

RULE 10-1

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP AND MP S.P. TRAIN ORDER NO. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. BETWEEN MP AND MP AT (Speed). REPEAT (Speed) MILES PER HOUR."

SOUTHERN PACIFIC COMPANY



TUCSON DIVISION SPECIAL INSTRUCTIONS

No. 3

EFFECTIVE SUNDAY, MARCH 21, 1965

AT 12:01 A.M.,

MOUNTAIN STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS

NO. 2

**THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN EFFECT**

M. A. McINTYRE,

General Manager.

R. D. SPENCE,

S. B. BURTON,

Assistant General Managers.

J. P. GRIFFIN,

General Superintendent of
Transportation.

J. J. WILLIS,

Superintendent of Transportation.

A. S. McCANN,

Superintendent.

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
Yuma	Dr. C. S. Powell	Dist. Physician & Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dist. Phys. & Surgeon
Yuma	Dr. Robert Stratton	Asst. Dist. Phys. & Surgeon
Yuma	Dr. Wm. H. Lyle	Asst. Dist. Phys. & Surgeon
Buckeye	Dr. M. M. Marble, Jr.	Emergency Surgeon
Buckeye	Dr. Robert L. Saide	Emergency Surgeon
Phoenix	Dr. J. E. Cook	Division Surgeon
Phoenix	Dr. George H. Mertz	Consultant
Phoenix	Dr. Florian Rabe	Dist. Physician & Surgeon
Phoenix	Dr. Lynn Hilburn	Dist. Physician & Surgeon
Phoenix	Dr. James Hurley	Dist. Physician & Surgeon
Phoenix	Dr. Roy E. Burgess	Oculist
Phoenix	Dr. D. W. Friekes	Aurist
Phoenix	Dr. Paul M. Mattson	Asst. Dist. Phys. & Surgeon
Phoenix	Dr. G. V. Williams	Aurist
Tempe	Dr. M. W. Westervelt	Dist. Physician & Surgeon
Tempe	Dr. B. J. Axel	Asst. Dist. Phys. & Surgeon
Mesa	Dr. M. L. Kent	Dist. Physician & Surgeon
Chandler	Dr. Robert Erickson	Dist. Physician & Surgeon
Coolidge	Dr. Glen H. Walker	Emerg. Phys. & Surgeon
Gilbert	Dr. L. M. Thompkins	Emerg. Phys. & Surgeon
Florence	Dr. W. P. Tucker	Dist. Physician & Surgeon
Hayden	Dr. H. W. Law	Dist. Physician & Surgeon
Wellton	Dr. N. D. Kline	Dist. Physician & Surgeon
Gila	Dr. V. J. Jeffery	Dist. Physician & Surgeon
Casa Grande	Dr. J. T. O'Neil	Dist. Physician & Surgeon
Eloy	Dr. H. H. Holmes	Dist. Physician & Surgeon
Tucson	Dr. W. C. Finn	Assistant to Chief Surgeon
Tucson	Dr. B. W. Saylor	Aurist
Tucson	Dr. Seymour Crepia	Attending Physician
Tucson	Dr. Harold W. Kohl, Jr	Visiting Physician
Tucson	Dr. Robert Gerahart	Visiting Physician
Tucson	Dr. Robert Blake	Oculist
Nogales	Dr. J. S. Gonzales	Dist. Physician & Surgeon
Nogales	Dr. Z. B. Noon	Dist. Physician & Surgeon
Nogales	Dr. Deward G. Moody	Emergency Surgeon
Nogales	Dr. C. S. Smith	Oculist & Aurist

NOTE—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when

LOCATION	NAME	TITLE
Benson	Dr. M. J. Karchner	Dist. Physician & Surgeon
Benson	Dr. Dean Kartchner	Asst. Dist. Phys. & Surgeon
Willcox	Dr. S. Antillon	Asst. Dist. Phys. & Surgeon
Tombstone	Dr. Chas. Keever	Dist. Physician & Surgeon
Lordsburg	Dr. H. W. Sellers	Dist. Physician & Surgeon
Safford	Dr. F. W. Knight	Dist. Physician & Surgeon
Safford	Dr. B. N. Curtis	Asst. Dist. Phys. & Surgeon
Globe	Dr. W. E. Bishop	Dist. Physician & Surgeon
Miami	Dr. I. E. Harris	Asst. Dist. Phys. & Surgeon
Clifton	Dr. S. C. Lovre	Emergency Surgeon
Duncan	Dr. J. J. Lovett	Emerg. Phys. & Surgeon
Deming	Dr. Paul A. Feil	Dist. Physician & Surgeon
El Paso	Dr. E. W. Rheinheimer	Div. Physician & Surgeon
El Paso	Dr. Russell Holt	Asst. Dist. Phys. & Surgeon
El Paso	Dr. W. L. Pierce	Dist. Physician & Surgeon
El Paso	Dr. F. P. Schuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
El Paso	Dr. N. F. Walker	Oculist & Aurist Asst.
El Paso	Dr. B. Hardie	Asst. Oculist & Aurist
El Paso	Dr. Bloyce Britton	Asst. Oculist
Douglas	Dr. M. V. Alessi	Dist. Physician & Surgeon
Douglas	Dr. A. K. Duncan	Asst. Dist. Phys. & Surgeon
Douglas	Dr. C. W. Ahl	Asst. Dist. Phys. & Surgeon
Bisbee	Dr. E. B. Jolley	Dist. Physician & Surgeon
Bisbee	Dr. Joseph Saba	Asst. Dist. Phys. & Surgeon
Tombstone	Dr. Charles Keever	Dist. Physician & Surgeon
Patagonia	Dr. D. R. Mock	Dist. Physician & Surgeon
Alamogordo	Dr. E. P. Simms	Dist. Physician & Surgeon
Alamogordo	Dr. E. T. Faigle	Emergency Surgeon
Carrizozo	Dr. J. P. Turner	Dist. Physician & Surgeon
Vaughn	Dr. J. L. Lapp	Dist. Physician & Surgeon
Santa Rosa	Dr. J. J. Galvin	Dist. Physician & Surgeon
Tucumcari	Dr. W. M. Thaxton	Dist. Physician & Surgeon
Tucumcari	Dr. A. T. Gordon	Asst. Dist. Phys. & Surgeon

patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital	San Francisco, California
S. P. Hospital and Sanatorium	Tucson, Arizona
Hotel Dieu	El Paso, Texas

WATCH INSPECTORS

San Francisco	K. I. Dunlap, Manager of Time Service, 65 Market Street
Yuma	Martin Jewelry, 1076 Fourth Avenue
Yuma	E. H. Weiner, 244 Main Street
Phoenix	M. H. Gregory, 14 N. Central Avenue
Phoenix	Otto Schmieder & Son, 19 W. Washington Street
Tucson	Seth E. Rogers, 2242 E. Broadway
Gila	Loyd C. Taylor
Casa Grande	Henry S. Thornton, 125 North Florence
Nogales	Richards
Benson	L. O. Torres
Willcox	Lundberg's Jewelry, 114 So. Haskell Ave.
Lordsburg	Pearl's Jewelry

Safford	Adolph J. Cubitto
Globe	Cubitto Jewelry Co.
Miami	J. C. Cubitto, Jr.
El Paso	Miller Jewelry Store, S. P. General Office Bldg.
El Paso	Art Kassel
El Paso	Ditmore Jewelry, 7030 Alameda
El Paso	Lee Tabbert, 5050 Alameda
El Paso	Ditmore Jewelry, 5985 N. Mesa
Bisbee	Tom Nelson
Alamogordo	A. Sorensen & Son
Tucumcari	Homer Hargrove
Carrizozo	Trip Jewelers
Douglas	Paul M. Whelan

RULE A. Employees must know they have in their possession a copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, page revisions listed on Page 1, revised April 1, 1961.

RULE M. Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employees must be familiar with their location and avoid personal injury.

Employees are prohibited from riding or walking on the roof of any moving car. (Exception: Employees may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

Employees must not ride on the tops of high-cube excess-height box cars. When such cars are picked up enroute and train length permits, these cars shall be entrained at least five cars ahead of caboose.

RULE 1. Form prescribed for recording variations for Standard Clock at Time Signal has been discontinued.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of the siding in direction of approach. If clearance between siding and main track does not permit display of these signals to the right of track in direction of approach, signals may be displayed to the left of the track. Display of these signals to the left of track direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULES 11 and 11-A. To minimize the hazard of fire under present conditions, the use of fuses is to be avoided in block signal territory except when absolutely needed, and in those instances it must be known that fuses are extinguished before discarding them.

RULE 16(e) is cancelled.

RULE 16(k). When standing, apply or release air brakes.

RULE 19. Last sentence of Item (5), **RULE 19**, reading: "Red light must be extinguished and green light displayed when train has stopped clear of main track to be met or passed by another train outside of block system limits." is **CANCELLED**.

RULE 21-C. Extra trains are not required to display train indicators or white classification lights. Engine numbers need not be removed from indicator boxes on arrival at destination. Markers must be properly displayed.

RULE 95. When conductor and/or engineer is changed at Gila, Phoenix, Lordsburg and Carrizozo, such trains must obtain a clearance OK'd by the Chief Train Dispatcher and train order, if any, which will authorize display of markers, train indicators and signals, if any.

RULE 105. When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "M" for middle may be used by trains in either direction. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to engine and caboose.

RULE 220-A. First Paragraph of Rule 220-A is revised as follows:

"Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received."

FORMS OF TRAIN ORDERS. Form G, last paragraph is revised as follows:

"When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y, and train orders relating to track conditions, are also made void.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 286. When distant signals governing movements on controlled sidings display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by preceding train.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits, train dispatcher must also be notified by telephone when movement completed.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits, train dispatcher's permission must also be obtained before lock box door is opened.

When block indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

CENTRALIZED TRAFFIC CONTROL

RULE 765. Hand-operated switches within A-PB or CTC limits must not be operated without permission from train dispatcher and where main track hand-operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 2-A. When using engine brake, it must, according to conditions, be operated in such manner as to avoid overheating of brake shoes and wheels.

RULE 2-B. Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24 axles of dynamic braking except, dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to the lead unit with a field loop jumper.

A DF class Alco unit is capable of dynamic braking when its dynamic brake cut-out switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

RULE 3. Standard brake pipe pressure is 90 pounds.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 23. The following series of cars are equipped with AB brake system which has automatic change-over feature to provide proper function when car is loaded and when empty:
 SP-345000—345669 Gondolas
 SP-463500—463999 Hoppers (open top)
 SP-467500—467549 Hoppers (open top)
 SP-491000—491059 Hoppers (covered)
 SP-492000—492039 Hoppers (covered)
 SP-500604 Flat car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 33. When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH. When gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2% to 1.5% and 20 MPH on descending grades in excess of 1.5%. Grades and maximum speed of train permitted where such restrictions apply are shown herein by mile post locations.

Restrictive grades are as follows:

EASTWARD—TUCSON TO LORDSBURG			WESTWARD—LORDSBURG TO TUCSON		
MP	MP	Grade %	MP	MP	Grade %
1030.78	to 1032.11	1.3	1041.07	to 1040.00	1.4
Eastward—Bowie to Miami			1036.96 to 1035.77		
12.19	to 1220.70	2.0			
1222.12	to 1222.84	2.0			
Westward, Ft. Huachuca to Lewis Springs:					
MP	MP	Max. Grade			
1070.99	to 1069.13	2.86%			

Weight of units not using their dynamic brake in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

RULE 60. Changes in dynamic braking force must be made gradually when practicable. On descending grades, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

MISCELLANEOUS

Helper service:

- (a) Helper engines consisting of not more than two units may be placed behind caboose.
- (b) Helper engines consisting of not more than four units or 8000 H.P. may be placed immediately ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks....	79	#30
DF-1 to 15 with 61/16 gear ratio trucks....	75	#30
DF-1 to 14 with 62/15 gear ratio trucks....	70	#30
DF-100.....	65	#65
DF-101, 103 to 107, 109 to 112.....	35*	#35*
DF-115, 119, 123, 126.....	65	#65
DF-114, 117 with 62/15 gear ratio trucks...	65	#65
DF-114, 117 with 65/12 gear ratio trucks...	55	#55
DF-116, 118, 120.....	70	#70
DF-121, 122, 124, 125.....	70	#70
DF-127.....	65	#65
DF-500, 501.....	70	#70
DF-502.....	70	#70
DF-600, 601.....	70	#70
DF-602, 603, 606 with 60/17 gear ratio trucks	79	#79
DF-602, 603, 606 with 61/16 gear ratio trucks	75	#75
DF-604, 605, 607 to 616.....	70	#70
DF-617 to 624, 700, 701.....	75	#75
DF-800.....	70	#30
DF-801.....	70	#70
DF-802.....	75	#75
DP-4, 7, 12.....	79	#30
DP-5, 6, 8, 9, 10, 11.....	79	#30
DP-13.....	79	#30
DS-1, 4, 5.....	45	45
DS-6 to 12.....	60	60
DS-100 to 108, 110 to 115, 117 to 122.....	60	#60
DS-109.....	65	65
DS-200 to 205.....	35	35
DS-300 to 302.....	35*	#35*
DS-303.....	65	#65
DS-400 to 402.....	65	#65
DS-500 to 506.....	55	#55
DS-600 to 606.....	65	#65
DS-607.....	60	#60
RDC.....	79	#30
Any Steam or Diesel Engine Not Listed....	35	25

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

*On less than 90-lb. rail must not exceed 25 MPH.

When handling DS-200, 201 class dead in train traction motor brushes must be removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 100,000 pounds or more must be placed first behind engine handling the train. If weight is less than 100,000 pounds dead diesel engines must be placed near rear of train.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers, if any, to move on passenger trains.

Light engines may operate at "Passenger Train" speeds not exceeding 70 MPH, except: when dynamic brake is not operating, light engines must not exceed speed shown for "Freight and Mixed," on descending grades.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads.....	..	25
Scale test cars, except.....	40	30
SP 2024.....	65	49
Cars with arch bar trucks.....	40	30
Steel pile-drivers, except:.....	40*	30*
SPMW-4088 (locomotive crane pile-driver):..	45	35
Relief outfits with steam derrick, except:....	45	25*
Nos. 7007, 7033 and 7034 (Relief outfits 7032 and 7033 must not be operated on any branch)	35*	25*
K&J pedestal or center-hinged air-dump cars, loaded or empty (except SPMW-5100 to 5289)	35*	25*
Locomotive cranes:		
with boom disconnected, heavy end forward, except:.....	45	25*
SPMW-4020, 743 and 2575.....	35*	25*
with boom disconnected, light end forward...	20*	15
with boom in place, either end forward....	25*	15
Rotary snow plows:		
Electrified.....	35	15
Steam.....	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment with caboose...	65	..
Passenger trains with caboose.....	65	..
Engine and caboose only, except:.....	..	65
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:....	..	40
On curves.....	..	30
Logs loaded on flat or logging cars, except:...	..	35
On curves.....	..	25
Through truss bridges, tunnels, and passing stations.....	..	15

Freight cars must not be handled behind occupied passenger carrying cars, except in military or naval mixed trains.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

RULE 10-J. Speed signs for eastward movement on No. 1 track, Dome to Wellton are located to left of No. 1 track; speed signs for westward movement on No. 2 track, Wellton to Dome are located to left of No. 2 track, and are located as follows:

Table with 4 columns: Eastward No. 1 Track (MP, Reading), Westward No. 2 Track (MP, Reading). Rows include MP 755.12, 762.88, 767.31, 767.82, 769.97 and MP 770.65, 768.93, 768.57, 763.63, 755.87.

Other speed signs to left of track:

Table with 2 columns: Eastward (MP, Reading), Westward (MP, Reading). Rows include MP 733.01, 735.99, 736.76, 974.82, 792.54 (Mohawk), 856.52, 979.37.

RULE 21. Identification of superior trains must be made by eastward trains enroute Phoenix Subdivision between Yuma and Wellton to be applied at Wellton, and by westward trains enroute Phoenix Subdivision between Tucson and Coolidge to be applied at Coolidge.

RULE 21-C. Eastward trains authorized at Yuma and westward trains authorized at P.F.E. Yard or Tucson, enroute Phoenix Subdivision must display indicators and signals, if any, within CTC limits between East Yard and Wellton, and between Stockham and Coolidge.

At Yuma, P.F.E. Yard and Tucson, incoming trains may display indicators until arrival of engine on service track.

RULE 82-A. Eastward trains originating Yuma, and westward trains originating P.F.E. Yard or Tucson, enroute Phoenix Subdivision with same conductor and engineer must obtain two clearances, one endorsed Gila Subdivision and one endorsed Phoenix Subdivision.

RULE 83. Check of train register at Yuma by eastward trains enroute Phoenix Subdivision will apply at Wellton. Check of train register at Tucson by westward trains enroute Phoenix Subdivision will apply at Coolidge.

RULE 83-A. At following stations only trains indicated will register:

Table with 2 columns: Station, Trains originating or terminating. Rows include Gila (All trains), Tucson, P.F.E. Yard.

RULE 85. Within CTC limits, between East Yard and Wellton and Stockham and Picacho, a section of a regular train must not pass and run ahead of another section of the same schedule without first exchanging train orders with the section to be passed.

RULE 93. Yard limits within which the provisions of Rule 93 will apply except within CTC limits are established at the following points:

Table with 2 columns: West MP, East MP. Rows include Yuma (731.51 to 737.83), Gila (13.00 to 857.70), Tucson (977.96 to 993.00), Nogales (1042.37 to 1049.89).

Yuma: Trains must not enter or depart Yuma Yard unless a proceed signal is received, green flag by day, green light by night, or engineer is orally instructed.

Westward signal adjacent to No. 2 track, MP 734.32, will display red aspect only and trains and engines will be governed by Yardmaster's instructions before passing this signal.

Nogales: Trains arriving Nogales with not to exceed 40 cars, unless otherwise instructed, will trail through spring derail in main track at west end of yard, proceed on main track and stop short of fouling point of crossover from main track to No. 1 yard track, west of Court Street.

RULE D-97-A. Will apply as follows: On both main tracks between end of CTC, MP 732.45, Yuma and Subway, MP 734.26. On both main tracks between P.F.E. Yard and Stockham.

RULE 99-C. Will apply on Nogales Branch.

RULE 103-A. GILA: On all yard tracks, trains and engines must stop before passing over Martin Avenue crossing unless a member of crew is in position at crossing to protect traffic or it is known that crossing signals are operating.

At the following locations, trains or engines moving under the provisions of Rules 771 and 776 must not enter the crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating.

Table with 3 columns: Station, Location, Mile Post. Rows include Stockham (End of double track—Prince Road, 979.6), Maricopa (East siding switch, County Highway, 897.8).

All movements over crossing of Highway US-89 on Drill Track to American Smelting & Refining Company mine, MP 999.76, west of Sahuarita are restricted to daylight hours only.

Except in an emergency, trains must not stop while on the highway right-of-way. Eastward trains entering the Drill Track will continue across and clear of the highway before stopping for brakeman to board train.

A flagman must precede all movements over: Yuma 1st, 2nd, 3rd and 4th Sts., on yard tracks; Tucson West Congress St., South 4th Ave., South 6th Ave., Simpson St., Nogales Highway, on Eagle Picher Spur, Banks Bridge crossing at MP 1048.92, Court and Park Sts.

RULE 104. Normal position of rigid switches at the end of double track and at junctions, is as follows:

Yuma Yard track on Madison Ave., for YVRR main track, Derails on main track: Nogales Spring point derail, facing westward movement, just west of west switch of first yard track north of main track may be trailed through in eastward movement.

Sahuarita: On AS&R spur, switch to derailing spur at entrance to AS&R yard is equipped with spring head rod and must be trailed through when moving into AS&R yard.

RULE 201. Train orders and clearances between Yuma and East Yard and Yuma Valley Railroad, except for westward trains originating East Yard, will be issued by authority and over the initials of Chief Train Dispatcher, Tucson Division.

RULE 204. Trains of Gila and Phoenix Subdivisions with same conductor and engineer may be issued train orders on one Subdivision that affect their movement on Gila on Phoenix Subdivision.

RULE 221. Wellton is train order-office only for eastward trains enroute Phoenix Subdivision. P.F.E. Yard and Tucson are train-order offices only for trains originating.

RULE D-251. Will apply as follows: On both main tracks between end of CTC, MP 732.45, Yuma and Subway MP 734.26.

Between Subway MP 734.26 and MP 737.50 westward main track is identified as No. 1 track and eastward main track is identified as No. 2 track, and trains and engines may use main tracks in either direction being governed by signal indication.

Tucson: On both main tracks between PFE Yard and Stockham.

PFE YARD: Westward trains departing PFE Yard must receive proceed signal (white flag by day, green light by night) or be orally authorized.

RULE 291. East Yard: Flashing yellow unit on eastward absolute signal, MP 737.4, governs movement from No. 1 Yard Track to tail track.

Flashing yellow unit on westward absolute signal, MP 737.45, governs movement from tail track to No. 1 Yard Track.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA".

Table with 3 columns: Eastward Signals, Signals, Westward Signals. Rows include Spring switch, east end Colorado River bridge, High water detector Bridge, Collision detector, High Water Detector, Spring switches to crossovers, High Water Detector, High Water Detector, High water detector, Bridge, Spring switch, west end westward siding, Dragging Equipment; Detector, Spring switch, west end crossover, Spring switch, west end of crossover, Spring switch, west end of crossover, Spring switch, west end of crossover, Spring switch, east end of double track, Spring switch, east end of crossover, East End of crossover.

Stockham: Dragging equipment detector on both main tracks at MP 979.58, just west of Prince Road.

*Two unit light type indicators (for displaying red or lunar aspect, actuated by dragging equipment detector) are located adjacent to Signal 9826 east of Stockham for eastward trains, and adjacent to Signal 9771 east of Kino for westward trains, govern movements as follows:

Red (top unit): Stop, inspect train for dragging equipment and request train dispatcher for display of lunar aspect for authority to proceed. When Signal 9771 displays approach indication and indicator light displays red aspect, such trains must stop short of east switch Kino.

Lunar (bottom unit): Proceed being governed by block signal indication.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Yuma: Main tracks between MP 734.26 and MP 737.50 are designated as follows:

No. 1 track—to the north (formerly westward main track) No. 2 track—to the south (formerly eastward main track) Between MP 734.26 and MP 737.50 trains and engines may use main tracks in either direction, being governed by signal indication.

Yuma: Signal 7333 governs westward movements through crossover to main track only and will remain dark until crossover switch is open.

Westward signal adjacent to No. 2 Track, MP 734.32 will display red aspect only as per Rule 290, Fig. 1.

Trains and engines will be governed by Yardmasters instructions before passing this signal. These signals will remain dark until crossover switches are open.

Gila: Eastward signal P-8558 and westward signal P-8557 on No. 1 track govern movements through crossovers to main track only and will remain dark when inside switches of crossovers are lined for movement on No. 1 track.

Push buttons are on instrument cases opposite signals P-8556 and P-8559. When movements are to be made through crossovers to main track to enter CTC limits, permission must first be obtained from train dispatcher, then push button on instrument case opposite signal governing movement actuated to clear the signal.

Tucson: Westward Signal 9833 on eastward main track governs westward movement through crossover and displays stop indication until east crossover switch is lined for crossover movement to westward main track.

Eastward 2-unit Signal P-9834 top unit governs movements on eastward main track, bottom unit governs movements to Passenger Tracks Nos. 1 and 2.

When westward signal 9835 displays stop indication westward freight trains must not pass this signal if there is a westward passenger train in passenger tracks Nos. 1 or 2, except on instructions from yardmaster.

Trains moving on main track in either direction, will move between MP 987.7 at 36th St. and MP 985.48 at Cherry Ave. by block signals whose indications will supersede the superiority of trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Table with 2 columns: Location, Normal Position. Rows include Gila Westward crossover to No. 1 track, Gila Eastward crossover to No. 1 track, Stockham West end westward siding, P.F.E. End double track, MP 985.48, Yard.

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
*Yuma . . . West leg of wye	Running track
" East leg of wye	East leg of wye
" Tail end of wye	East leg of wye
" East end Roundhouse	
Track No. 1	Roundhouse Track No. 1
" West end Roundhouse	
Track No. 1	West leg of wye
*East Yard . . . East end No. 1 Yard	
Track	Eastward track
*Tucson . . . West end crossover,	
Stone Ave.	Westward track
*Tucson . . . West end crossover from	
passenger tracks	Eastward track
Tucson . . . Spring switch, west end of	
crossover, westbound	
main to eastbound main,	
Cherry Avenue	Westward main track
Tucson . . . Spring switch, west end of	
crossover from east-	
bound main to Nogales	
Lead, Cherry Avenue . . .	Eastward main track
Tucson . . . Spring switch, west end of	
west lead, Cherry Ave. .	East lead
Tucson . . . Spring switch, east end of	
double track, Cherry	
Avenue	Main track
Tucson . . . Spring switch, east end of	
crossover from west-	
bound main to east-	
bound main, Cherry	
Avenue	Crossover
Tucson . . . East end of crossover from	
eastward main to east	
lead	East lead

*Equipped with switch point indicator.
 **Engines moving to diesel facilities will use east leg of wye to roundhouse service track.

RULE 605. INTERLOCKING. Tucson: Limits extend on westward main track from eastward interlocking signal MP 985.15 to westward interlocking signal end of double track MP 985.50 on eastward main track from eastward interlocking signal MP 985.15 to westward interlocking signal end of double track MP 985.50 and from eastward interlocking signal MP 985.2 on Nogales Lead to westward interlocking signal on eastward lead MP 985.7 and to westward interlocking signal on west lead MP 985.36.

Signals are under the control of Signal Operator at Yard Office, 22nd Street.

RULE 663(b). Signal Operators at Yard Office, 22nd Street, Tucson, may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. On Letter Signal	Approaching	Authorizes and Requires Movement as Follows:
S Eastward "A" MP 848.38	Smurr	Enter siding Smurr
S Westward "A" MP 850.80	Smurr	Enter siding Smurr
W MP 986.8	Nogales Branch, Tucson	Westward trains must stop east of Indicator. When flashing white light is displayed train is authorized to proceed to PFE yard.
W On Signal 982.6 (Speedway)		Stop until light in indicator is extinguished.

With the letter "H" displayed after stopping, member of crew open hot bearing detector box installed on signal case opposite absolute signal. Numerals displayed by indicator located inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on north side of train and lower row on south side of train. Numbers displayed on top row or bottom row indicate number of axles between hot bearing and rear of train, not including hot bearing. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected. After inspection has been completed, Train Dispatcher must be notified of condition found. When it is safe to proceed member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When numerals not displayed on hot Journal locator, all Journals on the train must be inspected.

H 8035 Stoval	Westward trains must stop short of Westward absolute signal west end Stoval.
W 8073 Stoval	Westward trains must stop and not proceed until indicator is extinguished. Signal 8073 will display stop indication, when wait indicator illuminated. Telephone is located on line pole to south of track.
H 8092 Aztec	Eastward trains must stop short of Eastward absolute signal east end of Aztec.

Illum. On Letter Signal Approaching Authorizes and Requires Movement as Follows:

W 8054 Aztec *Eastward trains must stop and not proceed until indicator is extinguished. Signal 8054 will display stop indication when wait indicator illuminated. Telephone is located on line pole to south of track.

*When eastward train finds Signal 8054 and when westward train finds Signal 8073 displaying STOP indication and "W" letter type indicator not illuminated, member of train crew must contact Train Dispatcher, before proceeding.

H P-8991 Maricopa Westward trains must stop short of westward absolute signal west end of Maricopa.

W 9051 Maricopa *Westward trains must stop and not proceed until indicator is extinguished. Signal 9051 will display stop indication when wait indicator illuminated. Telephone is located on line pole to north of track.

H 9052 Bon Eastward trains must stop short of eastward absolute signal east end of Bon.

W 8992 Bon *Eastward trains must stop and not proceed until indicator is extinguished. Signal 8992 will display stop indication when wait indicator illuminated. Telephone is located on line pole to north of track.

*When eastward train finds Signal 8992 and when westward train finds Signal 9051 displaying STOP indication and "W" letter type indicator not illuminated, member of train crew must contact Train Dispatcher, before proceeding.

RULE 760. CENTRALIZED TRAFFIC CONTROL. Limits extend from eastward absolute signals at end of double track, East Yard, MP 737.38, to westward absolute signals at fouling point west end No. 1 track, Gila, MP 854.11; and from eastward absolute signals at fouling point east end No. 1 track, Gila, MP 857.34 to westward absolute signal at end of double track, Stockham.

East Yard: West switch crossover, between yard track No. 1 and eastward main track is hand operated, normal position for movements to drill track. Eastward absolute signal located on signal bridge just west of this switch governs movements through crossover to eastward main track when switch is lined for movement through crossover, and on drill track when lined for movement to drill track. Westward absolute signal located on drill track just east of this crossover governs westward movements on drill track.

Between Wellton and Dome, westward track is identified as No. 1 track and eastward track identified as No. 2 track. Signals are provided for movement of trains in either direction, on both main tracks, being governed by indicators of absolute and automatic block signals. RULE 509 (c) applicable to single track will apply on both tracks. Crossovers equipped with dual control switches installed at MP 768.

PFE Yard: Limits extend from MP 987.7 to east end PFE Yard MP 987.92.

RULE 765. Switches to Alfalfa Products Spur, Blaisdell, Granite Sput, Ligurta, and T&C Cattle Company east of Maricopa are not equipped with electric or mechanical switch locks. Trains, engines, rail detector cars and other equipment operated and controlled by train, yard and/or engine crews, must not clear main track on these tracks.

RULE 825. Instructions for setting hand brakes:
 Yuma: Freight trains Four brakes on east end, Two brakes on west end;
 East Yard: Freight trains Two brakes on east end, Five brakes on west end;
 Tucson: Passenger trains Two brakes on west end, Two brakes on east end;
 Tucson and PFE Yard: *Freight trains, 50 cars or more Fifteen brakes on west end, Ten brakes on east end;
 49 cars or less Ten brakes on west end, Five brakes on east end.

*Hand brakes will not be set if outgoing crew takes charge of train on arrival, and if inbound crew is advised by yardmaster that engine is not to be detached and no switching is to be performed on the train, or if switch crew takes charge of train on arrival; except, hand brakes will not be set on trains yarded on main track at PFE Yard unless outgoing crew is not on hand to take charge of train on arrival.

Tucson: If outbound crew is on duty, hand brakes will not be set on passenger trains at passenger station unless engine is detached. If engine is detached sufficient hand brakes must be set to prevent uncontrolled movement of cars.

If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

Sahuarita: Hand brakes must be securely set on all cars left at Eagle-Picher plant. Cars must not be left west of derail.

RULE 826. Yuma and Tucson: Indicator lights located above tracks at each end of PFE icing platform govern movements on these tracks as follows:
 Green Tracks may be used for train or switching movements.

Yellow Tracks may be entered, switched, and engines, cars or cabooses added or detached.

Red Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted . Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 827. Trains arriving Gila reduce speed to 20 MPH one train length prior to reaching depot to allow outbound crews to making rolling inspection.

RULE 872. Enginemen taking charge of engines at Gila, Tucson and PFE Yard will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 17. Spur AS&R mine to Sahuarita: Retaining valves must be placed in high pressure position on loaded ore cars, except when there is one 4-axle unit of dynamic brake in operation for every 900 tons in train and the pressure maintaining system of braking is being used.

RULE 24-B. Gila: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

RULE 24-C. Sahuarita: Ten minutes must be allowed to charge air brake system on cars picked up at AS&R mine before making air brake test. All brakes must be operative on loaded cars before leaving AS&R mine.

RULE 24-E. Will apply at Tucson.

RULE 33. Sahuarita: Maximum tonnage per operative brake AS&R mine to Sahuarita must not exceed: 99 1/2 tons... 50-ton car 120 tons... 70-ton car 140 1/2 tons... 100-ton car

MISCELLANEOUS

Dragging and/or derailed equipment detectors and indicators installed at the following locations:

Table with 2 columns: MP, Location. Lists locations like 'Between Gila and Bosque', 'Between Bosque and Shawmut', etc.

The indicators will apply to trains in both directions and are mounted on posts on south side of track near detectors. Normal indication dark. When indicator is activated blue indicator lights will be displayed in both directions...

Blaisdell: Magnesium ore loading ramp on Army Spur has impaired side clearance.

Casa Grande: Impaired overhead clearance over Casa Grande Warehouse Spur.

Impaired side clearance at scale house on Casa Grande Warehouse Spur. Trainmen must not ride side of car when spotting this spur.

Rillito: Cars must not be kicked or dropped into Arizona Portland Cement Spur, and cars must not be left standing on this spur west of insulated joints at east end of circuit actuating Highway Crossing Signals...

Derailed on crusher spur, located 80 feet east of crusher pit, must not be lined for movement into spur until it is known that track over pit is ready for the movement.

Sahuarita: At AS&R plant, spur to Rod & Ball Mill has overhead and side impaired clearance at entrance to building. Cars must not be moved beyond face of building.

PFE Yard: Look out for ice and material alongside PFE tracks.

Engines listed must not operate on tracks shown below: Class of Engine Restricted Tracks

Table with 2 columns: Class of Engine, Restricted Tracks. Lists engine classes and their restricted track locations.

Load limit (car and contents): Yuma-PFE Yard, except: 263,000 pounds Ore cars SP 341000 to 341070... 281,000 pounds PFE Yard-Nogales, except: 240,000 pounds Ore cars SP 341000 to 341070 between MP 1004.8 and PFE Yard including AS&R spur, Sahuarita... 281,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF STOCK YARDS.

Table with 2 columns: Station, Capacity in cars. Lists stations like East Yard, Wellton, Gila, Maricopa, Casa Grande (Private), Picacho, Red Rock, Tucson, Amado, Otero, Nogales with their respective capacities.

Operation of Yuma Valley Railroad is under the jurisdiction of the Los Angeles Division except train dispatching is handled by the Tucson Division.

Movements on YVRR are governed by SPCo Rules and Regulations of the Transportation Department, Air Brake Rules and Regulations, timetable, Special Instructions and timetable bulletins.

Trains must not exceed 10 MPH between MP 0.00 and 0.53, 25 MPH between MP 0.53 and MP 14.70, and 10 MPH between MP 14.70 and MP 16.93, except must not exceed 8 MPH over trestle at U. S. R. S.

Impaired clearance at Spillway, MP 10.25.

Normal position of junction switch at Yuma is for YVRR main track.

Load-limit (car and contents): Yuma-Somerton... 210,000 pounds Unless authorized by Superintendent heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Table with 3 columns: Mile Post, Location, Description. Lists locations like Canal Spillway gates, NOGALES BRANCH, Loading chute.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Table with 2 columns: Description, MPH. Lists restrictions for centralized traffic controlled sidings, through other sidings, yard and other tracks, etc.

*Regulated by City ordinance.

PFE Yard: Authorized speed of trains and engines using No. 1 Yard Track, No. 2 Yard Track and No. 3 Yard Track is 25 MPH, from Cherry Ave. to the east Diesel facility, except Yard Track No. 3 is restricted to 20 MPH through west switch.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Large table with 6 columns: TERRITORY (MP, MP, Column), PASSENGER TRAINS (1, 2), FREIGHT AND MIXED (1, 2), TERRITORY (MP, MP, Column), PASSENGER TRAINS (1, 2), FREIGHT AND MIXED (1, 2). Contains speed restriction data for various territories like EASTWARD, YUMA TO P.F.E. YARD TO, WESTWARD, P.F.E. YARD TO YUMA, etc.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH, provided these trains do not exceed:

- 70 cars and 60 tons per operative brake
75 cars and 59 tons per operative brake
80 cars and 58 tons per operative brake
85 cars and 57 tons per operative brake
90 cars and 56 tons per operative brake
95 cars and 55 tons per operative brake
100 cars and 54 tons per operative brake
105 cars and 53 tons per operative brake
110 cars and 52 tons per operative brake
115 cars and 51 tons per operative brake
120 cars and 50 tons per operative brake

In addition, BSM, when containing no restricted cars, is authorized to operate at Column 1 speeds, not exceeding 70 MPH. This authority does not apply to ABSM.

SPECIAL INSTRUCTIONS—GILA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES**, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		FREIGHT AND MIXED	TERRITORY		FREIGHT AND MIXED
MP	MP	Column: 2	MP	MP	Column: 2
EASTWARD, P.F.E. YARD TO NOGALES:			WESTWARD, NOGALES TO P.F.E. YARD:		
984.18 to 985.10		15	★1049.89 to 1046.37		20
985.10 to 987.10		25	1046.37 to 1042.78		40
987.10 to 1017.15		49	1042.78 to 1039.75		49
1017.15 to 1019.00		40	1039.75 to 1027.92		40
1019.00 to 1024.90		30	1027.92 to 1024.90		49
1024.90 to 1027.92		49	1024.90 to 1019.00		30
1027.92 to 1039.75		40	1019.00 to 1017.15		40
1039.75 to 1042.78		49	1017.15 to 987.10		49
1042.78 to 1046.37		40	987.10 to 985.10		25
★1046.37 to 1049.89 (Nogales)		20	985.10 to 984.18		15
★Regulated by City Ordinance.					

NOGALES BRANCH: When engines of the following classifications are operated on the Nogales Branch, they must not exceed speeds shown between mile post locations as listed below where authorized maximum speeds as shown above are greater:

Class of Engines	MP	MP
	1017.10	1042.78
	1017.35	1046.37
DF-701	35	35

SPECIAL INSTRUCTIONS—GILA SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Tucson to Gila	Gila to Yuma	Yuma to Gila	Gila to Tucson	Tucson to Nogales
DP-4, 7, 12	{ 6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	2150	1525	1875	1375	.....
DP-5, 6, 8 to 11	{ 6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	1175	775	750	700	800
DS-9 to 12	1033 to 1090.....	1950	1350	1275	1175	1350
DS-100 to 109, 111, 115, 119	{ 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	2050	1425	1350	1200	1400
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	2250	1475	1425	1275	1450
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	2475	1650	1600	1425	1650
DS-200, 205	1900 to 1903.....	750	550	500	450	525
DS-500 to 506	5100 to 5120.....	1325	925	875	800	900
DS-600 to 604	4600 to 4623, 4700 to 4703.....	2250	1575	1525	1400	1575
DS-605 to 606	4624 to 4633.....	2525	1775	1700	1550	1750
DS-607	4634 to 4645.....	2450	1800	1750	1575	1775
DF-1 to 15	6138 to 6461, 8022 to 8303, except.....	2800	1825	1750	1575	1775
DF-14	with 61:16 gear ratio.....	3475	2325	2250	1975	2225
DF-1 to 12	with 60:17 gear ratio.....	2150	1375	1675	1250	.....
DF-100	5200 to 5202.....	3425	2250	2175	1975	2200
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	3700	2575	2250	2275	2550
DF-109, 111	4903 to 4905, 5250 to 5252.....	3725	2575	2525	2300	2575
DF-114, 116 to 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5444.....	3525	2400	2375	2100	2375
DF-120 to 122, 124, 125	5449 to 5493.....	4150	2875	2825	2525	2850
DF-500, 501	4800 to 4815.....	5150	3475	3350	2950	3325
DF-602 to 603, 605 to 607, 611, 612, 616	{ 5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891.....	3475	2325	2225	1975	2225
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871.....	3500	2225	2200	1950	2150
DF-617, 620	7200 to 7233, 7234 to 7237.....	3950	2625	2525	2250	2500
DF-618	7300 to 7309.....	3800	2450	2400	2100	2350
DF-619, 622, 624	7500 to 7503, 7506 to 7527, 7528 to 7567.....	4350	2825	2725	2350	2625
DF-621	7400 to 7407.....	3750	2400	2275	1975	2225
DF-623	7408 to 7464.....	4150	2650	2550	2200	3325
DF-700	8400 to 8402.....	8350	5400	5350	4425	4900
DF-701	8500 to 8502.....	8800	6050	6500	5000	5525
DF-800, 801, 802	9000 to 9002, 9003 to 9017, 9018 to 9020.....	6250	4200	4525	3425	3850

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10-J. Speed signs to left of track:

Eastward	Reading
MP 904.74 (Phoenix)	15
MP 999.89 (Hayden Br.)	20

RULE 21. Trains using freight lead between Phoenix Yard and Kendall must identify superior trains on main track, to be applied at Kendall.

RULE 81. Freight lead between east end Phoenix Yard and Kendall may be used by trains when authorized by train order. Single track rules apply.

RULE 82-A. Crew operating Train 955 will assume schedule and leave Hayden without clearance. Crew arriving Magma on Train 955 will assume schedule of No. 954 without clearance.

Westward trains originating Hayden and operating Hayden to Ray Jct. only are not required to obtain clearance at Hayden.

Trains authorized at Phoenix or Phoenix Yard enroute Gila Subdivision with same conductor and engineer are there-by authorized on both Phoenix and Gila subdivisions.

RULE 83-A. At following stations only trains indicated will register:

Phoenix..... First class trains and trains originating or terminating.

Phoenix Yard... Trains originating or terminating. Trains operating between Hayden and Ray Jct. only, may defer registering arrival at Hayden until after ore has been unloaded and train returns to Hayden train order office.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP	East MP
874.22	Buckeye..... 877.02
888.80	Litchfield Jct..... 890.60
	(Litchfield Branch)..... End of track
894.23	Tolleson..... 896.89
900.96	Phoenix..... 908.79
914.23	Tempe..... 915.39
	(Tempe Branch)..... End of track
920.45	Mesa..... 922.88
923.6	McQueen (Chandler Branch)..... Dock 943.2
925.66	Gilbert..... 928.48
946.84	Magna..... 951.02
986.84	Ray Jct..... 988.72
998.80	Hayden..... 1004.90

Phoenix: Tracks at east and west end of Union Station are used jointly at AT&SFRy and SP trains. Yard and light engines must avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and may proceed only when track is known to be clear.

Phoenix Yard: Freight trains arriving or departing must receive proceed signal (white flag by day, green light by night), or oral instructions from Yardmaster, before passing 7th Street or 16th Street.

On River tracks at intersections with access to Freeway at Durango St., yard movements on River track must stop and ascertain that highway flashing light and bell on access roads are operating before entering intersection at each access road.

RULE 99-C. Will apply as follows: On Hayden Branch.

RULE 103-A. A flagman must precede all movements over: Pipeola..... Crossings within Southern Pacific Pipe Line reservation.

Tovrea, Washington St., Tempe, Spur crossing Mill Ave. and 8th St., Mesa, Spur crossing East Main St., A flagman must precede all switching movements over Fifth St., Tempe.

Trains and engines must not exceed 5 MPH over Baseline Road at MP 917.84 on Tempe Branch, until crossing is blocked.

RULE 104. Normal position of rigid switches at the end of double track and at junctions, is as follows:

Litchfield Jct.... Litchfield Br., for Phoenix line, Tempe Jct..... Tempe Br., for Phoenix line, McQueen..... Chandler Br., for Phoenix line, Magma..... Magma-Arizona RR main track, for back track,

Ray Jct..... KCCRR main track, for yard track. Hayden..... KCCRR line for Hayden Br., Hayden..... SMARR main track, for Hayden Br.

RULE 104-E. Ray Jct.: Switch point indicator installed on variable switch at crossover at Ray Junction, MP 987.7, will display green indication when switch is in full normal or full reverse position and will display red indication if switch is not in full normal or reverse position. Switch target will indicate the position of the switch point. Trains and engines making trailing movement over this switch may leave switch in position to which forced by the trailing movement.

RULE 204. Trains of Gila and Phoenix Subdivisions with same conductor and engineer may be issued train orders on one Subdivision that affect their movement on Gila or Phoenix Subdivision.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows: On Stub Mast Approaching

MP 921.9..... Switch to east leg of wye, Mesa.

RULE 221. Wellton is train-order office only for eastward trains enroute Phoenix Subdivision.

Phoenix is train-order office only for trains originating and first class trains, except No. 39 need not obtain clearance at Phoenix unless otherwise instructed.

Phoenix Yard is train-order office only for trains originating. Coolidge is train-order office only for westward trains.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA".

RULE 705. LETTER TYPE INDICATORS

Indicator located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as follows:
S.....	9623.....	East switch Coolidge.....	Enter siding and remain in siding until authorized by timetable or train order authority to proceed.
M.....	Stub Mast MP 924.....	Jct. switch McQueen (Chandler Br.)..	Enter main track proceed to east siding switch, Mesa.

RULE 740. ABSOLUTE PERMISSIVE BLOCK

Hayden-Ray Jct.: Limits extend between absolute signal MP 988.7 and absolute signal MP 998.9. Distant signal D-9882 installed MP 988.3 just east of Ray Jct.

Unit for display of flashing white light governing westward movements installed on mast 600 feet west of west switch Burns, and when displayed authorizes westward movement to beginning of APB.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from eastward absolute signal east of east switch of siding, Coolidge, to westward absolute signals east of east switch of crossover to Phoenix line and at fouling point of north siding, Picacho.

Rule 765. Picacho: Switches of Federal Compress track are not equipped with electric or mechanical switch locks. Trains, engines, rail detector cars and other equipment operated and controlled by train and/or engine crews must not clear main track at these switches.

GENERAL REGULATIONS

RULE 821. Wooley: Eastward trains must approach stop sign at MP 984.66 and westward trains must approach stop sign at MP 984.80 prepared to stop until it can be ascertained that Wooley Wash track is safe for passage of trains.

During and after heavy rains and run-off when there are indications that gravel or debris may be found on Wooley Wash track, trains must stop at these stop signs and not proceed until it has been ascertained that track is safe for the passage of trains.

Maximum speed across Wooley Wash must not exceed 10 MPH.

RULE 826. Phoenix Yard: Indicator lights located above tracks at each end P.F.E. icing platform govern movements on those tracks as follows:

- Green: Tracks may be used for train or switching movements.
- Yellow: Tracks may be entered, switched, and engines, cars or cabooses added or detached.
- Red: Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted: Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 872. Enginemen taking charge of engines at Phoenix and Phoenix Yard will consider engines as having been amply supplied with water, fuel and sand.

Eastward Signals	Protection	Westward Signals
P-7916	High water detector, Bridge 792.67.....	P-7927
P-8406	High water detector, Bridge 841.30.....	P-8415
P-8550	High water detector, Bridge 857.56.....	P-8589
P-8662	High water detector, Bridge 866.93.....	P-8673
P-9052	Spring switch, west end passenger lead, Phoenix.....	
	Spring switch east end freight lead, Kendall.....	P-9113
P-9290	High water detector, Bridge 933.71.....	P-9351
P-9396	High water detector, Bridge 941.12.....	P-9415
P-9756	High water detector, Bridge 976.88... P-A, MP 977.1	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Phoenix: Crossing—AT&SFRy Wye: If signal indicates "Stop" trains and engines must stop, and if wye is clear of intersecting movement, may then proceed as prescribed by Rules 509 or 510, but must provide flag protection on intersecting track unless derail is known to be in derailing position.

Phoenix: Signal P-9052 will display indications per RULE 282 Figure D, RULE 283 Figure D, RULE 285 Figure E, RULE 288 Figure C and RULE 290 Figure F of Rules and Regulations of Transportation Department. Top unit of Signal P-9052 governs eastward movement on main track and lower unit of Signal P-9052 governs eastward movement through spring switch to Union Station tracks. Trains or engines to move from main track to passenger lead must stop before reaching Signal P-9052 until spring switch has been lined for passenger lead, and signals display proceed indication.

Coolidge: Trains moving on main track in either direction between Signal 9623 and Signal 9616 will move by block signal indication which will supersede the superiority of trains.

When Signal 9623 displays stop indication and letter "S" is not displayed, westward trains after stopping must obtain permission from train dispatcher before proceeding under the provisions of Rules 507, 508, 509 or 510 or entering the siding.

When Signal 9616 displays stop indication eastward trains after stopping must obtain permission from train dispatcher before proceeding under provisions of Rules 507, 508, 509 or 510 or entering the siding.

Main track or siding must not be occupied or fouled except as authorized by signal indication or the train dispatcher.

Eastward trains on siding must obtain train dispatcher's permission before fouling main track to proceed to beginning of CTC regardless of the aspect displayed in eastward absolute signal and after permission obtained from train dispatcher, RULE 513 must be complied with before fouling main track.

RULE 516. Overlap posts:

Tolleson . . . 450 feet east of Signal 8958 . . .	Eastward trains
Tolleson . . . 750 feet east of MP 895.00 . . .	Westward trains
23rd Ave. Phoenix . . . Middle of siding . . .	Eastward trains
23rd Ave. Phoenix . . . Middle of siding . . .	Westward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Kendall . . . East end Freight Lead	Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Phoenix . . . Main track at passenger lead.	
Hayden . . . 700 feet west of KCC gate. Main track derail	
Hayden . . . MP 1001.81	Ore Track

MISCELLANEOUS

Litchfield: Gate at entrance Goodyear Aircraft spur is locked with Government lock, and to gain entrance a long and short sound of whistle will be notification to watchman on duty to take care of the opening and closing of the gate.
Train No. 2 reduce speed to 35 MPH at Coolidge daily to dispatch US Mail.

Load limit (car and contents):
Wellton-Picacho, except: 263,000 pounds
Ore cars SP 341000 to 341070 281,000 pounds
Litchfield Jct.-Litchfield Park 240,000 pounds
Tempe Jct.-West Chandler 240,000 pounds
Magma-Hayden, except: 240,000 pounds
Ore cars KCCRR between Ray Jct. and Hayden, MP 1002.4 266,000 pounds
Ore cars SP 341000 to 341070 between Magma and Hayden, MP 1002.4 281,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF STOCK YARDS

Station	Capacity in cars
Roll	2
Horn	Chute
Hyder	Chute
Arlington	10 (Water)
Buckeye	6 (Water)
Litchfield	10 (Water)
Tolleson	9
Phoenix	16 (Water)
Litchfield Park	7
Normal Jct. (Private)	20 (Water)
Falfa	12
Chandler	5 (Water)
Serape	10 (Water)
Dock (Private)	23
Coolidge	14 (Water)
Gilbert	7 (Water)
Queen Creek	8 (Water)
Florence	8 (Water)
West Chandler	14 (Water)

Higley: Southern Pacific train and engine crews will make interchange of all cars and perform all switching service on Government tracks at Williams Airport.
Engines and cars must not operate over easterly 400 feet of No. 2 and No. 3 Tracks.

Hayden: Kennecott Copper Corporation Railroad between Hayden and Hayden Smelters is operated by the Tucson Division, is within Hayden Yard limits, S.P. Rules apply.

Back-up hose must be used when shoving cars Hayden to Hayden Smelters.

Maximum speed permitted between Hayden and Hayden Smelters is 15 MPH. Grade is 2.2% descending Hayden Smelters to Hayden.

Impaired overhead and side clearance at Hayden Smelters. Engines and cars must not be operated beyond east derail located east of east switches of sidings of San Manuel Arizona Railroad.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description
778.00	Gila River bridge	Side
891.00	Agua Fria River bridge	Side
914.00	Salt River bridge	Side
959.30	Gila River bridge	Side

HAYDEN BRANCH

971.30 to 971.77	Rock cuts	Side
972.40	Tunnel No. 1	Side and Overhead
972.50	Gila River bridge	Side
973.00	Rock cut	Side
973.04	Rock cut	Side
973.07	Rock cut	Side
976.00 to 977.00	Rock cuts	Side
980.00 to 982.00	Rock cuts	Side
983.50	Rock cut	Side
985.30	Gila River bridge	Side
985.50	Rock cut	Side
988.30	Rock cut	Side
988.50	Tunnel No. 2	Side and Overhead
990.00	Tunnel No. 3	Side and Overhead
992.30	Rock cut	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
On branches	10
On Government tracks at Williams Airbase Higley	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES**, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, WELLTON TO PICACHO:					WESTWARD, PICACHO TO WELLTON:				
770.65 to 770.72 (Thru Crossover)			25	25	Thru Crossover			25	25
770.72 to 771.01			60	60	979.75 to 979.32			40	40
771.01 to 776.36			79	60	979.32 to 962.36			79	60
776.36 to 778.22			50	50	962.36 to 961.35 (Coolidge)			60	60
778.22 to 845.93			79	60	961.35 to 924.20			79	79
845.93 to 849.40			60	50	924.20 to 923.76			50	50
849.40 to 866.93			79	60	923.76 to 922.04			60	45
866.93 to 867.14			55	55	922.04 to 920.84			25	25
867.14 to 875.35			79	60	920.84 to 918.46			79	60
★875.35 to 876.07 (Buckeye)			40	40	★918.46 to 916.48 (Tempe)			60	60
876.07 to 887.40			79	60	★916.48 to 915.97 (Tempe)			40	40
887.40 to 887.65			60	50	★915.97 to 915.32 (Tempe)			30	30
887.65 to 889.73			79	60	★915.32 to 913.77 (Tempe)			20	20
★889.73 to 890.93			55	55	913.77 to 912.81			40	40
890.93 to 891.19			60	60	912.81 to 908.27			50	50
891.19 to 893.50			79	60	908.27 to 907.91			30	30
893.50 to 894.50			60	50	907.91 to 905.51			20	20
894.50 to 898.72			79	60	905.51 to 905.49 (Spring Switch)			15	15
898.72 to 904.77			40	40	905.49 to 904.77			20	20
904.77 to 905.49			20	20	904.77 to 898.72			40	40
905.49 to 905.51 (Spring Switch)			15	15	898.72 to 894.50			79	60
905.51 to 907.91			20	20	894.50 to 893.50			60	50
907.91 to 908.27			30	30	893.50 to 891.19			79	60
908.27 to 912.81			50	50	891.19 to 890.93			60	60
912.81 to 913.77			40	40	★890.93 to 889.73			55	55
★913.77 to 915.32 (Tempe)			20	20	889.73 to 887.65			79	60
★915.32 to 915.97 (Tempe)			30	30	887.65 to 887.40			60	50
★915.97 to 916.48 (Tempe)			40	40	887.40 to 876.07			79	60
★916.48 to 918.46 (Tempe)			60	60	★876.07 to 875.35 (Buckeye)			40	40
918.46 to 920.09			79	60	875.35 to 867.14			79	60
920.09 to 920.84			50	50	867.14 to 866.93			55	55
920.84 to 922.04			25	25	866.93 to 849.40			79	60
922.04 to 923.76			60	45	849.40 to 845.93			60	50
923.76 to 924.20			50	50	845.93 to 778.22			79	60
924.20 to 961.35			79	60	778.22 to 776.36			50	50
961.35 to 962.36 (Coolidge)			60	60	776.36 to 771.01			79	60
962.36 to 979.32			79	60	771.01 to 770.72			60	60
979.32 to 979.75 (936.69) except			40	40					
Thru Crossover			25	25					
EASTWARD, PHOENIX YARD TO KENDALL ON FREIGHT LEAD:					WESTWARD, KENDALL TO PHOENIX YARD FREIGHT LEAD:				
907.82 to 907.91	20	911.38 to 907.91 . . . . .			..	25
907.91 to 911.38	25	907.91 to 907.82 . . . . .			..	20
EASTWARD, LITCHFIELD JCT. TO LITCHFIELD PARK:					WESTWARD, LITCHFIELD PARK TO LITCHFIELD JCT.:				
889.60 to 894.26	20	894.26 to 889.60 . . . . .			..	20

★Regulated by City Ordinance.

SPECIAL INSTRUCTIONS—PHOENIX SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES**, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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TERRITORY		FREIGHT AND MIXED	TERRITORY		FREIGHT AND MIXED
MP	MP	Column: 2	MP	MP	Column: 2
EASTWARD, MAGMA TO HAYDEN:			WESTWARD, HAYDEN TO MAGMA:		
949.44 to 972.08		30	1003.48 to 1003.16		10
972.08 to 984.60		25	1003.16 to 1000.64		20
984.60 to 984.80		10	1000.64 to 998.90		25
984.80 to 989.70		25	998.90 to 989.70		40
989.70 to 998.90		40	989.70 to 984.80		25
998.90 to 1000.64		25	984.80 to 984.60		10
1000.64 to 1003.16		20	984.60 to 972.08		25
1003.16 to 1003.48		10	972.08 to 949.44		30
EASTWARD, MCQUEEN TO DOCK:			WESTWARD, DOCK TO MCQUEEN:		
923.74 to 928.57		49	944.00 to 942.91		30
928.57 to 929.57		40	942.91 to 929.57		49
929.57 to 942.91		49	929.57 to 923.57		40
942.91 to 944.00		30	928.57 to 923.74		49

SPECIAL INSTRUCTIONS—PHOENIX SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Wellton to Phoenix Yard	Phoenix Yard to Wellton	Phoenix Yard and Picacho	McQueen and Dock	Litchfield and Litchfield Park	Magma to Hayden	Hayden to Magma
DP-4, 7, 12	{6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	2150	1375	3075	.....	.....	.....	.....
DP-5, 6, 8 to 11	{6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	800	1250	1650	1025	1450	950	1500
DS-9 to 12	1033 to 1090.....	1350	2100	2700	1825	2550	1575	2525
DS-100 to 109, 111, 115, 119	{1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	1400	2200	2875	1575	2700	1675	2650
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	1475	2250	3050	2000	2950	1750	2950
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	1650	2250	3450	1925	3375	1950	3250
DS-200, 205	1900 to 1903.....	550	825	1050	.....	900	600	975
DS-500 to 506	5100 to 5120.....	950	1450	1850	.....	1650	1075	1675
DS-600 to 604	4600 to 4623, 4700 to 4703.....	1600	2475	3225	2025	3000	1850	3000
DS-605 to 606	4624 to 4633.....	1775	2750	3625	2275	3475	2075	3350
DS-607	4634 to 4645.....	1800	2775	3550	.....	3550	2100	3350
DF-1 to 15	{6138 to 6461, 8022 to 8303, except.....	1800	2750	3750	2425	3850	2200	3950
DF-14	with 61:16 gear ratio.....	2225	3425	4850	2100	5125	2775	8350
DF-1 to 12	2150	2150	2150	.....	.....	.....	.....	.....
DF-100	5200 to 5202.....	2225	3450	4725	3325	4925	2700	8475
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	2600	3950	5350	.....	5450	3025	8775
DF-109, 111	4903 to 4905, 5250 to 5252.....	2600	3975	5375	.....	5525	3050	8825
DF-114, 116 to 118, 120 to 122, 124, 125	{5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	2400	3700	4975	4000	5100	2825	8200
DF-500, 501	4800 to 4815.....	2875	4375	6025	4070	6150	3375	9500
DF-602, 603, 605 to 607, 611, 612, 616	{5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891.....	3350	5150	8600	.....	9323	4225	13175
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871.....	2225	3425	4825	2650	5125	2750	5500
DF-617, 620	{7200 to 7233..... 7234 to 7237.....	2200	3350	4750	3150	4875	2725	5475
DF-618	7300 to 7309.....	2475	3800	5575	.....	5750	3150	9200
DF-619, 622, 624	7400 to 7407.....	2350	3600	5200	.....	5550	3025	8850
DF-621	7500 to 7503, 7506 to 7527, 7528 to 7567.....	2600	3975	6150	.....	6700	3475	9100
DF-623	7408 to 7464.....	2225	3425	5100	.....	5525	2975	8000
DF-700	8400 to 8402.....	2425	3725	5700	.....	6150	3250	7975
DF-701	8500 to 8502.....	4875	7500	12025	.....	12450	6750	16125
DF-800, 801	9000 to 9002, 9003 to 9017.....	5425	7975	12650	.....	13075	7675	16950
DF-802	9018 to 9020.....	3050	4675	7325	4850	9275	6950	11225
		3825	5925	8975	.....	.....	5100	12025

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULES 7-A and 10-G. Yellow signals and unattended red flags and red lights must be placed to the left of track in the direction of movement on No. 1 Track and No. 2 Track between P.F.E. Yard, MP 987.76, and MP 1000.22 west of Vail.

RULE 10-J. Speed signs to left of track:			
Eastward	Reading	Westward	Reading
MP 986.00	55	MP 988.45	Spring
MP 991.05	50		35
MP 1007.45	79—60		Switch
MP 1036.21	50	MP 990.25	79—60
MP 1046.74	40	MP 999.25	75—60
MP 1073.52	30		
MP 1091.00	79—60		
MP 1278.90	45		

RULE 82-A. Crews ordered for trains at El Paso (Union Depot) will obtain clearance and train orders, if any, from pneumatic tube receptacle installed in Trainmen's Register Room, El Paso Union Depot.

When interlocking signal Tower 47 displays proceed indication for movement to eastward main track, such indication will authorize engines to move from Tower 47 to Alfalfa unit, El Paso Yard.

Crew arriving Clifton on No. 952 may assume schedule of No. 953 without clearance.

RULE 83-A. At following stations only trains indicated will register:

Tucson..... } Trains originating or terminating.
P.F.E. Yard..... }
Lordsburg..... } Trains originating or terminating.

RULE 83-B. At open train order offices, trains may register by ticket as follows:

El Paso (Tower 196), Trains originating or terminating Alfalfa or Cotton Avenue units.

Trains originating or terminating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Conductors of trains originating Alfalfa or Cotton Avenue units, El Paso Yard, must show on margin of train register ticket thrown off at Tower 196 the time watch was compared with standard clock, and operator at Tower 196 will enter this information on train register.

Lordsburg—First class trains.

RULE 93. Yard limits within which the provisions of Rule 93 will apply except within CTC Limits are established at the following points:

West MP		East MP
977.96	Tucson (No. 2 Track).....	993.00
	" (No. 1 Track).....	992.09
	" (Nogales Br.).....	988.26
	Benson (Douglas Br.).....	1034.00
	Bowie (Globe Br.).....	1099.50
1218.70	Globe-Miami.....	1232.98
1147.19	Lordsburg.....	1151.38
	" (Lawrence Br.).....	End of Branch
	" (Clifton Br.).....	1148.52
1319.87	El Paso (No. 2 Track).....	
1291.54	" (No. 1 Track).....	
	" (Carrizozo Subdivision).....	1300.54
	" (T&L tracks).....	820.00

El Paso: First-class trains enter and leave El Paso Union Depot on yard track within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Semi-automatic signal on No. 2 Track west of Icehouse crossover will display yellow aspect when switch to crossover from No. 2 Track to T&L Lines is lined and Signal 8314 at east end of crossover displays Stop indication.

RULE D-97-A. Will apply as follows:

On No. 1 track and on No. 2 track between P.F.E. Yard and Mescal. Proceed indication in westward "SA" signals at west end Mescal will authorize movement on No. 1 track.

Between Anapra and Tower 47.

RULE 99-C. Will apply as follows:
On Globe and Clifton Branches.

RULE 103-A. A flagman must precede all movements over:

P.F.E. Yard: All crossings within Southern Pacific Pipe Line reservation.

Deming: Airport spur crossing Highway 80.

RULE 103-B. Back-up hose must be used on leading car when shoving cars on Government tracks at Airport at Wilmot.

RULE 104.

Derails in main track:
Globe..... MP 1221.51, facing eastward movement.
Lordsburg... On Lawrence Br., 295 ft. east of junction switch.

Lawrence... On Lawrence Br., 350 ft. east of Banner Spur switch.

RULE 105. Mescal: Track north of main track is controlled siding.

RULE D-151. Westward trains will use No. 1 track Mescal to P.F.E. Yard. Eastward trains will use No. 2 track P.F.E. Yard to Mescal. Double track rules apply.

Between Anapra and Icehouse Crossover MP 1320.90, the two main tracks are designated as follows—

No. 1 Track, current of traffic westward.
No. 2 Track, current of traffic eastward.

Between Icehouse Crossover, MP 1320.90, and El Paso (Union Depot), three main tracks are designated as follows:

North track... No. 1 Track, current of traffic westward;
Middle track... No. 2 Track, current of traffic eastward;
South track... No. 3 Track, current of traffic eastward.

Between El Paso (Union Depot) and El Paso (Cotton Avenue), the two main tracks are designated as follows:

No. 1 Track, current of traffic westward.
No. 2 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track between Icehouse Crossover and El Paso (Union Depot), being governed by block indication.

Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso may be authorized by Train Order or orally by the Train Dispatcher and protection for such movements authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

RULE 201. Deming is a Train Order Office for originating trains only.

RULE 221. Tucson and P.F.E. Yard are train-order offices only for trains originating.

RULE 201. Deming is a Train Order Office for originating trains only.

RULE 221. Tucson and P.F.E. Yard are train-order offices only for trains originating.

RULE D-251. Will apply as follows:
On No. 2 track from MP 987.76, P.F.E. Yard, to beginning of CTC, MP 1023, west end Mescal.

On No. 1 track from end of CTC, MP 1023, west end Mescal, to P.F.E. Yard, MP 987.76.

On No. 1 and No. 2 Tracks between Anapra and Icehouse Crossover; on No. 1, No. 2 and No. 3 Tracks between Icehouse Crossover and El Paso (Union Depot); on No. 1 and No. 2 Tracks between El Paso (Union Depot) and El Paso (Cotton Avenue); on both main tracks between Tower 47 and Alfalfa unit, El Paso Yard.

Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso, may be authorized by Train Order or orally by the Train Dispatcher and protection for such movement authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P", have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA".

Eastward Signals	Protection	Westward Signals
P. Westbound Main Track	Spring switch, west end of crossover, westbound main to eastbound main, Cherry Avenue.....	
P. Eastbound Main Track	Spring switch, west end of crossover from eastbound main to Nogales Lead, Cherry Avenue..	
P. Nogales Lead	Spring switch, west end of west lead, Cherry Avenue.....	
	Spring switch, east end of double track, Cherry Avenue.....	P-SA East end double track, Cherry Ave.
	Spring switch, east end of crossover from westbound main to eastbound main, Cherry Ave.	P-SA West Lead
	East end of crossover from eastward main to east lead.....	P-SA East Lead
P-SA	Spring switch, end double track, PFE Yard, MP 987.7.....	
P-10140	Collision detector, underpass, MP 1014.00.	
P-A	Spring switch, west end north siding Mescal	
P-A	Collision detector, Luzena underpass, MP 1091.04.....	P-A
P-10572	High water detector, Bridge 1057.85.....	P-10601
P-10600	High water detector, Bridge 1060.54.....	P-10625
P-10862	High water detector, Bridge 1086.93.....	P-10883
P-A, West end	High water detector, Bridge 1106.32, main track and siding Olga	P-A, East end
P-A East end	High water detector, Bridge 1115.34	P-11157
P-A San Simon		
P-11202	High water detectors, Bridges 1121.40 and 1121.49.....	P-A West end
P-A, East end	High water detector, Bridge 1123.30.....	P-11243
P-A, Vanar		
P-11650	High water detector, Bridge 1166.20.....	P-A West end
		Separ
P-11694	High water detector, Bridge 1170.64.....	P-11721
	High water detector, Bridge 1170.76.....	
P-A East	High water detector, Bridge 1199.02.....	P-12005
P-A End Tunis		
P-12112	High water detector, Bridge 1211.92.....	P-12131
	High water detector, Bridge 1212.92.....	
P-12132	High water detector, Bridge 1213.17.....	P-12151
	High water detector, Bridge 1213.58.....	
P-12152	High water detector, Bridge 1215.96.....	P-12173
	High water detector, Bridge 1216.11.....	
P-12172	High water detector, Bridge 1218.11.....	P-A West end
		Carne
P-A West end	High water detector, Bridge 1219.02.....	P-A East end
		Carne
P-12314	High water detector, Bridge 1233.56.....	P-12337
P-12430	High water detector, Culvert 1244.68.....	P-12455
P-13188	Dragging equipment detector Anapra.....	
P-13198		

The two indication light type indicators attached to the masts of Signals P-13188 and P-13198 are designated as dragging equipment indicators. They will display red aspect, stop indication, when actuated and lunar aspect, proceed indication when not actuated by dragging equipment.

Trains stopped by dragging equipment indicators, may clear signals by pushing buttons on Signals P-13188 or P-13198 after first complying with the provisions of Rule 306.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

P.F.E. Yard-Mescal: Eastward and westward trains moving against current of traffic on No. 1 and No. 2 Tracks will have no block signal protection.

Tucson: Trains moving on main track in either direction will move between MP 987.7 at 36th St. and MP 985.48 at Cherry Ave. by block signals whose indications will supersede the superiority of trains.

Lordsburg: Trains moving on main track, in either direction, will move between end of CTC, at west switch yard track No. 1, and end of CTC, at east switch yard track No. 1, by block signals whose indications will supersede the superiority of trains.

Clifton: Signals 12162, 12163 and 12164 on P. D. track govern movements on P. D. track only.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
PFE Yard... End double track, MP 985.48..	Westward track
PFE Yard... End double track, MP 987.7... No. 2 track	No. 2 track
*Wilmot... East end, Eastward siding... No. 2 track	No. 2 track

Spring switches not equipped with facing point locks are located as follows:

Location	Protection	Normal Pos.
Tucson.....	Spring switch, west end of crossover, westbound main to eastbound main, Cherry Avenue..	Westward Main Track
Tucson.....	Spring switch, west end of crossover from eastbound main to Nogales Lead, Cherry Avenue..	Eastward Main Track
Tucson.....	Spring switch, west end of west lead, Cherry Avenue.....	East Lead
Tucson.....	Spring switch, east end of double track, Cherry Avenue.....	Main Track
Tucson.....	Spring switch, east end of crossover from westbound main to eastbound main, Cherry Ave..	Crossover
Tucson.....	East end of crossover from eastward main to east lead.....	East Lead
*Pantano.....	East end siding.....	No. 2 track
Mescal.....	West end, north siding.....	No. 1 track

*Equipped with switch-point indicator.

Pantano: Facing point movement over spring switch East end siding must not exceed 20 MPH.

RULE 605. INTERLOCKING. Tucson: Limits extend on westward main track from eastward interlocking signal MP 985.15 to westward interlocking signal end of double track MP 985.50 on eastward main track from eastward signal MP 985.15 to westward interlocking signal end of double track MP 985.50 and from eastward interlocking signal MP 985.2 on Nogales Lead to westward interlocking signal on eastward lead MP 985.7 and to westward interlocking signal on west lead MP 985.36.

Signals are under the control of Signal Operator at Yard Office, 22nd Street.

RULE 663(b). Signal Operators at Yard Office, 22nd Street, Tucson, may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
S	Mast opposite 9916	Wilmot	Enter eastward siding Wilmot and remain in siding until letter "M" is displayed.
M	Signal bridge east end siding	Wilmot	Enter No. 2 track and proceed as prescribed by Rule D-251.
S	Cantilever mast 9977	Wilmot	Enter westward siding Wilmot and remain in siding until letter "M" is displayed.
M	Signal bridge west end siding	Wilmot	Enter No. 1 track and proceed as prescribed by Rule D-251.
S	10104	Pantano	Enter siding Pantano and remain in siding until letter "M" is displayed.
M	10126	East end siding Pantano	Enter No. 2 track and proceed as prescribed by Rule D-251.
S	12060	Deming	Train to enter station track at west switch, MP 1207.2.

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
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With the letter "H" displayed, after stopping member of crew open hot bearing detector box installed on signal case opposite absolute signal. Numerals displayed by indicator located inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on north side of train and lower row on south side of train. Numbers displayed on top row or bottom row indicate number of axles between hot bearing and rear of train, not including hot bearing. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected. After inspection has been completed, Train Dispatcher must be notified of condition found. When it is safe to proceed member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When numerals not displayed on the hot journal locator, all Journals on the train must be inspected.

H	West bound absolute signal MP 10997 east of Bowie	Bowie	Westward trains must stop short of westward absolute signal west end of controlled siding Bowie.
W	11039	Bowie	*Westward trains must stop and not proceed until indication is extinguished. Signal 11039 will display stop indicating when wait indicator is illuminated. Telephone is located on line pole to north of truck.
H	East-bound absolute signal west end of Oglala	Oglala	Eastward trains must stop short of eastward absolute signal east and of Oglala.
W	11014	Oglala	*Eastward trains must stop and not proceed until indicator is extinguished. Signal 11014 will display stop indication when wait indicator illuminated. Telephone is located on line pole to north of track.
*When eastward train finds Signal 11014 and when westward train finds Signal 11039 displaying STOP indication and "W" letter type indicator not illuminated, member of train crew must contact Train Dispatcher before proceeding.			
H	12215	Carne	Westward trains must stop short of westward absolute signal west end of Carne.
W	12251	Carne	*Westward trains must stop and not proceed until indicator is extinguished. Signal 12251 will display stop indication when wait indicator illuminated. Telephone is located on line pole on south of track.
H	12268	Akela	Eastward trains must stop short of eastward absolute signal at east end of Akela.
W	12234	Akela	*Eastward trains must stop and not proceed until indicator is extinguished. Signal 12234 will display stop indication when wait indicator illuminated. Telephone is located on line pole to south of track.

*When eastward train finds Signal 12234 and when westward train finds Signal 12251 displaying STOP indication and "W" letter type indicator not illuminated, member of train crew must contact Train Dispatcher before proceeding.

RULE 760. CENTRALIZED TRAFFIC CONTROL

P.F.E. Yard: Limits extend from MP 987.7 to East end P.F.E. Yard, MP 987.92.

Mescal-Anapra: Limits extend from west switches of controlled siding Mescal, MP 1023.00, to west switch of No. 1 track Lordsburg, MP 1147.66; and from fouling point at east end No. 1 track, Lordsburg, MP 1149.77, to clear point on North main line at Anapra, MP 1290.

Deming: Portion of old siding west of MP 1208.17 is a station track, capacity 102 cars. This track must be kept clear of cars and may be used for meeting or passing trains when directed by Train Dispatcher. Permission must be obtained from Train Dispatcher before using this track for switching movements.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Tucson: Passenger trains . . . Two brakes on west end, Two brakes on east end;

Tucson and PFE Yard: *Freight trains,
50 cars or more Fifteen brakes on west end,
Ten brakes on east end;
49 cars or less Ten brakes on west end,
Five brakes on east end.

*Hand brakes will not be set if outgoing crew takes charge of train on arrival, and if inbound crew is advised by yardmaster that engine is not to be detached and no switching is to be performed on the train, or if switch crew takes charge of train on arrival; except, hand brakes will not be set on trains yarded on main track at PFE Yard unless outgoing crew is not on hand to take charge of train on arrival.

Tucson: Hand brakes will not be set on Golden State and Sunset unless engine is detached and/or crew is released.

RULE 826. Tucson: Indicator lights located above tracks at each end of P.F.E. Icing Platform govern movements on these tracks as follows:

Green Tracks may be used for train or switching movements.

Yellow Tracks may be entered, switched, and engines, cars or cabooses added or detached.

Red Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled or moved.

RULE 827. Trains arriving Lordsburg reduce speed to 20 MPH one train length prior to reaching depot to allow out-bound crew to make rolling inspection.

RULE 872. Enginemen taking charge of engines at Tucson, PFE Yard, Lordsburg, and Piedras Street Diesel Service Facility El Paso will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of road engines at Piedras Street Diesel Service Facility El Paso will consider that condensation has been drained from reservoirs and from moisture and dirt collectors; that sanders are operating properly; and that communicating signal is operating and cut-out cocks are properly positioned on engines to be used in passenger service.

RULE 3. Standard brake pipe pressure for freight trains from Lawrence to Lordsburg is 100 lbs.

RULE 24-B. Lordsburg: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

RULE 24-E. Will apply at Tucson.

RULE 33. Maximum tonnage per operative brake in territories listed, as follows:

Pinal to Burch	60 tons
Pinal to Cutter	60 tons
Between Lordsburg and Clifton	99½ tons
Lawrence to Lordsburg, 50-ton cars	99½ tons
70-ton cars	120 tons

MISCELLANEOUS

No. 39 reduce speed to 25 MPH at Benson daily to dispatch US Mail.

P.F.E. Yard: Look out for ice and material alongside PFE. Co. tracks.

Load limit (car and contents):

Tucson-El Paso, except	263,000 pounds
Ore cars SP 341000 to 341070	281,000 pounds
Bowie-Miami, except	251,000 pounds
Siding structure at MP 1221.06 is restricted to 210,000 pounds. All cars with these loadings must have minimum of 23'0" truck centers.	
Bowie-Miami	240,000 pounds
Lordsburg-Clifton	240,000 pounds
Lordsburg-Clifton: Ore cars with 250,000 pounds, car and contents permitted to operate and must not exceed 10 MPH over Bridge MP 1205.01 and must not exceed 15 MPH over Bridges MP 1215.89 and MP 1216.58.	
Lordsburg-Lawrence	240,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.	

SPECIAL INSTRUCTIONS—LORDBURG SUBDIVISION

MISCELLANEOUS (Continued)

LOCATION OF STOCK YARDS

Station	Capacity in cars
Tucson	74 (Water)
Willcox	34 (Water)
Bowie	13 (Water)
Solomon	6 (Water)*
Safford	2 (Water)
Dublin	11 (Water)
Calva	39 (Water)
San Carlos	37 (Water)
Lordsburg	55 (Water)
Separ	8 (Water)
Gage	8 (Water)*
Deming	67 (Water)
Akela	15 (Water)
Aden	34 (Water)*
Afton (Private)	8 (Water)
El Paso	Stock yards inc. hog resting pens capacity 250 cars (Water)
Summit	7 1/2
Fox	12
South Siding	17

*Water supplied by tank car.

Miami: Do not use tunnel warehouse track without permission of Section Foreman.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description
1008.10	Cienega Creek bridge	Side
1008.20	Rock cut	Side
1008.30	Rock cut	Side
1032.50	Benson San Pedro River bridge	Side
1148.30	Lordsburg East end High No. 4 track	Side
1208.00	Deming Stock corral track	Side
1208.00	Deming Stem of wye	Side
CLIFTON BRANCH		
1205.10	Gila River bridge	Overhead and side
1216.30	Clifton San Francisco River bridge	Overhead and side
	Chase Creek bridge	Side
1189.20 to 1216.40	Rock cuts	Side
1212.10 to 1214.50	Tunnels Nos. 1, 2, 3, 4, 5 and 6	Overhead and side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Restriction	With Caution Not Exceeding MPH
Centralized Traffic Controlled sidings and turnouts, except:	25
West switch, No. 1 Track, Lordsburg	20
West switch Ulmoris	20
Through east switch Mescal	15
Through other sidings, and turnouts, except:	15
Through slip switches	10
Through yard and other tracks, wyes, balloon tracks, crossovers, except:	15
On branches	10
On PFE Co. yard tracks Nos. 51 to 57, inc. at PFE yard	10
On Government tracks at Wilmot Airport	10

Deming: Do not exceed 10 MPH on the following tracks:
 Transfer Track Old Rip Track
 Stock Track House Track

PFE Yard: Authorized speed for trains and engines using No. 1 Yard Track, No. 2 Yard Track and No. 3 Yard Track is 25 MPH. Cherry Ave. to east diesel facility, except Yard track No. 3 is restricted to 20 MPH through west switch.

SPECIAL INSTRUCTIONS—LORDBURG SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES**, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin. All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, TUCSON TO EL PASO:					ANAPRA EASTWARD, AGAINST CURRENT OF TRAFFIC ON NO. 1 TRACK:				
982.73 to 983.65			35	35	1289.90 to 1295.40			25	25
983.65 to 986.00			20	20	WESTWARD, EL PASO TO TUCSON:				
986.00 to 990.25			55	55	1297.76 to 1297.50			15	15
990.25 to 1000.00			79	60	1297.50 to 1295.40			20	20
1000.00 to 1003.88			75	60	1295.40 to 1293.10 (No. 1 Track)			50	50
1003.88 to 1004.82			40	40	1293.10 to 1289.90 (No. 1 Track)			45	45
1004.82 to 1005.75			35	35	1289.90 to 1279.70			45	45
1005.75 to 1010.36			30	30	1279.70 to 1131.00			79	60
1010.36 to 1012.48			50	50	1131.00 to 1128.68			70	60
1012.48 to 1014.00			30	30	1128.68 to 1121.00			50	50
1014.00 to 1014.40			50	50	1121.00 to 1116.00			79	50
1014.40 to 1016.77			55	55	1116.00 to 1091.00			79	60
1016.77 to 1018.08			30	30	1091.00 to 1082.80			70	60
1018.08 to 1021.63			45	45	1082.80 to 1076.03			79	60
1021.63 to 1023.10			55	55	1076.03 to 1075.28			50	50
1023.10 to 1026.00			50	45	★1075.28 to 1074.27 (Willcox)			30	30
1026.00 to 1030.86			65	55	1074.27 to 1058.00			79	60
1030.86 to 1033.48			40	40	1058.00 to 1051.68			60	60
1033.48 to 1035.74			60	60	1051.68 to 1047.49			40	40
1035.74 to 1036.96			60	50	1047.49 to 1036.96			50	50
1036.96 to 1047.49			50	50	1036.96 to 1033.48			60	50
1047.49 to 1051.68			40	40	1033.48 to 1030.86			40	40
1051.68 to 1058.00			60	60	1030.86 to 1026.00			65	60
1058.00 to 1073.52			79	60	1026.00 to 1023.08 (1021.74)			50	50
1073.52 to 1074.27			50	50	1021.74 to 1021.29 (Mescal)			45	45
★1074.27 to 1075.28 (Willcox)			30	30	1021.29 to 1008.40			65	50
1075.28 to 1082.80			79	60	1008.40 to 1007.45			60	50
1082.80 to 1089.00			70	50	1007.45 to 990.30			79	60
1089.00 to 1091.00			70	60	990.30 to 986.00, except:			50	50
1091.00 to 1121.00			79	60	Through spring switch MP 987.75			35	35
1121.00 to 1128.68			50	50	986.00 to 982.73, except:			35	35
1128.68 to 1131.00			70	50	Until engine crosses 22nd Street			20	20
1131.00 to 1279.70			79	60	EL PASO WESTWARD, AGAINST CURRENT OF TRAFFIC ON NO. 2 TRACK:				
1279.70 to 1289.90 (1317.67)			45	45	1295.40 to 1293.54 (1320.90)			25	25
Anapra, through east crossover			25	25	1320.90 to 1317.70			25	25
1317.70 to 1320.15 (No. 2 Track)			40	40	WESTWARD—LORDBURG TO TUCSON				
1320.15 to 1320.60 (Bridge) (No. 2 Track)			30	30	MP	MP	MPH		
1320.60 to 1320.90 (west switch Icehouse Crossover) (No. 2 Track)			45	45	1026.00 to 1030.86			60	
1320.90 to 1322.28 (No. 3 Track)			45	45	1082.80 to 1091.00			60	
1322.28 to 1322.87 (No. 3 Track)			25	25	1128.68 to 1131.00			60	
1320.90 (1293.54) to 1295.40 (No. 2 Track)			30	30	WESTWARD—LORDBURG TO TUCSON				
1295.40 to 1297.50			20	20	MP	MP	MPH		
1297.50 to 1297.76			15	15	1121.00 to 1118.52			60	
					1021.29 to 1008.40			60	
					1007.45 to 990.30			60	

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains. Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH provided these trains do not exceed: Such freight and mixed trains are further restricted as follows:

Number of Cars	Tons Per Operative Brake	MP	MP	MPH
70	60	1026.00 to 1030.86		60
75	59	1082.80 to 1091.00		60
80	58	1128.68 to 1131.00		60
85	57			
90	56			
95	55			
100	54			
105	53			
110	52			
115	51			
120	50			

BSM, when containing no restricted cars, is authorized to operate at Column 1 speeds, not exceeding 70 MPH, except with the further restriction as follows:

MP	MP	MPH
1121.00 to 1116.00		60

This authority does not apply to Advance BSM.

★Regulated by City Ordinance.

SPECIAL INSTRUCTIONS—LORDSBURG SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES**, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		FREIGHT AND MIXED	TERRITORY		FREIGHT AND MIXED
MP	MP	Column:	MP	MP	Column:
EASTWARD, BOWIE TO MIAMI:			WESTWARD, MIAMI TO BOWIE:		
1098.12 to 1099.50		15	1232.98 to 1220.59		15
1099.50 to 1120.00		30	1220.59 to 1217.52		20
1120.00 to 1137.16		35	1217.52 to 1207.01		30
1137.16 to 1138.34		25	1207.01 to 1202.21		25
1138.34 to 1142.00		30	1202.21 to 1196.46		30
★1142.00 to 1146.42 (Pima)		25	1196.46 to 1195.53		25
1146.42 to 1159.08		30	1195.53 to 1176.06		35
			1176.06 to 1166.00		30
			1166.00 to 1159.08		35
			1159.08 to 1146.42		30
			★1146.42 to 1142.00 (Pima)		25
1159.08 to 1166.00		35	1142.00 to 1138.34		30
1166.00 to 1176.06		30	1138.34 to 1137.16		25
1176.06 to 1195.53		35	1137.16 to 1120.00		35
1195.53 to 1196.46		25	1120.00 to 1099.50		30
1196.46 to 1202.21		30	1099.50 to 1098.12		15
1202.21 to 1207.01		25			
1207.01 to 1217.52		30	WESTWARD, CLIFTON TO LORDSBURG:		
1217.52 to 1220.59		20	1216.69 to 1214.20, except:		15
1220.59 to 1232.98		15	Into street intersections, Clifton		5
			1214.20 to 1205.10		20
EASTWARD, LORDSBURG TO CLIFTON:			1205.10 to 1204.95		10
1146.40 (1148.30) to 1146.70		15	1204.95 to 1180.90		25
1146.70 to 1149.33		30	1180.90 to 1171.22		30
			1171.22 to 1160.75		35
1149.33 to 1157.28		35	1160.75 to 1157.28		30
1157.28 to 1160.75		30	1157.28 to 1149.33		35
1160.75 to 1171.22		35	1149.33 to 1146.70		30
1171.22 to 1180.90		30			
1180.90 to 1204.95		25	1146.70 to 1146.40 (1148.30)		15
1204.95 to 1205.10		10	WESTWARD, LAWRENCE TO LORDSBURG:		
1205.10 to 1214.20		20			
1214.20 to 1216.69, except:		15			
Into street intersection, Clifton		5			
EASTWARD, LORDSBURG TO LAWRENCE:		10			

★Regulated by City ordinance.

GLOBE BRANCH: When engines of the following classifications are operated on the Globe Branch, they must not exceed speeds shown between mile post locations as listed below where authorized maximum speeds as shown above are greater:

Class of Engines	MP
	1227.39
	1231.94
DF-12, 15, 608, 609, 619, 622, 624	10

SPECIAL INSTRUCTIONS—LORDSBURG SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Tucson to Benson	Benson to Lordsburg	Lordsburg to El Paso	El Paso to Aden	Aden to Lordsburg	Lordsburg to Tucson
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1350	950	1975	1975	2200	1000
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	1350	1325	1975	1975	2125	1375
DS-1 to 8	1000 to 1032	800	500	950	775	1900	525
DS-9 to 12	1033 to 1090	1350	875	1600	1325	3025	950
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1400	900	1675	1400	3150	975
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1475	975	1775	1550	3775	1025
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1650	1100	2025	1750	4100	1150
DS-200, 205	1900 to 1903	550	350	625	475	1050	375
DS-500 to 506	5100 to 5120	925	600	1075	900	2200	625
DS-600 to 604	4600 to 4623, 4700 to 4703	1600	1050	1900	1575	3400	1125
DS-605 to 606	4624 to 4633	1775	1175	2125	1800	4000	1250
DS-607	4634 to 4645	1800	1200	2150	1800	3900	1250
DF-1 to 15	6138 to 6461, 8022 to 8303, except	1800	1200	2250	2000	4500	1250
DF-14	with 61:16 gear ratio 600 to 637, 700 to 725	2225	1550	2975	2575	5500	1600
DF-1 to 12	with 60:17 gear ratio	1250	875	1750	1750	1950	900
DF-100	5200 to 5202	2225	1500	2850	2500	5450	1600
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2600	1725	3300	2850	6050	1825
DF-109, 111	4903 to 4905, 5250 to 5252	2600	1725	3325	2850	6050	1825
DF-114, 116 to 118	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	2400	1625	3025	2625	4100	1700
DF-120 to 122, 124, 125		2875	1950	3750	3250	6575	2050
DF-500, 501	4800 to 4815	3350	2275	4425	4150	9100	2400
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891	2225	1550	2950	2550	5550	1600
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	2200	1500	2850	2525	5400	1550
DF-617 to 620	7200 to 7233, 7234 to 7237	2500	1700	3325	3000	6175	1800
DF-618	7300 to 7309	2350	1600	3150	2800	5950	1700
DF-619, 622, 624	7500 to 7503, 7506 to 7527, 7528 to 7567	2575	1800	3600	3300	6750	1900
DF-621	7400 to 7407	2225	1525	3000	2775	5400	1575
DF-623	7408 to 7467	2450	1675	3375	3075	6400	1775
DF-700	8400 to 8402	4850	3375	6975	7350	12950	3575
DF-701	8500 to 8502	5450	3775	7725	7975	13600	4075
DF-800, 801	9000 to 9002, 9003 to 9017	3050	2100	4200	3900	7750	2225
DF-802	9018 to 9020	3850	2650	5275	5075	9650	2800

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Lordsburg and Lawrence	Lordsburg and Guthrie	Guthrie and South Sidings, Clifton and South Sidings	Bowie and Custer	Cutter to Pinal	Miami and Pinal
DS-1 to 8	1000 to 1032.....	125	1000	275	750	300	375
DS-9 to 12	1033 to 1090.....	225	1700	525	1250	550	675
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	375	1775	575	1325	575	700
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550....	300	1850	600	1375	600	725
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596....	400	2100	700	1550	675	825
DS-200, 205	1900 to 1903.....	50	650	200	500	200	250
DS-500 to 506	5100 to 5120.....	150	1150	375	850	375	450
DS-600 to 604	4600 to 4623, 4700 to 4703.....	375	2000	650	1500	675	750
DS-605 to 606	4624 to 4633.....	425	2225	725	1650	750	850
DS-607	4634 to 4645.....	475	2275	750	1675	750	875
DF-1 to 15	6138 to 6461, 8022 to 8303, except.....	400	2275	750	1750	750	900
DF-14	with 61:16 gear ratio 600 to 637, 700 to 725	600	2900	950	2330	975	1150
DF-1 to 12	with 60:17 gear ratio.....	400	1850	800	.....	.....	.....
DF-100	5200 to 5202.....	600	2875	925	2250	950	1150
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278....	700	3300	1075	2550	1100	1250
DF-109, 111	4903 to 4905, 5250 to 5252.....	725	3325	1075	.....	.....	.....
DF-114, 116 to 118	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	600	3050	1275	2400	1000	1175
DF-120 to 122, 124, 125	.....	750	3675	1275	.....	1200	1425
DF-500, 501	4800 to 4815.....	925	4300	1425	2950	.....	.....
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891.....	450	2900	950	2375	950	1150
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871.....	.....	2800	1000	2250	925	1100
DF-617, 620	7200 to 7233, 7234 to 7237.....	.....	3300	1100	2650	1100	1300
DF-618	7300 to 7309.....	.....	3050	1025	2500	1000	1200
DF-619, 622, 624	7500 to 7503, 7506 to 7527, 7528 to 7567....	.....	3425	1150	2875	1150	1350
DF-621	7400 to 7407.....	.....	2875	925	2300	950	1150
DF-623	7408 to 7467.....	.....	3200	1050	2625	1075	1250
DF-700	8400 to 8402.....	.....	.....	.....	.....	.....	.....
DF-701	8500 to 8502.....	.....	.....	.....	.....	.....	.....
DF-800, 801	9000 to 9002, 9003 to 9017.....	.....	.....	.....	.....	.....	.....
DF-802	9018 to 9020.....	.....	.....	.....	.....	.....	.....

On Lawrence Branch:
The following engines are not permitted to operate:
DF-12, 15
DF-603, 606, 608, 609, 618, 619, 620, 621, 622, 623, 624, 701, 801, 802.

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 26. On diesel fueling tracks at Douglas passenger station and roundhouse a blue light will not be attached to reflectorized blue "Men at Work" signs when displayed at night.

RULES 30 and 31. Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:
West MP East MP
1050.33 Fairbank..... 1049.89
1058.30 Lewis Springs..... Ft. Huachuca—End of Track
1084.27 Bisbee Jct..... 1085.78
" (Don Luis Branch)..... End of track
" (Bisbee Branch)..... End of track
1102.94 Douglas..... 1109.06
Benson (Douglas Br.)..... 1034.00

RULE 99-C. Will apply on Ft. Huachuca and Douglas Branches.

RULE 103-A. Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:
Calumet..... Crossings at Phelps Dodge smelter on tracks Nos. 1 and 2; on track No. 5 near office; on lead to acid loading plant; and on lead to calcine track;
Ft. Huachuca.. All crossings in Fort Huachuca.
Douglas..... All crossings on Queen track.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:
Lewis Springs. Ft. Huachuca Br., for Douglas line;
Bisbee Jct. Bisbee Br., for Douglas line;
Bisbee Jct. East end of west leg of wye must be left lined for east leg of wye;
Naco..... PdeMRR, for Douglas line;
Douglas..... Nacozari RR, for SP yard track;
Corta..... Bisbee Br., for Bisbee Branch;
Derails in main track:
Ft. Huachuca. 378 feet west of west wye track switch;
Lewis Springs. On Ft. Huachuca Br., 237 feet east of junction switch;
Corta..... 212 feet east of Corta switch.
Galena..... West end Interchange Track for Interchange Track.

AIR BRAKE RULES
FREIGHT TRAINS

RULE 24-F. Will apply as follows:
Bisbee Branch, Don Luis Branch, Fort Huachuca Branch, on all tracks at Curtiss Powder Plant, Paul's Spur at Forrest and on unloading trestle at P. D. Smelter at Douglas.

RULE 25. Will apply as follows:
Fort Huachuca... Westward trains.
Douglas..... All trains and yard movements between Douglas and P. D. Smelter.

RULE 33. Maximum tonnage per operative brake is as follows:
Galena to Corta }
Bisbee to Bisbee Jct. } 90 tons
Ft. Huachuca to Lewis Springs..... 95 tons

MISCELLANEOUS

Engines listed must not operate on tracks shown below:
Class of Engine Restricted Tracks
All engines except, DS-1 to 12, DS-100 to 122, DF-300 to 307, DF-100 (5200, 5201 and 5202) only..... Calumet..... Trestle to ore bins at Smelter.
All engines..... Don Luis..... White Tail Deer spur, beyond impaired clearance sign.

Bisbee Branch: Campbell shaft track and Denn spur track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations".

Lowell: Engines must not operate over trestle 1091.38 on approach to ore bin, Shattuck Denn mine.

Load limit (car and contents):
Benson-Douglas, except:..... 251,000 pounds
Ore cars SP 467500 to 467549 between Bisbee Jct. and Douglas..... 281,000 pounds
Lewis Springs-Ft. Huachuca..... 240,000 pounds
Corta-Galena, except:..... 240,000 pounds
Ore cars SP 467500—467549..... 281,000 pounds
Bisbee Jct.-Bisbee, except:..... 240,000 pounds
Ore cars SP 467500-467549..... 281,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF STOCK YARDS

Station	Capacity in cars
Hereford.....	28 (Water)
Land.....	22
Douglas.....	63 (Water)

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description
1089.00	Crook Tunnel.....	Overhead and side

FT. HUACHUCA BRANCH

1059.00 Lewis Springs. Bridge over San Pedro River
..... Overhead and side

DON LUIS BRANCH

1089.80 Don Luis..... Ore loading ramp on White Tail Deer spur..... ide
1090.80 Galena..... Dallas Shaft spur..... Side

MISCELLANEOUS (Continued)

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, and turnouts, except:.....	15
Through slip switches.....	10
Through yard and other tracks, wyes, balloon tracks and crossovers, except:.....	15
On branches.....	10
On all tracks in Fort Huachuca.....	15
On wye tracks at Lewis Springs, Bisbee Jct., Douglas.....	10
On all turnouts listed below:	
Benson.....Wye track.....	10
Curtiss.....Magazine spur.....	10
Lowell.....Denn Lumber spur.....	10
Douglas.....Nacozari connection.....	20
Machine shop and industry tracks.....	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES**, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			FREIGHT AND MIXED	TERRITORY			FREIGHT AND MIXED		
MP	MP	Column:	2	MP	MP	Column:	2		
EASTWARD, BENSON TO DOUGLAS:				WESTWARD, DOUGLAS TO BENSON:					
1032.60 to 1033.25.....			20	1107.00 to 1106.71.....			30		
1033.25 to 1039.50.....			40	1106.71 to 1093.15.....			49		
1039.50 to 1040.00.....			30	1093.15 to 1091.45.....			45		
1040.00 to 1049.30.....			40	1091.45 to 1053.75.....			49		
1049.30 to 1050.57 (1046.39).....			25	1053.75 to 1053.45.....			35		
1046.39 to 1053.45.....			49	1053.45 to 1046.39 (1050.57).....			49		
1053.45 to 1053.75.....			35	1050.57 to 1049.30.....			25		
1053.75 to 1091.45.....			49	1049.30 to 1040.00.....			40		
1091.45 to 1093.15.....			45	1040.00 to 1039.50.....			30		
1093.15 to 1106.71.....			49	1039.50 to 1033.25.....			40		
1106.71 to 1107.00.....			30	1033.25 to 1032.60.....			20		
EASTWARD, LEWIS SPRINGS TO FT. HUACHUCA.....				30	WESTWARD, FT. HUACHUCA TO LEWIS SPRINGS.....				30
EASTWARD, BISBEE JCT. TO BISBEE.....				20	WESTWARD, BISBEE TO BISBEE JCT.....				20
EASTWARD, CORTA TO GALENA.....				20	WESTWARD, GALENA TO CORTA.....				20

DON LUIS and BISBEE BRANCHES: DF-608 and 609 class engines must not exceed 15 MPH.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Douglas and Bisbee Jct. Fairbank and Bisbee Jct.	Benson and Fairbank	Corta and Galena Bisbee Jct. and Bisbee	Lewis Springs and Ft. Huachuca
DS-1 to 8	1000 to 1032.....	800	575	275	250
DS-9 to 12	1033 to 1090.....	1350	1075	525	500
DS-100 to 109, 111, 115, 119	{ 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	1400	1150	525	550
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	1475	1225	575	550
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	1650	1400	650	625
DS-200, 205	1900 to 1903.....	525	375	200	175
DS-500 to 506	5100 to 5120.....	950	700	350	300
DS-600 to 604	4600 to 4623, 4700 to 4703.....	1600	1250	625	600
DS-605 to 606	4624 to 4633.....	1775	1525	675	650
DS-607	4634 to 4645.....	1800	1450	700	675
DF-1 to 15	{ 6138 to 6461, 8022 to 8303, except.....	1800	1725	700	725
DF-14	{ with 61:16 gear ratio 600 to 637, 700 to 725.....	2225	2150	900	900
DF-1 to 12	{ with 60:17 gear ratio.....	1250	.....	.....	.....
DF-100	5200 to 5202.....	2225	2175	1100	1100
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	2600	2300	1025	1000
DF-109, 111	4903 to 4905, 5250 to 5252.....	2600	2350	1025	1000
DF-114, 116 to 118	{ 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	2400	2175	950	950
DF-120, 122, 124, 125	{ to 5493.....	2875	2650	1150	1125
DF-500, 501	4800 to 4815.....	3350	3775	1375	1400
DF-602, 603, 605 to 607, 611, 612, 616	{ 5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891.....	2225	2150	1150	1150
DF-608 to 610, 613, 614, 615	5720 to 5729, 5845 to 5871.....	2200	2150	1100	1100
DF-617, 620	7200 to 7233, 7234 to 7237.....	2475	2500	1025	1050
DF-618	7300 to 7309.....	2350	2400	975	950
DF-619, 622, 624	7500 to 7503, 7506 to 7527, 7528 to 7567.....	2600	2850	1075	1125
DF-621	7400 to 7407.....	2225	2400	900	925
DF-623	7408 to 7467.....	2450	2650	1000	1025
DF-700	8400 to 8402.....	4850	9325	.....	.....
DF-701	8500 to 8502.....	5450	9800	.....	2525
DF-800, 801	9000 to 9002, 9003 to 9017.....	3050	3725	1250	1300
DF-802	9018 to 9020.....	3850	6950	1600	1600

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 21(c). Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at El Paso, except those arriving Union Depot.

RULE 26. On diesel fueling tracks at Piedras and Laurel Sts., El Paso, a blue light will not be attached to reflectorized blue "Men At Work" signs when displayed at night.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

	West MP	East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Carrizozo Subdivision)	1300.54
	" (T and L Lines Tracks)	820.00
1301.50	Fort Bliss-Planeport	1304.00

Freight trains must not enter receiving tracks unless proceed signal received from yardman, green flag by day, green light by night, or on oral instructions from yardmaster or his representative.

RULE 98. Railroad crossings at grade not interlocked: T&P yard track crossing River track near foundry. Movements over this crossing may be made only after flagman has preceded the movement.

RULE 103-A. Automatic crossing warning device on No. 3 track at Globe Mills is not connected with two industry tracks at Globe Mills and flagman must precede any movement over crossing on either of these two tracks.

Ashley: State Highway crossing on Fort Bliss spur. Approach circuits of automatic crossing warning device indicated on rail joints on each side of crossing. When these circuits are occupied and crossing is not entered within one minute signals cease to operate.

To operate or restart signals, insert switch key in either of the KEY RELEASE boxes located on each signal mast and turn SLOWLY one complete turn to right.

RULE 104. Split point derail in B, C and D units of El Paso yard are located on west end of tracks Nos. 16, 17, 18, 29, 33, 34 and west end of lead opposite PFE salt house.

RULE D-151. Between Ice House Crossover, MP 1320.90, and El Paso (Union Depot) the three main tracks are designated as follows:

North track No. 1 Track, current of traffic westward;
Middle track No. 2 Track, current of traffic eastward;
South track No. 3 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track being governed by block signal indication.

Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso, may be authorized by Train order or orally by the Train Dispatcher and protection for such movement authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

RULE 292. Eastward trains and engines en route Alfalfa unit must not pass Signal 8232 while flashing white light on signal mast is displayed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 8263 displays stop indication westward trains and engines must sound one long blast of engine whistle and if signal fails to display proceed indication after whistle is sounded, call signal operator at Tower 47 before applying Rule 509(d).

Signals 8231 and 8233 located on signal bridge west end Alfalfa unit govern movements as follows:

Signal 8231 governs movement on Westward Track.

Signal 8233 governs movement from drill track to Westward Track.

Westward trains or engines stopped by Signal 8231 must actuate push button, wait 45 seconds and if signal does not display a proceed indication may proceed under the provisions of Rule 509(d).

Westward trains or engines leaving Alfalfa unit from drill track and stopped by Signal 8233 may, provided no westward movement is approaching on Westward Track, actuate push button and, if after waiting 2 minutes and 50 seconds, signal does not display a proceed indication, may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

Signal 8226 located west of facing point crossover from Eastward Track to Westward Track Alfalfa unit governs movements as follows:

Top unit governs movement on Eastward Track;
Bottom unit governs movement into yard.

Both crossovers and lead switch into yard must be lined before signal will display "Proceed on Diverging Route at Restricted Speed".

When Signal 8226 displays stop indication an eastward train or engine to enter Alfalfa unit at this location may, after stopping, proceed at restricted speed if proceed signal received from yardman, green flag by day, green light by night, which will indicate protection on Westward Track has been provided in the directions necessary to safeguard movement.

Signals 8223 and 8225 located on signal bridge Alfalfa unit (near Little Flower Road) govern movements as follows:

Signal 8223 governs movement on Westward Track;
Signal 8225 governs movement from yard to Westward Track and will not display any indication unless crossovers are lined for movement from yard to Westward Track.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Alfalfa unit . . . West end of crossover from drill to Westward Track . . .	Westward Track

RULE 605. INTERLOCKING

Ice House Crossover, MP 1320.90: Eastward SA signal governs movement as follows:

Top unit To No. 3 Track;
Bottom unit To No. 2 Track.

When signal displays stop indication a member of crew must call signal operator at Tower 196. Telephone located on instrument case.

Dual control switch under control of signal operator at Tower 196. When necessary to hand-throw this switch, permission must be obtained from signal operator and be governed by Rule 772.

El Paso (Union Depot) Tower 196: Limits on No. 1 Track and No. 2 Track extend from Signal 8299 to westward interlocking signal near (T and L Lines) MP 828.20 and No. 3 Track from east end Union Depot yard to Campbell Street overpass.

Yardmaster Union Depot will inform signal operator when passenger trains are ready to leave; when yardmaster not available, conductors will furnish this information.

Whistle signals:

Main track movements in either direction with current of traffic —,

Movements between No. 1 Track, No. 2 Track and No. 3 Track (Union Depot) o — o,

Other main track movements in either direction against current of traffic o — —.

Tower 47: Limits on No. 1 Track and No. 2 Track extend from eastward interlocking signals near (T and L Lines) MP 828.20 east of trainway to westward interlocking signals at (T and L Lines) MP 827.40 and on Carrizozo Subdivision to absolute signal at MP 1297.82.

Westward three-unit signal at MP 1297.82 Carrizozo Subdivision governs movements as follows:

Top unit Westward to No. 1 Track;
Middle unit . . . Eastward to T and L Lines Double Track;

Bottom unit . . . To other diverging routes.

Eastward two-unit signal at connection with Carrizozo Subdivision and T and L Lines Double Track governs movement as follows:

Top unit To Westward Track against current of traffic;

Bottom unit . . . Through crossover to Eastward Track.

Dual control switches connecting T&P yard between River track and River track with T&P lead are under the control of signal operator. When necessary to hand-throw these switches, permission must be obtained from signal operator and be governed by Rule 772. Crank to operate switches and telephone for communication with signal operator are located on instrument house at San Antonio street crossing.

Whistle signals:

Main track movements in either direction with current of traffic —,

Main track movements in either direction against current of traffic— o,

C unit eastward — o — o,
C unit westward — o —,
D unit eastward o — — o,
D unit westward o o — —,
To T&P Ry main track o o — o,
Westward to A and B units o — o o,
To E unit — — o o,
Eastward to A and B units o — o,

From C and D units to Carrizozo Subdivision — o o —,
From A and B units to Carrizozo Subdivision — — — o,
From T and L Lines Westward Track to Carrizozo Subdivision o o o —,
From Carrizozo Subdivision to T and L Lines Eastward Track o o o — o,
From Carrizozo Subdivision to C and D units o — —,
From Carrizozo Subdivision to A and B units o o — — o,
From any point to SP shop lead eastward o o — — o o,
From SP roundhouse lead eastward o — — o o.

INTERLOCKING

RULE 663(b). Signal operator at Tower 196 and Tower 47 may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or trailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

GENERAL REGULATIONS

RULE 825. Before engine is detached in A, B, C and D units or before engine is detached from freight trains yarded on eastbound or westbound main track at Dallas Street, at least five hand brakes must be set on east end and five hand brakes on west end of trains and cuts of cars, unless authorized by Yardmaster on arrival to not set brakes on west or east end of train. Any employe releasing any of these brakes must first set as many others to replace them.

Hand brakes on cars on rear of outbound trains must not be released until engine is coupled to train and air through train.

Sufficient hand brakes must be set on all trains arriving Union Depot when portion of train is left beyond apex of the grade at east end of Union Depot yard.

RULE 826. Indicator lights located above tracks at each end, at East and West crossovers from C Yard lead to track 18 and at crossover leading from track 16 to track 17 of P.F.E. icing platform, govern movement on those tracks as follows:

Green —Tracks may be used for train or switching movements.

Yellow—Tracks may be entered, switched and engines, cars or cabooses added or detached.

Red —Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not lighted—Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 827. Alfalfa and Cotton Ave. Units, El Paso Yard: First two paragraphs will not apply to crews of westward freight trains while departing these units.

RULE 872. Enginemen taking charge of road engines at Piedras Street Diesel Service Facility El Paso will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of road engines at Piedras Street Diesel Service Facility El Paso will consider that condensation has been drained from reservoirs and from moisture and dirt collectors; that sanders are operating properly; and that communicating signal is operating and cut-out cocks are properly positioned on engines to be used in passenger service.

MISCELLANEOUS

The El Paso Terminal is under the jurisdiction of the Superintendent of the Tucson Division.

Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that company.

The main tracks between El Paso (Union Depot) and Tower 47 are designated:

North track No. 1 Track;
Middle track No. 2 Track;
South track, between Union Depot and Campbell Street overpass No. 3 Track.

SPEED RESTRICTIONS ON MAIN TRACK Not Exceeding MPH

Between west limits Tower 196 (T and L Lines) MP 829.90 and Dallas Street (T and L Lines) MP 827.71	20
Between Dallas Street (T&L) MP 827.71 and east limits Tower 47 (T&L) MP 827.40, and between Dallas Street (T&L) MP 827.71, and east limits Tower 47 Carrizozo Subdivision MP 1297.82	15
Between east limits Tower 47 (T and L Lines) MP 827.40 and (T and L Lines) MP 820.00	35

SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
On all turnouts listed below:	
West turnout Ice House Crossover	25
East turnout Ice House Crossover	25
Industry tracks	10
Repair, store and material tracks, shop yard	10

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), Alfalfa Unit or other units of El Paso Yard, may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso Yard, may leave without obtaining a clearance and will move on Yardmaster's instructions and signal indication to Planeport, where a clearance, OK'd by Chief Train Dispatcher, must be obtained.

Train indicators, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by Yardmaster or by telegram from Chief Train Dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83. If visual identification is made by eastward trains between El Paso (Union Depot) and Tower 47, identification will apply at end of double track.

RULE 83-B. At open train order offices, trains may register by ticket as follows:

Carrizozo, Nos. 3, 4, 39 and 40.

Planeport, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Planeport.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

RULE 86: Engines using CRI&P Ry. main track east of passenger station Tucumcari must clear the time of the following CRI&P Ry. first-class trains, the times given being Central Standard time:

No. 39 due to leave Adberg.....	10:15 PM CT
No. 3 due to leave Adberg.....	9:19 AM CT
No. 21 due to leave Lesbia.....	9:13 PM CT
No. 22 due to leave Tucumcari.....	7:00 AM CT
No. 4 due to leave Tucumcari.....	1:05 AM CT
No. 40 due to leave Tucumcari.....	6:55 AM CT

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1319.87	El Paso (No. 2 Track).....	
1291.54	" (No. 1 Track).....	
	" (Carrizozo Subdivision).....	1300.54
	" (T and L Lines Tracks).....	820.00
1301.50	Fort Bliss-Planeport.....	1304.00
1343.30	Orogrande.....	1346.51
1381.05	Alamogordo.....	1385.06
1438.53	Carrizozo.....	1441.90
1523.65	Vaughn.....	1526.96
1567.79	Santa Rosa.....	1569.69
1624.95	Tucumcari.....	1629.19

First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employees are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that Company.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE 103-A. Alamogordo: Automatic crossing gates at Eighth St., will operate for continuous movement on main track or siding, but if stop is made within 150 feet of crossing, or movement is slow in switching, crossing must not be obstructed until it is known that crossing gates are down, or traffic has been protected by member of the crew. Movements on coal track or crossover to Lumber track must stop with lead wheels opposite "STOP" marker, 30 feet from crossing, and wait until crossing gates are down before occupying the crossing. Movements on Rip No. 4 and Treater spur must not be made over Eighth St. crossing until member of crew has protected traffic at the crossing.

Newman, MP 1326.5, Desert and Orogrande: Look out for U. S. Army Vehicles at grade crossings.

RULE 105. Carrizozo: Siding is first track south of Main Track formerly known as No. 1 Track, capacity 107 cars.

RULE 208. That portion reading "Train Dispatcher must not give OK to the clearance until assured by operators that the train has stopped" will not apply at Carrizozo.

RULE 211. Following will apply when letter "M" is illuminated in letter-type indicators:

On Signal	Direction	Approaching
14378.....	Eastward.....	Carrizozo
14415.....	Westward.....	Carrizozo

When Train Dispatcher does not desire to advance trains on the main track to the next station at least ahead of and against all superior trains, indicator may be displayed to indicate train orders have been issued at Carrizozo which authorizes such trains to occupy main track at Carrizozo ahead of and against all superior trains. When train and/or engine crews are changed out at Carrizozo and letter "M" is displayed as an indication train orders have been issued which authorizes such trains to occupy the main track at Carrizozo or movement to the next station at least against all superior trains these train orders will be delivered at Carrizozo to the outbound crew and will not be required by the inbound crew. When letter "M" is not displayed trains regardless of superiority will enter siding Carrizozo and remain until authorized to proceed.

RULE 221. Unit for display of flashing light installed at the following location:

Station	Location	Direction
Santa Rosa.....	On mast of Signal 15693.....	Westward
Corona.....	On mast of Signal 14900.....	Eastward
Vaughn.....	On mast of Signal 15246.....	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE D-251. Will apply as follows:
On No. 2 Track Anapra to El Paso (Cotton Ave.).
On No. 1 Track El Paso (Cotton Ave.) to Anapra.
On both main tracks between Tower 47 and Alfalfa Unit, El Paso Yard.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device. Absolute signals are listed "P-A" or "P-SA".

Eastward Signal	Protection	Westward Signal
P-SA.....	Spring switch, west end siding, Planeport	
P-13468.....	High Water Detector Bridge 1349.60.....	P-13497
P-13738.....	High Water Detector, Bridge 1374.15.....	P-13763
P-13788.....	High Water Detector Bridge 1378.96.....	P-13805
P-13838.....	High Water Detector Bridge 1384.35.....	P-13853
P-13804.....	High Water Detector Bridge 1381.50.....	P-13819
P-13886.....	High Water Detector, Bridge 1389.06.....	P-13901
P-13922.....	High Water Detector, Bridge 1393.43.....	P-13943
P-13972.....	High Water Detector Bridge 1399.23.....	P-13993
P-14068.....	High Water Detector Bridge 1407.15.....	P-14091
P-13994.....	High Water Detector Bridge 1399.61.....	P-14017
P-14092.....	High Water Detector Bridge 1409.75.....	P-14117
P-14364.....	High Water Detector, Arch 1436.76.....	P-14379
P-14540.....	High Water Detector Bridge 1453.98.....	P-14559
P-14788.....	High Water Detector, Arch 1479.90.....	P-14805
P-14900.....	Spring switch, west end siding, Corona.....	
	Spring switch, east end siding, Corona.....	P-14911
P-15070.....	High Water Detector Bridge 1508.08.....	P-15091
P-15578.....	Spring switch, west end siding, Arabella.....	
	Spring switch, east end siding, Arabella.....	P-15589
P-15616.....	High Water Detector Bridge 1561.65.....	P-15621
P-15616.....	Fire Detector, Bridge 1561.65.....	P-15621
P-15682.....	Spring switch, west end siding, Santa Rosa	
	Spring switch, east end siding, Santa Rosa.....	P-15693
	Spring switch, east end siding, Los Tanos.....	P-15781
	Spring switch, east end siding, Montoya.....	P-16073
P-15838.....	High Water Detector Bridge 1584.00.....	P-15855
P-15956.....	High Water Detector Bridge 1595.82.....	P-15969
P-16048.....	High Water Detector Bridge 1605.89.....	P-16063
P-16072.....	High Water Detector Bridge 1607.39.....	P-16087
P-16172.....	High Water Detector Bridge 1618.37.....	P-16197
P-16232.....	High Water Detector Bridge 1623.27.....	P-16249
P-16260.....	Spring Switch, west end yard track, Tucumcari.....	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Planeport.....	West end siding..... Main track
Corona.....	West end siding..... Main track
Corona.....	East end siding..... Main track
Arabella.....	West end siding..... Main track
Arabella.....	East end siding..... Main track
Santa Rosa.....	West end siding..... Main track
Santa Rosa.....	East end siding..... Main track
Los Tanos.....	East end siding..... Main track
Montoya.....	East end siding..... Main track
Tucumcari.....	West end yard track..... Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Tucumcari.....	West switch of West lead, track No. 9

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M.....	SA.....	Planeport.....	Proceed to east end siding.
S.....	SA.....	Planeport.....	Enter siding.
M.....	13029.....	Planeport.....	Proceed to west end siding.
S.....	13029.....	Planeport.....	Enter siding.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Limits extend between MP 1297.60, (east limit Tower 47) El Paso, and MP 1301.90, (west end siding) Planeport.

Main track industry switched at MP 1301.682, Fort Bliss is equipped with electric lock. Before lock box door is opened, permission must be obtained from signal operator Tower 47, then switch may be lined. Searchlight Type Signal 13016 installed at clear point and displays indication as per Rule 285 Figure G, and 290 Figure I of Rules & Regulations of Transportation Dept. If Signal 13016 displays stop indication after switch is lined, train may proceed as prescribed by Rules 509, and 510 as the case may be: as applied to single track. Signal 13016, on industry spur, governs eastward movement to main track only, and will remain dark until switch is opened.

RULE 742. If, for any reason, proceed indication of an absolute signal cannot be acted upon at once, signal operator Tower 47 must be notified immediately.

RULE 744. When absolute signals display stop indication, signal operator Tower 47 must be contacted and when permission obtained from signal operator train may proceed as prescribed by Rules 509 or 510 as the case may be as applied to single track.

GENERAL REGULATIONS

RULE 825. Alamogordo: Sufficient hand brakes must be set to prevent uncontrolled movement of cars set out on track serving Holloman Air Force Base and brakes must not be released until coupled to by engine with or without cars. Portable rail skids are hung on posts at east end of siding at:

Arabella and Ancho.
Portable rail skid is in telephone booth at east end of siding at Duran.
Portable rail skids are hung on post 100 feet east of stock pens on north side at Gallinas.

When necessary to leave cars on siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Passenger trains making station stops at Carrizozo must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side. Trains arriving Carrizozo reduce speed to 20 MPH one train length prior to reaching depot to allow outbound trainmen to make rolling inspection.

Tucumcari: First two paragraphs will not apply to crews of westward freight trains while departing Tucumcari.

RULE 872. Enginemen taking charge of engines at Piedras Street Diesel Service Facility El Paso, Carrizozo and Tucumcari will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of road engines at Piedras Street Diesel Service Facility El Paso will consider that condensation has been drained from reservoirs and from moisture and dirt collectors; that sanders are operating properly; and that communicating signal is operating and cut-out cocks are properly positioned on engines to be used in passenger service.

RULE 24-B. When engine crew, train crew or both are changed on freight train at Carrizozo, but train consist including engine and caboose remain intact, incoming engineer, after coming to stop will make full service brake application leaving brakes applied.

Outgoing trainmen, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release and that brake pipe pressure in caboose is being properly restored.

RULE 39. Running test shall be made as follows:
MP 1488.55.. Eastward and westward passenger trains.

MISCELLANEOUS

Alamogordo: Cars set out on house pocket must be left west of house track switch and this switch left lined for house pocket.

On track serving Holloman Air Force Base cars must not be moved beyond derail located 2635 feet from main track switch without proper authority.

No. 3 reduce speed to 10 MPH at Vaughn daily except Monday to dispatch US Mail.

No. 4 stop at Vaughn daily except Sunday to dispatch US Mail.

Mail pouches dispatched from RPO cars at Santa Rosa between 12 MN and 8 AM Saturdays and Sundays must be locked in baggage room.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines . . . Tucumcari . . . Rip track over drop pit.	

Load limit (car and contents):

El Paso-Tucumcari 263,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF STOCK YARDS

Station	Capacity in cars
El Paso Stock yards inc. hog resting pens capacity 250 cars (Water)	
Tularosa 17 (Water)	
Carrizozo 16 (Water)	
Ancho 16 (Water)	
Elda (Private) 16½	
Gallinas (Private) 6	
Corona 7 (Water)	
Torrance (Private) 9	
Duran 14 (Water)	
Pastura 7½	
Santa Rosa 28 (Water)	
Cuervo 18	
Montoya 10	
Tucumcari 109 (Water)	

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description
1463.50	Ancho	Stock loading platform Side
1482.50	Gallinas	Stock loading platform Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Planeport Siding	25
Bunsen spur track and team track	10
Newman Siding	25
Desert Siding	25
Three Rivers Siding	20
Robsart Siding	25
Corona Siding	20
Santa Rosa Siding	20
Los Tanos Siding	20
On wye tracks at Orogrande, Carrizozo	10
On all turnouts listed below:	
Planeport Water spur	10
Alamogordo West turnout of siding	20
" Other tracks, except turnouts from main track and excluding west turnout of siding	10
Pastura West turnout of siding	20
Tucumcari West turnout No. 1 Track	20
" East lead of west yard	10
" East and west leads east yard	10
On Balloon Track at Tucumcari	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, EL PASO TO CARRIZOZO:					WESTWARD, CARRIZOZO TO EL PASO:				
1295.52 to 1297.50			20	20	1439.90 to 1434.70			75	60
1297.50 to 1297.76			15	15	1434.70 to 1434.40			60	60
1297.76 to 1298.83 (Wyoming and Piedras St.)			25	25	1434.40 to 1432.30			75	60
1298.83 to 1300.94			45	45	1432.30 to 1432.10			60	60
1300.94 to 1300.95 (Tompkins Ave.)			35	35	1432.10 to 1414.89			79	60
1300.95 to 1302.17			45	45	1414.89 to 1414.10			75	60
1302.17 to 1302.18 (Wilson Road)			35	35	1414.10 to 1383.80			79	60
1302.18 to 1382.00			79	60	1383.80 to 1382.00			50	50
1382.00 to 1383.80			50	50	1382.00 to 1302.93			79	60
1383.80 to 1414.10			79	60	1302.93 to 1302.18			79	55
1414.10 to 1414.89			75	60	1302.18 to 1302.17 (Wilson Road)			35	35
1414.89 to 1432.10			79	60	1302.17 to 1300.95			45	45
1432.10 to 1432.30			60	60	1300.95 to 1300.94 (Tompkins Ave.)			35	35
1432.30 to 1434.40			75	60	1300.94 to 1298.83			45	45
1434.40 to 1434.70			60	60	1298.83 to 1297.76 (Piedras and Wyoming St.)			25	25
1434.70 to 1439.90			75	60	1297.76 to 1297.50			15	15
					1297.50 to 1295.52			20	20

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH provided these trains do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

Such freight and mixed trains are further restricted as follows:

EASTWARD—EL PASO TO CARRIZOZO:			WESTWARD—CARRIZOZO TO EL PASO:		
MP	MP	MPH	MP	MP	MPH
1302.18 to 1382.00		60	1382.00 to 1302.93		60
			1302.93 to 1302.18		55

SPECIAL INSTRUCTIONS—CARRIZOZO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES**, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, CARRIZOZO TO TUCUMCARI:					WESTWARD, TUCUMCARI TO CARRIZOZO:				
1439.90 to 1440.90			75	60	1627.40 to 1626.00			30	30
1440.90 to 1455.50			79	60	1626.00 to 1618.80			79	60
1455.50 to 1463.70			70	60	1618.80 to 1618.50			70	60
1463.70 to 1473.85			50	50	1618.50 to 1601.20			79	60
1473.85 to 1476.00			70	60	1601.20 to 1596.70			70	60
1476.00 to 1487.60			79	60	1596.70 to 1590.65			79	60
1487.60 to 1488.80			45	45	1590.65 to 1588.65			70	60
1488.80 to 1492.00			55	55	1588.65 to 1582.40			79	60
1492.00 to 1496.00			70	60	1582.40 to 1581.15			70	60
1496.00 to 1507.10			79	60	1581.15 to 1572.10			79	60
1507.10 to 1507.35			70	60	1572.10 to 1567.00			60	60
1507.35 to 1514.10			79	60	1567.00 to 1561.81			70	60
1514.10 to 1519.35			60	60	1558.86			50	50
1519.35 to 1519.85			55	55	1558.86 to 1555.00			55	55
1519.85 to 1526.70			79	60	1555.00 to 1538.20			79	60
1526.70 to 1529.30			70	60	1538.20 to 1537.80			70	60
1529.30 to 1531.80			50	50	1537.80 to 1534.45			79	60
1531.80 to 1534.10			75	60	1534.45 to 1534.10			70	60
1534.10 to 1534.45			70	60	1534.10 to 1531.80			75	60
1534.45 to 1537.80			79	60	1531.80 to 1529.30			50	50
1537.80 to 1538.20			70	60	1529.30 to 1526.70			70	60
1538.20 to 1555.00			79	60	1526.70 to 1519.85			79	60
1555.00 to 1558.86			50	50	1519.85 to 1519.35			55	55
1558.86 to 1561.81			50	50	1519.35 to 1514.10			60	60
1561.81 to 1567.00			70	60	1514.10 to 1507.35			79	60
1567.00 to 1572.10			60	60	1507.35 to 1507.10			70	60
1572.10 to 1581.15			79	60	1507.10 to 1496.00			79	60
1581.15 to 1582.40			70	60	1496.00 to 1492.00			70	60
1582.40 to 1588.65			79	60	1492.00 to 1488.80			55	55
1588.65 to 1590.65			70	60	1488.80 to 1487.60			45	45
1590.65 to 1596.70			79	60	1487.60 to 1476.00			79	60
1596.70 to 1601.20			70	60	1476.00 to 1473.85			70	60
1601.20 to 1618.50			79	60	1473.85 to 1463.70			50	50
1618.50 to 1618.80			70	60	1463.70 to 1455.50			70	60
1618.80 to 1625.25			79	60	1455.50 to 1440.90			79	60
1625.25 to 1626.00			79	50	1440.90 to 1439.90			75	60
1626.00 to 1627.40			30	30					

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH provided these trains do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

SPECIAL INSTRUCTIONS—CARRIZOZO SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Tucumcari and El Paso
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1375
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	1400
DS-1 to 8	1000 to 1032	775
DS-9 to 12	1033 to 1090	1325
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1375
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1450
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1625
DS-200, 205	1900 to 1903	525
DS-500 to 506	5100 to 5120	900
DS-600 to 604	4600 to 4623, 4700 to 4703	1575
DS-605 to 606	4625 to 4633	1750
DS-607	4634 to 4645	1750
DF-1 to 15	6138 to 6461, 8022 to 8303, except	1750
DF-14	with 61:16 gear ratio, 600 to 637, 700 to 725	2250
DF-1 to 12	with 60:17 gear ratio	1250
DF-100	5200 to 5202	2175
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2550
DF-109, 111	4903 to 4905, 5250 to 5252	2550
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	2350
DF-500, 501	4800 to 4815	2825
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844	3300
DF-608 to 610, 613, 614, 615	5720 to 5729, 5845 to 5871	2200
DF-617, 620	7200 to 7233, 7234 to 7237	2475
DF-618	7300 to 7309	2350
DF-619, 622, 624	7500 to 7503, 7506 to 7527, 7528 to 7567	2600
DF-621	7400 to 7407	2200
DF-623	7408 to 7467	2425
DF-700	8400 to 8402	4900
DF-701	8500 to 8502	5500
DF-800, 801	9000 to 9002, 9003 to 9017	3025
DF-802	9018 to 9020	3825

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.