SOUTHERN PACIFIC TRANSPORTATION COMPANY
TUCSON DIVISION
ALL SUBDIVISIONS
EL PASO TERMINAL
CARRIZOZO SUBDIVISION
TIMETABLE BULLETIN NO. 9
TIMETABLE NO. 16

ALL CONCERNED: Tucson-June 21, 1984

ALL SUBDIVISIONS

Item 1. FOLLOWING ARE REVISED:

Effective immediately, Rules 34, 102, 827, 829, 845, 869, 870, 874, Air Brake Rule 4, Air Brake Rule 13, Air Brake Rule 21, Air Brake Rule 25-A and Air Brake Rule 25-B of the Rules and Regulations of the Transportation Department are revised to read as follows:

Rule 34. Third paragraph is revised to read:

When a trainman is located on the rear of a train, any restrictive indication of signals must be communicated between crew members on head and rear end (also helper engines) when radio communication is available.

Rule 102. Is revised to read:

When a train or engine with cut of cars has stopped by an emergency application of the brakes, had severe slack action incidental to stopping or has had rough coupling, the following action must be taken:

(a) If there is an adjacent main track or controlled siding which may be obstructed, an immediate warning must be given by radio, stating the exact location and status of train or engine. A lighted red fusee must be immediately displayed on the adjacent track, and flag protection provided in both directions on that track as prescribed by Rule 99 or 99-A. The flagman may be recalled:

(1) When it is known that adjacent tracks are not obstructed;

(2) When the adjacent track is within CTC or Interlocking and the train dispatcher or Interlocking operator has assured crew member protection has been provided;

(3) Where Rule D-97 is in effect, flagman protecting adjacent track for movements against the current of traffic may be recalled upon advice from the train dispatcher that no movement against the current of traffic has been authorized.

(b) If located on a main track or controlled siding, the milepost location traversed by the train or engine while moving must be immediately noted. Train dispatcher must be notified without delay.

ALL SUBDIVISIONS (CONT'D)

(c) Inspection is made to determine that wheels on all cars and locomotives are properly positioned on the rail and that rails have not been displaced as a result of jackknifing action.

A train on an adjacent track receiving radio notification must proceed prepared to stop short of any obstruction or flagman unless advised that the track is clear and it is safe to proceed.

Rule 827. Second paragraph is deleted in its entirety. Third paragraph is revised to read:

Trainmen and enginemen must frequently observe both sides of their train while running, looking for signals and indications of defects in track and train, especially while rounding curves. When a trainman is located on the rear of a train, he must also make observation behind train, looking at track and structures for evidence of distressed or derailed car(s). If indication of defect is observed, train must be promptly stopped for closer inspection and correction of defect.

Rule 829. Is revised to read:

Employes must observe passing trains closely and if hot bearing, brakes sticking, wheel sliding, dragging equipment, insecure lading or any other dangerous condition is detected, they must give stop signals to trainmen and enginemen on passing trains. If nothing irregular is noted, they will give proceed signal as rear of train passes, to indicate they have observed train and noted nothing dangerous.

When a train stops to be met or passed by another train, trainman (fireman if trainman is not available) on head end of train must make rolling inspection of passing train from the ground on side opposite his train.

Trainmen and enginemen must be on lookout for signals from employes. If stop signal is received or attention is called to a dangerous condition, train must be promptly brought to a stop consistent with good train handling techniques, and an inspection made. Any defects must be corrected, if possible, and cars unsafe for movement must be set out and train dispatcher notified.

Rule 845. First paragraph is revised to read:

Before leaving his initial station, conductor must be assured that all crew members are present, hand brakes are released, and caboose, if any, is provided with proper tools, supplies and flagging equipment.

ALL SUBDIVISIONS (CONT'D)

Rule 869. Is revised to read:

When a trainman is located on the rear of a train, he must be in position on rear platform when passing through woodenlined tunnels and over long open-deck trestles to observe fire that might be set by train.

Rule 870. Is revised to read:

Conductors must see that their cabooses, if any, are kept in a clean and tidy condition.

Rule 874. Second paragraph is revised to read:

Forward brakeman on freight trains will ride the lead locomotive when a suitable seat is available. On trains operating without a caboose, the conductor instead of the forward brakeman will ride the lead locomotive when a suitable seat is available.

A. B. Rule 4. Second paragraph is revised to read:

When the conductor is located on the rear of a train, he is responsible for frequent observation of the air gauge on caboose. If any hazard to safe operation develops while running or should brake pipe pressure be reduced to 50 pounds, needed precaution must be taken promptly by use of signals, radio, conductor's valve, or emergency brake valve to stop the train. After stopping, train must be secured by the setting of hand brakes before any attempt is made to release train air brakes.

A. B. Rule 13. Sixth paragraph is revised to read:

Should it become impossible to stop a train with the air brakes and a trainman is located on the rear of the train, the engineer must contact the trainman if communications are available, and have him place the train in emergency. If unable to contact the trainman, apply dynamic brake if engine is so equipped. If engine is not so equipped or dynamic brake is inoperative, place throttle in IDLE position, apply sand, place reverse lever in the opposite position and move the throttle to No. 1 position.

A. B. Rule 21. Last paragraph is revised to read:

Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the

ALL SUBDIVISIONS (CONT'D)

yardmaster who will see that members of the crew are notified in advance. When a portable marker is displayed on the rear car, it is to be considered the same as a caboose.

A. B. Rule 25-A. Last paragraph is revised to read:

Engineer must apply brakes with sufficient force to insure air brakes are operating properly. It must be known that brake pipe pressure has been reduced as indicated at rear of train. If the engineer is unable to ascertain the brake pipe pressure, train must be stopped with automatic air brake and comply with Rule 25.

A. B. Rule 25-B. Is revised to read:

At locations designated by the Timetable, engineer must determine the brake pipe pressure as indicated at rear of train. If the engineer is unable to ascertain the brake pipe pressure, train must be stopped by use of automatic air brakes and comply with Air Brake Rule 25.

The purpose for the above rule changes is to provide for the movement of trains without cabooses.

Following are the above rules showing the changes that were made.

34. Crew members in control compartment of engine must be alert for, and communicate to each other the name or aspect of each signal affecting movement of their train or engine as soon as it becomes visible or audible.

Crew members on rear of train must communicate each applicable signal aspect or indication to each other.

When a trainman is located on the rear of a train

Any restrictive indication of signals must be communicated between crew members on head and rear end (also helper engines) when radio communication is available, ~~and when it is practicable to do so.~~

ALL SUBDIVISIONS CONT'D)

Rule 102. Completely revised.

827. Freight trains must not exceed ten miles per hour when starting from initial stations and intermediate stops, for the length of the train, or until proceed signal is received from trainman.

~~When starting from initial station and intermediate stops, rolling inspection must be made by crew members of as much of train as practicable and train must be stopped if any unsafe conditions are noted.~~

When train is stopped for any reason after departing initial station and prior to arrival on receiving track at terminating station, inspection must immediately be made of as much of train as practicable.

Trainmen and enginemen must frequently observe both sides of their train while running, looking for signals and indications of defects in track and train, especially while rounding curves~~, and approaching or leaving stations. Additional observations must be made, of both sides of train sufficiently in advance of first switch at each station, but not less than two miles, so that if defect is detected, train can be stopped promptly consistent with good train handling techniques prior to reaching switch. Rear trainman~~ must also make observation behind train looking at track and structures for evidence of distressed or derailed car(s). If indication of defect is observed, train must be promptly stopped for closer inspection and correction of defect.

When a trainman is located on the rear of a train he

829. When a train stops to be met or passed by another train, trainman (fireman if trainman is not available) on head end of train must make rolling inspection of passing train from the ground on side opposite his train. ~~Trainman at rear of standing train must make rolling inspection on side adjacent to their train.~~

~~At meeting or passing points when train is not stopped, a trainman must be stationed on rear of rear car or caboose to make rolling inspection of passing train and be in position to observe signals given. When rear car is a private or official car, trainman will take position on rear of caboose or in first accessible vestibule end with vestibule door open make rolling inspection and be in position to observe signals given.~~

Employes must observe passing trains closely and if hot bearing, brakes sticking, wheel sliding, dragging equipment, insecure lading or any other dangerous condition is detected, they must give stop signals to trainmen and enginemen on passing train. If nothing irregular is noted, they will give proceed signal as rear of train passes, to indicate they have observed train and noted nothing dangerous.

Trainmen and enginemen must be on lookout for signals from employes. If stop signal is received or attention is called to a dangerous condition, train must be promptly brought to a stop consistent with good train handling techniques, and an inspection made. Any defects must be corrected if possible and cars unsafe for movement must be set out and train dispatcher notified.

831. Pile drivers, locomotive cranes, and other work equipment having butt couplers (no draft gear) must be handled near rear of train ahead of caboose and behind any helper engine.

if any

ALL SUBDIVISIONS CONT'D)

845. Before leaving his initial station, conductor must be assured that all crew members are present, hand brakes are released, and caboose is provided with proper tools, supplies and flagging equipment.

if any

869. ~~When practicable, a trainman~~ must be in position on rear platform or in rear car of all trains when passing through wooden-lined tunnels and over long open-deck trestles to observe fire that might be set by train ~~and to take such action as may be necessary~~.

When a trainman is located on the rear of a train he

870. Conductors must see that their cabooses are kept in a clean and tidy condition.

if any

874. Enginemen and trainmen on engine must be alert in all matters pertaining to safety. While running, they must keep alert, carefully note signals affecting their movement, observe position of switches and derails immediately ahead of engine in direction of movement to see they are properly set, and watch for obstructions and defects in track.

Forward brakeman on freight trains will ride the lead locomotive when a suitable seat is available.

If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector, dragging and/or derailed equipment detector, excess dimension load detector or person making rolling inspection of his train. Crews on helper engine and on rear end of train must acknowledge and advise engineer of indications displayed in addition to taking appropriate action in accordance with applicable rules and special instructions.

On trains operating without a caboose, the conductor instead of the forward brakeman will ride the lead locomotive when a suitable seat is available.

RULE 4. Observing Equipment.

Engineer must observe load meter, speed indicator and air gauges with sufficient frequency to note promptly and act accordingly on any condition shown thereby. It is essential to observe them just before and while making applications and releases and while starting and stopping. Engineers must observe length and strength of brake pipe exhaust during automatic brake operation. When engines are coupled, each engineer must know that brakes are operative on engine in his charge.

~~The conductor~~ is responsible for frequent observation of the air gauge on caboose. **If any hazard to safe operation develops while running or should brake pipe pressure be reduced to 50 pounds,** needed precaution must be taken promptly by use of signals, radio, conductor's valve, or emergency brake valve to stop the train. After stopping, train must be secured by the setting of hand brakes before any attempt is made to release train air brakes.

When the conductor is located on the rear of a train, he

ALL SUBDIVISIONS (CONT'D)

Rule 13. Brake Failure.
Sixth Paragraph

Second engineer must then notify lead engineer.

Should it become impossible to stop a train with the air brakes, the engineer must contact the ~~conductor~~, if communications are available, and have him place the train in emergency. If unable to contact the ~~conductor~~, apply dynamic brake if engine is so equipped. If engine is not so equipped or dynamic brake is inoperative, place throttle in IDLE position, apply sand, place reverse lever in the opposite position and move the throttle to NO. 1 position.

and a trainman is located on the rear of the train

trainman

trainman

Rule 21. Train Air Brake System Tests.
Last Paragraph

Couplings caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the yardmaster who will see that members of the crew are notified in advance.

When a portable marker is displayed on the rear car it is to be considered the same as a caboose.

RULE 25-A. Running Test.

At locations designated by the Timetable, running tests must be made as follows:

~~Head end crew must inform rear end crew that a running test of train air brakes is to be made. After acknowledgment that running test is to be made,~~ Engineer must apply brakes with sufficient force to insure air brakes are operating properly. ~~Brake pipe pressure, as indicated by gauge at rear of train, must be observed prior to, and immediately after, the brake pipe reduction to give assurance that a brake pipe reduction was made. It must be known that brakes on rear car of train apply. When the brake pipe pressure is being restored, as indicated by gauge at rear of train, and brakes are released on rear car, trainmen must inform engineer that the running test is complete. If radio communication is not distinct,~~ Train must be stopped with the automatic air brake and comply with Rule 25.

It must be known that brake pipe pressure has been reduced as indicated at rear of train. If the engineer is unable to ascertain the brake pipe pressure

RULE 25-B. Caboose Gauge Pressure.

At locations designated by the Timetable, ~~conductor must contact engineer and inform him of the brake pipe pressure shown on the caboose gauge. Engineer must immediately repeat the brake pipe pressure figure to the conductor. If radio communication is not distinct,~~ train must be stopped by use of automatic air brakes and comply with Air Brake Rule 25.

engineer must determine the brake pipe pressure as indicated at rear of train. If the engineer is unable to ascertain the brake pipe pressure,

END OF REVISION

ALL SUBDIVISIONS (CONT'D)

Item 2. FOLLOWING IS REVISED:

Timetable Bulletin No. 7, Item 1, Rule A, Rule for the Day for June 24 is changed from Rule 508 to Rule 509.

END OF REVISION

Item 3. FOLLOWING IS REVISED:

Timetable and Special Instructions No. 16, page 42, SPEED RESTRICTIONS FOR LOCOMOTIVES, that part reading

"3200-3209....	70	EP636	ET	102,500	410"

is revised to read:

"3200.....	70	EP636	ET	102,500	410
3201.....	79	EP636	ET	102,500	410
3202-3206....	70	EP636	ET	102,500	410
3207.....	79	EP636	ET	102,500	410
3208-3209....	70	EP636	ET	102,500	410"

END OF REVISION

EL PASO TERMINAL

Item 4. FOLLOWING IS CANCELLED:

Timetable Bulletin No. 2, Item 18 is cancelled in its entirety.

END OF CANCELLATION

FOLLOWING WILL GOVERN:

Timetable and Special Instructions No. 16, page 25, MISCELLANEOUS, following is added:

4. When notified of Border Patrol Inspection, trains must not exceed 5 MPH between MP 1300.6 and MP 1301.0 until caboose clears those limits. If notified that Border Patrol Inspection is to be in the vicinity of Safeway Warehouse, trains must not exceed 5 MPH when passing signal 1307.2 until caboose has passed same signal.

CARRIZOZO SUBDIVISION

Item 5. FOLLOWING IS CANCELLED

Timetable Bulletin No. 7, Item 4, MAXIMUM AUTHORIZED SPEED FOR TRAINS, TOWER 47 AND TUCUMCARI, is cancelled in its entirety.

END OF CANCELLATION

FOLLOWING WILL GOVERN

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
TOWER 47 AND TUCUMCARI	70
Exceptions:	Exceptions:
1297.6 and 1297.8.....10	1514.1 and 1519.9.....40
1297.8 and 1302.5.....25	1519.9 and 1528.6.....55
1378.8 and 1385.0.....50	1528.6 and 1531.8.....50
1385.0 and 1432.1.....60	1531.8 and 1555.0.....55
1432.1 and 1434.7.....50	1555.0 and 1561.8.....40
1434.7 and 1455.4.....60	1561.8 and 1597.8.....55
1455.4 and 1492.0.....40	1597.8 and 1626.0.....40
1492.0 and 1514.1.....55	1626.0 and 1628.15.....25

Item 6. FOLLOWING IS ADDED:

Timetable and Special Instructions No. 16, page 27, following is added to Rule 306. Block signals with "P" plates:

Eastward	Protection	Westward
P15458	Spring switch West end Pastura	

END OF ADDITION

Item 7. FOLLOWING IS ADDED

Timetable and Special Instructions No. 16, page 28, following is added to Rule 538. Spring switches equipped with facing point locks are located as follows:

Station	Location	Normal Position
Pastura	West end siding	Main line

END OF ADDITION

Item 8. FOLLOWING IS ADDED

Timetable and Special Instructions No. 16, page 27, following is added to Rule 505:

CARRIZOZO SUBDIVISION (CONT'D)

West end Pastura Siding signal protection is provided for movement from an adjacent track to main track. Push buttons and lights are installed in a box on each of the two signal masts with time release feature to clear signals on one track when the control circuit on the other is occupied.

Trains on main track to allow train on siding to pass may clear signal on siding by pressing button in box mounted on siding signal mast. Wait until time release of six minutes and five seconds has functioned after which signal should display proceed indication if block is clear.

END OF ADDITION

J. A. Rugg
Superintendent

File 520

Posted: _____
(Date) (Time)

By: _____
(Initials)