

SOUTHERN PACIFIC COMPANY

520-31

El Paso - January 4, 1948

TIMETABLE BULLETIN NO. 2

TIMETABLE NO. 34
RIO GRANDE DIVISION

All Concerned: -

ITEM 1. SAFETY

Safety is of the first importance in the discharge of duty. All trains must operate carefully when fog or other conditions obscure visibility of signals. Speed of train must be controlled at all times to insure full compliance with signal indication.

Yardmen are prohibited from riding on leading footboard of diesel yard locomotives and shall ride on the platform instead.

ITEM 2. SPEED RESTRICTIONS

Maximum permissible speed of any train handling scale test cars is 40 MPH.

ITEM 3. CHANGES IN AIR BRAKE RULES.

Air Brake Rule 25:

Rear end tests, as prescribed by Air Brake Rules shall be made before starting switch runs between yards or locations in Terminal areas involving main or auxiliary track movements.

Examples:

El Paso - When making interchange to T&P, AT&SF; movement to River Zone; Union Passenger Station; PFE Ice Dock, and other similar moves such as from Douglas to Smelter and vice versa, and on switching moves between yards or locations in the Bisbee Area.

ITEM 3. CHANGES IN AIR BRAKE RULES (Cont'd)

Responsibility to know that Rear End test has been made as prescribed by Air Brake Rules will rest upon Yard Engineer and Yard Foreman.

ITEM 4. RATING OF ENGINES

Following is rating of Diesel freight Locomotives, class DEF-1, locomotives No. 6100 to 6119 inclusive:

Location	All 4 Power Plants Operating	3 Power Plants Operating	2 Power Plants Operating	1 Power Plant Operating
El Paso to Aden				
Lordsburg to Wilna	12700	9300	5900	2500
Aden to Lordsburg	13300	9750	6200	2650
Wilna to El Paso	16400	12050	7750	3400

When using steam helpers with the above diesel ratings, timetable tonnage rating of helper must be reduced 200 Ms to insure making speed of 15 MPH.

ITEM 5. FUELING ENGINES

Station	Direction	Class Service	Coal
Deming	Westward	Freight	Capacity
	Eastward	Freight	Capacity
Alamogordo	Eastward	Freight	Enough to make Carrizozo Capacity
	Westward	Freight	Capacity
Pintado (if necessary to take coal)	Eastward	Freight	Enough to make Tucumcari Capacity.
	Westward	Freight	Capacity.

ITEM 5. FUELING ENGINES (Cont'd)

<u>Station</u>	<u>Direction</u>	<u>Class Service</u>	<u>Coal</u>
Vaughn (if necessary to take coal)	Eastward	Freight	Enough to make Tucumcari Capacity.
	Westward	Freight	
Cabeza	Eastward	Freight	Enough to make Dawson Capacity.
	Westward	Freight	
Taylor	Westward	Freight	Capacity.
	Eastward	Freight	Capacity.

All eastward passenger trains take full tank of water at Alamogordo.

Trains 4 and 40 will, when powered by steam engine, take water at Columbus.

Eastward Freight Trains powered with AC-9 Engines and handling auxiliary water tender must not take water at Orogrande except in emergency and must fill both engine and auxiliary water tenders at Alamogordo and fill engine tender at Three Rivers.

At Carrizozo both engine and auxiliary water tenders must be filled to capacity.

Between Carrizozo and Vaughn, inclusive, do not take any water unless necessary, and then only enough water at Vaughn to make Santa Rosa.

At Santa Rosa take only enough water to make Tucumcari.

Westward Freight Trains, powered with AC-9 Engines, and handling auxiliary water tender must have both engine and auxiliary water tenders filled to capacity leaving Tucumcari.

At Santa Rosa fill both engine and auxiliary water tenders.

ITEM 5. FUELING ENGINES (CONT'D)

Do not take any water between Santa Rosa and Carrizozo unless necessary and then only enough water to reach Carrizozo.

At Carrizozo take only enough water to make Three Rivers and fill both engine and auxiliary water tenders at Alamo-gordo.

Do not take any water at Orogrande unless necessary, then only enough water to reach El Paso.

Engines requiring water at Roy will take water from water car provided at Roy for that purpose and not take city water.

ITEM 6. TRACK CHANGES, RESTRICTIONS AND IMPAIRED CLEARANCES

Extension of spur at Mimbres must not be used for any purpose except storing outfit cars. When making pickup or set out hold on to 14 cars.

Impaired Clearances

- Deming - North side stock corral track and east leg of wye.
- Lordsburg - East end of track known as High No. 3.
- Fairbank - Storage and transfer tracks.
- Hereford - Siding, North side, east of crossover.
- Naco - Stock corral track.
- Douglas - North side of stock corral track at stock pens. Cochise Branch Track.
- Bernardino - South side of stock corral track.

ITEM 6. TRACK CHANGES, RESTRICTIONS AND IMPAIRED CLEARANCES(Cont'd)

- Hachita - North side of stock corral track.
- Columbus - Both sides of west spur.
- Tucumcari - Dawson Yard.
- Roy - East of chute on stock track.
- Dawson - In front of coke ovens on tipple track.

ITEM 7. HANDLING HIGH CARS AND CARS WITH LOADS EXTENDING BEYOND SIDE OF CAR

Conductors and Engineers in charge of trains in the State of Arizona handling cars over 15'6" in height from top of rail to top of running board, or open top cars with loads extending beyond sides of car, must receive a train order, example (1), (2), (3), or (4) as the case may be, and this train order must be shown by Conductor or Engineer to each Brakeman and Fireman in the crew:

- (1) YOU HAVE 4 CARS OVER 15'6" HIGH. MEMBERS OF CREW ARE NOT REQUIRED TO RIDE ON TOP OF THEM.
- (2) YOU HAVE 5 CARS WITH LOADS EXTENDING BEYOND SIDES OF CARS. MEMBERS OF CREW ARE NOT REQUIRED TO RIDE THEM.
- (3) YOU HAVE 3 CARS WITH LOADS OVER 15'6" HIGH. MEMBERS OF CREW ARE NOT REQUIRED TO RIDE ON THEM.
- (4) EXTRA 3542 WEST H.S CAR WITH LOADS OF EXCESS WIDTH.

ITEM 8. SIGNALS AND SPEED BOARDS

ALL SUBDIVISIONS

Where wigwags or other protection on highway grade crossings have been temporarily placed out of service, following practice will hereafter govern in such cases:

ITEM 8. SIGNALS AND SPEED BOARDS (Cont'c)

Crossings on main tracks or important branch lines must be protected by human flagman until former protection has been restored to service.

Crossings on branch lines where rail traffic is light or infrequent need be protected by flagman only during period of train operation, which will be by trainmen or yardman.

A train order should be issued advising employes that the crossing is unprotected and instructing them to exercise extraordinary care in moving over crossing, reducing speed, and in case of switching movements, a member of train or yard crew should be required to act as flagman.

When wigwags or other crossing protection devices fail, matter will be reported by telegraph to Chief Dispatcher, who will issue orders accordingly. When correction is made, Chief Dispatcher will be notified so he can annul train order.

V. M. Petterson
Superintendent.

Posted _____ by _____
(Time) (Date) (Initials)