20
Celanese Industrial Spur	10

(C) SPEED RESTRICTIONS — VARIOUS

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

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of 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	41902
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	Meth. of Oper.	Mile Post	
54100		KIOWA, KS	TY	0.1	
51870	6420	BURLINGTON, OK		8.8	
51850	5022	CHEROKEE		19.7	
51840	2202	JET	31.8		TWC
51830	2235	NASH		40.0	
51820	1968	HILLSDALE		47.8	
51810	4129	BLANTON	Y	58.2	
		U.P. RRX	A	62.0	BN Ry.
		B.N. JCT.		62.1	
51800		ENID	BPY	62.3	
		B.N. RRX	S	63.2	
51735		FAIRMONT		72.8	
		B.N. RRX	A	73.6	
51725	1422	DOUGLAS		80.4	TWC
51715	6250	MARSHALL		88.4	
51710		LOVELL		95.1	
51705		CRESCENT		102.8	
		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&7 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.

RULE 1.14: A.T.S.F. trains use B.N. tracks between Enid and Blanton and between Blanton and Avard.

K.S.W. RR. trains 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 Kiowa, trains will be governed by Waynoka Subdivision 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 must secure permission from B.N. train dispatcher before entering B.N. main track at Enid or at Blanton.

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

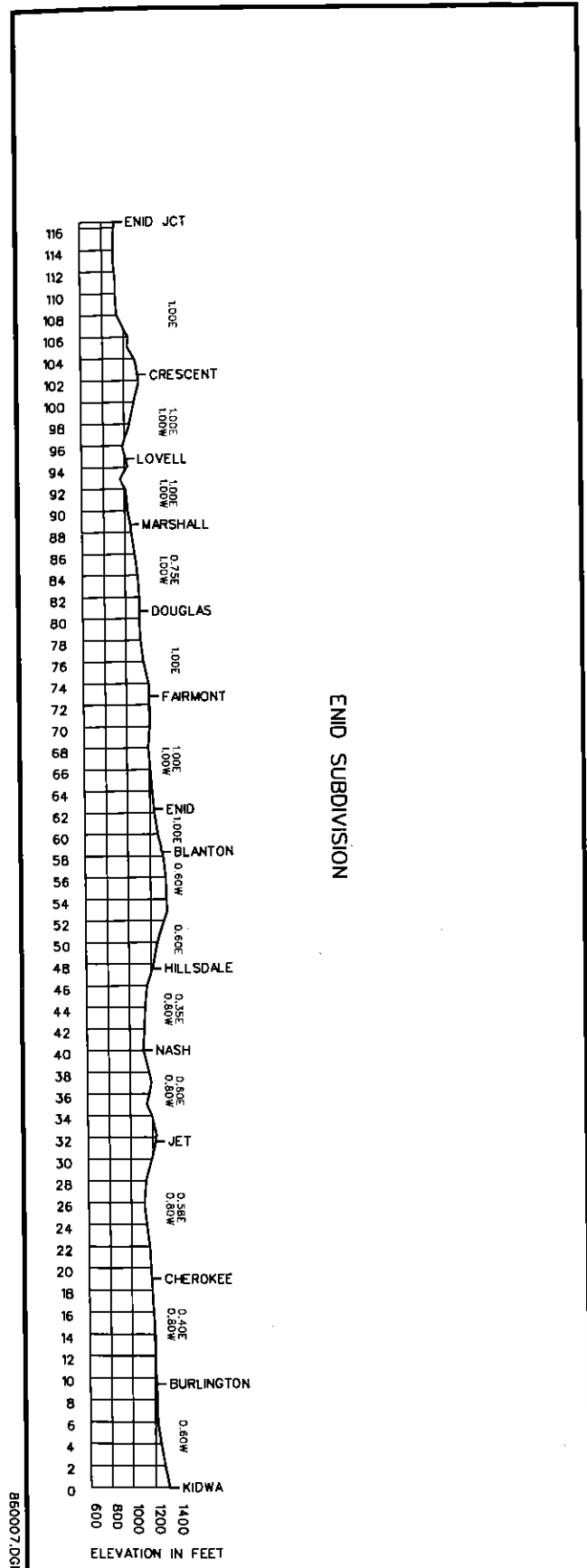
(C) SPEED RESTRICTIONS — VARIOUS

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

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Enid Subdiv.



REVISED: 04/02/95
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WEST-WARD ↓		Stillwater Subdiv.			↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post		
52110		PAWNEE	Y	6.2		
		11.7 GLENCOE		17.9		
52120	1267	12.0 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&7 9

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

RULE 1.14: At Pawnee, A.T.S.F. main track between M.P. 7.3 and M.P. 8.2 is designated as 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	2439
Boomer Spur	26.7	5100

**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	Meth. of Oper.	Mile Post		
		EASTERN		550.5		
		1.7 B.N. RRX's	M	552.2		
53200		2.2 AMARILLO	BCPTY	554.4		
		1.4 WEST AMARILLO		555.8		
53180		2.5 ZITA		558.3		
53170		2.9 HANEY		561.2		
	5436	8.3 EAST CANYON		569.5		
		1.3 LUBBOCK JCT.	T	570.8		
53160		1.4 CANYON		572.2		
	11616	1.2 EAST UMBARGER		576.4		
53140		2.5 UMBARGER		578.9		
	10560	2.2 WEST UMBARGER		581.1		
53130	10827	5.4 DAWN		586.5		
53120	11006	6.8 JOEL		593.3		
	7894	4.3 EAST HEREFORD		597.6		
53100		1.6 HEREFORD	BP	599.2		
	5641	1.2 WEST HEREFORD		600.4		
53090	10806	7.4 SUMMERFIELD		607.8		
53080	11953	6.9 BLACK		614.7		
53070	8276	7.1 FRIONA		621.8		
	7920	3.8 EAST PARMERTON		625.6		
53060		1.6 PARMERTON		627.2		
	11088	2.2 WEST PARMERTON		629.4		
53050	8179	4.7 BOVINA		634.1		
53040	11959	6.9 WILSEY		641.0		
53030		5.1 TEXICO		646.1		
		0.7 EAST LONE STAR JCT., TX		646.8		
	6903	0.8 LONE STAR JCT., NM	T	647.6		
		1.5 WEST TEXICO		649.1		
		4.5 HOUSE 185		653.6		
		2.1 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&7 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, M.P. 655.7 and on east leg of wye at East Lone Star Jct.

RULE 1.14: B.N. trains use A.T.S.F. tracks between B.N. RRX's and Lubbock Jct.

(continued on next page)

Hereford Subdiv.

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

EAST	YARD LIMITS	WEST
MP 552.2	Amarillo	MP 555.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Hereford Subdivision	55*
Amarillo—East & West Freight Lead	20

*See Special Instruction 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	567.6 - 569.5 (NT & ST)	65	Cv	647.2 - 647.6 (ST)	30
			Cv	647.0 - 647.6 (NT)	30

(D) SPEED RESTRICTIONS — SWITCHES

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

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

"D" - Dual Control Switch			
Station		Location	MPH
Eastern	D	Xover, M.P. 550.5	30
	D	Turnout to east leg of wye, M.P. 550.6	20
B.N. R.RX'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 2 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		Location	MPH
Lone Star Jct.	D	Both ends siding	30
	D	Turnout to Slaton Subdiv., M.P. 647.6	30
West Texico	D	2 Xovers, 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	1950
Spencer Chemical Co.	596.7	450
Chemical Co. of Texas	597.1	450
A&P	601.6	4700
Reinauer & Sons	604.3	1152
TOFC Ramp	604.5	2350
Armour & Co.	604.7	1000
Cattleman's Grain	610.0	1182
Holly Sugar Corp.	623.6	2000
West Friona Grain Co.	623.6	1000
Riverside Chemical Co.	635.4	605
Holly Sugar Corp.	652.6	2004

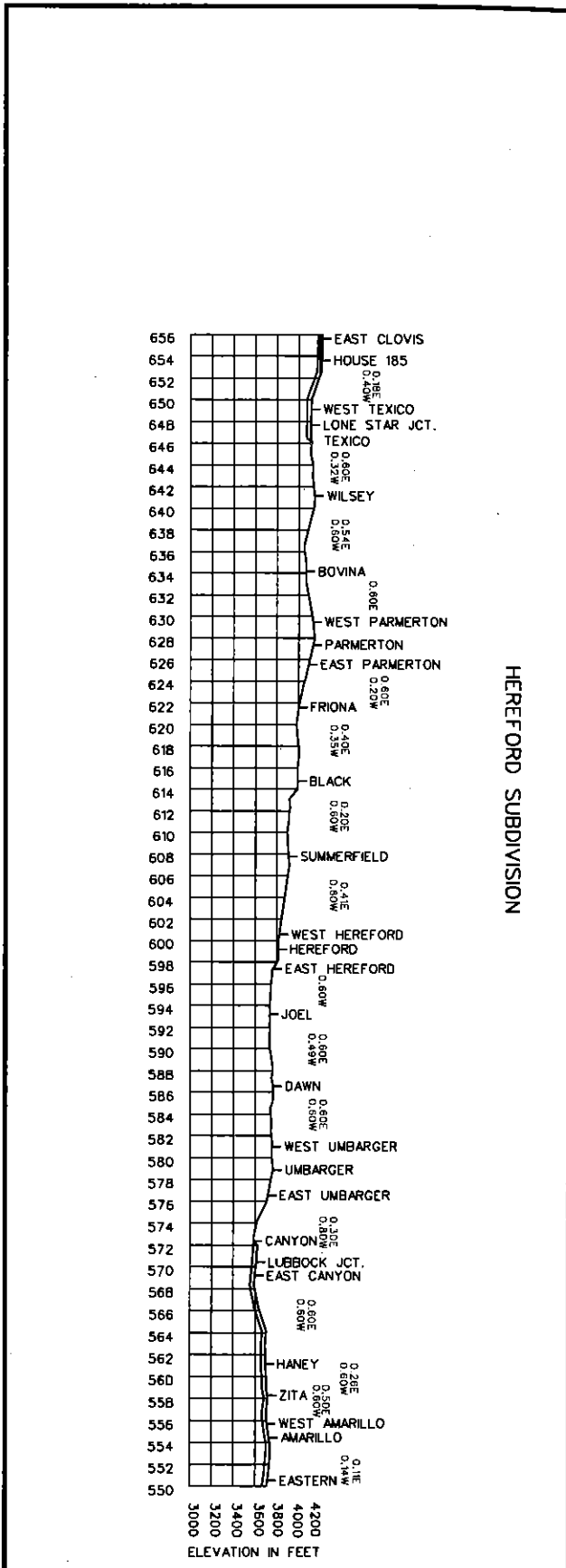
3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 574.5, 595.7, 618.7, 643.2	Hot Box & Dragging Equip.	Radio communication
Bridge 636.6	High Water	Eastward-Signal 6372 Westward-Controlled signals west end siding Bovina

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

**The Customer Is
Our Final Inspector**

Hereford Subdiv.



B60038.DGN
REVISED: 04/02/95

WEST-WARD ↓		Boise City Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
		B.N. RRX's	MR		0.1
		0.9			
		DUMAS JCT.	RT	CTC	1.0
		7.2			
53220	8300	JUILLIARD			8.2
		10.6			
53240	3241	PUENTE			18.8
		8.4			
53250	3547	MARSH		TWC	27.2
		7.4			
53260	3160	EXELL			34.6
		6.7			
53270		BAUTISTA			41.3
		10.8			
53300		DUMAS	P		52.1
		6.2			
53320		MACHOVEC		TWC DT	58.3
		5.7			
53330		ETTER	T		64.0
		11.1			
53335		LAUTZ			75.1
		10.4			
		S.S.W. RRX	A		85.5
		0.2			
40325	3168	STRATFORD			85.7
		14.4			
40340	8200	KERRICK, TX			100.1
		10.9			
40345		CONRAD, OK			111.0
		11.6			
40400	7100	BOISE CITY	PTY		122.6
		12.7			
40420	3750	CASTANEDA, OK			135.3
		16.3			
40430	7450	CAMPO, CO		TWC	151.6
		10.9			
40445		BISONTE			162.5
		7.7			
	7700	SOUTH JCT. SIDING			170.2
		2.4			
		SOUTH JCT.	TY		172.6
		0.5			
40500		SPRINGFIELD	PY		173.1
		1.3			
		NORTH JCT.	Y		174.4
		11.6			
40520		HARBORD			186.0
		10.6			
40525	7700	FRICK			196.6
		16.3			
40530		RUXTON			212.9
		22.6			
		LAS ANIMAS JCT.	P		533.6
		2.4		CTC ATS	
58060	8300	LAS ANIMAS			536.0
		14.7		CTC 2MT ATS	
		CASA			550.7
		4.2		ABS 2MT ATS	
56700		LA JUNTA	BCPTY		554.9
		(256.8)			

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.

B.N. RRX's to Las Animas Jct. 72 1 3 4 5&7 9

Las Animas Jct. to La Junta 36 1 3 4 5&7 9

CTC IN EFFECT: On main track at Dumas Jct.; on east leg of wye, Dumas Jct.; and, on main track and siding 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. 57.9 and M.P. 59.7.

RESTRICTED LIMITS IN EFFECT: Between B.N. RRX's and Dumas Jct. and between Dumas Jct. and M.P. 3.5.

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

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

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

RULE 12.1: ATS in effect Las Animas Jct. to La Junta.

(continued on next page)

Boise City Subdiv.

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(RatonSubdiv.) MP 557.8(PuebloSubdiv.)

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

	MPH	
	Psg.	Frt.
(A) MAX. SPEED BETWEEN:		
B.N. RRR'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		10
Beyond M.P. 4.0		5
(Machovec Industrial Spur):		
M.P. 0.0 to 2.3		10

* See Special Instruction 5(A)

(C) SPEED RESTRICTIONS — VARIOUS

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

"D" - Dual Control Switch	"R" - Rigid Switch	"S" - Spring Switch	
Station or M.P.	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 to South track		30

Boise City Subdiv.

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	57.8	10337
Triangle Grain Co.	61.9	649
James R. Lovell	82.8	1358

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 13.6, 28.1, 54.2, 69.6, 93.2, 125.8, 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.

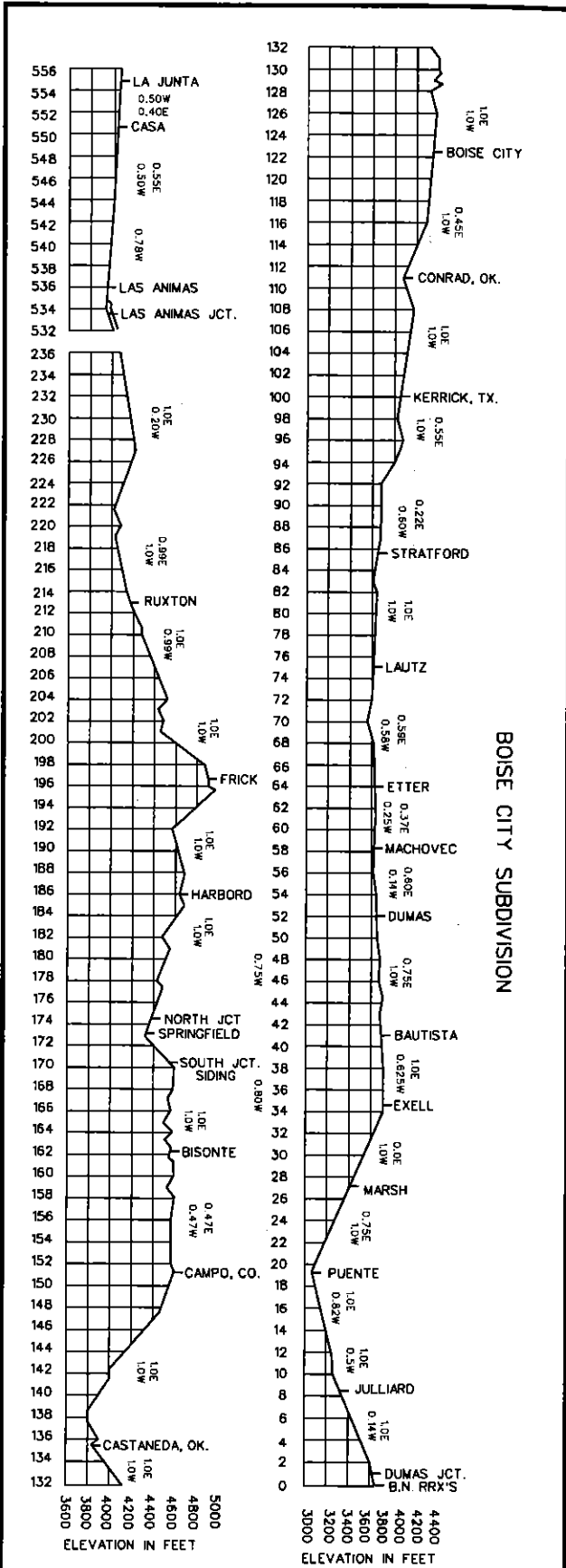
**Training Is The Key
To Quality, Safety And
Strict Rules Compliance**

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

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

**Every Employee Must Know Their
Contribution To Quality**

Boise City Subdiv.



REVISED: 04/02/95
860010.DGN

WEST-WARD ↓		Plainview Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
		LUBBOCK JCT.		T	570.8
		11.3			
42130	5150	OGG			582.1
		6.3			
42120	5150	HAPPY			588.4
		8.0			
42110	5150	KAFFIR			596.4
		6.9			
42100	5200	TULIA			603.3
		12.0			
41935	5200	KRESS			615.3
		6.5			
41930	11500	FINNEY			621.8
		5.8			
41900	9700	PLAINVIEW		BPTY	627.6
		0.6			
		FLOYDADA JCT.		Y	628.2
		0.2			
		B.N. R.R.		A	628.4
				TWC	
41880	5200	FURGUSON		Y	634.0
		5.6			
41875	5150	HALE CENTER			640.9
		6.9			
41870	5050	UNDERWOOD			646.5
		5.6			
41865	5100	ALLEY			651.4
		4.9			
41855	5200	ABERNATHY			657.0
		6.3			
41850	5280	MONROE			663.3
		8.6			
	6200	MARNELS		Y	671.9
		1.2			
		HOUSE 246			673.1
		0.4			
		CANYON JCT.		T	673.5
		(102.7)		CTC	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Lubbock Jct. to Canyon Jct.	30	1	3	4	5&7	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.

RULE 1.14: B.N. trains use A.T.S.F. tracks between Lubbock Jct. and Canyon Jct.

EAST	YARD LIMITS	WEST
MP 622.9	Plainview-Furguson	MP 635.0
MP 672.1	Marnels	MP 673.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED	MPH
Plainview Subdivision	49

(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

Plainview Subdiv.

(D) SPEED RESTRICTIONS-SWITCHES

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

"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, Slaton Subdiv.	10
	D	Xover between North & South tracks	30
	D	Turnout to west leg of wye, Plainview Subdiv.	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Eunice	607.8	5900
Houston Elevator, Inc.	609.9	2250
Riverside Chemical	613.9	400
Burson & Wilson	616.3	1900
BFW Grain Co.	617.0	1200
Six Point Grain Co.	637.9	1250
Western Warehouse Co.	654.8	1150
Commercial Metals	665.5	600

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

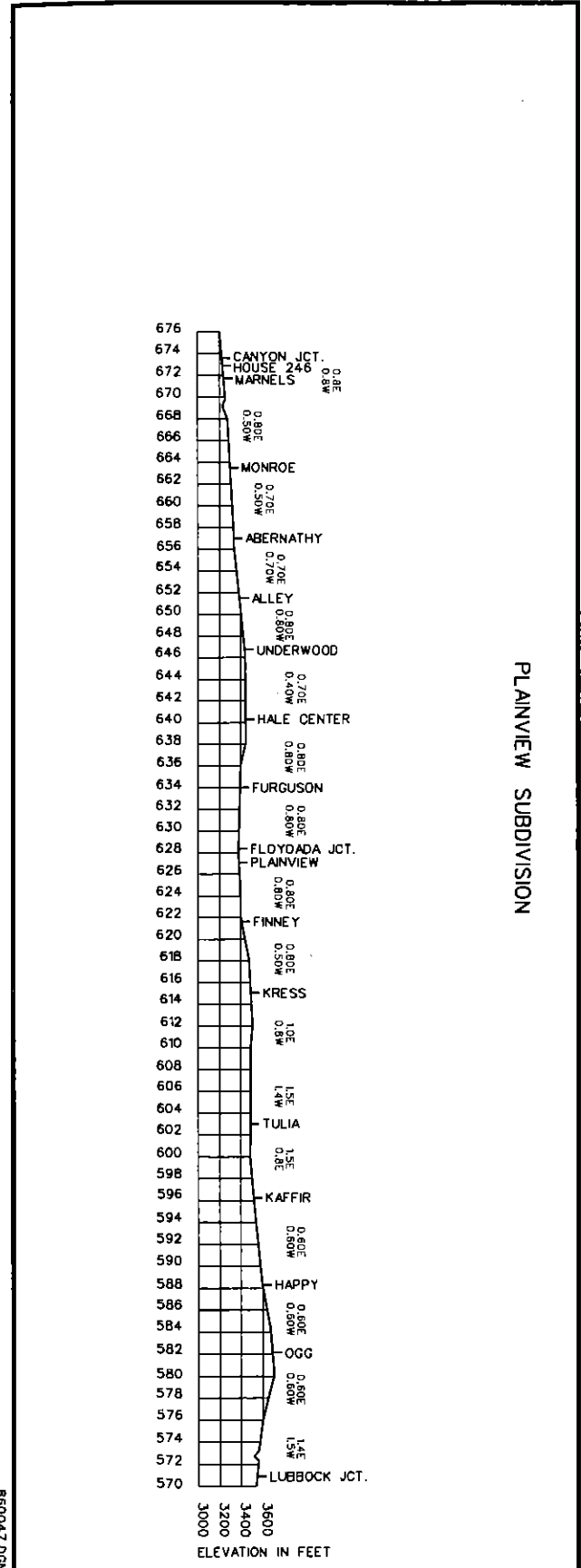
Location	Type	Locator & Signals Affected
M.P. 573.6, 606.9, 636.0, 666.7	Hot Box & Dragging Equip.	Radio communication

Safety—Don't Work Without It

**Pay Attention To Details—
Sweat The Small Stuff**

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

Plainview Subdiv.



PLAINVIEW SUBDIVISION

REVISED: 04/02/95
B50047.DGN

WEST-WARD ↓		Slaton Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
42950	6738	TECIFIC		454.5	
42900		5.1 SWEETWATER	BPT	459.6	
		1.1 ORIENT JCT.		460.7	
	12253	5.1 GANNON		787.3	
42415	7106	12.0 PYRON		775.3	
42410	4878	6.7 HERMLEIGH		768.6	
42400	5701	11.7 SNYDER		756.9	
42390	4754	10.1 DERMOTT		746.8	
42380	7543	6.2 FULLERVILLE	CTC	740.6	
42370	5154	11.6 JUSTICEBURG		729.0	
42365	5482	8.7 AUGUSTUS		720.3	
42360	6911	6.5 POST		713.8	
42355	5400	10.2 BUENOS		703.6	
42350	9497	6.3 SOUTHLAND		697.3	
42300		7.3 SLATON	BP	690.0	
42280	4916	10.2 BURRIS		679.8	
		3.2 B.N. RRX	M	676.6	
42200		2.0 LUBBOCK	BCPR	674.6	
		1.1 CANYON JCT.	T	88.6	
		3.1 HOUSE 245		85.5	
41665	5326	7.4 SHALLOWATER		78.1	
41655	5292	12.5 ANTON		65.6	
41645	7341	12.6 LITTLEFIELD		53.0	
41635	4757	14.9 SUDAN		38.1	
41630	5416	8.0 MILL	CTC	30.1	
		3.0 TOLK		27.1	
41625	11630	4.9 MULESHOE		22.2	
41615	11721	12.4 LARIAT		9.8	
		6.7 HOUSE 227		3.1	
		2.5 FARWELL, TX		0.6	
53030	6903	0.6 LONE STAR JCT., NM (213.9)	T	0.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Tecific to Lone Star Jct.	36	1	3	4	5&7	9

CTC IN EFFECT: On main track between Tecific and B.N. RRX; and between Canyon Jct. and Lone Star Jct.; on sidings Tecific, Gannon, Pyron, Fullerville, Southland and Lariat; on Plainview Subdivision main track between Canyon Jct. and House 246 (Plainview Subdivision); on west leg of wye, Canyon Jct.; and on east leg of wye, Farwell.

RESTRICTED LIMITS IN EFFECT: At Lubbock, on two main tracks.

Trains or engines must not foul or enter main tracks through hand operated switches where Restricted Limits are in effect, until authority to do so has been obtained from the train dispatcher.

RULE 1.14: A.T.S.F. Trains will use U.P. tracks between Tecific and Tower 55, Ft. Worth.

Between Gannon and Orient Jct., mile post numbering changes: M.P. 461.0 is the same as M.P. 792.1.

Slaton Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED

Slaton Subdivision	MPH
Slaton Subdivision	55
Southwestern Public Service Industrial Spur M.P. 27.1 to gate	20
On Loop 10	10
Through Dumper	2

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	0.1 - 0.7	30	Trk 4301	690.5 - 690.9	20
Xing	21.8 - 21.9	50	Cv	700.7 - 705.6	45
Xing	51.8 - 53.9	30	Xing	713.1 - 713.2	50
Xing	86.5 - 88.6	30	Cv	777.9 - 778.0	45
RRX	676.6	40	Cv	458.0 - 460.6	40
Trk 4301	688.8 - 689.2	20	Cv	455.7 - 457.1	45
Trk 4301	689.2 - 690.5	10			

(D) SPEED RESTRICTIONS — SWITCHES

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

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

"D" - Dual Control Switch			
Station		Location	MPH
Tecific	D	Turnout from siding to U.P.	30
Sweetwater	D	EE Track 5201	10
Orient Jct.	D	Xover from Main track to WE Track 5201	10
Hermleigh, Snyder Dermott, Justiceburg, Post, Buenos	D	Both ends siding	20
Slaton	D	Turnouts to yard	20
Burriss	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.	10
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

Slaton Subdiv.

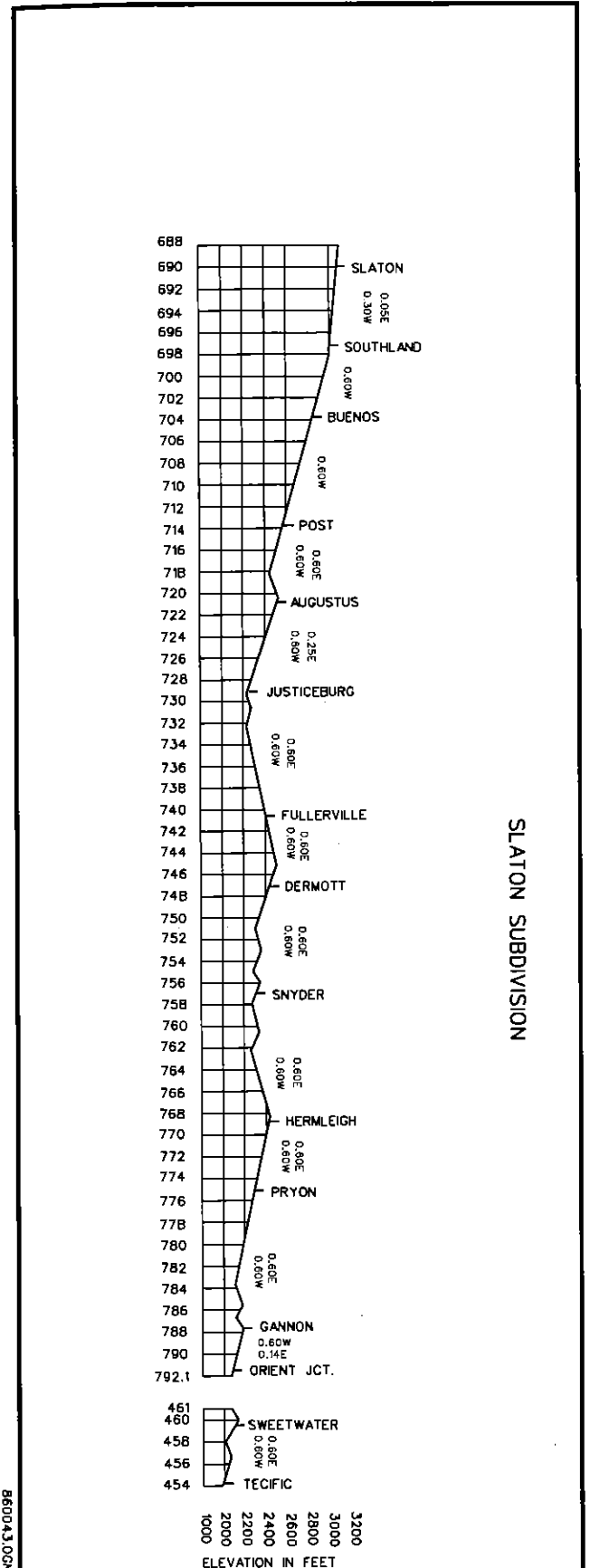
2. TRACKS BETWEEN STATIONS

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
Valley Grain Corp.	23.9	800
Protein Processors	26.0	900
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1600
Sudan Livestock Co.	39.3	986
Amherst	45.5	4396
Tide Products Co.	50.2	558
American Cotton Growers	55.1	2347
Littlefield Industrial Foundation	55.2	659
Bainer	59.5	4775
White's Stores	79.2	700
Broadview	83.6	5504
Sunray Grain Co.	682.2	2544
Great Plains Distributors	682.4	503
Godbold Inc.	683.5	654
Chevron Oil Co.	751.3	1682
Brand Storage	751.3	5280
Halliburton	752.2	792
Sun Oil Co.	752.6	9241
US Gypsum	458.3	1058
Domtar Gypsum	456.3	4792

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

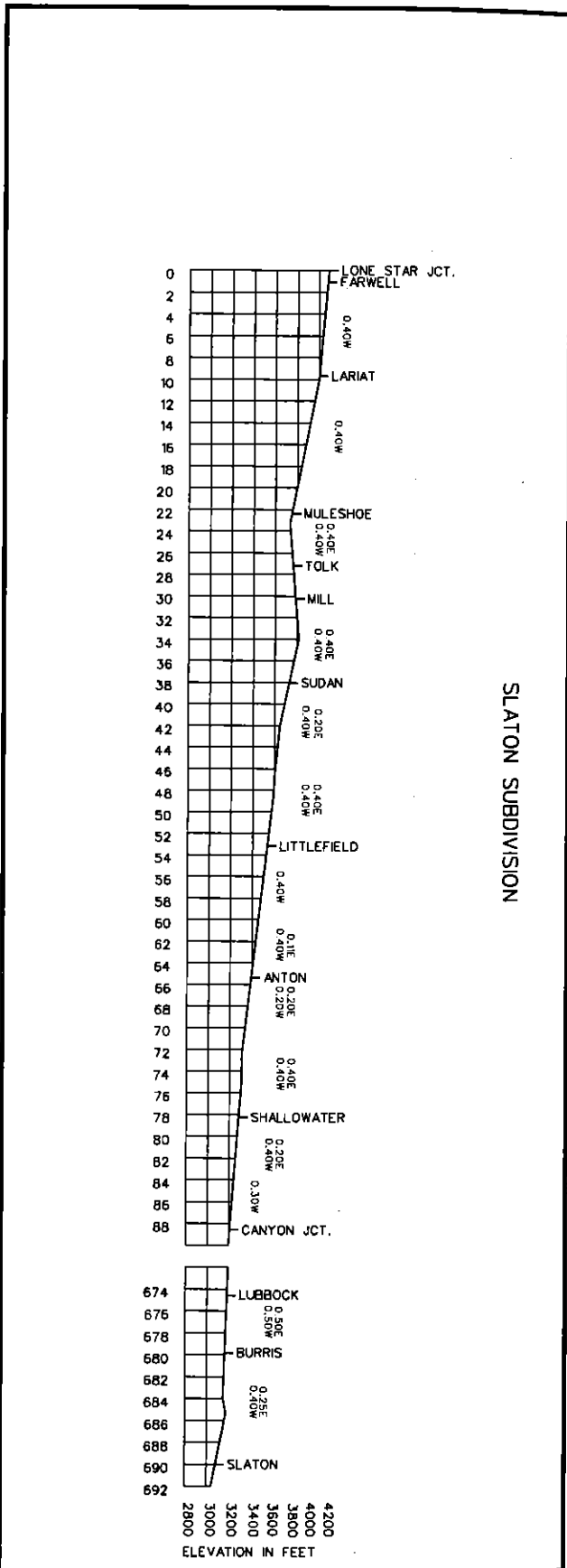
Location	Type	Locator & Signals Affected
M.P. 5.0, 26.1, 41.5, 62.2, 81.2, 685.8, 709.0, 730.9, 748.5, 770.8, 791.7	Hot Box & Dragging Equip.	Radio communication
Bridge M.P. 34.5	High Water	Eastward Signal 341 Westward Controlled signals at West end of siding Sudan
Bridge 785.9	High Water	Eastward Controlled signals east end siding Pyron & Signal 7831. Westward Controlled signals west end siding Gannon

Slaton Subdiv.



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Slaton Subdiv.



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REVISED: 04/02/95
PAGE 2 OF 2

WEST-WARD ↓		Clovis Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
		EAST CLOVIS			655.7
41300	S8300	1.9	CLOVIS	BCT	657.6
		1.0	WEST CLOVIS	CTC 2MT	658.6
		11.1	GRIER		669.7
41185		11.5	MELROSE		681.2
41179	10953	6.8	CANTARA		687.6
41176	10978	5.8	KRIDER		693.4
41170	8221	5.1	TOLAR		698.5
41165	13154	4.3	TAIBAN	CTC	702.8
41160	10187	7.3	LA LANDE		710.1
41155	7359	6.7	FORT SUMNER	PT	716.8
41153	11845	6.8	AGUDO		723.6
41145	10944	5.7	RICARDO		729.3
41142		6.2	EVANOLA	CTC 2MT	735.5
41136		7.8	YESO		743.2
41130		7.6	LARGO	CTC	750.8
41125	11171	5.3	BUCHANAN		756.1
41120	11126	5.3	CARDENAS	CTC	761.4
41114	11960	7.6	DUORO		769.0
41109		4.6	JOFFRE	CTC 2MT	773.6
40130		2.6	WEST JOFFRE		776.2
		12.3	VAUGHN	CP	788.5
		0.7	WEST VAUGHN		789.2
40122	10665	3.5	TEJON		792.7
40118	9081	6.0	CARNERO		798.7
40114	5740	5.1	ENCINO		803.8
40110	11911	5.0	NEGRA		808.8
40106	14959	6.7	PEDERNAL	CTC	815.5
40102	5638	4.0	DUNMOOR		819.5
40098	9786	4.5	CULEBRA		824.0
40094	10593	4.8	LUCY		828.8
40090	7968	7.3	SILIO		835.9
40086	6409	6.0	WILLARD		842.1
40082	12416	6.4	BRONCHO		848.5
40078	6376	5.0	EAST MOUNTAINAIR		853.5
40074		1.3	MOUNTAINAIR	P	854.8
		7.6	ABO	CTC 2MT	862.4
		5.0	KAYSER		867.4
40066		2.9	SCHOLLE	CTC	870.3
40062	8465	5.6	SAIS		875.9
40058	9247	5.7	BECKER	CTC 2MT	881.6
40054		4.0	BODEGA		885.6
		3.4	MADRONE	CTC 2MT	889.0
		5.8	JARALES		894.8
40000		0.8	EL PASO JCT.	CTC 6MT	895.6
		1.3	BELEN		896.9
		0.7	BELEN JCT.		897.6
		(241.9)			

Clovis Subdiv.

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
East Clovis to Melrose	32	2	3	4	5&7	9
Melrose to Vaughn	32	1	3	4	5&7	9
Vaughn to El Paso Jct.	72	1	3	4	5&7	9
El Paso Jct. to Belen Jct.	50	-	-	-	-	-

TWO TRACKS: Between East Clovis, M.P. 655.7 and Melrose, M.P. 681.2; between Evanola, M.P. 735.5 and Largo, M.P. 750.8; 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 Jarales, M.P. 894.8.

SIX TRACKS: At Belen, between Jarales, M.P. 894.8 and Belen Jct., M.P. 897.7 there are Six Tracks. No. 1 track (CLIC 7197), between M.P. 895.8 and M.P. 897.4; No. 2 track (CLIC 7198) and No. 3 track (CLIC 7199), between M.P. 894.8 and M.P. 897.7; No. 4 track (CLIC 7222), between M.P. 895.6 and M.P. 897.5; No. 5 track (CLIC 7226, M.P. 894.8 to M.P. 895.7 / CLIC 7223, M.P. 895.7 to M.P. 897.5), between M.P. 894.8 and M.P. 897.5; and No. 6 track (CLIC 7224), between M.P. 895.7 and M.P. 897.7.

CTC IN EFFECT: Between East Clovis, M.P. 655.7 and Jarales, M.P. 894.8 on main tracks and sidings; between Jarales, M.P. 894.8 and Belen Jct., M.P. 897.7 on tracks Nos. 1, 2 and 3; and between Belen, M.P. 896.9 and Belen Jct., M.P. 897.7 on tracks Nos. 5 and 6.

RESTRICTED LIMITS IN EFFECT: On No. 4 track (CLIC 7222); No. 5 track (CLIC 7226 and 7223) between Controlled Signal, M.P. 895.3 and Belen, M.P. 896.9; and No. 6 track (CLIC 7224), between M.P. 895.7 and Belen, M.P. 896.9. Normal position of switches within Restricted Limits will be left lined as last used.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH	
	Psg.	Frt.
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.)	70	55*

*See Special Instruction 5(A)

(C) SPEED RESTRICTIONS — VARIOUS

Mile Posts		MPH	Mile Posts		MPH
Cv	717.5 - 720.6	65	Cv	865.8 - 870.1 (NT)	45
Cv	726.8 - 727.6	65	Cv	865.8 - 870.1 (ST)	45
Cv	750.9 - 757.5	65	Cv	870.5 - 872.8	40
Cv	762.9 - 764.6	65	Cv	873.6 - 875.0	50
Cv	769.5 - 771.3	65	Cv	893.1 - 894.6	60
Cv	778.8 - 780.5 (NT)	60	Cv	894.9 - 895.6 (No. 1)	
Cv	786.6 - 787.2	60		(No. 3)	30
Cv	788.6 - 796.7	60	Cv	894.8 - 895.4 (No. 5)	30
Cv	843.9 - 844.7	65	%	897.2 - 897.3 (No. 1)	
Cv	856.3 - 865.8 (NT)	55		(No. 2)(No. 3)	10
Cv	854.8 - 865.8 (ST)	55			

% West Main Track Fuel Facilities - While head end passes

**If Better Is Possible,
Good Is Not Enough**

Clovis Subdiv.

(D) SPEED RESTRICTIONS — SWITCHES

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

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

"D" — Dual Control Switch			
Station		Location	MPH
East Clovis	D	Turnout from North track to industry lead	10
	D	Turnouts from South track to yard	30
	D	Xovers between North & South tracks	40
Clovis	D	Turnout from South track, west of Hull Street, to 199 lead	10
	D	Xovers between North & South tracks	40
	D	Both ends siding	30
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 of 2 tracks, M.P. 681.2	60
Evanola	D	Turnout to South track, M.P. 735.5	50
Yeso	D	2 Xovers, M.P. 743.2	50
Largo	D	Turnout to South track, M.P. 750.8	50
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
Madrone	D	Xovers between North and South tracks	50
Jarales	D	Xover between North and South tracks	40
	D	Turnout to No. 5 track	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

Clovis Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Gallaher Air Base	662.8	4041
Peavey	668.0	4058
Madrone Set Out (ST)	890.5	300

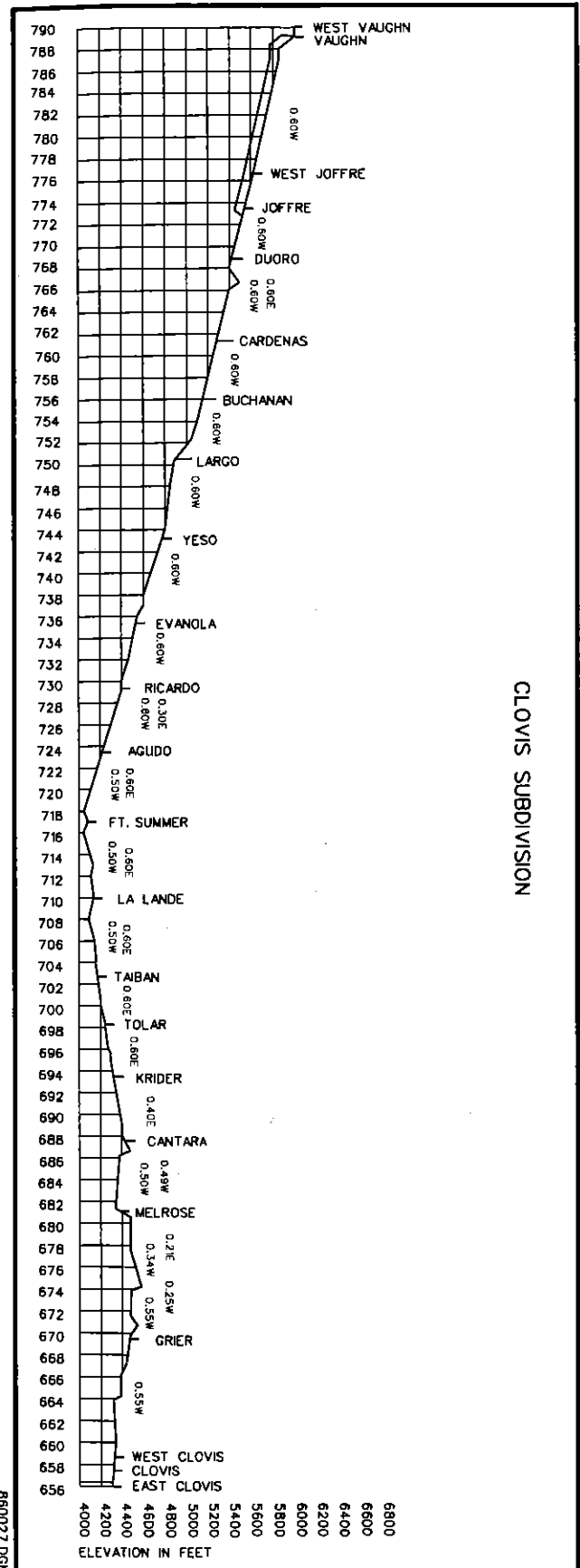
3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 665.0, 684.3, 705.8, 725.5, 746.0, 764.9, 791.0, 806.1, 832.4, 852.2, 877.8, 892.2	Hot Box & Dragging Equip.	Radio communication
M.P. 862.8	Dragging Equip.	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
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 8732 Westward Signal 8711 Indicators M.P. 871.5, 871.7 & 871.8
M.P. 872.1	Rock Slide	Eastward Signal 8732 Westward Signals 8711 & 8721. Red indicator M.P. 872.2
M.P. 872.7	Rock Slide	Eastward Signal 8732 Westward Signal 8711 Red indicators M.P. 872.5 & 872.8
Bridge M.P. 875.0	High Water	Eastward Controlled signals east end siding Sais. Westward Signal 8731

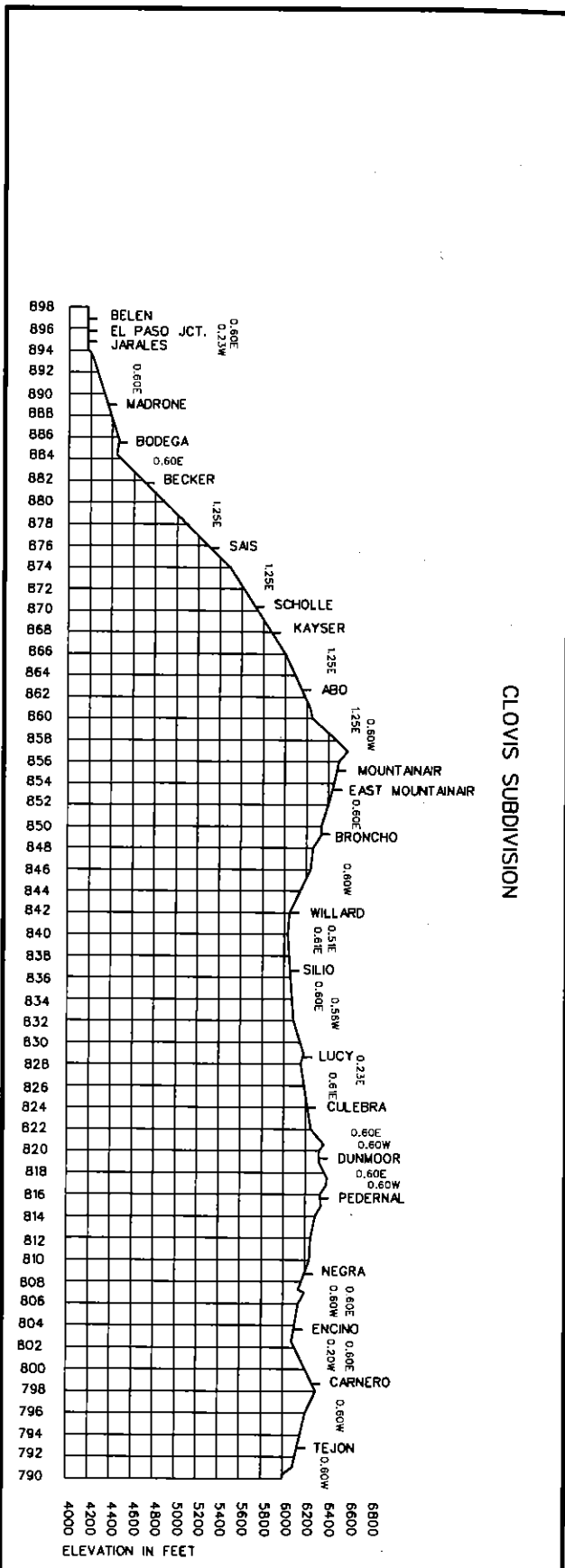
MOVING EQUIPMENT
Make It Stop
Before You Hop

First Defense Against
Eye Injury Is
Safety Glasses

Clovis Subdiv.



Clovis Subdiv.



CLOVIS SUBDIVISION

WEST-WARD ↓		Carlsbad Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
41300		CLOVIS	BCTY		0.0
41315		18.2 PORTALES	Y		17.6
41325	5765	12.1 DELPHOS			29.8
41330	5809	7.4 KERMIT			37.2
41335		5.0 ELIDA			42.2
41350	5747	5.5 TORNERO			47.6
41355		4.8 KENNA			52.5
41360	10246	13.0 BOAZ			65.5
41370	5740	16.7 CAMPBELL			82.2
41380	5635	12.7 MELENA			94.9
41390	5764	8.0 POE			103.0
41400		4.8 ROSWELL	PTY		107.8
41420		4.8 SOUTH SPRING		TWC	112.6
41425	5658	6.2 CHISUM			118.8
41430		5.4 DEXTER			124.2
41440		6.3 HAGERMAN			130.5
41450	10223	13.2 ESPUELA			143.8
41460		6.1 ARTESIA	Y		149.9
41470	5788	5.2 ATOKA			155.1
41480		2.7 DAYTON			157.7
41490	7300	7.5 LAKEWOOD			165.2
41495		12.2 AVALON			177.5
41500		5.5 CARLSBAD	BCTY		183.0
		(183.3)			

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Clovis to Carlsbad	30	1	3	4	7	9

TWC IN EFFECT: Between Clovis and Carlsbad.

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

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

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

**Safety and Shortcuts
Don't Mix**

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 switches, except main track switches listed below, 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

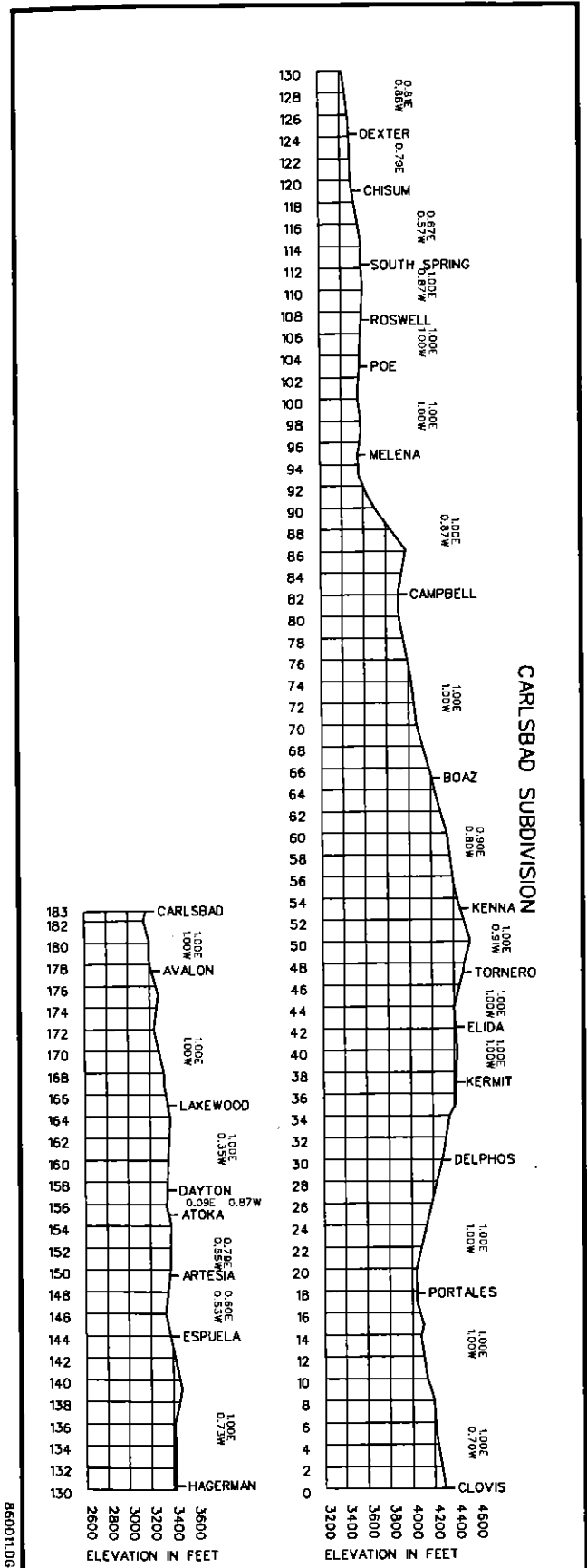
Name	Mile Post Location	Capacity in Feet
Yerba	20.9	567
Kenna: Auxiliary Track	52.4	3750
Eades Commodities	112.6	1210
Roswell Industrial Air Center	113.0	40951
DBS Commodities	117.1	1112
Hi-Pro Feed	122.8	3096
Hagerman Auxiliary Track	130.5	3036
Agri. Products Co.	142.4	581
Dayton: No. 1 Storage	157.6	1240
No. 2 Storage	157.6	1265
CARLSBAD INDUSTRIAL SPUR		
N-REN Southwest Inc.	4.3	2210
Beker Industries Corp.	6.0	3847
Getty	12.8	9185
Gulf Oil Spur	13.5	354
Eddy Mine — Getty	13.6	5110
Eddy Potash	19.2	22893
Run around track	18.5	3109
Western Agri. Minerals Refinery	7.1	18158
Strawn Explosives	2.6	278
New Mexico Potash	4.2	19649
Mississippi Potash Inc.	8.9	11185
Run around track	8.5	2204

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 15.2, 49.8, 83.0, 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

Carlsbad Subdiv.



WEST-WARD ↓		Rustler Springs Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
41500		CARLSBAD	BCTY	TWC	183.0
41510		OTIS			189.1
		LOVING JCT.	TY		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&7 9

TWC IN EFFECT: Between Carlsbad and 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

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

(D) SPEED RESTRICTIONS - SWITCHES

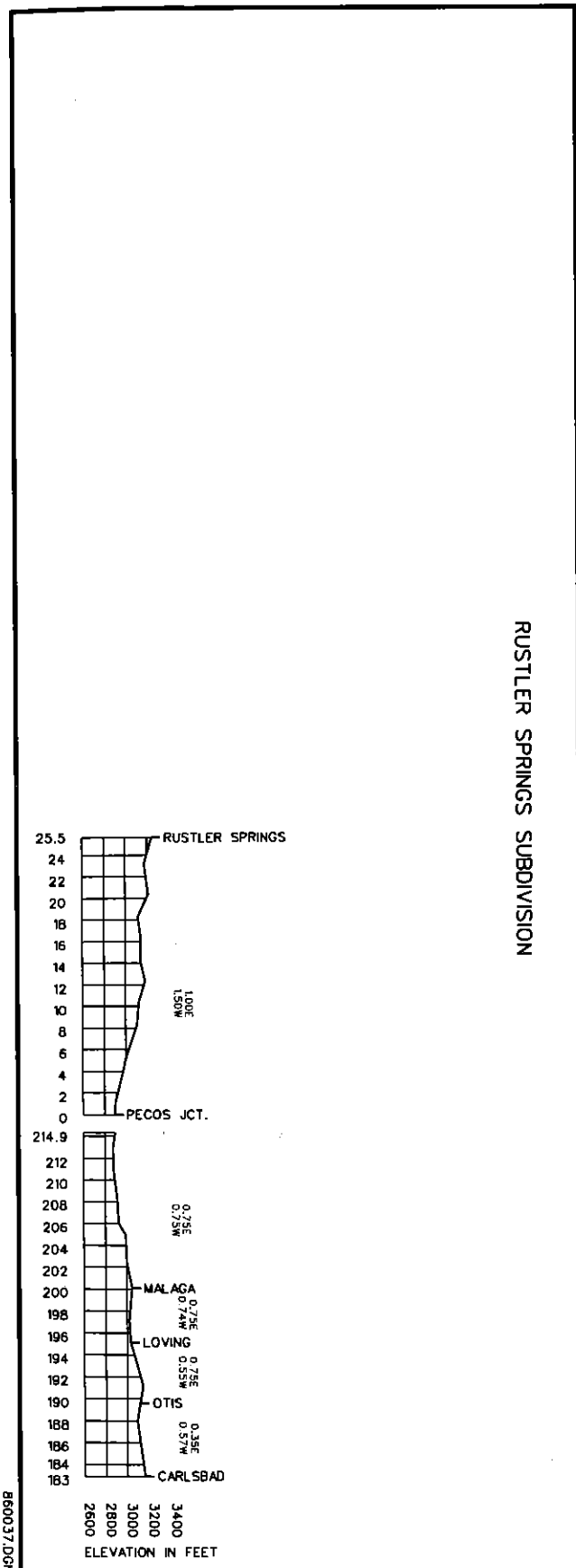
Maximum speed permitted through turnout of switches, 10 MPH.

"S" - Spring Switch			
Station		Location	MPH
Loving Jct.	S	East wye switch	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Elmac Spur	184.7	683
West Storage Track No. 1	184.9	3289
West Storage Track No. 2	184.9	2882
Ashland Chemical	184.9	1359
Pecos Storage	0.0	10000
LOVING INDUSTRIAL SPUR Mississippi Chemical	4.3	18215
Western Agricultural Minerals — Nash Draw	8.6	10533
International Minerals & Chemicals Corporation	14.4	17129

Rustler Springs Subdiv.



RUSTLER SPRINGS SUBDIVISION

B60037.DGN
REVISED: 04/02/95

WEST-WARD ↓		Pueblo Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
56700		LA JUNTA	BCPTY	554.9	
57120		SWINK		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 (64.6)	BCT	619.5	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
La Junta to Pueblo Yd.	36	1	3	4	5&7	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 557.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

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

See Special Instruction 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, Xing	597.3 - 598.6	40	Cv	618.9 - 619.2	10
			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		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	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	2424
Doane's Products	610.6	400
Pueblo Air Base	610.7	Yard
Baxter Beet Track	612.6	850
Economy Building Spur	615.1	400

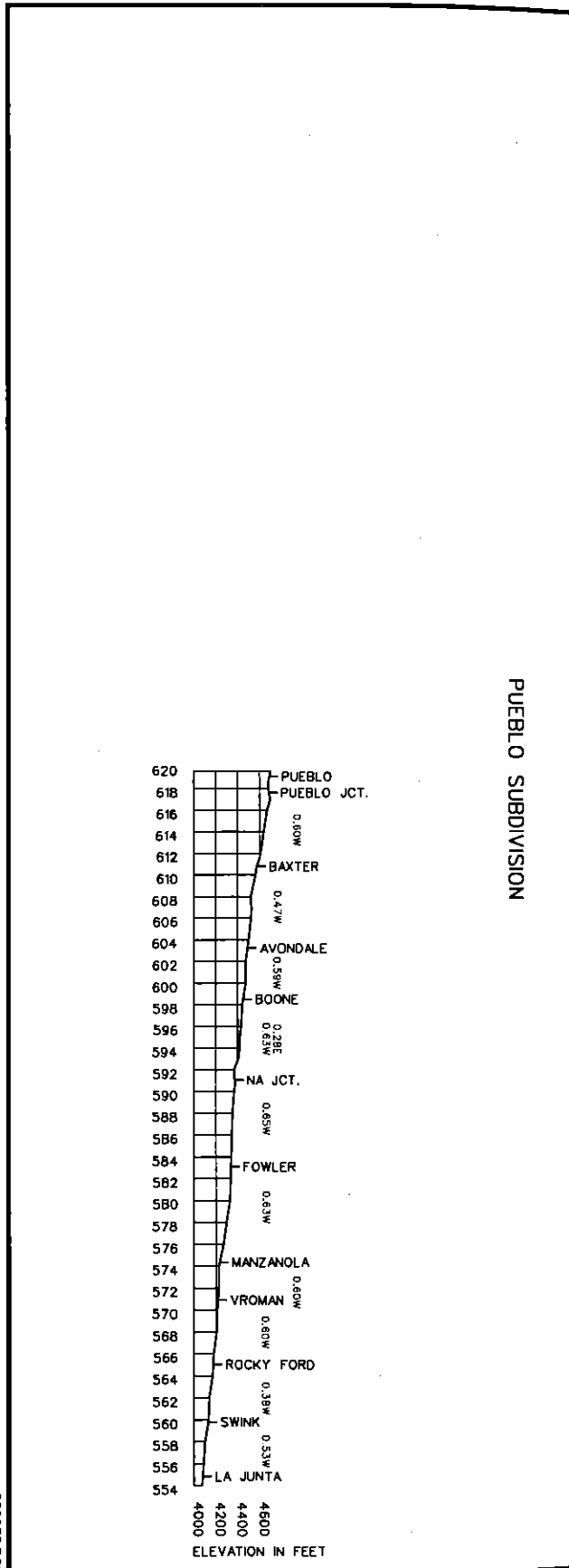
3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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

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

**A Positive Attitude Creates
Positive Results**

Pueblo Subdiv.



860036.DGN
REVISED: 04/02/95

WEST-WARD ↓		Minnequa Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
	4500	SOUTHERN JCT.		Y	124.3
57190	1750	MINNEQUA		Y	122.6
		SALT CREEK JCT.			121.2
		PUEBLO JCT. (4.5)		M CTC	119.8

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.

Trains operating between Minnequa and Southern Jct. will be governed by B.N. Timetable and Special Instructions.

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
Cv	121.9 - 122.6 Westward	10	Cv	121.9 - 122.5 Eastward	20

(D) SPEED RESTRICTIONS — SWITCHES

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

"D" -- Dual Control Switch		"S" -- Spring Switch	
Station	Location		MPH
Pueblo Jct.	D Junction Switches		10
Salt Creek Jct.	D Turnout		20
Minnequa	D Turnout		10

**Every Employee Must
Know Their Contribution
To Quality**

WEST-WARD ↓		Canon City Subdiv.			↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post		
57200		PUEBLO YARD BCT				
		0.6 S.P. CONNECTION	SP Ry. CTC	0.6		
		2.5 GOODNIGHT	2MT	3.1		
	7350	7.8 SWALLOWS		10.9		
	6800	8.8 HOBSON		19.7		
57520		6.2 PORTLAND	SP Ry. CTC	25.9		
57525	6100	1.3 ADOBE		27.2		
57530	6900	4.8 FLORENCE		32.0		
57545	7200	8.9 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.

RULE 1.14: A.T.S.F. trains will use S.P. tracks between S.P. Connection, M.P. 0.6 and Canon City, M.P. 40.9.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(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	3400

Safety—Meet The Challenge

SOUTH-WARD ↓		A.T.S.F. Denver Subdiv.			↑ NORTH-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post		
57900		B.N. DENVER YARD BCTY				
		0.3 23RD ST. RRX AY		738.1		
		3.1 SO. PARK JCT. Y		735.1		
		1.7 S.P. RRX SOUTH DENVER MY	2MT	733.4		
		(5.1)				
<p>↑ JOINT LINE ↓</p>						
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		
57200		0.4 PUEBLO YARD BCT		619.5		
		0.5 S.P. RRX 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. RRX, M.P. 619.0.

Trains originating Pueblo must secure track warrant before departing.

Trains operating between South Denver and B.N. Denver Yard, except movements within Interlocking Limits at South Denver, will be governed by B.N. Timetable and Special Instructions.

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. RRX, M.P. 619.0 and Pueblo Jct., trains will be governed by Pueblo Subdivision Timetable and 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	Meth. of Oper.	Mile Post		
09490		NORTH BRAGDON		*107.9		
09492		0.9 TAPP	CTC	*108.8		
09496		9.4 PUEBLO JCT. M		*118.2		
		0.3 A.T.S.F. - B.N. - MAIN TRACK RRX M		*118.5		
09800		0.9 PUEBLO BY		*119.4		
		(11.5)				

* Indicates S.P. Mile Posts

Northward S.P. trains originating Pueblo must secure A.T.S.F. track warrants, track bulletins and track condition messages from S.P. yard office and 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 warrants, track bulletins and track condition messages from printer located in A.T.S.F. yard office at Pueblo.

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

YARD LIMITS: Pueblo (S.P. only)

SOUTHWARD ↓		JOINT LINE Denver Subdiv.			
Station Number	Track Capacity In Feet				
ATSF	Other Tracks	Sidings	Mile Post	Meth. of Oper.	STATIONS
			* 3.6	CTC	SOUTH DENVER M
57860	1950	1800	* 9.9		LITTLETON PX
57800	6000		* 19.3		BIG LIFT BCPT
57790	4800		* 24.5		SEDALIA X
57785		8200	709.5	TWC ABS DT	ORSA
57780	5700		705.2		CASTLE ROCK
57760	2800		688.8		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 ABS DT	FOUNTAIN
57640	463		643.7		BUTTES X
57620		5300	630.6	CTC	BRAGDON (103.8)

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 and 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.

RULE 30.14: 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.

LOCATION OF DOUBLE TRACK CROSSOVERS

Station	M.P.	Points	Turnout Speed
Littleton	* 8.9	Facing	10
Big Lift	* 19.3	Trailing	10
Sedalia	* 24.8	Trailing	10
Buttes	643.8	Facing	10
	643.5	Trailing	10

JOINT LINE Denver Subdiv.		↑ NORTHWARD			
			Track Capacity In Feet		Station Number
STATIONS	Meth. of Oper.	Mile Post	Sidings	Other Tracks	ATSF
SOUTH DENVER MY	TWC ABS	733.4			
LITTLETON PXY		727.1			57860
BIG LIFT BCPX		718.0		6000	57800
SEDALIA X	TWC ABS DT	712.8	5000		57790
CASTLE ROCK		* 32.5		1900	57780
PALMER LAKE P		* 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	TWC ABS DT	* 87.9		4500	57650
WIGWAM		* 98.1		4300	57635
NORTH BRAGDON (103.7)	CTC	* 107.9			57620

* Indicates S.P. Mile Posts.

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

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.

Between South Denver and Bragdon and at Pueblo Jct., S.P. and A.T.S.F. trackage will be used jointly. Movements will be governed by Timetable and Special Instructions of employing carrier.

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

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

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

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

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

RULE 14.10: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by train dispatcher.

SOUTH	YARD LIMITS	NORTH
MP 726.0	South Denver-Littleton (Northward Track Only)	MP 733.4

(continued on next page)

Denver Subdiv.

LOCATION OF DOUBLE TRACK CROSSOVERS

Station	M.P.	Points	Turnout Speed
Littleton	* 8.9	Facing	10
Big Lift	718.6	Trailing	10
Sedalia	712.2	Trailing	10
Buttes	* 95.1	Facing	10
	* 95.2	Trailing	10

SPECIAL INSTRUCTIONS – BOTH MAIN TRACKS

RULE 9.12.2: At South Denver – absolute signals are controlled by S.P. train dispatcher, who may be contacted by phone located at South Denver.

Absolute signal indications govern as follows:

Northward – Northward main track:

Top aspect – Movements to S.P.

Middle aspect – Movement to B.N.–A.T.S.F. northward main track.

Bottom aspect – Movement to B.N.–A.T.S.F. southward main track.

Southward – B.N.–A.T.S.F. Southward main track:

Top aspect – Movement to southward main track.

Bottom aspect – All other movements.

RULE 9.12.4: When making northward or southward movements on northward main track at crossover Littleton, permission must be obtained from train dispatcher when absolute signals governing movement in either direction on northward main track display Stop indication. Provisions of Rule 9.12.4 do not apply at this location.

When operating southward on the northward main track from South Denver to crossover Littleton and to continue southward on northward main track south of crossover Littleton, authority must be obtained from both A.T.S.F. and S.P. dispatchers. S.P. train 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.

At Littleton, when southward movement from southward main track to northward main track 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 northward movement to the southward main track at Palmer Lake is required, after obtaining authority from the S.P. and A.T.S.F. dispatchers, A.T.S.F. train 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 an S.P. old style switch key.

Crews – signal has been provided to move against current of traffic on northward 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.

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 before 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, employees must report in clear to A.T.S.F. train dispatcher.

RULE 30.21: 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.

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.

Denver Subdiv.

SPECIAL INSTRUCTIONS

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 location shown below:

Main track – Colorado Springs to M.P. 41

When total brake pipe reduction exceeds 18 PSI in order to control speed, train must be stopped immediately, 75% of handbrakes must be applied on train and brake system must be fully recharged before proceeding.

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 sufficient holding force of locomotive consist permits. No more than 150 trailing tons may be handled per locomotive axle with operating air brakes when recoupling train.

Examples:

18 Axles = No more than 2700 trailing tons.

24 Axles = No more than 3600 trailing tons.

30 Axles = No more than 4500 trailing tons.

(C) SPEED RESTRICTIONS – VARIOUS

Mile Posts	MPH	Mile Posts	MPH
PUEBLO and BRAGDON (A.T.S.F.)		60.3 - 68.6 S.P.	30
618.9 - 619.2	10	74.6 - 76.2 S.P.	30
619.3 - 619.9	20	76.2 S.P. - 658.2 A.T.S.F.	40
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		

Denver Subdiv.

SPEED RESTRICTIONS - CITY

While head end of train is passing over street crossings listed 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 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	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 Xover 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 Xovers	30
Cimarron	D Xover	30
South Colorado Springs	D Turnout to Siding	30
Kelker	D Both ends siding	30
Crews	D Turnout to Southward Main track	35
Bragdon	D Xovers 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	South
Military Jct.	8.2	6330	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	15100	North
Henkel	638.4	1200	South
SINGLE TRACK			
Wood	56.2	1250	South
Husted	62.0	720	North
Stadium (2)	63.3	3200	South
Russina Spur	70.7	4000	North
Manitou Branch	75.1	10000	North
* Drenan & Columbine Industrial Center	658.9	1700	South
Fort Carson	659.9	7000	North
NORTHWARD TRACK			
Pinon	104.7	700	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	3000	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, 715.5	Hot Box & Dragging Equip.	Radio communication.
S.P. M.P. 21.3	Hot Box*	Hot Box "Talker" M.P. 21.3
S.P. M.P. 60.4	Hot Box *	Hot Box "Talker" M.P. 60.4
S.P. M.P. 100.1	Hot Box*	Hot Box "Talker" M.P. 100.1
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. readout (Talker) Hot Box 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 axle has passed the detector.
 - 2. For trains with no alarms, the following message will be transmitted:
 - S.P. detector (Mile Post Location),
Northbound Or Southbound, no alarms.
 This message will be repeated once after a two-second pause, followed by:
 Message complete.
 End of transmission.

- 3. For trains with one or more alarms, the following message will be transmitted:
 - S.P. detector (Mile Post Location), 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 will 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.

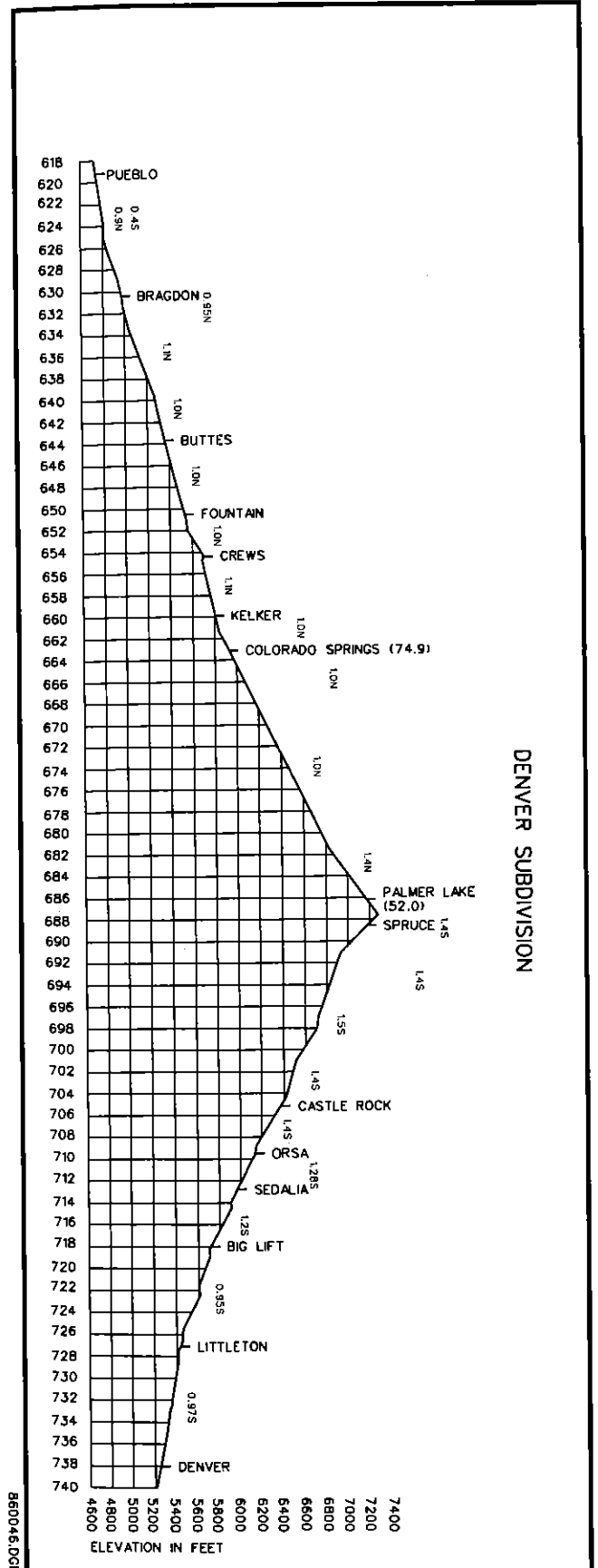
S.P. dragging equipment detectors are equipped with voice alertors and S.P., A.T.S.F. and B.N. radio frequencies.

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.

Denver Subdiv.



DENVER SUBDIVISION

REVISED: 04/02/95
B60046.DGN

WEST-WARD ↓		Raton Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
56700		LA JUNTA	BCPTY		554.9
		17.4			
56660	4650	TIMPAS			572.3
		10.7			
56650	6000	MINDEMAN			583.0
		8.5			
56640	6250	DELHI		TWC	591.5
		13.2		ABS	
56630	6250	SIMPSON		ATS	604.7
		10.3			
56620	4750	MODEL			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		CTC	638.6
		8.7		2MT	
		GALLINAS			647.3
		4.5			
56555		WOOTTON, CO			651.8
		3.4			
56510	9300	KEOTA, NM			655.2
		4.3			
56500	4500	RATON	BPT		659.5
		11.8			
56490	5650	HEBRON		CTC	671.3
		7.5			
56480	5900	SCHOMBERG			678.8
		12.2			
56450	6050	FRENCH	T		691.0
		8.4			
56445	6300	SPRINGER			699.4
		10.6			
56440	6250	COLMOR			710.0
		9.7			
56430	6100	LEVY			719.7
		5.6			
56425		WAGON MOUND			725.3
		17.0			
56420	4650	SHOEMAKER		TWC	742.3
		7.9		ABS	
56415	6250	WATROUS			750.2
		9.3			
56410	7602	ONAVA			759.5
		10.5			
56400	5700	LAS VEGAS	BPY		770.1
		(215.2)			

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.

La Junta to Las Vegas 32 1 3 4 5&7 9

TWC IN EFFECT: Between La Junta and Trinidad; and between Springer and Las Vegas.

CTC IN EFFECT: On main tracks between Trinidad and switch at west end siding Springer; and on sidings Keota, Raton, Hebron, French and Springer.

RULE 1.14: B.N., 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 and Special Instructions.

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.

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 PSI to control speed, train may proceed.

(continued on next page)

Raton Subdiv.

- (2) When total brake pipe reduction exceeds 18 PSI to control speed, train must be stopped immediately, 75% of hand brakes must be applied on train, and brake system must be fully recharged before proceeding.

In addition, if train separation has occurred, hand brakes 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, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 PSI to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train, and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.

D. On passenger trains and light engines, Running Air Brake Test must be made as prescribed by Rule 30.14 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
MP 767.2	Las Vegas	MP 771.1

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS	MPH	
	Psgr.	Fr.
(A) MAX. SPEED BETWEEN:		
La Junta & Trinidad	90	55*#
Trinidad & Raton	79	55#
Raton & Las Vegas	79	55*#

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

(C) SPEED RESTRICTIONS — VARIOUS

Cv	Mile Posts	MPH		Cv	Mile Posts	MPH	
		Psgr.	Fr.			Psgr.	Fr.
	555.6 - 555.8**	35	30	Xing,	636.2 - 637.5	20	20
	556.2 - 556.4	55	50				
	575.5 - 576.0	80			637.5 - 638.5	45	35
	576.2 - 577.2	75			638.5 - 643.0	30	30
	581.2 - 581.4	80			643.0 - 648.9**	25	20
	587.1 - 589.3	75			648.9 - 651.2**	20	20
	589.5 - 590.6	85			651.2 - 652.1**	25	20
	591.0 - 591.4	75		Tnl	652.1 - 652.5	20	20
	593.3 - 594.1	75			652.5 - 653.3*	25	20
	595.1 - 596.5	75			653.3 - 654.5*	30	20
	605.1 - 605.5	75			654.5 - 655.6*	25	20
	606.6 - 607.3	80			655.6 - 656.6*	30	20
	615.6 - 615.8	75			656.6 - 657.6*	25	20
	618.1 - 618.5	75			657.6 - 657.9*	35	20
	619.6 - 619.7*	40	35		657.9 - 659.4	40	20
	620.2 - 622.4	45	35		659.9 - 660.5**	45	40
	622.9 - 624.7**	40	35		660.8 - 661.7	70	60
	633.6 - 633.8	75			663.1 - 664.2	79	65

(continued on next page)

Raton Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS (Continued)

	MPH				MPH		
	Mile Posts	Psgr.	Frt.		Mile Posts	Psgr.	Frt.
Cv	664.2 - 667.1	75	65	Cv	698.3 - 700.3	65	55
Cv	667.1 - 670.7	75		Cv	719.1 - 719.3	79	65
Cv	676.6 - 676.9	75		Cv	730.8 - 731.6	79	65
Cv	682.4 - 682.8	75		Cv	732.0 - 734.3	75	
Cv	686.4 - 686.6	75		Cv	736.1 - 739.8 * **	40	40
Cv	689.1 - 689.5	75		Cv	739.8 - 747.3 * **	45	40
Cv	690.2 - 690.5 * **	50	45	Cv	747.6 - 748.1 * **	40	35
Cv	690.9 - 691.2	55	50	Cv	748.1 - 749.0 * **	45	40
Cv	691.6 - 692.0	65	55	Cv	749.0 - 749.4 * **	40	35
Cv	692.2 - 692.5	79	65	Cv	754.7 - 754.9	79	65
Cv	695.0 - 695.2	75		Xing	769.3 - 770.3	30	30
Cv	696.0 - 696.2	70	65				

* 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	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 to South track	30
	D EE No. 6 track	10
West Trinidad	D WE No. 6 track	20
Jansen	D 2 Xovers	30
	D Connection, Jansen yard	10
Gallinas	D 2 Xovers	20
Wootton	D End of 2 tracks	20
Keota	D Both ends siding	20
Raton	D Both ends siding	30
	D Xover, M.P. 659.1	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, Shoemaker, Watrous	S Both ends siding	10
Wagon Mound	S Turnout to Spur	10
Onava	S Both ends siding	30
Las Vegas	S EE siding	30
	S WE siding	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Medite Corp.	765.5	1280

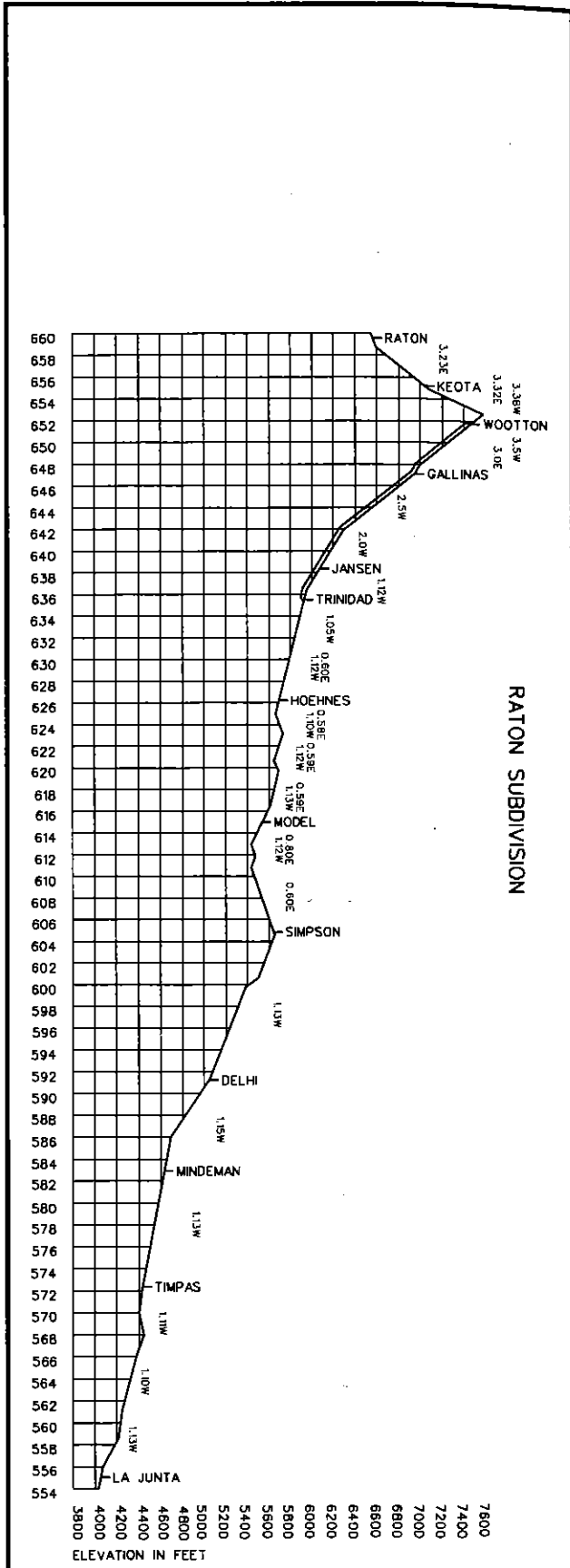
Raton Subdiv.

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

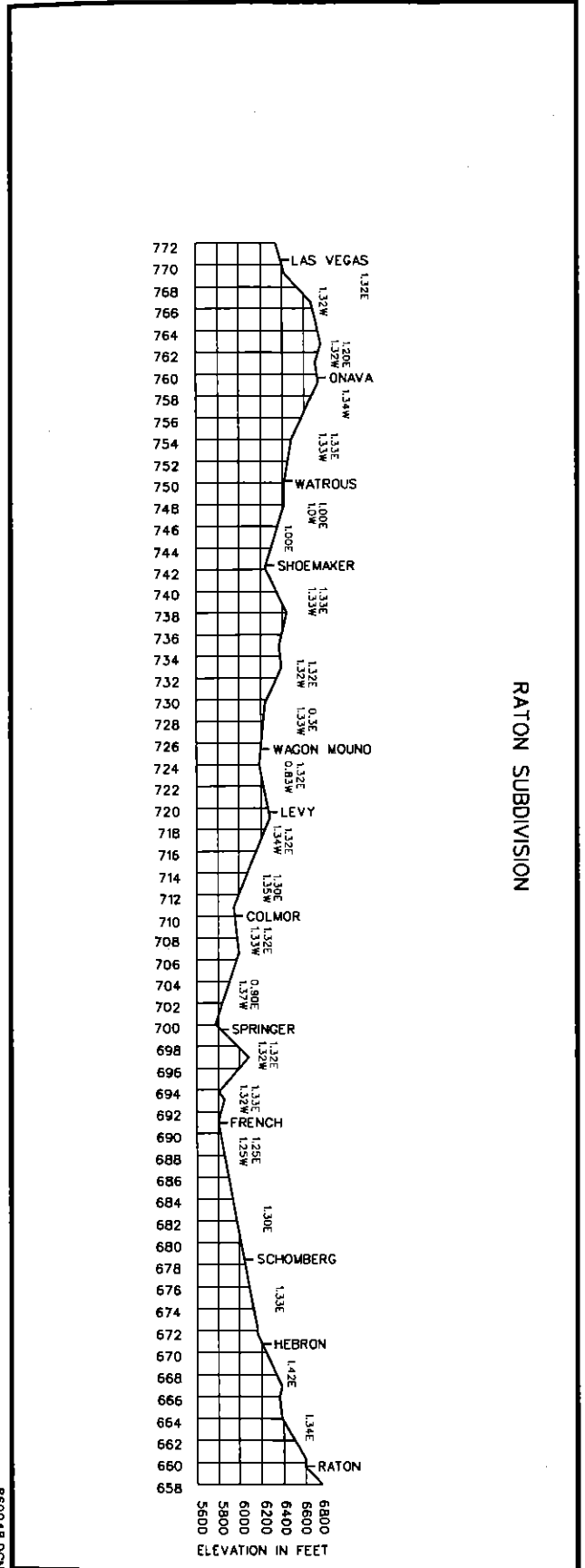
Location	Type	Locator & Signals Affected
Bridge 566.6	High Water	Signals 5692 & 5661
Bridge 576.6	High Water	Signals 5772 & 5741
Bridge 581.3	High Water	Signals 5822 & 5801
Bridge 585.3	High Water	Signals 5862 & 5831
Bridge 586.9	High Water	Signals 5882 & 5861
Bridge 589.6	High Water	Signals 5902 & 5881
Bridge 591.6	High Water	Signals 5922 & 5901
Bridge 594.3	High Water	Signals 5942 & 5921
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
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
M.P. 566.5, 594.5, 618.5, 675.8, 702.1, 728.0, 753.6	Hot Box & Dragging Equip.	Radio communication
M.P. 649.8, 657.0	Dragging Equip.	Radio communication

Rules Compliance A Safety Appliance

Raton Subdiv.



Raton Subdiv.



WEST-WARD ↓		Glorieta Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
56400	5700	LAS VEGAS	BPY	770.1	
56390	4850	OJITA ^{8.4}		778.5	
56380	5400	CHAPELLE ^{10.3}	TWC	788.8	
56370	4500	BLANCHARD ^{4.8}	ABS	793.6	
56360	6385	SANDS ^{9.7}		803.3	
56340	6632	GISE ^{7.7}		811.0	
56330	4050	ROWE ^{5.0}		816.0	
	8500	FOX ^{4.4}		820.4	
56320	5800	GLORIETA ^{4.8}	CTC	825.2	
56310	4850	CANYONCITO ^{5.2}		830.0	
56190	7500	LAMY ^{19.4}		835.2	
56180	4750	WALDO ^{10.7}		854.6	
56160		DOMINGO ^{11.3}	TWC	865.3	
56150	5950	NUEVE ^{9.4}	ABS ATS	876.6	
56140	6250	BERNALILLO ^{12.8}		886.0	
56120		HAHN ^{3.6}	Y TWC	898.8	
56100		ALBUQUERQUE ^{1.4}	BCPRTY ABS DT ATS	902.4	
		ABAJO ^{2.6}	R	903.8	
		RIO BRAVO ^{8.6}		906.4	
40015	2486	ISLETA ^{14.8}	CTC	12.6	
20870		DALIES ^(159.7)		27.4	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Las Vegas to Dalies	32	1	3	4	5&7	9

TWC IN EFFECT: Between Las Vegas and Rowe; and between Lamy and Hahn.

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, crew member operate switch to enter siding or diverging route, and 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 test 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 test 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)

Glorieta Subdiv.

RULE 1.14: Santa Fe Southern trains will use A.T.S.F. tracks at Lamy between M.P. 834 and M.P. 837.

RULE 12.1: ATS in effect between Waldo and Hahn and on both tracks between Hahn and Abajo.

TRAIN OPERATIONS ON DESCENDING GRADES BETWEEN GLORIETA AND M.P. 833.

- 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.
- 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 PSI, train may proceed.
- (2) When total brake pipe reduction exceeds 18 PSI to control speed, train must be stopped immediately, 75% of hand brakes must be applied and brake system fully recharged before proceeding.

If train separation has occurred, hand brakes 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.

- Trains operating without RCE, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 PSI to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.

- On westward passenger trains and light engines, Running Air Brake Test must be made as prescribed by Rule 30.14 at Glorieta.

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.

- 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 767.2	Las Vegas	MP 771.1
MP 898.8	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 Instruction 5(A); # Special Instruction 5(B)

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		"S" - Spring Switch	
		Location		MPH
Las Vegas	S	EE siding		30
	S	WE siding		10
Ojita, Chapelle	S	Both ends siding		10
Blanchard	S	Both ends siding		10
Sands, Gise, 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

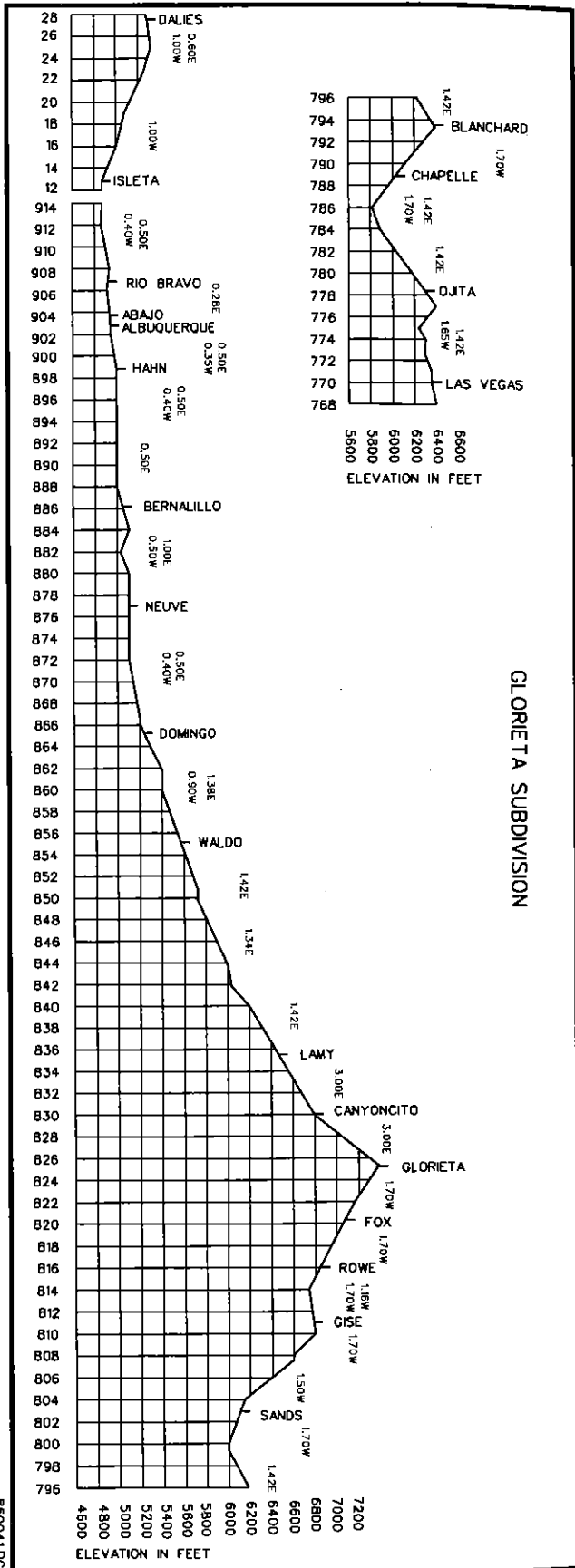
Name	Mile Post Location	Capacity in Feet
Domingo Spur	864.9	4400
Centex	883.9	484
General Mills	895.5	4154
Public Service	895.7	12850
Tewa Moulding Corp.	896.3	700
Rio Grande Steel	896.8	1750
Crego Block	897.9	216
Albuquerque Metal	905.6	816
Home Planners, Inc.	905.9	1458
M. Lieberman	906.0	1404
Alpine Trucking	906.9	683
American Pipe & Constr. Co.	907.9	1583
Industrial Park	908.2	4018
Briner Rust Roofing Co.	908.5	1847
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

**If You Haven't Got Time
To Do It Right,
When Will You Find Time
To Do It Over?**

Glorieta Subdiv.



GLORIETA SUBDIVISION

WEST- WARD ↓	El Paso Subdiv.			↑ EAST- WARD
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post
40015	3546	ISLETA 7.4		915.0
40010	4136	LOS LUNAS 5.0	TWC	922.4
40005		CHLOE 5.2		927.4
		BELEN JCT. 0.7	Y	932.4
40000		BELEN 1.3	BCPRT	
		EL PASO JCT. 8.1	Y	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	PT	977.8
29760		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	TWC	1012.3
29735		LAVA 10.1		1021.4
29730	4044	CROCKER 11.7		1031.5
29725	6326	ENGEL 8.2		1043.2
29720		CUTTER 15.7		1051.4
29710	4150	ALIVIO 6.6		1067.1
29705		GRAMA 5.9		1073.7
29700		RINCON 7.7	PTY	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	P	1112.5
29590		MESILLA PARK 8.9		1115.0
29580		MESQUITE, NM 15.9	TWC DT	1123.9
29540		VINTON, TX 2.6		1139.8
29530		CANUTILLO 2.9	TWC	1142.4
29520	3224	MONTOYA 10.7		1145.3
29500		EL PASO (241.0)	BCPTY	1156.0

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Isleta to Belen Jct.	32	1	3	4	5&7	9
Belen Jct. to El Paso Jct.	50	-	-	-	-	-
El Paso Jct. to M.P. 1074	30	1	3	4	5&7	9
M.P. 1074 to El Paso	36	1	3	4	5&7	9
El Paso Yard	84	-	-	-	-	-

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

At Belen, between El Paso Jct. and Belen Jct., trains will be governed by Clovis Subdivision Timetable and Special Instructions.

DOUBLE TRACK: At Mesquite, between M.P. 1123.7 and M.P. 1125.4. At Mesquite, normal position for turnout switch at M.P. 1125.4 is lined for south track. Normal position for turnout switch at M.P. 1123.7 is lined for north track.

At El Paso Jct., all movements within yard limits on El Paso Subdivision must be made at restricted speed regardless of signal indication.

REVISED: 04/02/95

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 1153.8	El Paso	MP 1156.2

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

(C) SPEED RESTRICTIONS — VARIOUS

#Trk, Xing	Mile Posts	MPH	Mile Posts		MPH
			Cv	Xing	
	914.9 - 915.2	20	Cv	1082.8 - 1086.0	40
			Cv	1088.4 - 1088.6	45
	957.9 - 966.3	30	Cv	1090.1 - 1092.9	20
	973.1 - 973.5	45	Cv	1093.3 - 1094.7	30
	985.3 - 986.3	40	Cv	1096.0 - 1101.6	45
	987.5 - 987.7	30	Xing	1111.5 - 1114.4	30
	1006.2 - 1022.2	40	Xing	1144.6	20
	1022.9 - 1023.1	30	Cv,Xing	1147.5 - 1151.9	30
	1036.4 - 1037.0	45	Cv	1151.9 - 1153.8	25
	1075.8 - 1079.1	30	Trk	1153.8 - 1156.2	10*
	1079.4 - 1079.8	20	South Track		
	1079.9 - 1080.4	40	Trk	1123.7 - 1125.4	15

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. 1153.8

(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
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
El Paso Jct.	D	To El Paso (M.P. 934.4)	30
	D	Entering Belen yard (M.P. 934.4)	10
Mesquite M.P. 1123.7	S	Turnout to South track	15
Mesquite M.P. 1125.4	S	Turnout to South track	15
	S	When making trailing point movement through switch westward on North track.	30

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	1112
Aleman	1056.4	350
Hanes Knitting Mill	1118.2	580
Santo Tomas	1123.5	770
Vado	1127.8	2687
Berino	1131.4	1385
Anthony Growers, Inc.	1135.6	587
Anthony	1136.4	2509
Mountain Pass Canning Co.	1137.5	815
W. Silver Co.	1138.3	3625
Border Steel Co.	1138.9	3647
Metal Processing, Inc.	1138.9	11653
Proier Steel Co.	1138.9	5471
Darbyshire Steel Co.	1141.1	1671

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals
M.P. 969.1, 989.0, 1040.9, 1071.1, 1121.7	Hot Box & Drugging equip.	Radio Communication
Bridges 965.8, 966.1	High water	Signs M.P. 964.8, M.P. 967.1 & Radio Communication
Bridge * 979.4 Track 980.1 Bridge 981.3	High Water	Eastward M.P. 982.1 (Rotating Red Light) Westward M.P. 978.9 (Rotating Red Light)
Track 982.9 Bridges 983.2, 983.5, 984.6 Track 985.0 Bridges 985.1, 986.5, 986.9 Track 987.1 Bridge * 987.4	High Water	Eastward M.P. 987.9 (Rotating Red Light) Westward M.P. 982.1 (Rotating Red Light)
Bridges 1050.1, 1050.9, 1051.3	High Water	Eastward M.P. 1052.4 Westward M.P. 1048.9 (Rotating Red Light)
Bridges 1052.6, 1053.3, 1053.7, 1054.3, 1055.7	High Water	Eastward M.P. 1056.9 Westward M.P. 1051.4 (Rotating Red Light)
Bridges 1065.2, 1066.3	High Water	Eastward M.P. 1067.5 Westward M.P. 1063.7 (Rotating Red Light)
Bridges 1069.7, 1071.6	High Water	Eastward M.P. 1072.8 Westward M.P. 1068.3 (Rotating Red Light)
Bridges 1081.9, 1082.5 Track 1082.7 Bridge 1083.0 Track 1083.7	High Water	Eastward M.P. 1084.8 (Rotating Red Light) Westward M.P. 1080.9 (Rotating Red Light)
Bridge 1085.5	High Water	Eastward M.P. 1086.2 (Rotating Red Light) Westward M.P. 1084.8 (Rotating Red Light)
Bridge 1088.4 Track 1088.7 Bridges 1089.2, 1090.2, 1090.9, 1091.5	High Water	Eastward M.P. 1091.7 (Rotating Red Light) Westward M.P. 1087.5 (Rotating Red Light)

(continued on next page)

El Paso Subdiv.

3. TRACKSIDE WARNING DEVICES (Continued)

Location	Type	Locator & Signals
Track 1093.0 Bridges 1093.2, 1093.8, 1094.4	High Water	Eastward M.P. 1095.0 (Rotating red Light) Westward M.P. 1091.7 (Rotating Red Light)

* 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 a speed that will permit stopping short of bridge at M.P. 979.4 if detector has been actuated.

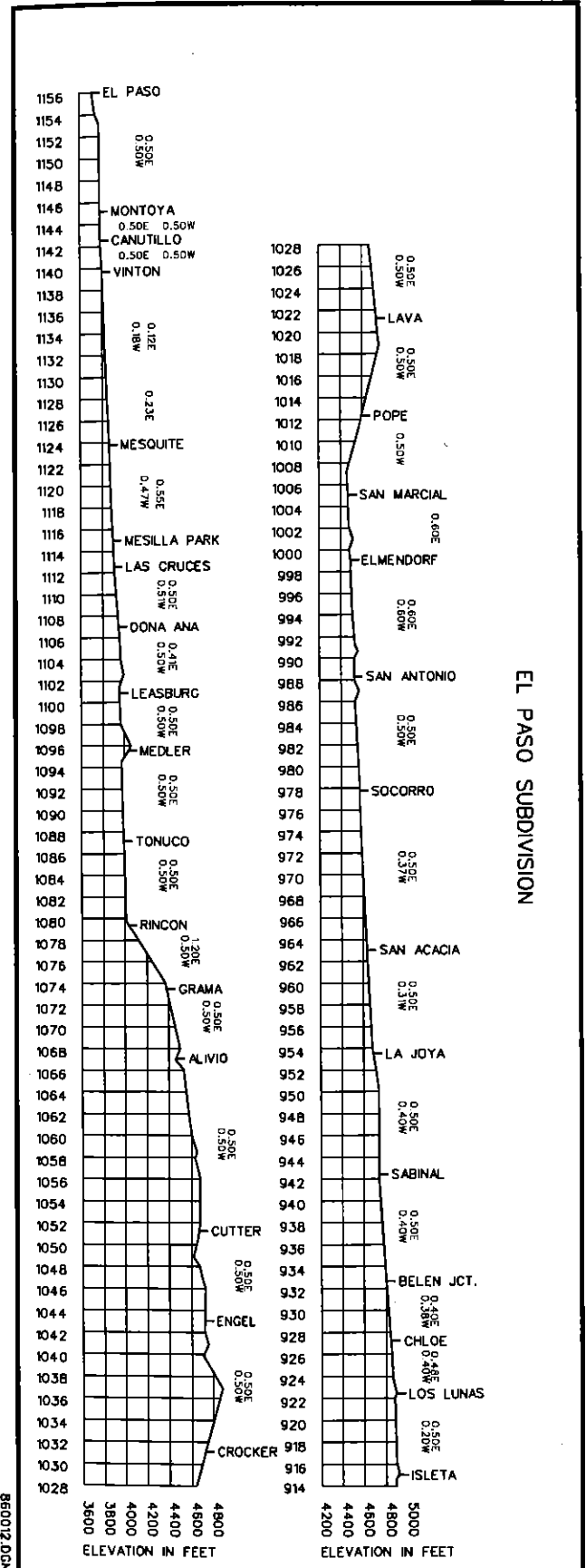
**Quality Service
Begins With
Quality Thinking**

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

**Safety
Always
Needs
Total
Attention**

**From
Everyone!**

El Paso Subdiv.



EL PASO SUBDIVISION

REVISED: 04/02/95
860012.DGN

WEST-WARD ↓		Deming Subdiv.		↑ EAST WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
29700		RINCON	PTY	TWC	1079.6
29325		HATCH 5.2			1084.8
29320		HOCKETT 9.1			1093.9
29315		NUTT 11.3			1105.2
29305	3100	MIRAGE 20.6			1125.8
29100		DEMING 7.1	BPY		1132.9
		PERUHILL 6.6	Y	5.7	
(59.9)					

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Rincon to Peruhill	36	1	3	4	5&7	9

TWC IN EFFECT: Between Rincon, M.P. 1079.6 and Peruhill, M.P. 5.7.

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

RULE 1.14: A.T.S.F. trains use Southwestern Railroad tracks between Peruhill, M.P. 5.7 and M.P. 8, governed by S.W.R.R. Timetable and Special Instructions. Rule 6.13 in effect. Station Black Mountain, M.P. 6.3 (CLIC 5109) will be used for interchange.

Speed limit on all auxiliary tracks not specifically governed by S.W.R.R. Timetable and Special Instructions 10 MPH, unless further restricted.

EAST	YARD LIMITS	WEST
MP 1079.6	Rincon	MP 1081.1
MP 1131.1	Deming to Peruhill	MP 5.7

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:	MPH
Rincon & Deming	45

(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 turnout of switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

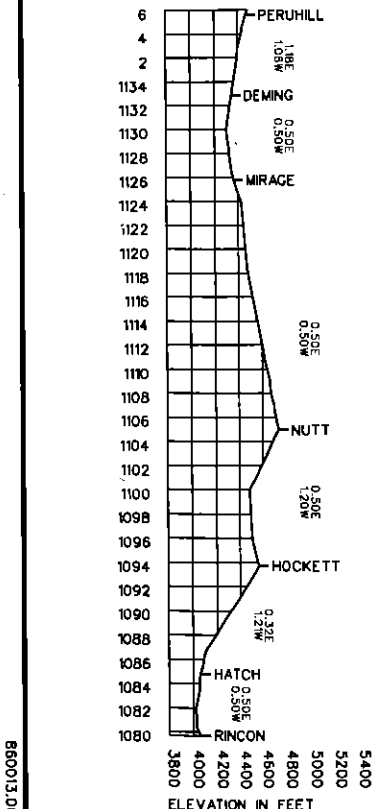
Name	Mile Post Location	Capacity in Feet
Asarco Mill	1.1	3523

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 1101.1, 1129.0	Hot Box & Dragging Equip.	Radio Communication

Deming Subdiv.

DEMING SUBDIVISION



REVISED: 04/02/95
B60013.00N

WEST-WARD ↓		YORK CANYON SUBDIV.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
56450		FRENCH	T	0.0	
56460		COLFAX 13.3 22.8	TWC	13.3	
56465		YORK CANYON (36.1)	Y	36.1	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
French to York Canyon	32	1	3	4	5&7	9

TWC IN EFFECT: Between French and York Canyon.

At French, stem of wye switch to York Canyon Subdivision main track will be left lined and locked as last used.

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:

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

WEST-WARD ↓		GALLUP SUBDIV.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
		BELEN JCT.	BCT	0.0	
20870	S5314	DALIES 10.1		10.1 27.4	
20862		RIO PUERCO 8.7	CTC 2MT ATS	33.9	
20840	S6768	SUWANEE So. 14.6		47.2	
20830		MARMON 11.6		58.7	
20810		LAGUNA 11.7	CTC 2MT	71.1	
20784		McCARTYS 11.6		82.7	
20770	S6620	EAST GRANTS 4.0		94.3	
	N5842	WEST GRANTS 8.9		98.3	
20750	S5844 N6758	BLUEWATER 6.1		107.2	
20720		EAST BACA 1.5	T	113.3	
		WEST BACA No. 2.9	T	114.8	
20705		EAST PEGS No. 0.8	T	117.7	
		WEST PEGS No. 7.1	T	118.5	
20690	S7128	THOREAU 3.2	T	125.6	
20680		GONZALES No. 17.1		128.8	
20640		PEREA So. 15.6		143.0	
20620	S5270	MCCUNE 6.3		149.3	
20610	N8534	ZUNI 2.3		151.6	
		EAST GALLUP 4.9		156.5	
20600		GALLUP 1.1	BPT	157.6	
		WEST GALLUP 3.7		161.3	
20595		EAST DEFIANCE 3.7		165.0	
		WEST DEFIANCE, NM 2.0	T	167.0	
20580	N6737	LUPTON, AZ 13.4	X	180.4	
20575	N7220 S6750	HOUCK 10.9	X	191.2	
20570	S5259	CHETO 8.0	X	199.7	
		EAST CORONADO JCT. 15.0	T	214.8	
		WEST CORONADO JCT. 1.1	T	215.9	
20540	N6437 S7107	PINTA 3.2	X	219.2	
20535	N6820 S5687	ADAMANA 12.1	X	232.3	
20525	N6769 S5718	HOLBROOK 20.7	PX	253.0	
20515	S7505	PENZANCE 5.6		258.6	
20510	S3599	JOSEPH CITY 3.7	X	262.4	
20505	N7155 S5621	HIBBARD 12.2	X	274.8	
20500		EAST WINSLOW 9.7	BCT	284.5	
		NORTH TRACK (270.0) SOUTH TRACK (269.6)	CTC 2MT ATS		

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&7	9
Gallup to East Winslow	72	1	3	4	5&7	9

(continued on next page)

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

Gallup Subdiv.

CTC IN EFFECT: On main tracks between Belen Jct. and West Defiance, between East Coronado Jct., and West Coronado Jct., and at East Winslow; and 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
	199.1	Trailing	10
Chambers	205.7	Trailing	10
	212.2	Trailing	10
Navajo	212.2	Trailing	10
	219.2	Trailing	10
Pinta	219.2	Trailing	10
	233.5	Trailing	10
Adamana	233.5	Trailing	10
	246.0	Trailing	10
Arntz	246.0	Trailing	10
	252.9	Trailing	10
Holbrook	252.9	Trailing	10
	254.5	Trailing	10
Joseph City	254.5	Facing	10
	261.0	Facing	10
Hibbard	261.0	Trailing	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.

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 tracks between Dalies and Marmon, in both directions; on South Track between Gonzales and East Winslow, westward movements only; on North Track between East Winslow and Gallup, eastward movements only; and on North Track between Gonzales and M.P. 85.9, eastward movements only.

RULE 14.10: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by train dispatcher.

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

At Pegs, normal position for loop track switch is lined for clockwise movement.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH	
	Psg.	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*

(continued on next page)

Gallup Subdiv.

1. SPEED REGULATIONS (Continued)

(A) MAX. SPEED BETWEEN:

	MPH	
	Psg.	Frt.
NORTH TRACK (Continued)		
Marmon & Dalies	90	55*
AGAINST CURRENT OF TRAFFIC		
West Defiance & East Coronado Jct.	59	49
West Coronado Jct. & East Winslow	59	49
PEGS SPUR		
Both legs of Wye - M.P. 0.0 & 0.8		40
M.P. 0.8 & M.P. 2.6		20
M.P. 2.6 & M.P. 4.3		15
Dumper & M.P. 3.9		4

*See Special Instruction 5(A)

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. 10.0 to M.P. 0.2

(C) SPEED RESTRICTIONS — VARIOUS

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

* Denotes restrictions protected by Westward Inert Inductors.

** Denotes restrictions protected by Eastward Inert Inductors.

Gallup 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	
"ESL" - Electric Switch Lock			
Station		Location	MPH
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	WE South Siding	50
	D	Switch to East Leg of Wye, M.P. 214.8	40
West Coronado Jct.	D	Switch to West Leg of Wye, M.P. 215.8	40
	D	Xover, M.P. 215.8	50
Pinta	S	WE South Siding	30
	S	EE North Siding	10
Adamana	S	WE South Siding	30
	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

Gallup Subdiv.

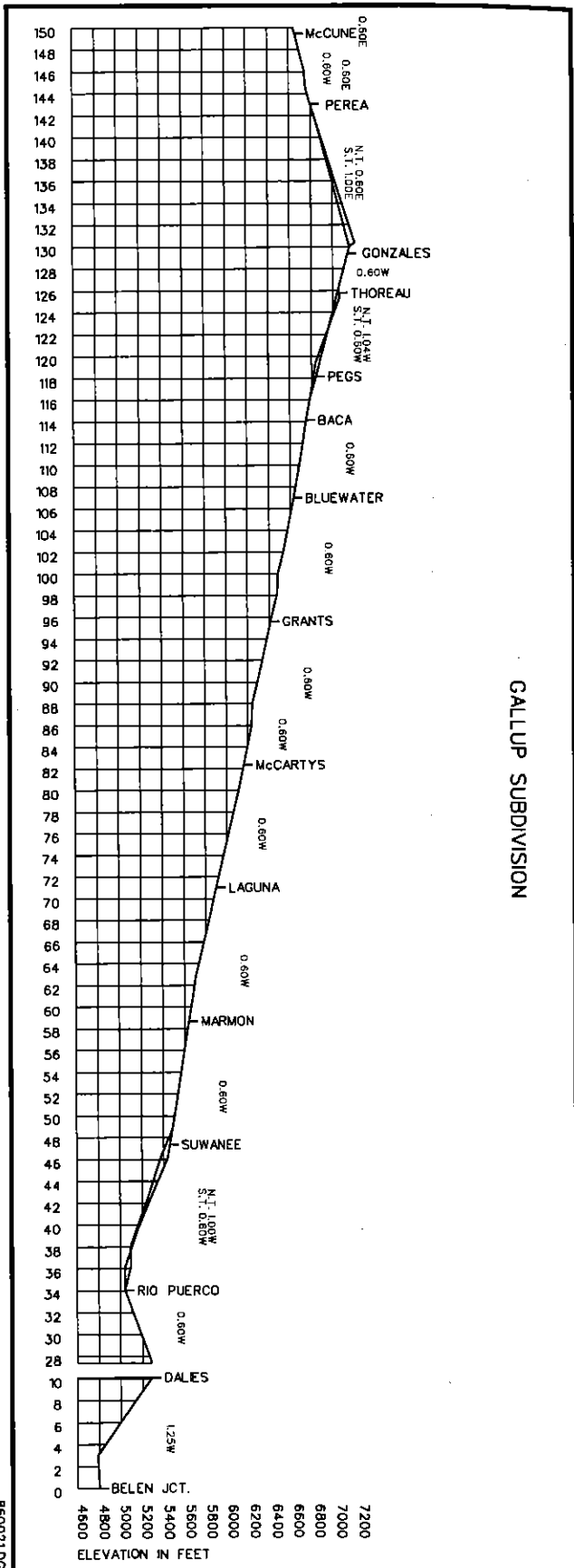
2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
NORTH TRACK		
Rio Puerco	34.2	852
Garcia	42.2	1254
Suwanee	45.8	3220
Quirk North Set Out	63.5	931
Laguna	67.9	2649
Acomita	76.3	1490
Anzac	86.5	488
Reid	100.7	4944
West Baca	114.1	1000
North Guam	136.7	972
Wingate	146.5	2277
Chambers	205.9	3455
Navajo	213.3	2247
Arntz	245.2	584
SOUTH TRACK		
Garcia	42.2x	1054
Quirk South Set Out	63.5	458
Laguna	69.7	2550
Anzac	86.1	2059
Reid	101.6	384
West Baca	114.4	1000
South Guam	136.2	3440
Ciniza	138.9	3093
Chambers	206.1	1829
Navajo	212.7	941
Arntz	245.9	737

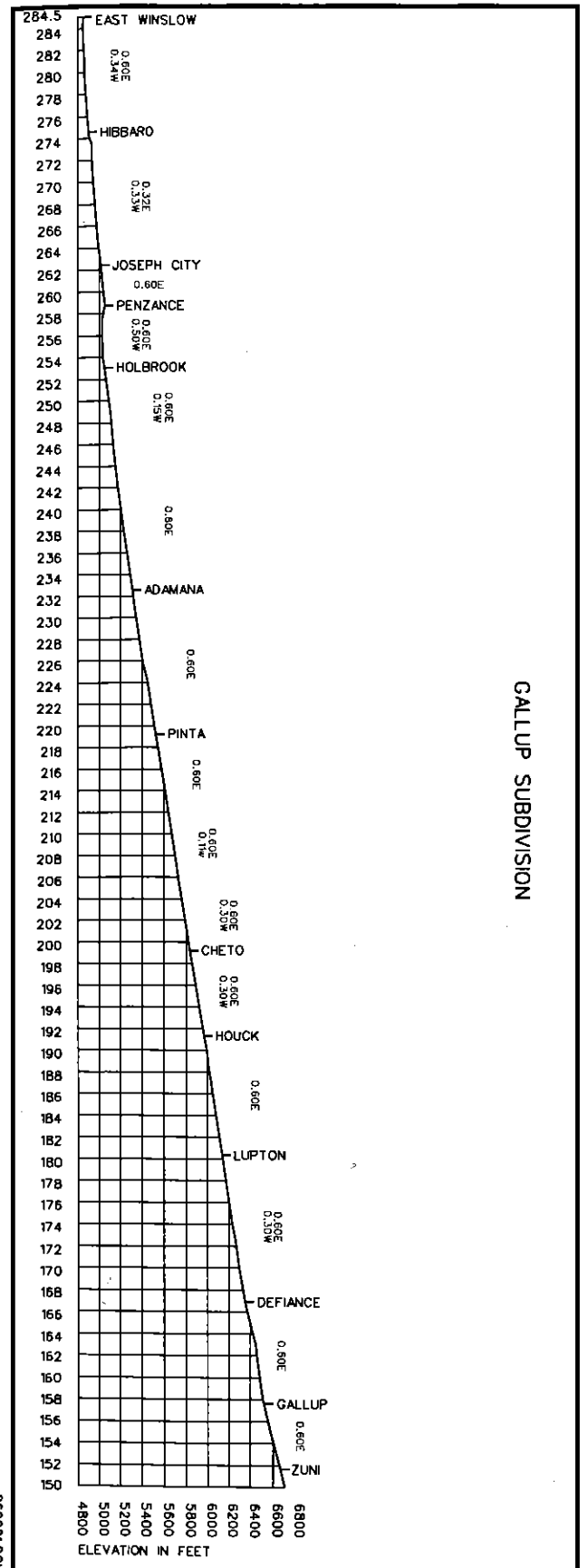
3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 28.3, 65.8, 90.5, 111.1, 153.9, 176.9, 202.4, 225.2, 247.4, 270.4 (Both Tracks) (Bi-Directional)	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

Gallup Subdiv.



Gallup Subdiv.



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

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Lee Ranch to West Baca	36	1	3	4	5&7	9

CTC IN EFFECT: Between West Baca and Baca and on east leg of wye Baca.

TWC IN EFFECT: Between Baca and Lee Ranch.

At Lee Ranch, normal position for loop track switch is lined for counter-clockwise movement.

EAST	YARD LIMITS	WEST
MP 15.4X	Lee Ranch	MP 12.3X

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

(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 track	40	
East Baca	D Switch to North 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	

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Wye Storage	0.9	6451
Escalante Spur	5.0	3.2 Miles
Ambrosia Storage	17.1	147
Lee Ranch Mine Storage	12.3X	6840
Lee Ranch Coal Loop Storage	14.8X	797

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 16.9	Hot Box & Dragging Equip.	Radio Communication

WEST-WARD ↓		Defiance Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
20590		P&M NORTH 8.2	Y	21.7	
20588		P&M SOUTH 1.0	TWC	13.5	
20586	6200	P&M SIDING 9.5		12.5	
20584		CARBON JCT. 1.0	Y	3.0	
20583	5920	MENTMORE 1.4	Y	2.0	
		DEFIANCE 0.6	Y	0.6	
20595		EAST DEFIANCE (21.7)	CTC	0.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
P&M North to East Defiance	72	1	3	4	5&7	9

CTC IN EFFECT: Between East Defiance and Defiance and on west leg of wye, 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.

At P&M North, normal position for loop track switch is lined for clockwise movement.

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 track	30
West Defiance	D Switch to North track	30
Defiance	D Switch to West Leg of Wye	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Mentmore Storage	1.5	5880
Carbon Coal Loop	3.0	10511
P&M South Mine	13.5	4100

**A Positive Attitude
Creates Positive Results**

WEST-WARD ↓		Coronado Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
		EAST CORONADO JCT.	CTC	0.0	
		PLATT ^{0.7}		0.7	
20550		SALT RIVER ^{19.6}		20.3	
20552		TEPCO JCT. ^{19.2}	A	39.5	
20555		CORONADO ^{5.9}	Y	45.4	
		(45.4)			

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.

East Coronado Jct. to Coronado 72 1 3 4 5&7 9

CTC IN EFFECT: Between East Coronado Jct. and Platt and on west leg of wye, Platt.

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

(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 track	40
West Coronado Jct.	D	Switch to South 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	5882

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

WEST-WARD ↓		Springerville Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
		TEPCO JCT.	A	0.0	
20560		SPRINGERVILLE ^{29.7}	Y	29.7	
		(29.7)			

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.
Tepco Jct. to Springerville 72 1 3 4 5&7 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

(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	3700

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

**Safety
Always
Needs
Total
Attention**

**From
Everyone!**

WEST-WARD ↓		Seligman Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
		EAST WINSLOW	CTC 2MT ATS	284.5	
		0.8 EAST PASS		285.3	
20500		0.9 WINSLOW	BCPT CTC 3MT ATS	286.2	
		0.4 WEST PASS		286.6	
		1.7 WEST WINSLOW		288.3	
20440	N6436	22.2 EAST CANYON DIABLO	CTC 2MT ATS	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	CTC 2MT	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.		374.3	
		0.7 WEST WILLIAMS JCT.		375.0	
		8.1 EAST PERRIN		383.1	
20120		2.5 WEST PERRIN	CTC 2MT ATS	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	CTC 2MT T	427.9	
		1.9 WEST SELIGMAN		429.9	
19955	N5355	17.1 PICA	X	446.9	
19950	N6784 S5329	5.2 YAMPAI	X TWC ABS DT	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 N7132	8.2 BERRY	TX	509.4	
19905		4.5 GETZ	X	513.9	
19900		2.8 KINGMAN	BCP TWC ABS DT ATS	516.4	
19840	S7117	5.1 HARRIS	ATS	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	X	565.1	
		9.6 EAST NEEDLES, CA		574.7	
19800		3.3 NEEDLES NORTH TRACK (291.4) SOUTH TRACK (292.1)	BCPT CTC 2MT ATS	578.0	

Seligman Subdiv.

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
East Winslow to West Seligman	55	1	3	4	5&7	9
West Seligman to East Needles	36	1	3	4	5&7	9
East Needles to Needles	55	1	3	4	5&7	9

CTC IN EFFECT: On main tracks between East Winslow, M.P. 284.5 and West Seligman, M.P. 429.9; on siding Canyon Diablo; and on yard track No. 1, Seligman. On main tracks between East Needles, M.P. 574.7 and Needles, M.P. 578.0; 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.

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
Peach Springs	465.6	Facing*	10
	465.8	Trailing	10
Truxton	477.7	Trailing	10
	477.8	Facing*	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
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

* Indicates temporary Xover

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.

RULE 14.10: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by train dispatcher.

Westward freight trains must stop not less than ten minutes between M.P. 536 and M.P. 544 to cool wheels when train weight exceeds 400 tons per axle of operative dynamic brake.

Seligman Subdiv.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH	
	Psgr.	Frnt.
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 Instruction 5(A)

Westward freight trains averaging more than 80 tons per operative brake must not exceed:
55 MPH between Winslow and Needles.

Eastward freight trains averaging more than 80 tons per operative brake must not exceed:
55 MPH, M.P. 322.7 to M.P. 316.0.

Westward 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 M.P. 518.8 - NORTH TRACK
45 MPH, M.P. 518.8 to M.P. 562.8 - BOTH TRACKS.

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

	MPH		Cv,Gr	MPH	
	Mile Posts	Psgr. Frnt.		Mile Posts	Psgr. Frnt.
BOTH TRACKS					
Cv	285.5 - 286.4	65 55	Cv	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
SOUTH TRACK					
Cv	335.7 - 336.2**	40 35	Cv	578.0 - 577.5	50 30
Cv	336.2 - 338.0	60 55	Cv	577.5 - 576.8	55 50
Cv	341.6 - 343.5	55 50	Cv	576.8 - 575.6	75
Cv	343.5 - 345.2**	45 40	Cv	565.9 - 565.5**	45 40
Cv	345.2 - 348.2	40 35	Cv	565.5 - 564.5	50 45
Cv	348.2 - 350.2	45 40	Cv	564.5 - 562.3	55 50
Cv	350.2 - 352.6**	50 45	Cv	552.6 - 551.2	70 60
Cv	352.6 - 353.9	70 65	Cv	526.9X - 525.9X**	79 65
Cv	362.5 - 364.1	80	Cv	525.9X - 524.3X**	55 50
Cv	364.1 - 364.3**	45 45	Cv	524.3X - 524.0X	50 45
Cv	364.3 - 366.8	55 50	Cv	524.0X - 520.3X	60 55
Cv	366.8 - 367.9**	50 45	Cv	520.3X - 519.9X**	30 30
Cv	367.9 - 369.6**	55 50	Cv	519.9X - 517.8X	35 30
Cv	369.6 - 371.8**	60 50	Cv	517.8X - 515.3X	40 35
Cv	421.6 - 422.8**	50 45	Cv	515.3X - 514.1	75 60
Cv	422.8 - 425.4**	55 50	Cv	490.2 - 488.9	80
NORTH TRACK					
Cv	447.4 - 448.2	75	Cv	488.9 - 486.8	70 65
Cv	448.2 - 451.6	55 50	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	70 60	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	65 55	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,Gr	515.2 - 516.5	45 40			
Cv,Gr	516.5 - 518.8	40 35			
Cv,Gr	518.8 - 524.3	80			

* 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 switches, except main track switches listed below, 10 MPH.

"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 Yard track No. 1	30
West Seligman	D	Xover, M.P. 429.6	50
	D	Xover, M.P. 429.9	50
	D	WE Yard track No. 1	30
Pica	S	WE North Siding	30
Yampai	S	EE South Siding	10
	S	WE North Siding	30
Nelson, Peach Springs, Truxton	S	EE South Siding	30
	S	WE North Siding	30
Valentine	S	EE South Siding	30
Walapai	S	EE South Siding	30
	S	WE North Siding	10
Berry	S	EE South Siding	30
	S	WE North Siding	30
Harris	S	EE South Siding	30
Griffith	S	EE South Siding	30
	S	WE North Siding	30
Athos	S	EE South Siding	30
Yucca, Franconia, Topock	S	EE South Siding	30
	S	WE North Siding	30
East Needles	D	2 Xovers, M.P. 574.7	50
	D	Fr. Lead to North track, M.P. 574.8	30

Seligman Subdiv.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Dennison (NT)	298.3	520
Sunshine (ST)	305.9	3617
Angell (NT)	322.7	Wye
	(ST)	322.7
Darling	328.6	Yard
Cosnino (NT)	333.1	430
	(ST)	333.3
Railhead (NT)	339.9	4735
Ralston Purina (ST)	340.2	Yard
Belmont (ST)	355.9	490
	(NT)	356.3
Maine (NT)	362.5	2272
Chalender (ST)	368.1	293
	(NT)	368.1
West Perrin (NT)	385.4	560
West Doublea (ST)	395.0	650
West Eagle Nest (NT)	407.2	562
Crookton (NT)	419.0	1877
Audley (ST)	438.8	1000
ShIPLEY (NT)	461.4	Yard
Hackberry (NT)	489.0	4934
	(ST)	489.8
McConnico (NT)	521.2	1921
Powell (ST)	558.8	663

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 294.2, 315.5, 336.8, 358.3, 377.6, 401.2, 426.9, 452.1, 473.9, 493.3, 512.5, 536.0, 561.5	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 and signals 2912-2914

(continued on next page)

Seligman Subdiv.

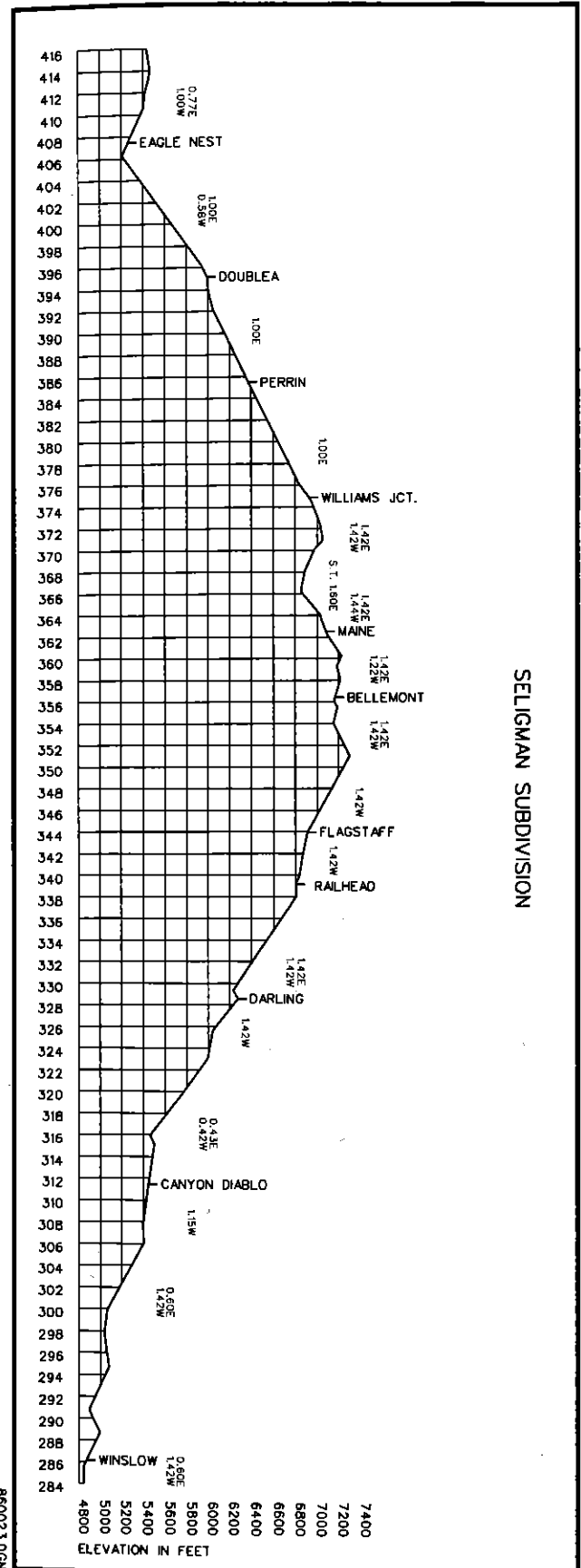
3. TRACKSIDE WARNING DEVICES (Continued)

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 signals, M.P. 574.7; eastward signals 5772 & 5774; and eastward controlled signal on freight lead, 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**

**Quality Improvement Is A
Never-ending Process**

Seligman Subdiv.



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WEST-WARD ↓		Phoenix Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
20125		WEST WILLIAMS JCT. 2.9			375.2
20150		WILLIAMS 6.1			378.1
20180	5433	SERENO 20.5			384.2
20200		ASH FORK	PY	TWC	401.2 0.0
20210		DRAKE 21.2	T		21.2
20240	6188	ABRA 7.2			28.4
20270	1480	KAYFOUR 6.0			34.4
20275	6262	TUCKER 11.8			46.2
20280		SKULL VALLEY 20.0		TWC DT	80.6
20285	4006	KIRKLAND 6.2			86.8
20290	3460	GRAND VIEW 8.6			95.4
20297	4939	HILLSIDE 6.1			101.5
20305	6452	DATE 8.2			109.7
20315	1878	PIEDMONT 6.7		TWC	116.4
20322	3598	CONGRESS 6.4			123.2
19550		MATTHIE 11.8	TY		135.0
19554	2231	WICKENBURG 4.6			139.6
19558	7453	CASTLE HOT SPRINGS 10.7			150.3
19562	3602	WITTMANN 7.3			157.6
19566		BEARDSLEY 11.5		TWC DT	169.2
19578	3022	ENNIS 4.5			173.6
19654		PEORIA 6.3			179.9
19690		GLENDALE 3.8	Y		183.7
19694		ALHAMBRA 4.6	TY		188.3
19700		MOBEST 2.7	BCTY		191.6
19700		PHOENIX 2.1 (208.87)	TY		193.7

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC CQS EMER.

West Williams Jct. to Ash Fork 55 1 3 4 7 9
Ash Fork to Phoenix 36 1 3 4 7 9

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

DOUBLE TRACK IN EFFECT: At Beardsley, between M.P. 168.8 and M.P. 170.1; and at Skull Valley, between M.P. 80.5 and M.P. 81.7.

At Beardsley and at Skull Valley, normal position of switches is lined for right-hand movement.

RULE 1.14: At Matthie, trains may use wye belonging to the A&C RR, 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, A.T.S.F. and S. P. trains may jointly use tracks at east and west end of Union Depot.

At Phoenix, before crossing S. P. tracks on tail of wye, be governed by instructions in box on north side of S. P. 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; dark—Stop, then proceed at restricted speed.

Trains operating between West Williams Jct. and Matthie are not to exceed 6000 tons or 6000 feet in length. (Train length includes the locomotive consist.)

(Continued next page)

Phoenix Subdiv.

Except trains made up entirely of empty flat cars, trains exceeding 2500 tons must have all empty flat cars in rear of train. Tonnage behind any empty flat car cannot exceed 2500 tons.

Those cars loaded with empty trailers, empty containers, or empty chassis, are considered loads.

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		

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	375.1 - 378.0	40	Cv	134.5 - 135.6	20
Cv,Xing	378.0 - 378.9	30	Cv	135.6 - 150.3	35
Cv	378.9 - 381.1	40	Cv,Xing	171.8 - 175.1	40
Cv	381.1 - 391.0X	35	Cv,Xing	175.8 - 181.5	25
Cv	391.0X - 392.0X	30	Cv,Xing	182.5 - 190.8	20
Cv	392.0X - 402	35	Xing	188.2 (Eastward Only)	20
Cv	0.2 - 0.8	20			
Cv	0.8 - 14.2	40	Cv	190.8 - 191.1	20
Cv	14.2 - 21.1	35	Xing	191.0	10
Cv	21.1 - 21.4	20	Cv,Xing	191.0 - 192.9	20
Cv	21.4 - 23.2	30	Sw,	192.9 - 193.7	15
Cv	23.2 - 24.4	40	Xing		
Cv	83.4 - 123.2	30			

(D) SPEED RESTRICTIONS — SWITCHES

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

"S" — Spring Switch		
Station	Location	MPH
Beardsley	S Turnout to North track, M.P. 168.8	30
	S Turnout to South track, M.P. 170.1	30
Skull Valley	S Turnout to North track, M.P. 80.5	30
	S Turnout to South track, M.P. 81.7	30

Phoenix Subdiv.

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

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

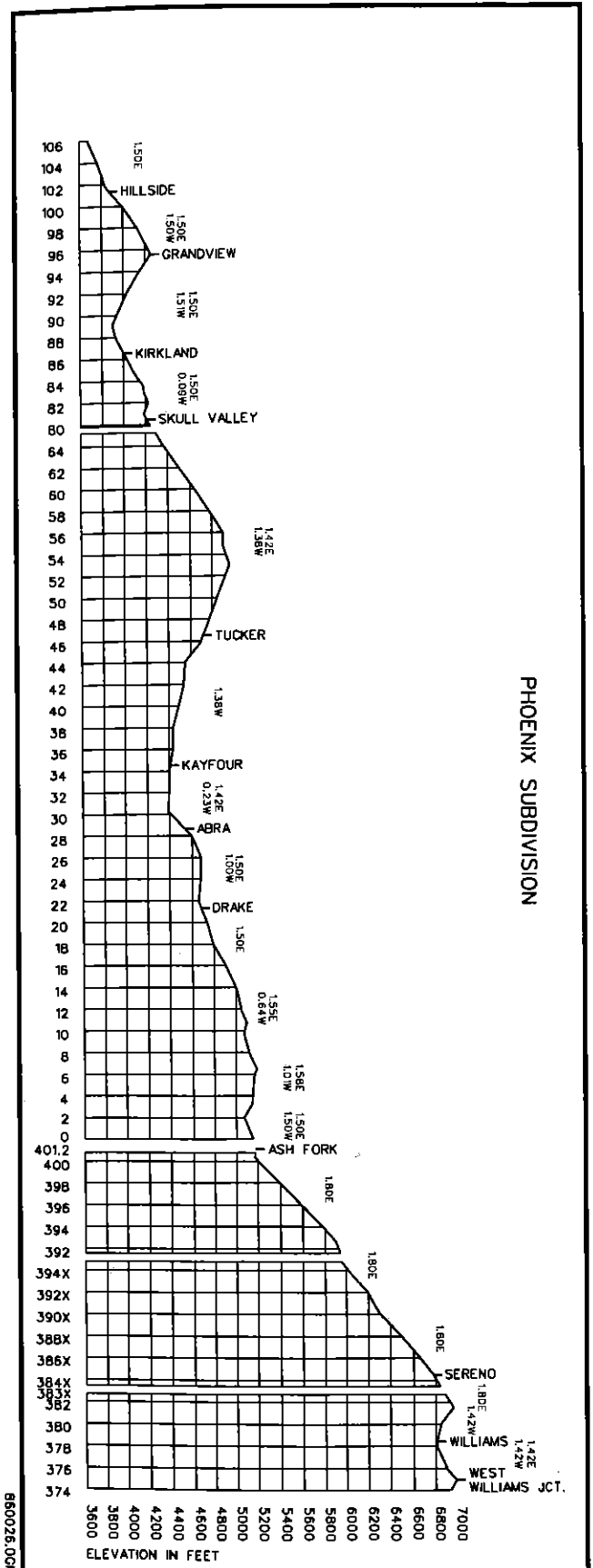
Location	Type	Locator & Signals Affected
Bridge 88.9	High Water	Signs M.P. 88.0, M.P. 89.7 & Radio Communication
M.P. 144.3	High Water	Rotating lights M.P. 144.9 & 143.4
Bridge 146.6	High Water	Rotating lights M.P. 145.7 & 147.3
M.P. 23.5, 46.9, 88.8, 113.9, 137.9, 173.0, 381.6	Hot Box & Dragging Equip	Radio Communication

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

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

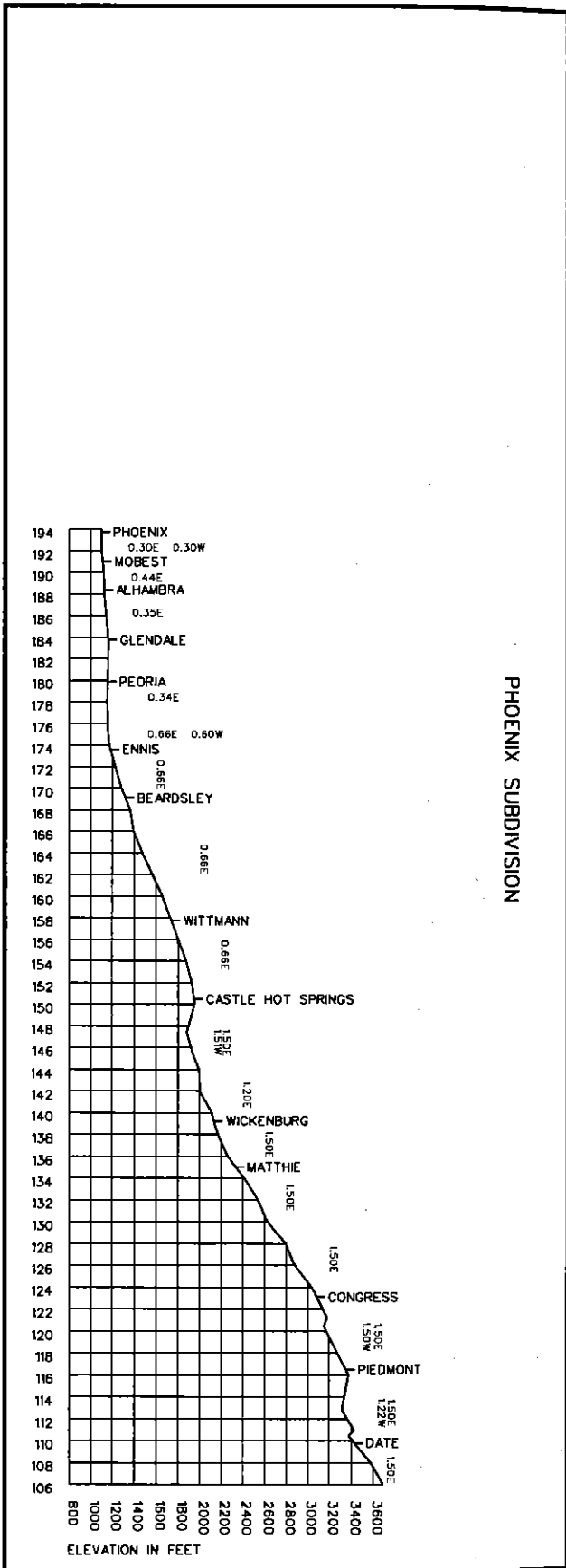
**A Positive Attitude
Creates Positive Results**

Phoenix Subdiv.



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Phoenix Subdiv.



WEST-WARD ↓		Needles Subdiv.		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
19800		NEEDLES	BCPT	CTC 2MT	578.0
		NO. 2.2 — SO. 2.1			580.2
		WEST NEEDLES			585.6
19795	N5317	JAVA			592.3
		5.4			
19790	N5650	IBIS			597.0
		NO. 5.4 — SO. 4.6			
19785	N5418	BANNOCK	X		601.5
19780	N6716	HOMER	X		609.1
		7.5			
19775	N9218 S7254	GOFFS	X		618.7
		9.7			
19770		FENNER	X		626.2
		7.5			
19765	S5369	ESSEX	X		634.7
		8.5			
19760	N5383 S5841	DANBY	X		648.1
		13.4			
19295	N9328 S9292	CADIZ	PTX	TWC ABS DT	658.4
		10.3			661.5
19290	S2590	SALTUS	X		669.3
		3.1			
19285	N5296 S5406	AMBOY	X		676.6
		7.6			
19280	S5022	BAGDAD	X		686.7
		7.4			
19275	N6746	SIBERIA	X		693.4
		NO. 9.5 — SO. 7.7			
19265	N9000 S7113	ASH HILL	TX		706.6
		6.7			
19260		LUDLOW	X		712.8
		13.2			
19250	N6605 S9592	PISGAH	X		725.6
		6.2			
19245		HECTOR	X		737.3
		12.8			
19240	N7352 S5363	NEWBERRY	X		739.6
		11.7			
19215		DAGGETT		CTC 2MT	743.6
		2.3			745.9
		WEST DAGGETT			
		4.0			
		EAST BARSTOW			
19000		BARSTOW	BCPT		
		2.3			
		NORTH (168.7)			
		SOUTH (166.0)			

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Needles to East Barstow	55	1	3	4	5&7	9
East Barstow to Barstow	32	1	3	4	5&7	9

CTC IN EFFECT: On main tracks between Needles and Ibis; between Daggett and Barstow; and on Freight Lead, Needles.

TWC IN EFFECT: Between Ibis and Daggett.

DOUBLE TRACK IN EFFECT: Between Ibis and Daggett.

RULE 1.14: Union Pacific trains may use joint track between Daggett and Barstow. Santa Fe trains may use A&C RR main track between M.P. 189 and M.P. 190, under the provisions of Rule 6.13. A&C RR trains may use south siding and yard tracks 6475, 6476 and 6478 at Cadiz.

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, Goffs to Bagdad and Pisgah to Daggett; and on South Track, Daggett to Pisgah and Bagdad to M.P. 646.1.

RULE 14.10: When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by the train dispatcher.

(continued on next page)

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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	10
Homer	601.2	Trailing	10
Goffs	609.1	Trailing	10
Fenner	618.6	Trailing	10
Essex	626.2	Trailing	10
Danby	634.6	Trailing	10
Cadiz	646.7	Facing	10
	648.6	Trailing	10
Saltus	658.5	Trailing	10
Amboy	662.2	Trailing	10
Bagdad	669.9	Trailing	10
Siberia	677.4	Trailing	10
Ash Hill	686.4	Trailing	10
Ludlow	693.3	Trailing	10
Pisgah	707.8	Trailing	10
Hector	712.5	Trailing	10
Newberry	725.4	Trailing	10
	727.3	Trailing	10

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN

		MPH	
		Psgr.	Frt.
NORTH TRACK	Needles & Goffs	79	55*
	Goffs & Bagdad	90	55*
	Bagdad & Pisgah	79	55*
	Pisgah & Daggett	90	55*
	Daggett & Barstow	79	55*
SOUTH TRACK	Barstow & Daggett	79	55*
	Daggett & Pisgah	90	55*
	Pisgah & M.P. 685.8	79	55*
	M.P. 685.8 & M.P. 671.4	79	45
	M.P. 671.4 & Bagdad	79	55*
	Bagdad & M.P. 646.1	90	55*
BOTH TRACKS	M.P. 646.1 & Needles	79	55*
	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	Psgr.	Frt.	Mile Posts	Psgr.	Frt.
NORTH TRACK				Cv	699.2 - 696.2	70	
Xing	578.1	30	30	Cv	696.2 - 694.9	60	55
Cv	578.0 - 579.4	50	40	Cv	694.9 - 693.6	50*	45
Cv	579.4 - 582.7	45	40	Cv	693.6 - 692.8	70	65
Cv	582.7 - 584.5	50	50	Cv	689.5 - 688.4	60	55
Cv	584.5 - 587.0	55	50	Cv,Gr	688.4 - 685.8	70	65
Cv	587.0 - 587.8	50	45	Cv,Gr	685.8 - 683.4	75	
Cv	587.8 - 589.3	50	50	Cv,Gr	683.4 - 680.7X	50*	
Cv	589.3 - 592.7	65	55	Cv,Gr	680.7X - 678.3X	75	
Cv	592.7 - 593.3	60	50	Cv,Gr	678.3X - 677.8	65	
Cv	593.3 - 593.8	30*	30	Cv,Gr	677.8 - 676.9	75	
Cv	593.8 - 597.8	65	55	Cv,Gr	676.9 - 671.4	70	
Cv	597.8 - 599.1	60	55	Cv	639.2 - 638.8	75	
Cv	599.1 - 601.5	70		Cv	625.5 - 625.3		65
Cv	608.2 - 609.1	70		Cv	624.6 - 618.9	75	65
Cv	609.1 - 609.7	80		Cv	612.2 - 611.0	75	65
Cv	618.9 - 619.2	85		Cv	611.0 - 609.2		65
Cv	638.8 - 639.2	85		Cv	609.2 - 608.3	70	
Cv	642.4 - 642.7	85		Cv	601.5 - 599.1	70	
Cv	644.8 - 646.2	75		Cv	599.1 - 597.7	65	
Cv	671.5 - 674.0	60	50	Cv	597.7 - 595.2	75	
Cv	674.0 - 678.1	55	50	Cv	591.4 - 589.3	70	
Cv	678.1 - 680.3	40	35	Cv	589.3 - 587.8	55	50
Cv	680.3 - 682.7	55	50	Cv	587.8 - 587.0	45	45
Cv	682.7 - 683.5	40	40	Cv	587.0 - 585.2	65	50
Cv	683.5 - 686.2	55	50	Cv	585.2 - 583.2	50	50
Cv	688.4 - 689.5	60	55	Cv	583.2 - 582.3	55	50
Cv	692.9 - 693.7	70	65	Cv	582.3 - 578.0	60	50
Cv	693.7 - 695.0	45*	45	Xing	578.1	30	30
Cv	695.0 - 696.1	60	55	BARSTOW YARD			
Cv	696.1 - 700.4	65	55	Psgr.	746.1	15	15
Cv	700.4 - 702.0	55	55	Sdg			
Cv	707.8 - 710.6	70	65	over			
Cv	710.6 - 711.6	80		Sw			
Cv	710.6 - 711.6	80		0142			
Cv	745.0 - 747.1	50	50	Needles Subdiv. Yard Entry between First Street Bridge, M.P. 746.5 & Junction High and Low Leads			
SOUTH TRACK				Cv	747.1 - 747.2	50	50
%	747.2	30	30	Low Lead			
Cv	747.2 - 745.0	50	50	Balloon Track			
Cv	711.6 - 710.6	80					
Cv	710.6 - 708.2	70	65				
Cv	708.2 - 707.8	65	60				
Cv	702.0 - 701.5	60	55				
Cv	701.5 - 700.4	70	65				

% Fuel Facilities - While Head End Passes

* Denotes restrictions protected by Inert ATS Inductors

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

Needles Subdiv.

(D) SPEED RESTRICTIONS — SWITCHES

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

"D" - Dual Control	"S" - Spring	"P" - Power	
Station	Location	MPH	
Needles	D Xover, freight lead to North track, M.P. 578.4	30	
	D Xover, M.P. 578.4	30	
West Needles	D WE freight lead	30	
	D 2 Xovers	50	
Ibis	D 2 Xovers	50	
Bannock, Homer	S WE North Siding	10	
Goffs	S WE North Siding	10	
	EE South Siding		
Essex	S EE South Siding	10	
Danby, Cadiz, Amboy	S WE North Siding	10	
	EE South Siding		
Bagdad	S EE South Siding	10	
Siberia	S WE North Siding	10	
Ash Hill, Pisgah Newberry	S WE North Siding	10	
Daggett	D 2 Xovers	50	
	D Turnout, NT to U.P. No. 2 track	40	
	D Xover, NT to U.P. No. 1 track	40	
West Daggett	D Turnout, North track to U.P. No. 1 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 1101, 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	

**Either We're Pulling Together
OR
We're Pulling Apart**

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

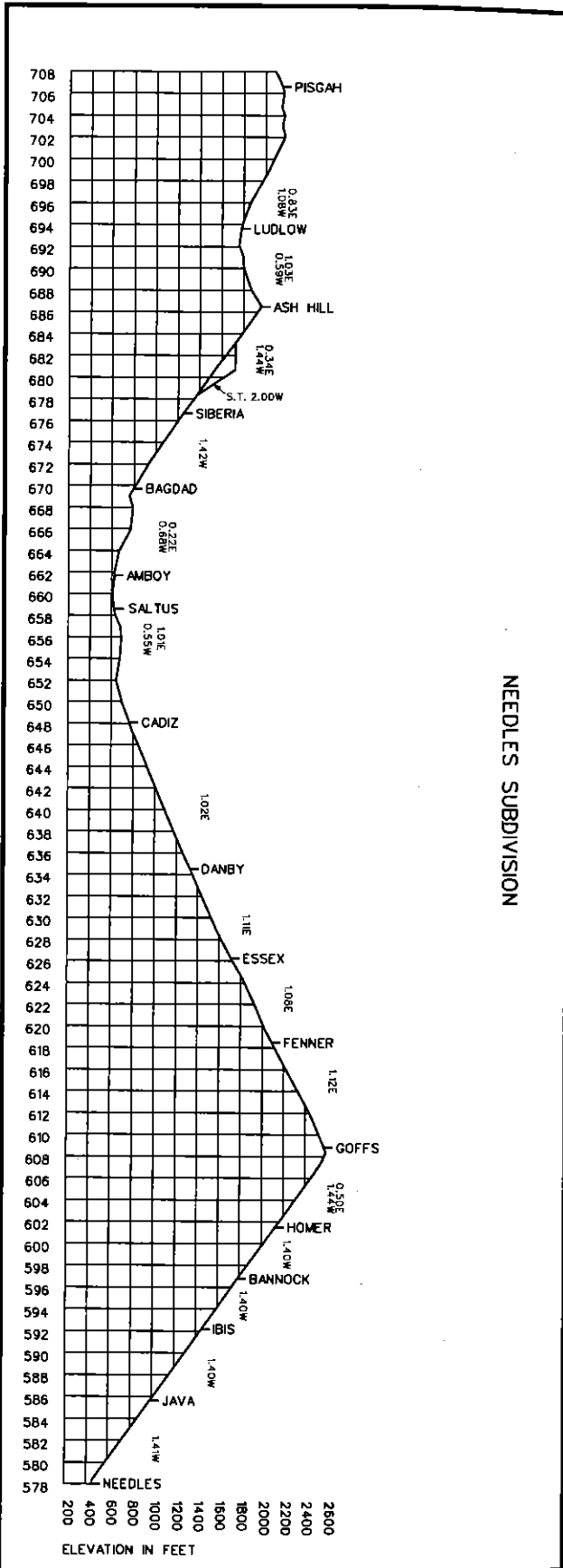
3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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**

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

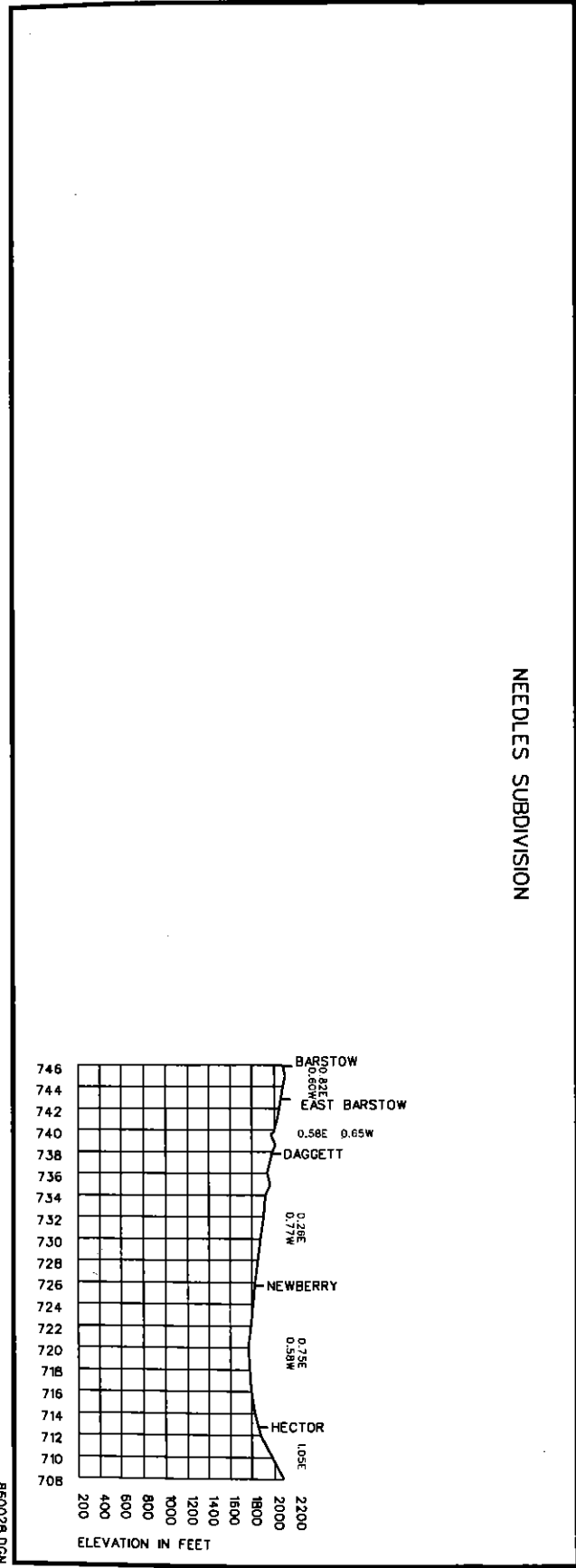
Needles Subdiv.



NEEDLES SUBDIVISION

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Needles Subdiv.



NEEDLES SUBDIVISION

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WEST-WARD ↓		Lucerne Valley Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
19060	2900	CUSHENBURY	Y	29.2	
	700	3.1 SPUR 5		26.1	
19055		15.6 HESPERIA (29.2)	Y	0.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Cushenbury to Hesperia	72	1	3	4	5&7	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	4.7 - 4.9	20

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnouts, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Pluess-Stauber, Inc.	23.5	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	Meth. of Oper.	Mile Post	
19000		BARSTOW	BCMPT	745.9	
		0.9 EAST D YARD		746.8	
		2.2 WEST D YARD		749.0	
		0.9 VALLEY JCT.		749A.0	
		2.4 WEST R YARD		4.3	
19015		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	CTC 2MT	34.6	
19045		2.1 VICTORVILLE	BP	36.7	
		1.3 FROST		38.0	
19055		7.1 HESPERIA		45.1	
		5.0 LUGO		50.1	
19065		5.8 SUMMIT		55.9	
19075		NO. 8.9 — SQ. 6.9 CAJON		62.8	
19080		6.6 KEENBROOK		69.4	
		4.5 VERDEMONT		73.9	
		6.0 BASELINE		79.9	
		0.7 SEVENTH STREET		80.6	
19100		0.8 SAN BERNARDINO	BCPT	81.4	
		SOUTH TRACK (82.0) NORTH TRACK (84.0)	CTC 3MT		

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Barstow to West D Yard	32	1	3	4	5&7	9
West D Yard to San Bernardino	72	1	3	4	5&7	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. Main tracks between Baseline and San Bernardino are designated as follows: The track farthest to the right as viewed from a westward train is No. 4 Track. The track farthest to the left as viewed from a westward train is No. 2 Track. The track between No. 4 Track and No. 2 Track is No. 3 Track.

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 30.6, 30.7, 30.10, 30.11: All westward trains at Barstow receiving an Initial Terminal, Intermediate Inspection, Application and Release or Adding Cars Enroute Air Brake Test must, after completion, initiate an emergency application of the brakes and determine from end of train device that brake pipe pressure drops rapidly to zero.

RULE 30.13: If train is stopped at Summit for any reason, an automatic brake application of not less than 10 psi must be made and not released until ready to proceed.

RULE 30.14: At Summit, westward passenger trains must make a running air brake test between M.P. 55 and M.P. 56. Westward freight trains operating between Summit and Cajon must make a running air brake test while passing Victorville and in doing so determine the following:

- (1) Retarding force of air brake system.
- (2) If equipped with a functioning ETD, that normal brake pipe pressure changes occur at rear of train.

Cajon Subdiv.

SPECIAL INSTRUCTIONS

SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH	
	Psg.	Frt.
Barstow & San Bernardino	79	55*#

Eastward freight trains on descending grades, with dynamic brakes not in use, must not exceed:

30 MPH between M.P. 54.4 and M.P. 38.0.

Freight trains averaging more than 80 tons per operative brake must not exceed:

55 MPH between Barstow and Summit.

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

See Special Instruction 5(B).

(C) SPEED RESTRICTIONS — VARIOUS

Mile Posts	MPH		Mile Posts	MPH	
	Psg.	Frt.		Psg.	Frt.
WESTWARD MOVEMENTS BOTH TRACKS					
Cv 746.4 to 747.1	50	50	Cv 79.2 - 78.3	70	
Cv 747.1 - 4.6 (NT)	65	60	Cv 72.6 - 72.0	50	45
Cv 747.1 - 747.2 (ST)	50	50	Cv 72.0 - 71.5	45	45
% 747.2 (ST)	30	30	Cv 71.5 - 70.8	45	40
Cv 747.2 - 4.6 (ST)	65	60	Cv 70.8 - 66.5	50	45
Cv 31.9 - 33.8	60	55	Cv 66.5 - 64.2	40	35
Cv 33.8 - 34.4	40*	35	Cv 64.2 - 62.2	50	45
Cv 34.4 - 36.2 (NT)	65	45	Cv 62.2 - 58.8 (ST)	35	30
Cv 34.4 - 36.2 (ST)	60	45	Cv 58.8 - 57.2 (ST)	30	30
Cv 36.2 - 37.2	50	45	Cv 57.2 - 56.5 (ST)	40	30
Cv 37.2 - 37.4	35	35	Cv 56.5 - 56.1 (ST)	50	40
Cv 37.4 - 39.1 (NT)	50	45	Cv 64.3X - 63.7X (NT)	40	35
Cv 39.1 - 42.0 (ST)	50	45	Cv 63.7X - 63.1X (NT)	35	35
Cv 37.4 - 39.1 (ST)	45	40	Cv 63.1X - 61.7X (NT)	40	35
Cv 39.1 - 42.0 (NT)	50	45	Cv 61.7X - 57.4X (NT)	30	30
Cv 42.0 - 43.7	55	50	Cv 57.4X - 56.8X (NT)	45	40
Cv 47.2 - 48.1	75	65	Cv 56.8X - 56.1 (NT)	45	45
Cv 48.1 - 48.8	55	55	Cv 56.1 - 52.1	55	50
Cv 48.8 - 50.4	55	50	Cv 52.1 - 50.4	50	50
Cv 50.4 - 52.2	50	50	Cv 50.4 - 48.8	55	50
Cv 52.2 - 56.1	55	50	Cv 48.8 - 48.1	55	55
Gr 56.1 - 56.6 (ST)	40	40	Cv 48.1 - 47.2	75	65
Gr 56.1 - 56.6 (NT)	45	45	Cv 43.7 - 42.0	55*	50
Gr 56.6 - 62.2 (ST)	30*	20	Cv 42.0 - 39.1 (ST)	50	45
Gr 56.6 - 64.2X (NT)	30*	30	Cv 39.1 - 37.4 (NT)	50	45
Gr 62.2 - 64.2	40	35	Cv 42.0 - 39.1 (ST)	45	40
Gr 64.2 - 66.5	35	35	Cv 37.4 - 37.2	35	35
Gr 66.5 - 72.6	40	35	Cv 37.2 - 36.2	50	45
Gr 72.6 - 80.8	50	35	Cv 36.2 - 34.4 (NT)	65	45
Cv, Trk 80.8 - 81.5	20*	20	Cv 36.2 - 34.4 (ST)	60	45
EASTWARD MOVEMENTS BOTH TRACKS					
Cv, Trk 81.5 - 80.8	20	20	Cv 34.4 - 33.9	40	35
Cv 79.5 - 79.2	60		Cv 33.9 - 31.8	60	55
			Cv 4.6 - 747.1 (NT)	65	60
			Cv 4.6 - 747.1 (ST)	65	60
			% 747.1 - 747.2 (ST)	50	50
			% 747.2 (ST)	30	30
			Cv 747.1 - 746.4	50	50

% Fuel Facilities - While Head End Passes.

* Denotes Restrictions Protected by Inert ATS Inductors.

Cajon Subdiv.

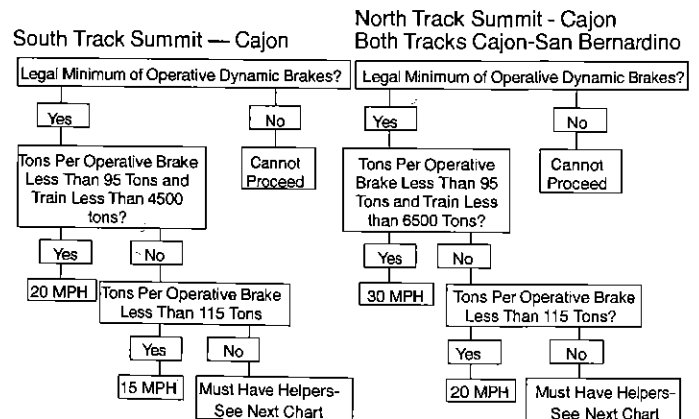
(D) SPEED RESTRICTIONS — SWITCHES

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

"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
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, Verdemon	D	2 Xovers	50
Baseline	D	2 Xovers	50
Seventh Street	D	Xover, No. 3 and No. 4 track	40
	D	Turnout, No. 4 track & Yard Lead	20
San Bernardino	D	Turnout, No. 2 track to No. 1 track	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:

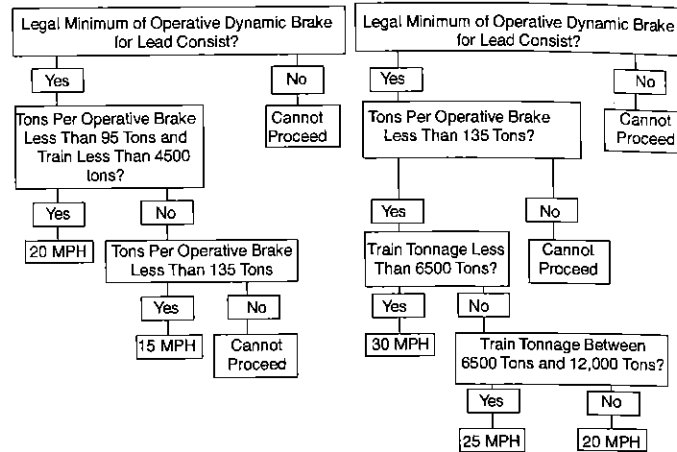


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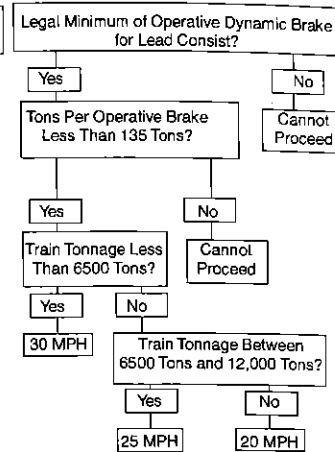
Cajon Subdiv.

2. Speed Restrictions (Continued)

South Track Summit — Cajon
Trains With Helpers



North Track Summit - Cajon
Both Tracks Cajon-San Bernardino
Trains With Helpers

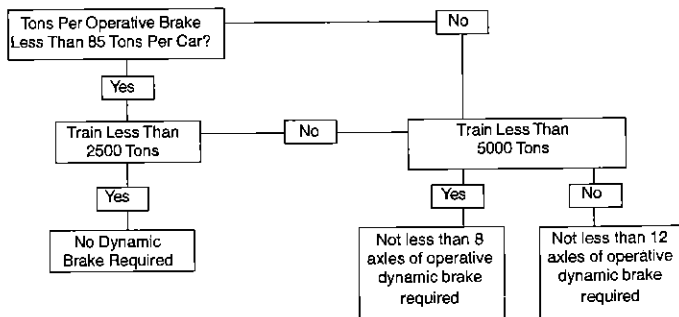


Note: Either Track Cajon to San Bernardino, when average tonnage does not exceed 95 tons per operative brake and train tonnage does not exceed 4500 tons and speed controlled only with dynamic brakes, 35 MPH; if air brakes used to control speed of train, 30 MPH.

3. Dynamic Brake Requirements for Westward Trains, Both Tracks, Summit to San Bernardino.

When it is known before leaving Summit that locomotive consist does not have the minimum operative brakes, as described below, TRAIN MUST NOT PROCEED:

BOTH TRACKS: SUMMIT-SAN BERNARDINO



- 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 Verdement.

Cajon Subdiv.

5. (Continued)

Trains operating with retainers must stop east of controlled signal, Baseline, 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, on either track, must not exceed:
15 MPH, Summit to Cajon;
20 MPH, Cajon to San Bernardino.
- Between Summit and San Bernardino, westward trains containing more than one-half doublestack equipment are required to have RCE or helper locomotives at or near rear of train if train exceeds an average of 100 tons per operative brake and exceeds 250 tons per dynamic brake axle.

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)

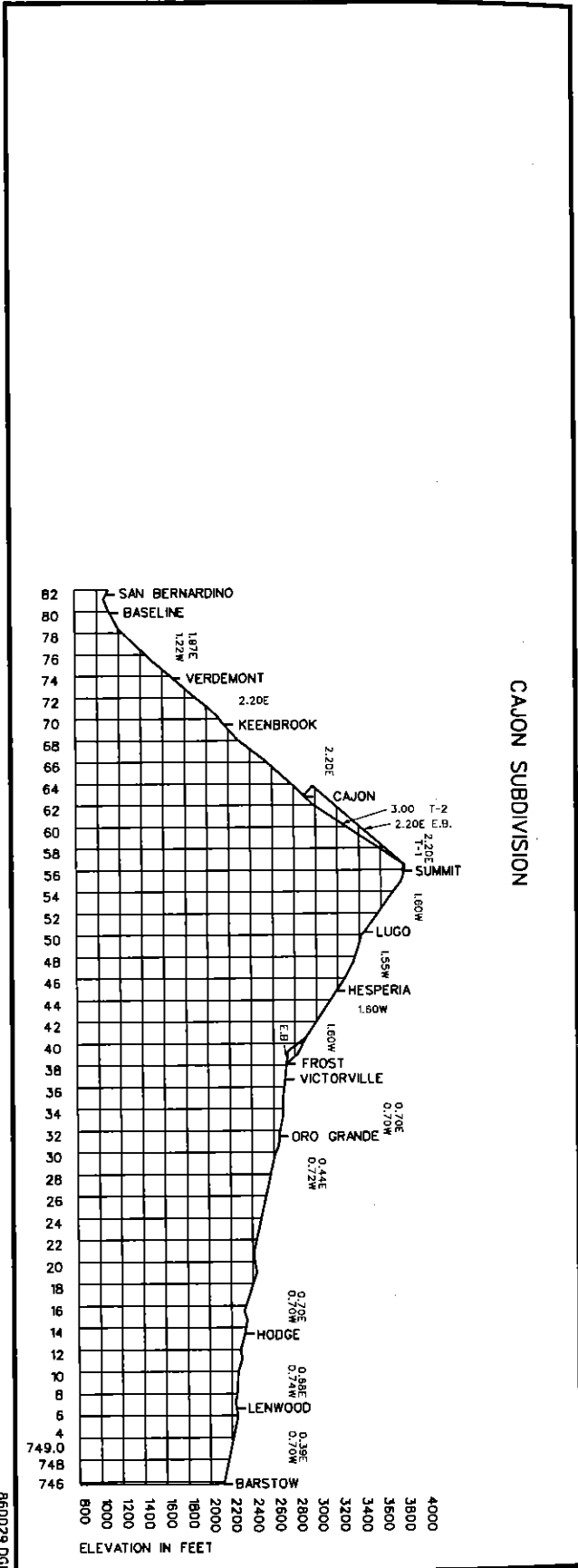
Location	Type	Locator & Signals Affected
M.P. 8.5, 28.5, 48.5	Hot Box & Dragging Equip.	Radio Communication
M.P. 57.3 (NT Only), 64.1	Dragging Equip	Radio Communication

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

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

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

Cajon Subdiv.



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WEST-WARD ↓		San Bernardino Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
19100		SAN BERNARDINO	BCMPT		0.0
		0.7			
		WEST YARD		CTC 4MT	0.7X
		2.1			
19140		RANA			2.2
		0.7			
25045		COLTON (S.P. RR)	M		2.9
		1.3			
	4490	WEST COLTON			4.2
		2.5			
25065		HIGHGROVE		CTC 2MT	6.7
		2.5			
		RIVERSIDE JCT.			9.2
		0.6			
25200		RIVERSIDE			9.8
		0.8			
		WEST RIVERSIDE			10.6
		3.4			
25210		CASA BLANCA	T	CTC	14.0
		1.9			
25225		ARLINGTON			15.9
		5.5			
25250		MAY			21.4
		1.4			
25255	8059	PORPHYRY		CTC 2MT	22.8
		1.3			
25260		CORONA			24.1
		5.3			
25265		PRADO DAM			29.4
		6.4			
25270		ESPERANZA		CTC	35.8
		4.8			
25275		ATWOOD		CTC 2MT	40.6
		4.9			
23200		FULLERTON JCT.	BCP		45.5
		2.5		CTC 3MT	165.5
23160		BASTA			163.0
		2.7			
23150		BUENA PARK			160.3
		2.6			
23140		LA MIRADA	T		157.7
		2.7			
		SANTA FE SPRINGS		CTC 2MT	155.0
		2.0			
23120		LOS NIETOS (S.P. RR)	M		153.0
		0.9			
23110		D.T. JUNCTION (S.P. RR)	M		152.1
		1.2			
23100		PICO RIVERA	BCPT		150.9
		1.1			
23040		BANDINI			149.8
		1.3			
		COMMERCE			148.5
		1.2			
		EASTERN AVE.		CTC 3MT	147.3
		1.3			
23000		HOBART	BCP		146.0
		1.5			
		HOBART TOWER (U.P. RR)	CM		144.5
		1.3			
23550		REDONDO JCT. U.P. RR	CMPT	CTC 2MT	143.2
		(68.4)			

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
San Bernardino to MP 10.6	72	1	3	4	5&7	9
MP 10.6 to Redondo Jct.	36	1	3	4	5&7	9

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

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 CP Rancho 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 CP Rancho and Arcadia on Metrolink tracks.

San Bernardino Subdiv.

RULE 5.8.2 (11): Between M.P. 39.0 and M.P. 44.0, engine whistle will not be used in advance of street crossings protected by automatic crossing gates except the engine whistle shall be used at the discretion of the engineer to avoid injury to persons or damage to property.

RULE 6.26: Main track between San Bernardino and Rana is designated No. 1 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 No. 4 track and the tracks to the left are No. 3 track and No. 2 track. No. 2 track extends eastward from Rana and deadends just east of the dual control switch to the auto facility lead.

RULE 9.12.1: Permission must be secured from the Santa Fe Train Dispatcher to pass controlled signals indicating stop, at West Yard, Fullerton Jct. and Atwood.

Before operating beyond controlled signals indicating Stop onto Metrolink's San Gabriel, Olive and Orange Subdivisions, permission must be obtained from the Santa Fe Train Dispatcher to pass the Stop signal and from Metrolink's Train Dispatcher to occupy the main track beyond the control point.

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 track, No. 2 track or Auto Facility lead receiving a Diverging Clear or Diverging Approach signal are routed to either the north or south track.

RULE 10.3: When track and time is granted for trains or engines on Metrolink's San Gabriel, Olive and Orange Subdivisions between the Santa Fe controlled signal and points beyond on Metrolink's Subdivision, permission must be obtained from the Santa Fe Train Dispatcher to pass controlled signal.

REDLANDS INDUSTRIAL SPUR: Trackage between San Bernardino, M.P. 0.0 and End of Track, M.P. 13.4, identified as Redlands Industrial Spur, Rule 6.28 in effect. All switches must be left lined and locked for movement on Redlands Industrial Spur track.

SAN JACINTO INDUSTRIAL SPUR: Trackage between Highgrove, M.P. 0.0 and San Jacinto, M.P. 38.3, identified as San Jacinto Industrial Spur, Rule 6.28 in effect. Rule 9.12.3, Automatic Interlocking, in effect at S.P. RRX, M.P. 1.5. Turning facility located at Val Verde, M.P. 13.5. All switches must be left lined and locked for movement on San Jacinto Industrial Spur track.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH	
	Psg.	Frt.
San Bernardino & Fullerton	60	55#
Fullerton & M.P. 144.5	79	55#
M.P. 144.5 & Redondo Jct.	65	55#
Redlands Industrial Spur M.P. 0.0 and M.P. 0.7		5
M.P. 0.7 and M.P. 13.4		10
San Jacinto Industrial Spur M.P. 0.0 and M.P. 38.3		10

See Special Instruction 5(B)

**Teamwork Divides The Task
And
Doubles The Success**

San Bernardino Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS

Trk	Mile Posts	MPH		Trk	Mile Posts	MPH	
		Psg.	Frt.			Psg.	Frt.
Cv	0.0X - 0.7X No. 3 & 4 Track	20	20	Cv	32.8 - 34.4	50	50
		15	15	Cv	34.4 - 35.1	50	45
Cv	0.7X - 1.1X No. 3 & 4 Track			15	15	Sw	35.9 (ST)
		Cv	42.7 - 43.6			50	50
Cv, Br	0.0 - 0.9 (No. 1 Trk)	15	15	Cv	45.2 - 45.7	50	50
Cv	0.9 - 2.2 (No. 1 Trk)	20	20	Xing	165.2 - 164.7	50	50
				Cv	163.8 - 163.5	75	
Cv, Xing	1.1X - 3.2	30	30	Cv	161.1 - 160.8	70	
				Cv	156.6 - 155.9	75	
Cv	3.2 - 4.0	40	40	Cv	154.2 - 153.8	70	
				RRX	153.0	50	50
Cv	6.6 - 6.8	50	40	Cv	152.9 - 152.5	70	
				RRX	152.1	50	50
Cv	8.3 - 8.5	60	50	Cv	151.7 - 151.4	65	
				Sw	148.5 (ST)	40	40
Cv	9.3 - 9.6	55	50	Cv	144.5 - 144.9 (ST & Middle Trk)	40	40
				Sw	15.9 (ST)	40	40
Cv	15.9 - 16.7	55	50	Cv	144.5 - 143.4	30	30
				Xing, Cv			
Cv	16.7 - 17.1	60	50	Cv	143.4 - 142.9	15*	15
				Cv	31.4 - 31.6	55	50
Cv	31.6 - 32.8	60	50	Cv			
				Cv	32.8 - 34.4	50	50

*Denotes Restrictions Protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnouts, except as listed below, 10 MPH:

Station	"D" - Dual Control Switch		"DS" - Double Slip Switch		MPH
	Location	MPH	Location	MPH	
San Bernardino	D	Turnout, No. 2 track to No. 1 track			15
	DS	All Psg. movements and Freight movements, No. 1 track			15
Rana		Freight movements routed to or from passenger yard or Fly-over			10
	D	Turnout to B yard lead			15
	D	East Xover between No. 3 and No. 4 track			30
	D	West Xover between No. 3 and No. 4 track			30
	D	Turnout to No. 2 track			30
	D	Turnout to No. 1 track			30
	D	Turnout from No. 2 track to Auto Facility Lead			15
	Colton	D	SP connection switch (east), NT		
West Colton	D	EE South siding			15
	D	2 Xovers			50
Riverside Jct.	D	WE South siding			15
	D	Xover			30
West Riverside	D	Xover			40
Arlington	D	End of 2 Tracks			40
May	D	2 Xovers			50
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

(continued on next page)

San Bernardino Subdiv.

(D) SPEED RESTRICTIONS — SWITCHES (Continued)

"D" — Dual Control Switch		
Station	Location	MPH
Fullerton Jct.	D Jct. switch to Metrolink, and Xover, South track to Middle track	40
	D 2 Xovers, M.P. 45.5	50
Basta	D Xover, M.P. 163.0 and Turnout to South track	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, Xover between North track and New Outbound Lead & 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
	D West Xover	30
Redondo Jct.	D All other Xovers & Turnouts	15
	D Xovers & Turnouts	15

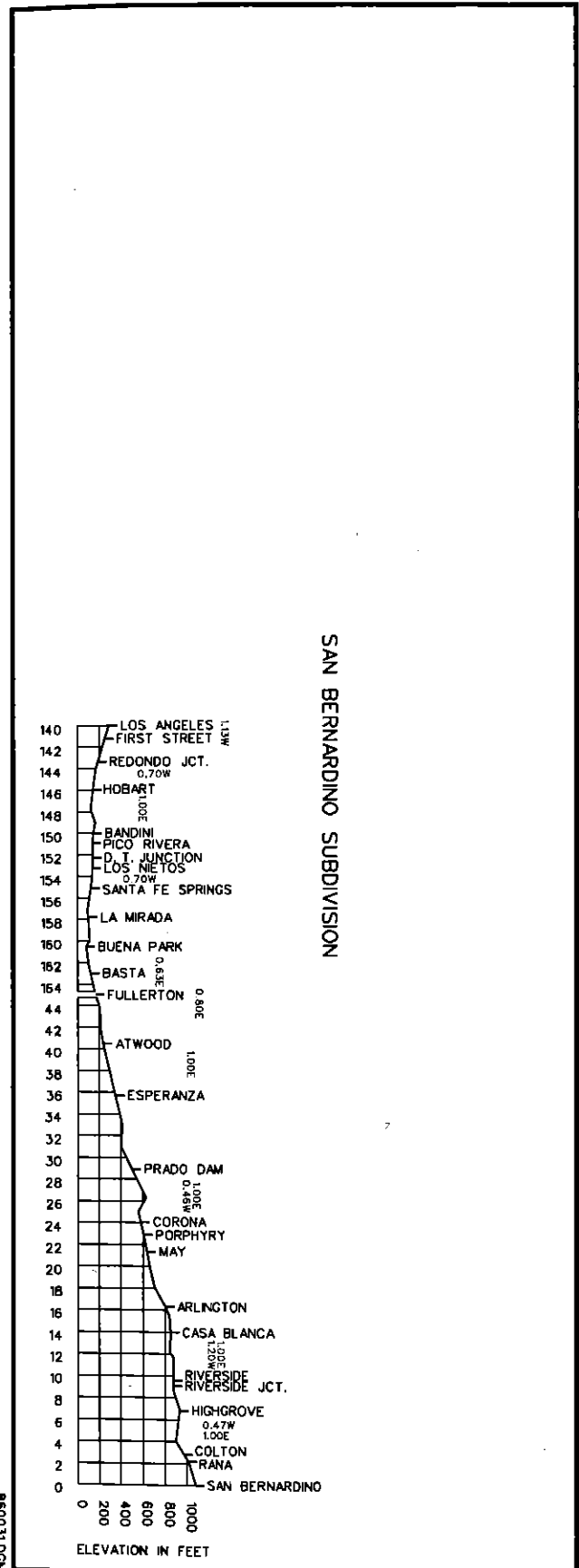
2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Redlands Industrial Spur	0.0	13.4 Miles
Mentone	12.0	790
San Jacinto Industrial Spur	6.7	38.3 Miles
Highgrove	0.0	1018
Lily Cup	0.6	545
Box Springs	7.2	1555
Alessandro	10.6	2046
Val Verde	13.5	1105
Granite Spur	14.5	4752
Mayer Farms	15.9	920
Ellis	19.9	800
Prenda Spur (Prenda)	14.3	300
Porphyry (3-M Spur)	22.7	18480
West Corona	26.8	5812
Wilshire (NT)	156.8	10430
San Gabriel Subdiv. (Metrolink)		
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

San Bernardino Subdiv.



WEST-WARD ↓		San Diego Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
25710		NATIONAL CITY	Y	273.1	
		3.8 22ND STREET	BCPXY	269.3	
25700		1.8 SAN DIEGO	TXY	267.5	
23200		103.3 FULLERTON	BCP (107.8)	165.0	

Tone Call-In

RADIO COMMUNICATION CH. DS SC MC QQS EMER.

National City to Fullerton 36 1 3 4 5&7 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. San Diego Northern Railway trains and engine may use main track between M.P. 267.6 and M.P. 268.8. Speed limit on all auxillary tracks not specifically governed by Metrolink and San Diego Northern Railway Timetable and other instructions, 10 MPH, unless further restricted. Special Instructions ALL SUBDIVISIONS and all General Orders and Superintendents 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

(A) MAX. SPEED BETWEEN:

	MPH	
	Psgr.	Frt.
National City & San Diego	10	10

(D) SPEED RESTRICTIONS - SWITCHES

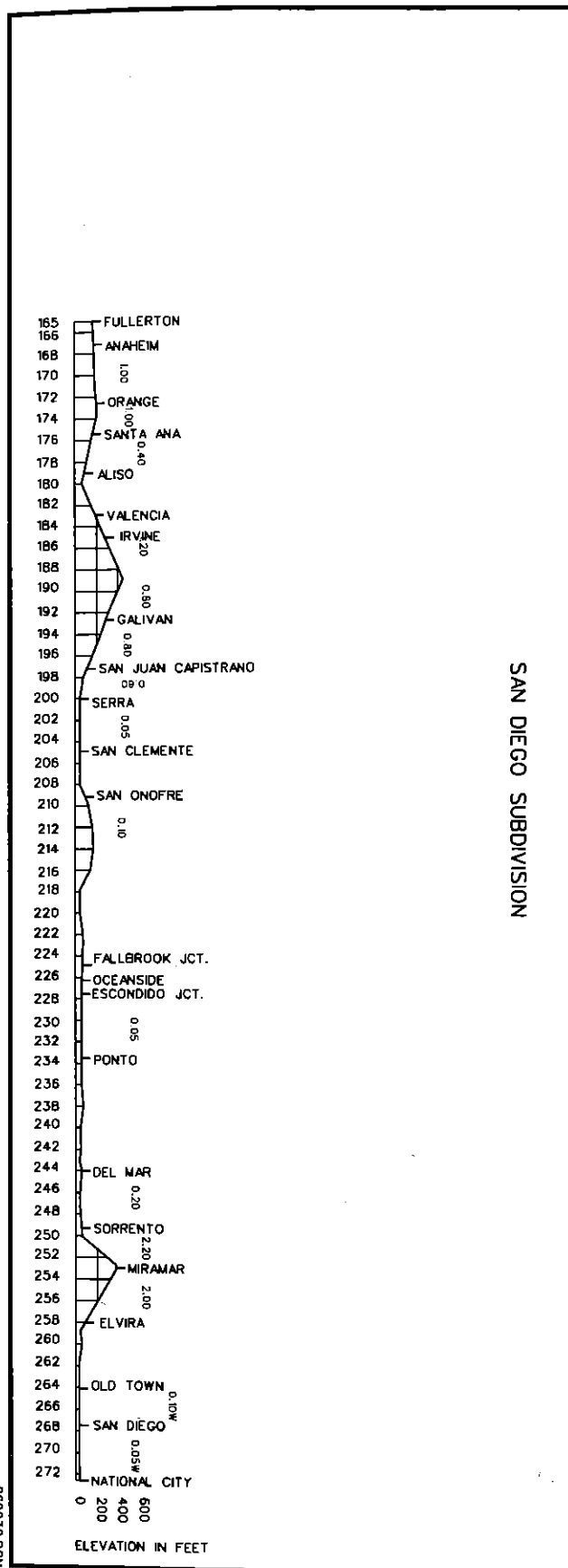
Maximum speed permitted through turnouts, 10 MPH.

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

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

San Diego Subdiv.



SAN DIEGO SUBDIVISION

REVISED: 04/02/95
B60030.DGN

WEST-WARD ↓		Harbor Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
23550		REDONDO JCT. CMPTY		0.0	
		1.5 MALABAR Y		1.5	
21630		1.0 S.P. RRX NADEAU Y	A	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 Y	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		3.3 IRONSIDES Y		23.3	
22100		1.4 WATSON BCPTY		26.6	
22240		2.0 WILMINGTON Y		28X	
21840		1.1 PIER A YARD TY			
22475		0.6 WEST THENARD S.P. RRX Y	A	27.6	
		1.9 LONG BEACH JCT. Y		28.3	
22500		30.2 LONG BEACH Y	SP		

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Redondo Jct. to Long Beach	36	1	3	4	5&7	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	12	West Thenard & Long Beach RRX	10	
Trk, Xing	1.6 - 10.1	15	RRX	Nadeau	10
Xing	13.1	15		14.6 (while head end is passing over)	10
All Movements Harbor Belt Line		10			

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

**Safety
Always
Needs
Total
Attention**

**From
Everyone!**

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

**Nothing Is
Insignificant
In Safety**

WEST-WARD ↓		Mojave Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
		VALLEY JCT.		749A.0	
		0.9 HUTT		749A.9	
18540	8011	7.3 HINKLEY		757.2	
18530	8034	15.8 JIMGREY		772.9	
18525	8052	11.0 BORON		784.0	
18519	8004	5.6 SILT	CTC	789.6	
18515	8007	7.5 EDWARDS		797.1	
18509	8019	6.4 BISSELL		803.6	
18505	8772	6.5 SANBORN		810.1	
17910		5.6 MOJAVE (ATSF) M		814.7	
		0.6 MOJAVE (SP)		380.7	
17830		10.3 CAMERON		370.4	
17820	E5040	8.0 SUMMIT SWITCH	S	362.4	
17815		1.9 TEHACHAPI	P	360.5	
		2.0 CABLE-X-OVER	T	358.5	
17810		1.9 CABLE	R	356.7	
17805	6189	2.5 MARCEL	A	354.1	
17795	4800	2.3 WALONG	S	351.8	
17790	8960	3.0 WOODFORD	P	348.8	
17785	8080	3.3 ROWEN	O	345.5	
17780	7530	3.2 CLIFF	T	342.3	
17775	13270	2.8 BEALVILLE	A	339.5	
17770		4.3 CALIENTE	C	335.2	
		3.8 ILMON	O	335.1	
17765		3.4 BENA		331.3	
17760		2.9 SANDCUT		327.9	
17755		4.9 EDISON		325.0	
17750		3.5 MAGUNDEN		320.1	
17705		3.0 KERN JCT M		313.6	
17400		2.5 BAKERSFIELD BCPTY (140.0)	DT ABS	885.2	
				887.7	

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Barstow to Hutt	32	1	3	4	5&7	9
Hutt to Kern Jct.	36	1	3	4	5&7	9
Kern Jct. to Bakersfield	55	1	3	4	5&7	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., M.P. 885.2 and Bakersfield, M.P. 889.2.

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.

Mojave 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."

RULE 30.14: Eastward and Westward trains must make a Running Air Brake Test at Summit Switch as prescribed by Rule 30.14, except when cutting helpers out at this location. When making the Running Air Brake Test, the following must be determined:

- (1) Retarding force of air brake system.
- (2) If equipped with a functioning ETD, that normal brake pipe pressure changes occur at rear of the train.

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 Instruction 5(A) applies between Barstow and Mojave.

(C) SPEED RESTRICTIONS — VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Cv	749A.0 - 749A.8	45	Xing	887.7	10
Cv	749A.8 - 750.5	50	P.C. Borax Co. Spur		20
Cv	750.5 - 751.3	60	Spur	785.0	20
Cv	813.5 - 814.5	40	Spur	797.1	20
	Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.)				
		20			

In CTC sidings, speed limit 40 MPH, except Boron — 30 MPH while head end of train is passing over switch to P.C. Borax Spur, and east and west end house track switches and at Edwards, over wye switches.

(D) SPEED RESTRICTIONS — SWITCHES

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

"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

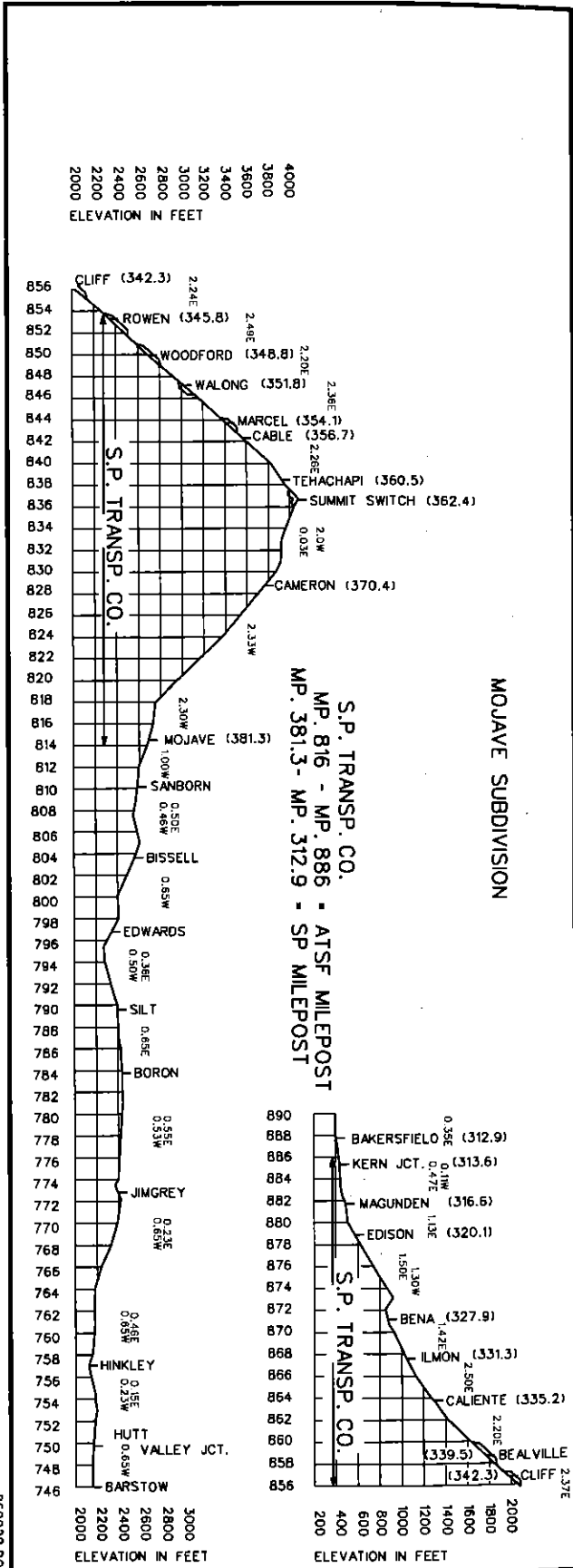
2. TRACKS BETWEEN STATIONS

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

Mojave Subdiv.



Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post
17595		TAFT	Y	8.8
17585	1980	PENTLAND	Y	27.5
17576		LEVEE	Y	18.1
17572	2343	MILLUX	Y	14.4
17566		GULF	Y	12.3
17562	2316	CONNER	Y	9.6
17556		LYLA	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&7	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 turnouts, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Del Kern	5.4	500
Garintee	6.0	1360

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

**Team Success And Individual
Success Can be Synonymous**

WEST- WARD ↓		Bakersfield Subdiv.		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post
17400		BAKERSFIELD	BCPTY	DT	887.7
16386	E-6726 W-6155	JASTRO			891.1
16376	9015	UNA			897.7
16368	E-4833 W-5963	SHAFTER			905.4
		CP HANDLE			906.9
16359	6568	WASCO			913.0
		CP ROSE			914.8
16352	8964	ELMO			919.2
16344	9032	SANDRINI			924.6
16340	8948	ALLENSWORTH			932.3
16322	8999	ANGIOLA			942.1
16313	E-5990 W-9951	CORCORAN	T	CTC	950.9
16308	8879	GUERNSEY			960.3
16246	E-8963 W-4490	S.J.V. RRX HANFORD	M		967.9
16237	9055	SHIRLEY			973.2
16218	9051	CONEJO			982.2
16210	8959	BOWLES			988.3
		THORPE			993.0
		CALWA CROSSING (S.P.RRX)	M		994.3
16200		CALWA	BCPT		994.9

(107.2)

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER.
Bakersfield to Calwa	55	1	3	4	5&7	9

CTC IN EFFECT: On main track and sidings, between Bakersfield, M.P. 889.2 and Calwa.

DOUBLE TRACK IN EFFECT: Between Kern Jct., M.P. 885.2 (Mojave Subdivision) and Bakersfield, M.P. 889.2.

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 or operating spring switch by hand.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS	MPH	
	Psgr.	Frts.
Bakersfield Subdivision	79	55*

*See Special Instruction 5(A)

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	Cv RRX	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, Cv	967.5 - 969.5	45 45	Xing	932.7 - 932.1 70
Cv	973.7 - 975.8	55 45	Xing	917.6 - 917.0 70
Xing	975.8 - 976.2	60 60	Xing	911.0 - 910.4 75
Xing	979.0 - 979.6	65 65	Xing	897.2 - 896.2 70
Xing	984.6 - 985.2	70	Cv	893.3 - 892.9 70 65
Xing	993.6 - 994.1	45 45	Cv	890.1 - 889.8 45 40
Cv, RRX	994.2 - 995.2	40 40	Cv	889.6 - 889.3 40 30
			Trk	889.0 - 887.5 20 20
			Xing	887.7 10

(D) SPEED RESTRICTIONS — SWITCHES

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

Station	"D" - Dual Control "S" - Spring		"ESL" - Electric Switch Lock	
	Location	MPH	Location	MPH
Bakersfield	S	M.P. 888.2, North track		10
	D	Turnout, M.P. 889.2 to yard and turnout to South 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

**There Are No Shortcuts
To Safety**

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 West Isle	936.0 5.6	5.6 miles 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)

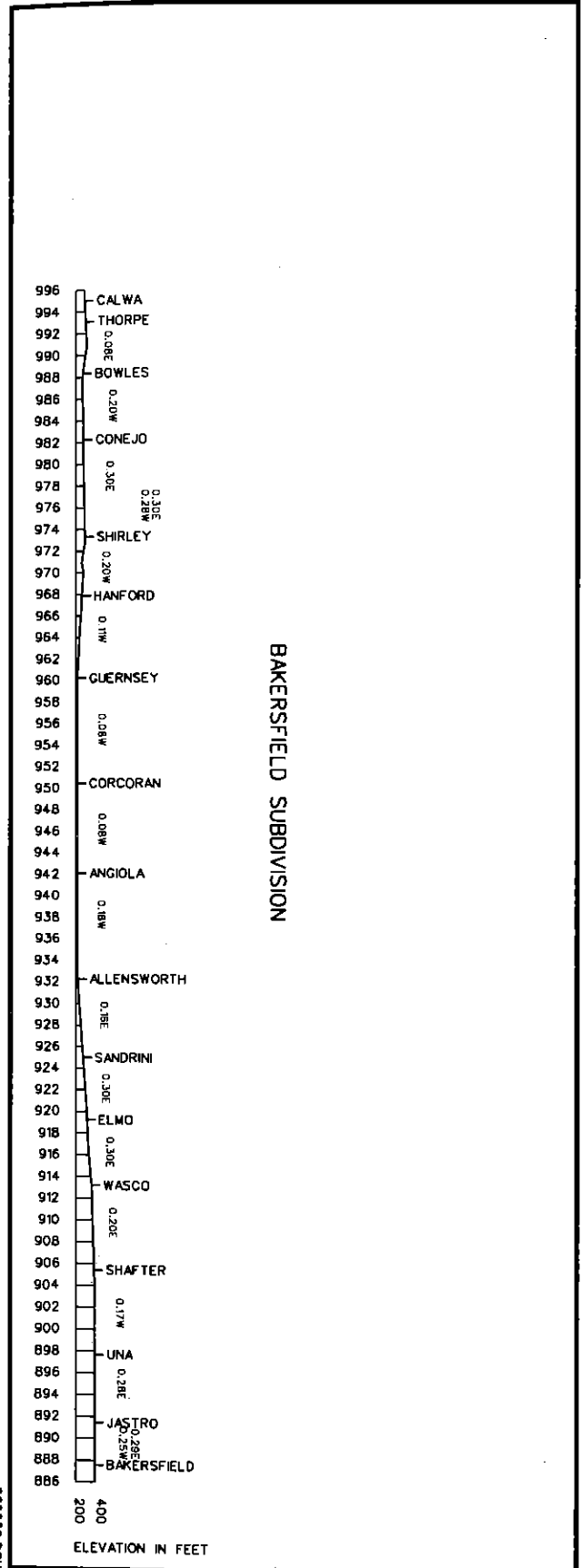
Location	Type	Locator & Signals Affected
M.P. 900.0, 921.0, 943.7, 962.0, 987.0	Hot Box & Dragging Equip.	Radio communication

**Together
Everyone
Achieves
More**

**Nothing Is
Insignificant
In Safety**

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

Bakersfield Subdiv.



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

Stockton Subdiv.

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER.
Calwa to M.P. 1008.0	55	1	3	4	5&7	9
M.P. 1008.0 to Richmond	36	1	3	4	5&7	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. 1163.5 and 1163.7 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, when 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 1146.5	Oakley to Pittsburg	MP 1158.0
MP 1187.3	Richmond	MP 1189.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS (A) MAX. SPEED BETWEEN:	MPH	
	Psg.	Frt.
Calwa & Port Chicago	79	55*
Port Chicago & Richmond	70	55

Freight trains on descending grades, with dynamic brakes not in use, must not exceed:

30 MPH, M.P. 1175.0 to M.P. 1181.0, Westward
30 MPH, M.P. 1174.0 to M.P. 1167.0, Eastward

* See Special Instruction 5(A)

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

Stockton Subdiv.

(C) SPEED RESTRICTIONS — VARIOUS

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

(D) SPEED RESTRICTIONS — SWITCHES

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

"D"—Dual Control		"S"—Spring	
Station		Location	MPH
Sunmaid Crossing	D	2 Xovers M.P. 996.8	30
Galwa	D	Turnout, Yard Lead to South 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
Orwood	D	EE Siding	15
	S	WE Siding	30
Knightsen	S	EE & WE Siding	30
Sando	S	EE Siding	30
	S	WE Siding	15
Pittsburg	S	EE & WE Siding	30
Port Chicago	D	SP Connection	50
Maltby, Glen Frazer, Christie, Collier, Gateley, Rheem	S	EE & WE Siding	30

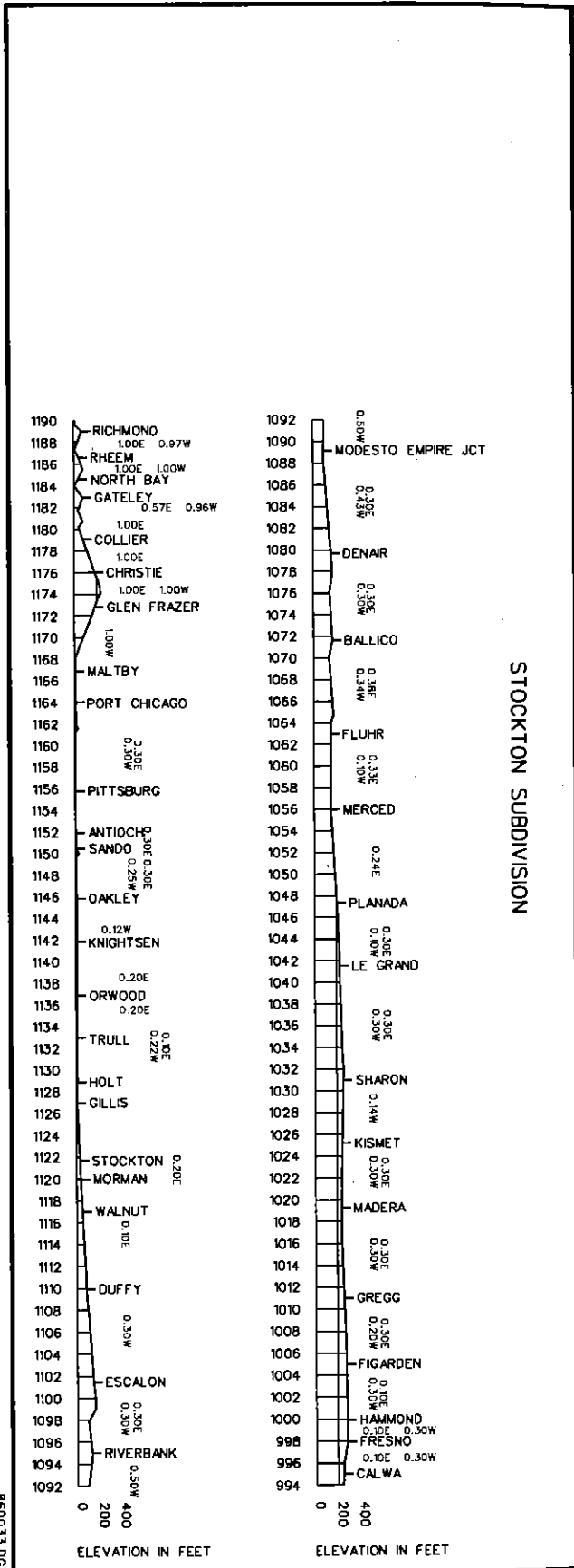
2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Trigo	1014.3	1874
Tuttle	1050.7	2339
Kadota	1052.1	1072
Cement Spur	1057.5	1.2 miles
Pritchard	1059.1	998
Hughson	1085.8	2047
Claus	1092.8	2228
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 & 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

Stockton Subdiv.



REVISED: 04/02/95
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WEST-WARD ↓		Riverbank Subdiv.		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS	Meth. of Oper.	Mile Post	
		S.P. R.R.		6.5	
15660		0.1 OAKDALE	Y	6.4	TWC
15650		6.4 RIVERBANK (6.5)	Y	0.0	

Tone Call-In

RADIO COMMUNICATION	CH.	DS	SC	MC	CGS	EMER.
Riverbank to Oakdale	36	1	3	4	5&7	9

TWC IN EFFECT: Between M.P. 1.0 and M.P. 6.0.
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:	MPH
Riverbank Subdiv.	25

(D) SPEED RESTRICTIONS — SWITCHES
 Maximum speed permitted through turnouts, 10 MPH.

Our Future Will Be A Reflection Of Our Teamwork

Remind Your Friends And Family To Cross Tracks Safely, On Foot Or In A Vehicle. Santa Fe And Operation Lifesaver Work Together To Save Lives At Railroad Crossings And Along Rights-Of-Way.



**ALL SUBDIVISIONS
Special Instructions**

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

**ALL SUBDIVISIONS
Special Instructions**

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

Rule 1.2.6 is amended to read: STATEMENTS: Except when authorized by the proper manager:

- Information concerning accidents or personal injuries that occur to persons other than employees may be given only to an authorized representative of the railroad or an officer of the law.

- Information about the facts concerning the injury or death of an employee may be given only to the injured employee, an immediate relative of the injured or deceased employee, an authorized representative of the railroad, an officer of the law, or other persons in interest.

- Information in the files or in other privileged or confidential reports of the railroad concerning accidents or personal injuries may be given only to an authorized representative of the railroad.

Rule 1.14 is supplemented by adding:

A.T.S.F trains operating on other railroads must comply with A.T.S.F.:

- General Orders
- Superintendent Notices
- Special Instructions

Exception: Where another railroad's instructions are more restrictive, they must be complied with.

Unless specifically exempted, another railroad's trains operating on A.T. S.F. tracks must comply with A.T.S.F.:

- Timetable
- General Orders

Exception: When the other railroad's instructions are more restrictive, they will govern.

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

Rule 5.13 is supplemented by adding:
PROTECTION OF UTILITY EMPLOYEES:

Definition:

Utility Employee: A railroad employee assigned to and functioning as a temporary member of a train or yard crew whose primary function is to assist the train or yard crew in the:

- Assembly of railcars,
- Disassembly of railcars,
- Classification of railcars, or
- Operation of a train.

Requirements:

1. The utility employee shall perform service as a member of only one train or yard crew at any given time. The utility employee may perform service with more than one crew during the same shift or tour of duty, but not at the same time. No more than three utility employees may be attached to one train or yard crew at any given time.

2. The utility employee may be assigned to and serve as a member of a train or yard crew without blue signal protection only under the following conditions:

- a. The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned engineer of that crew;
- b. The engineer is in the cab of the controlling locomotive. However, when the locomotive is stationary, the engineer may be replaced by another member of the same crew;
- c. The utility employee establishes communication with the crew by contacting the ranking crew member of the train or yard crew before commencing any duties with the crew;
- d. Before each utility employee commences duties, the ranking crew member shall provide notice to each crew member of the presence and identity of the utility employee. Once all crew members have acknowledged this notice, the ranking crew member will advise the utility employee that he is authorized to work as part of the crew. Thereafter, communication shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crew member to go on, under, or between rolling equipment; and,

(continued on next page)

ALL SUBDIVISIONS Special Instructions

Requirements (Continued)

- e. The utility employee is performing one or more of the following functions:
- Setting or releasing hand brakes;
 - Coupling or uncoupling air hoses and other electrical or mechanical connections;
 - Preparing rail cars for coupling;
 - Setting wheel blocks or wheel chains;
 - Conducting air tests, including cutting air brake components in or out and positioning retaining valves; and
 - Inspecting, testing, installing, removing or replacing a rear-end marking device or end-of-train device.

All other circumstances require blue signal protection for the utility employee when working on, under, or between rolling equipment.

3. When the utility employee has ceased all work in connection with that train or yard crew and is no longer on, under, or between the equipment, the utility employee shall notify the ranking crew member. The ranking crew member shall then provide notice to each crew member that the utility employee is being released from the crew. Once each crew member has acknowledged the notice, the ranking crew member shall then notify the utility employee that he is released from the train or yard crew.

4. Communications required by this instruction shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

5. Any employee who is not assigned to a train or yard crew, or authorized to work with a crew under the conditions set forth in these instructions, must be protected by blue signal when working on, under, or between rolling equipment.

Rule 6.5 is amended to read: HANDLING CARS AHEAD OF ENGINE: When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be placed to block, or left fouling other tracks until safe to do so.

When cars are shoved on a main track or controlled siding in the direction authorized, movement must be made at restricted speed.

Rule 6.6 is amended to read:

PICKING UP CREW MEMBER: In CTC territory, a train may back up on a main track or controlled siding to pick up a crew member under the following conditions:

1. The train dispatcher gives permission to make the movement and verifies the following:
 - a. Another authority is not in effect within the same or overlapping limits.
 - b. A track bulletin Form B is not in effect within the same or overlapping limits.
 - c. A main track is not removed from service by a track bulletin within the same or overlapping limits.
2. Movement is limited to the train's authority.
3. Movement does not enter or foul a private or public crossing except as provided by Rule 6.32.1 (Cars Shoved, Kicked or Dropped).
4. Movement will not be made into or within yard limits or interlocking limits.
5. Movement does not exceed the train's length.
6. Movement does not exceed 5 MPH.

When movement is made under these conditions, restricted speed does not apply.

Trains backing up under this rule may pass signals displaying Stop and Proceed indication without stopping.

Rule 6.13 is amended as follows: *First paragraph is amended to read:* Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach. Engines which have not received track warrant authority to occupy main track

(continued on next page)

ALL SUBDIVISIONS Special Instructions

Rule 6.13 (Continued)

must keep posted as to the expected arrival of Amtrak trains and must not delay them.

The paragraph under the heading "Against the Current of Traffic" is amended to read: Except for movements within the same block, movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.

Rule 6.14 is amended as follows: *The second paragraph is amended to read:* Except for movements within the same block, movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.

Rule 6.19 is 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 amended as follows: *The last paragraph under the heading "Train on Adjacent Track" is amended to read:* A train on an adjacent track that receives radio notification must approach location at restricted speed and stop short of any obstruction or flagman. When adjacent track is clear and it is safe to proceed, these restrictions no longer apply.

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 can be ascertained that brake pipe is continuous by observing pressure being restored on rear car after emergency application is released, or by performing steps "A" and "B" above.

ALL TRAINS: Train must be visually inspected before proceeding if unusual slack action was experienced when stopping or if excessive power is required to start train.

Rule 6.26 is 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 6.29.1 is amended as follows: *The last paragraph under the heading "Trackside Warning Detectors and Inspections" is amended to read:* Crew members must be aware of trackside warning detectors and signals from persons inspecting their train.

(continued on next page)

ALL SUBDIVISIONS Special Instructions

Rule 6.29.1 (Continued)

Stop the train immediately for inspection when:

- crew member receives stop signal
 - a trackside warning device indicates a train defect
- OR
- notified of a dangerous condition.

Movement must not proceed until it is safe.

Rule 6.29.2 is supplemented by adding: *A new first paragraph reading:* If trackside warning detector or visual inspection notes a dragging equipment or shifted load defect, a walking inspection is required. The train may be moved only after:

- walking inspection confirms there is no dragging equipment or shifted load(s)
- defective car or cars are repaired

OR

- permission is received from the train dispatcher or manager to move defective equipment.

Rule 6.29.2 is amended as follows: *Second paragraph (former first paragraph) is amended to read:* At other times when a walking inspection of the train is required, and physical characteristics prevent a complete train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection.

Rule 7.1 is supplemented by adding: *A second paragraph reading:* Unless protection is provided, cars or engines must not be left standing where they will foul equipment on adjacent tracks or cause injury to employees riding on side of car or engine.

Rule 7.3 is amended to read: ADDITIONAL SWITCHING

PRECAUTIONS: The following equipment must not be unnecessarily switched or couplings made so as to damage the equipment or load:

- Passenger or outfit cars
- Intermodal or TOFC cars
- Cabooses
- Multi-level loads
- Cars containing livestock
- Open top loads subject to shifting

The following equipment must not be cut off in motion or struck by any car moving under its own momentum:

- Passenger cars
- Outfit cars
- High-value loads
- Engines
- Loaded depressed-center flat cars

Exception: Multi-level loads of automobiles, when handled as a single car or in a single cut may be cut off in motion when entering a clear bowl track equipped with retarders. Once the bowl track is occupied, other cars entering such track must be shoved to a coupling.

Rule 7.7 is 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" - is 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 8.20 is amended as follows: *Third paragraph is amended to read:* Sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding. On auxiliary tracks other than sidings, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Rule 9.10 is amended as follows: *Paragraph under the heading "Exception" is amended to read:* Within ABS limits, a train having authority to enter the main track at a switch where there is no governing signal will:

- be governed by main track signal provided it can be determined by signal indication that no train is approaching from the rear; or,
- be governed by main track signal after meeting a train while that train is still in the block to the rear.

ALL SUBDIVISIONS Special Instructions

Rule 9.13.1 is supplemented by adding: *A new last paragraph reading:* 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.

Rule 9.15 is amended by adding 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 is amended as follows: *"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)."

New last paragraph is added, reading: Track Permit authority must be recorded on and repeated from Form 1014 Std.

Rule 9.18 is amended as follows: *Second paragraph is amended to read:* To enter a track within manual interlocking or CTC limits, employees must not open the case door or unlock an electrically locked switch or derail without authority from the control operator. 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.

Rule 10.3.4 is amended as follows: *First paragraph is amended to read:* The employee requesting track and time will state name, occupation, location, and train or other identification. The employee will record the authority granted on, and repeat the authority from Form 1014 Std. If the authority is repeated correctly, the control operator will acknowledge. The train can make no movement until the engineer understands the track and time granted.

Rule 14.3 is amended as follows: *Item number 1., is amended to read:* 1. Proceed from one point to another in the direction the track warrant specifies. When a crew member informs the train dispatcher that the entire train has passed a specific point, track warrant authority is considered void up to that point. 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 car 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.

Rule 15.1.1 is amended to read: CHANGING ADDRESS OF TRACK WARRANTS OR TRACK BULLETINS

If the address must be changed on a track warrant or a track bulletin, the train dispatcher may change the train symbol, engine number, direction, or date verbally.

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.

Rule 30.26 is amended to read:
DYNAMIC BRAKE RESTRICTIONS

Unless further restricted by rule or special instructions, do not operate a train with more than 28 axles of dynamic braking effort.

EXCEPTIONS:

Trains equipped with RCE or helper units may operate with 28 axles on head end and an additional 28 axles of dynamic braking effort on the RCE or helper units.

When necessary to cut out the dynamic brakes on locomotives within a consist to avoid exceeding the required axle limitation, you may cut out any locomotive's dynamic brake, except that of the lead locomotive.

NOTE: Lead locomotives provide load meter readings. Do not cut out the dynamic brakes on a lead locomotive, unless defective.

Rule 30.27 is amended to read:
CONDITIONING AND TESTING AN END-OF-TRAIN DEVICE (ETD)

An ETD consists of both a rear and a front unit. The rear unit is on the train's rear car, while the front unit is in the cab of the locomotive that controls the train.

(continued on next page)

ALL SUBDIVISIONS Special Instructions

Rule 30.27 (Continued)

Conditioning an ETD

After installing an ETD, enter the ETD's unique, rear unit identification code into the front unit's control head console.

Testing an ETD

Compare the brake pipe pressure reading displayed on the rear unit with the reading displayed on the control head console. Do not use the ETD if the difference between the pressure readings exceeds 3 psi. The pressure being supplied at the rear unit of the ETD for comparison with the control head console of the controlling locomotive unit may be supplied from any source. When making the pressure comparison, the pressure used for comparison must be greater than zero.

Verifying 2-Way ETD Operation

2-Way Operation

2-Way ETD operation, when equipped, must be tested after ETD is conditioned and all required air brake tests completed. Steps for testing 2-Way ETD operation are as follows:

1. Close angle cock between rear unit ETD and rear car of train.
2. Instruct engineer to actuate emergency application via 2-Way ETD by holding "EMERG" button on radio control head of controlling locomotive for three seconds.
3. Determine that air trapped in hose between rear car and rear unit ETD is vented and pressure drops rapidly to zero. (Can also be determined by rear unit ETD pressure display.)
4. Slowly re-open angle cock between rear car and rear unit ETD.

5. (A) SPEED -- MAIN TRACKS

Unless otherwise restricted by individual subdivision special instruction, when authorized by Special Instruction 1(A) by an asterisk (*) in the freight column, 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 trailers(s), empty containers or container chassis are considered loads.
- (2) Train does not exceed 8,500 feet.
- (3) Train does not average more than 80 tons per operative brake.
- (4) Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed at 70 MPH on long, descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

EXCEPTIONS:

Trains consisting entirely of intermodal equipment:
SAME AS ABOVE EXCEPT TRAIN MUST NOT AVERAGE MORE THAN 90 TONS PER OPERATIVE BRAKE UNDER ITEM (3).

Trains consisting entirely of double stack equipment:
SAME AS ABOVE EXCEPT TRAIN MUST NOT AVERAGE MORE THAN 105 TONS PER OPERATIVE BRAKE UNDER ITEM (3).

NOTE: Double stack exception does not apply on the following subdivisions: Newton, La Junta, Raton, Glorieta, Needles, Mojave, Bakersfield and Stockton.

Additionally, trains operating with solid double stack equipment only: Santa Fe Air Brake Rule 30.26, in effect April 10, 1994, is amended to permit use of a maximum of 32 axles of dynamic braking.

(B) SPEED RESTRICTIONS—TONNAGE

Where authorized by Special Instruction 1(A) by a pound sign (#) in the freight column, the maximum speed for freight trains is 45 MPH provided:

- (1) Train exceeds 10,000 feet; or
- (2) Train averages 90 tons or more 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).

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ALL SUBDIVISIONS Special Instructions

(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
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.

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. 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	Locomotive Cranes/Pile Drivers AT-199454 through AT-199468 and Jordan Spreaders MPH
All Subdivisions except those listed below:	45
York Canyon, Longview, Silsbee (Silsbee to Beaumont).	30
Marceline (South Track Hardin to C.A. Jct.), Stillwater, C.V., Manter, Enid (Kiowa to Enid), Strong City, Oakdale, Deming (between Deming and M.P. 30), and Harbor.	20
Minnequa, Canon City, Silsbee (Beaumont to M.P. 49), Bay City, Lucerne Valley, Sunset and Riverbank.	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 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.

Plasser Undercutters AT 199295 and 199296 must be moved rear end only not exceeding 50 MPH.

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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. When a shifted load or dragging equipment detector is actuated at a point where an adjacent main track or controlled siding may be obstructed, crew must provide protection as prescribed by Rule 6.23. (See Rule 6.29.2)

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.

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.

EXCEPTION: If overheated journal is indicated in a key train by a hot box detector, but a visual inspection fails to confirm evidence of an overheated journal, the train must not exceed 30 MPH until it has been checked by the next hot box detector. (See Special Instruction 14 (E)).

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

Before reaching a terminal where mechanical inspection is made, the car or unit must be set out if:

- a subsequent detector indicates the same journal overheated on same car or unit,

OR

- abnormal heat is detected on same car or unit by crew inspection.

EXCEPTION: Train crew must request and be governed by instructions from Manager Corridor Operations concerning further handling of Ten-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.

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ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DETECTORS (Continued)

- (5) Any detector failure, failure of radio to transmit, or malfunction observed must be reported to the train dispatcher immediately.

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 is received, train may proceed at prescribed speed and must be observed closely enroute. Any failure of radio transmission must be reported to train dispatcher.

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

A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio.

When this warning is 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 will advise handling.

- (3) If a train receives 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.

NOTE: A "SYSTEM FAILURE" message may be transmitted by a detector. Whenever such message is received, crews are not relieved from complying with items 1, 2, and 3 and must report such occurrence to the Signal Coordinator Desk.

- (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 or when radio equipped detector transmits "SYSTEM FAILURE," or fails to transmit after train passes detector:

- Train must be stopped immediately and inspected on both sides for shifted load and protruding objects.
(Train may be rolled by crew member on ground.)

- Adjacent main tracks and controlled sidings must be protected as prescribed by Rule 6.23.

- (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

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ALL SUBDIVISIONS Special Instructions

9. TRACKSIDE WARNING DETECTORS (Continued)

position or activate radio communication at radio readout type high water detectors.

When adjacent block signals are red, trains must not proceed over bridge until thorough examination by crew member has been made to determine that bridge or track has not been weakened by high water.

At locations equipped with radio readout type high water detectors trains will activate radio response when passing sign reading "APPROACHING HIGH WATER DETECTOR." If a message stating "NO HIGH WATER YOU MAY PROCEED" is received, trains may proceed at prescribed speed. If a message stating "STOP YOUR TRAIN YOU HAVE HIGH WATER" or if no radio response is received, trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water.

Trains moving against the current of traffic must approach all locations protected by high water detectors prepared to stop unless it has been determined that tracks are clear, high water is not present, approaches to bridges are intact or examination has been made to determine that bridge or track has not been weakened by high water.

(D) SLIDE DETECTORS

Slide detectors placed in certain areas will cause adjacent signals to be red or rotating red lights to become illuminated if the circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of 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.

**Urge Your Friends And Family To
"Cross Tracks Safely" When They Are
In A Vehicle Or On Foot. Santa Fe
Supports Operation Lifesaver, The
Nationwide Campaign To Eliminate
Train-Vehicle And Train-Pedestrian
Collisions. When We Are Near Rail-
road Tracks Let's All Remember To
*Look, Listen And Live.***

ALL SUBDIVISIONS Special Instructions

10. MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS.	MPH
(A) Trains handling continuous welded or jointed rail Exception: On curves of 6 degrees or more. (Locations of such curves to be furnished by train dispatcher.)	40 25
(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 KCS 801011 thru 802930	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) All other Subdivisions	40 55
(I) Hopper cars WFAX 84654 thru 84700	45
(J) Trains RSGV handling loaded sulphur cars	40
(K) Trains GVRs handling empty sulphur cars	40
(L) 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.	
(M) OTTX flatcars 90000-97955 (loaded or empty)	45

Special Instructions

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:

Exception: Loaded unit trains (coal, grain, potash) may use up to 350,000 pounds of tractive effort in helper service.

CLASS	MAKE	TYPE	WEIGHT	TRACTION 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	SD75M	394,000	109,000	4300	6EF
*325	EMD	GP60B	278,400	57,500	3800	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	4135	6EF
1200	MK	MK1200G	250,000	60,000	1200	No
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	3600	4EF
3810	EMD	GP50	271,663	64,200	3600	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
5500	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,000	83,100	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
*7410	GE	B40-8	283,000	69,200	4000	4EF
8153	GE	C30-7	392,500	91,500	3000	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

* For the purpose of calculating dynamic braking effort, Units 100-162, 325-347, 500-582, 4000-4039 and 7410-7449 must be considered as having six axles.

** For the purpose of calculating dynamic braking effort, units 200-250, 600-699 and 800-951 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.

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12. SPECIAL CAR HANDLING INSTRUCTIONS

One or any combination of two of the following codes may be shown in the SCHI field of train lists 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	RP	Rail Controlled Private
BT	Bare Table (No Vans/Containers)	RS	Rule 7 Reject Candidate
B1	Bad Order	SE	Hold for Seasonal Storage
CC	To Be Cleaned and Conditioned	SO	Car/Van Billed Shipper's Order
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	UP	Unload as Placarded
DT	Distributed Intermodal Equipment	WE	Weigh When Empty
DU	Do Not Uncouple	WH	Weigh
DI	Redistribute at Destination	WI	Waive Inspection—Set Direct
EC	Empty Container (speed restricted to 55 MPH)	WL	Weigh Light
EL	Mty Container Mechanical Lock	XX	Do Not Move This Car
ER	Return Empty Via Reverse Route	ZZ	Do Not Hump or Cut Off While in Motion
FP	Fumigation Placards Applied	25	25 MPH Speed Restriction (See Note 2)
HB	Hold for Billing		
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)		
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		
MN	Mechanical Refrigeration Maintain Minus ___ Degrees		
MR	Mechanical Refrigeration Maintain ___ Degrees		
MCNR	Mechanical Car or Trailer—No Refrigeration Required		
NC	Non Credit Patron		
ND	Do Not Divert		
NH	No Hit—Car Distribution		
NIT	Car Not in Train or Not on Track		
NP	No Placards		
PJ	Mechanical Project Job		
RE	Rear End Only		
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		

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 work order(s) on all cars which for any reason have speed restrictions.**

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 train list 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, SOC—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 caboose 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 lines, 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.

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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
 - matches information on the shipping paper
 - is not missing, faded or torn (exception: if the car is other than Class I 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.)
 3. For shipments placarded 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. Cars 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 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

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3. For any of the following:

- a placarded intermodal shipment
- a shipment with placards displayed on white square backgrounds (SCHI codes 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 shipments 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," "Keep Away From Food," "Explosives 1.6," and "ORM-D"</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 LIQUIDS, NOS
Hazardous classification.	3
Identification number (UN or NA).	UN1993
Packing group (not required for hazard classes 2.1, 2.2, 2.3, 6.2 and 7).	PG II
Placard notation.	PLACARDED FLAMMABLE
Emergency contact telephone number.	1-123-456-7890
Emergency response information from the train list or Emergency Response Guidebook (ERG)	
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," "ZONE A," "TOXIC" or "POISON."	(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)
- (continued on next page)

ALL SUBDIVISIONS Special Instructions

3. A member of the crew must have a document indicating the position in the train of each placarded hazardous material shipment, except when the crew has changed the position of the shipment or when the crew has picked up the shipment enroute. Any changes made enroute should be documented on the train consist or work order report.

(E) KEY SHIPMENT AND KEY TRAIN INSTRUCTIONS:

1. Key train designation:

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 (SCHI codes PA, PL and PO).
- * twenty (20) shipments (includes car loads, full intermodal containers, trailers or portable tank container loads in any combination) of the following hazardous materials:
 - Zone A or Zone B PIH material (SCHI codes PA, PL, and PO)
 - flammable gas (FG)
 - explosives 1.1 (N1) or 1.2 (N2)
 - environmentally sensitive chemicals.

2. Identifying Key Shipments:

Crews will use Santa Fe generated documents to determine Key Shipments (Key Shipments may be loaded cars, containers or trailers). Key Shipments may be identified by using SCHI codes on train lists, track lists, work orders and other appropriate documents. The statements:

>>>KEY SHIPMENT (Five)<<<

>>>KEY SHIPMENT (Twenty)<<<

will identify loads which are designated Key Shipments. This designation will appear immediately above the hazardous manifest information for the shipment.

If the specified number from either group is present in a train, the train will be considered a KEY TRAIN and key train restrictions will apply.

When determining if a train is a Key Train, if fewer than five >>>KEY SHIPMENT (Five)<<< loads are in the train, they will be included in any count of >>>KEY SHIPMENT (Twenty)<<< loads which may be in the train.

When a train is designated a Key Train at an initial terminal the notation, "KEY TRAIN" will appear at the top of the train list.

Note: When changing the train consist enroute by picking up or setting out Key Shipments, the Key Train designation may change. It is the responsibility of the conductor to make this determination and to notify the train dispatcher.

3. Operating Restrictions for Key Trains:

- * Maximum authorized speed for Key Trains is 50 MPH (Timetable Special Instruction 5 (E)).
- * When practical, Key Train will hold the main track at meeting or passing points.
- * When a moving Key Train experiences an emergency application of the brakes, whether intentional or not, the crew must protect the train as prescribed by Rule 6.23 and as supplemented in the current timetable.

In addition, the entire train must be inspected for derailed or defective cars. If the train is stopped at a location where it cannot be SAFELY inspected, (for example: on a bridge) the train may be moved, at the discretion of the appropriate supervisor or train dispatcher, to the nearest location where it can be SAFELY inspected.

(continued on next page)

ALL SUBDIVISIONS Special Instructions

* When a Key Train is stopped by a hot box detector (Timetable Special Instruction 9 (A) (2)): If no defect found train may proceed, not exceeding 30 MPH, 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.

4. Switching Restrictions for Key shipments (Timetable Special Instruction 14 (C):

Key Shipments must not be:

- * cut-off in motion in cuts of more than two cars
- * coupled into by cuts of more than two cars cut-off in motion
- * coupled into with any more force than necessary

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 Service Interruption Desk, 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 240 thru 245 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 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.
17. 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.

18. 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.
- 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

(continued on next page)

ALL SUBDIVISIONS Special Instructions

18. GRADE CROSSING ACCIDENTS (Continued).

- 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 needing 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 train list. Save all train lists, 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. Faxcom the completed Form 810 Std. from your off duty point to the Service Interruption Desk, SOC at 821-6327. The original form should be given to a company official.

- l. Personal counseling will be available to any crew member who might experience post-accident trauma.

19. 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.

JOB BRIEFING An Injury Prevention Device

No Job Is Worth Dying For

ALL SUBDIVISIONS Special Instructions

20. 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 KCCH1 23 STREATOR IL
WORKORDER

SETOUT

ARRIVAL DATE AND TIME > 23 1500

LINE	HHMM	NBR	INIT	NUMBER	L	E	SEQ	CURRENT	LOCATION	SCHI	LEFTAT	ONLINE	RAJP /	DESTIN	CONSIGNEE	SW	CD	ZNTKSP
1570	1	ATSF	73031	L 39	CHILLI	3005		TRAIN			STREET	ROADMASTER				980301		
1510	2	ATSF	66896	L 40	CHILLI	3005		TRAIN			STREET	ROADMASTER				980301		

TOTAL WORK AT THIS STATION < 2 CARS - 2 -LDS, 0 -MYS, 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 1612

LINE	HHMM	NBR	INIT	NUMBER	L	E	SEQ	CURRENT	LOCATION	SCHI	LEFTAT	ONLINE	RAJP /	DESTIN	CONSIGNEE	SW	CD	ZNTKSP
1030	1	ATSF	56297	E 28	TRAIN			TRAIN			S-3201	FTMADI	FOURMPAPER			30201		
1050	2	KJRY	603	E 37	TRAIN			TRAIN			77W	FTMADI	TFW					
1015	3	UTLX	74985	E 38	TRAIN			TRAIN			NP	106	FTMADI					

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	L	E	SEQ	CURRENT	LOCATION	SCHI	LEFTAT	ONLINE	RAJP /	DESTIN	CONSIGNEE	SW	CD	ZNTKSP
1100	1	ATSF	73031	L 39	3005			TRAIN			STATE	STREET	ROADMASTER			980301		
1100	2	ATSF	66896	L 40	3005			TRAIN			STATE	STREET	ROADMASTER			980301		

TOTAL WORK AT THIS STATION < 2 CARS - 2 -LDS, 0 -MYS, 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	L	E	SEQ	CURRENT	LOCATION	SCHI	LEFTAT	ONLINE	RAJP /	DESTIN	CONSIGNEE	SW	CD	ZNTKSP
1015	1	ACFX	36075	L 51	TRAIN			TRAIN			PTMAD	HODGKI	DYNABULK			152201		
	2	ELTX	1701	L 52	TRAIN			TRAIN				HODGKI	DYNABULK			152201		
	3	NAHX	550317	L 53	TRAIN			TRAIN			WI	HODGKI	CONTLBAKING			156701		
	4	PLCX	224069	L 54	TRAIN			TRAIN			CL	HODGKI	JSTESERVICE			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	L	E	SEQ	CURRENT	LOCATION	SCHI	LEFTAT	ONLINE	RAJP /	DESTIN	CONSIGNEE	SW	CD	ZNTKSP
1400	1	ACFX	54356	E 56	TRAIN			TRAIN			SA40NP	LOREIL	BASF			524001		

NOT PLACED ACCORDING TO OCCUPANT

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	L	E	SEQ	CURRENT	LOCATION	SCHI	LEFTAT	ONLINE	RAJP /	DESTIN	CONSIGNEE	SW	CD	ZNTKSP
	1	UTLX	68216	L 1	7519			TRAIN			LV	ND	LOREIL	VANDENBERG	POO	521701		

SWITCH SPARED

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-KCCH1-23 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-KCCH1-23 CONDUCTORS SIGNATURE L.K. Stafford

DAY	TIME	INIT	NUMBER	FROM STATION & TRACK	TO STATION & TRACK	REMARK
23	1055	PLCX	224085	Ft MADISON	109 CHICAGO	205 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-KCCH1-23 CONDUCTORS SIGNATURE L.K. Stafford

DAY	TIME	INIT	NUMBER	FROM STATION & TRACK	TO STATION & TRACK	REMARK
23	1410	NAMM	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-KCCH1-23 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 PER} 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

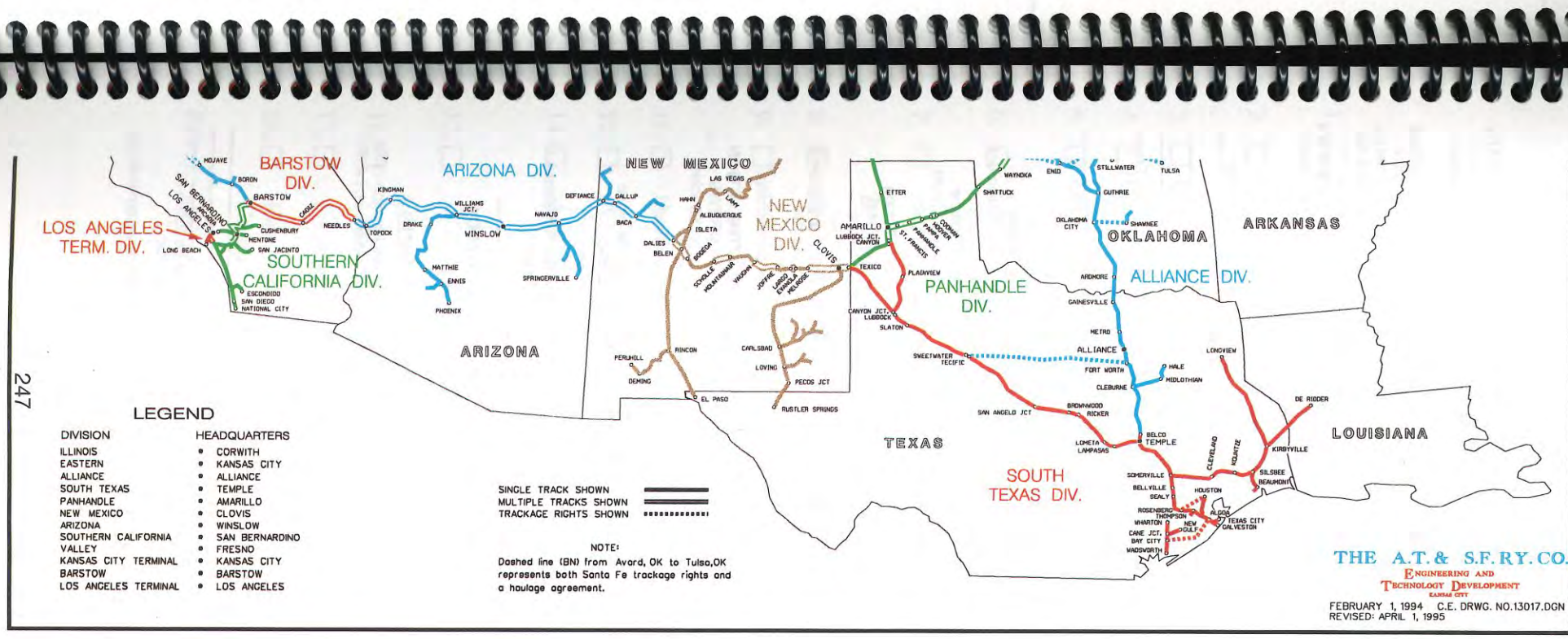
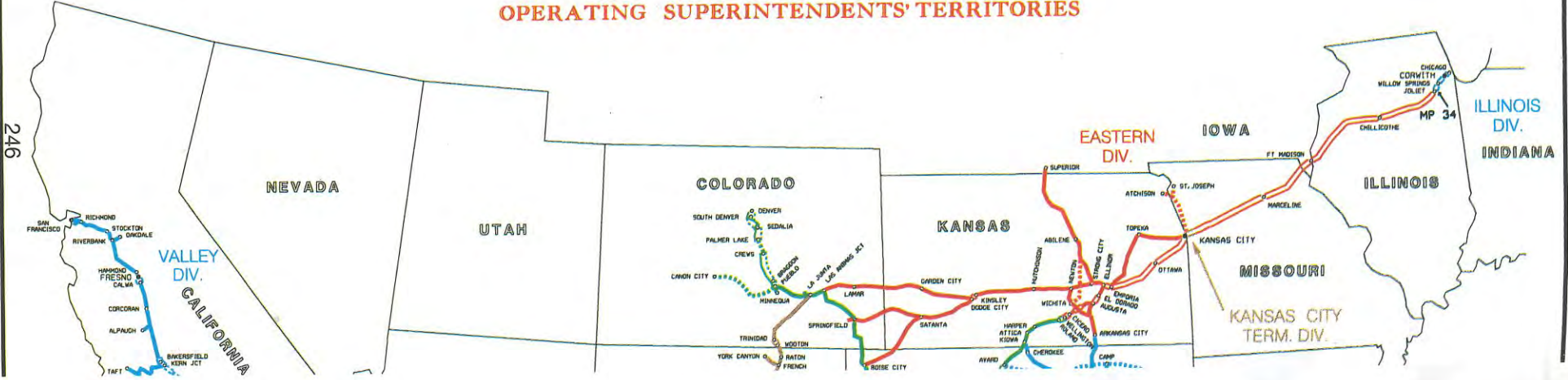
FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

Special Instructions

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

TRANSPORTATION OPERATIONS

OPERATING SUPERINTENDENTS' TERRITORIES



246

247

LEGEND

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

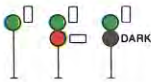






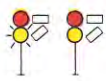
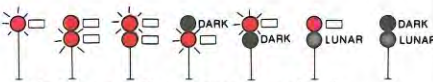
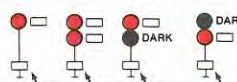
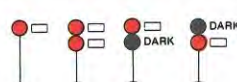

SINGLE TRACK SHOWN
 MULTIPLE TRACKS SHOWN
 TRACKAGE RIGHTS SHOWN

NOTE:

Dashed line (BN) from Avard, 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
 KANSAS CITY
 FEBRUARY 1, 1994 C.E. DRWG. NO.13017.DGN
 REVISED: APRIL 1, 1995

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 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.