



**SANTA FE SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his Supervisor.

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E. W. VANCE ..... Winslow, Ariz

E. J. MULLIGAN ..... Needles, Calif.

**TRAINMASTER-ROAD FOREMAN OF ENGINES**

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**RULES EXAMINER**

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**ASSISTANT TRAINMASTERS**

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D. F. TOUSANT ..... Phoenix, Ariz

G. G. OGLESBEE (Agent) ..... Seligman, Ariz

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J. A. ANDREWS ..... Gallup, N. Mex

W. G. COMSTOCK ..... Winslow, Ariz

E. D. MAAG ..... Needles, Calif.

**SAFETY SUPERVISOR**

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*Supervisor of Air Brakes and General Road  
Foreman of Engines*

A. C. HENDERSON ..... Los Angeles, Calif.

*Road Foreman of Engines (AMTRAK)*

**CHIEF TRAIN DISPATCHERS' OFFICE—WINSLOW**

D. LA MAR, Chief Dispatcher

**ASSISTANT CHIEF DISPATCHERS**

E. D. STINSON

J. C. OWSLEY

T. T. LAYCOCK

L. D. ANDERSON

**TRAIN DISPATCHERS**

F. W. PLEASANTS

V. L. WILLIAMS

J. K. HOLT

J. L. THORN

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S. F. HOXSIE

D. R. AYRES

W. G. DELYEA

The  
**Atchison, Topeka and Santa Fe  
Railway Co.**



**ALBUQUERQUE DIVISION  
TIME TABLE No.**

**10**

IN EFFECT

**Sunday, Oct. 25, 1981**

**At 12:01 A.M.**

**Mountain Standard Time**

**This Time Table is for the exclusive use  
and guidance of Employes.**

**H. D. FISH  
General Manager  
LOS ANGELES, CALIF.**

**J. T. GROUNDWATER                      R. T. DENNISON  
W. W. TOLIVER  
Asst. General Managers  
LOS ANGELES, CALIF.**

**L. D. EIDSON  
Superintendent  
WINSLOW, ARIZ.**

## 2 FIRST DISTRICT

## ALBUQUERQUE DIVISION

Westward		Capacity of Sidings in Feet	Ruling Grade Descending— Feet Per Mile	Mile Post	TIME TABLE NO. 10 October 25, 1981		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet	Eastward	
First Class	3				4	First Class						
Leave Daily					<b>STATIONS</b>						Arrive Daily	
PM 3:35	Yard			902.4	<b>ALBUQUERQUE</b>	902.4		C-R TY	Yard		PM 12:50	
3:49	2486	26.4		915.0	12.6 ISLETA	915.0	52.8	B	2486		12:30	
4:00		26.4		27.4	14.0 DALIES	27.4	52.8	B			12:18	
4:15	5846	31.7		43.3	18.2 GAROIA		0.0	B				
4:19	6768	0.0		47.3	5.1 SUWANE	47.3	52.8	B	7808		12:01	
4:37	6748	0.0		68.7	20.8 LAGUNA	68.7	31.7	B	5515		PM 11:42	
4:52	5862	0.0		85.9	17.4 ANZAC	85.9	31.7	B	6495		11:27	
5:01	6620	0.0		95.5	10.0 GRANTS	95.5	31.7	C-R	5842		11:19	
5:10	5844	0.0		107.2	11.7 BLUEWATER	107.2	31.7	B	6753		11:10	
5:25	7128	0.0		125.6	18.4 THOREAU	125.6	52.8	B-Y			10:56	
		56.3			11.1 NORTH GUAM	136.7	31.7	B	6716		10:46	
5:37	5815	31.7		141.5	4.8 PEREA			B				
5:43	5270	31.7		149.3	7.8 McCUNE	149.3	0.0	B-Y				
5:45		31.7		151.6	2.3 ZUNI	151.6	0.0	B	8594		10:33	
5:55 PM	Yard	31.7		157.6	6.0 GALLUP	157.6	0.0	C-R Y	Yard		10:27 AM	
Arrive Daily					NORTH TRACK (160.7) SOUTH TRACK (160.3)						Leave Daily	

(68.7)

Average speed per hour

(67.4)

Trains must get clearance card before leaving Gallup and Albuquerque.

Rule 151: Between Gallup, M.P. 156.4, and Dalies trains must keep to the left.

Rule 251 in effect between Gallup, M.P. 156.4, and Dalies and at Albuquerque on Double Track.

DT: At Albuquerque between M.P. 903.9 and M.P. 902.4.

TCS in effect on main track between Dalies and end of Double Track Albuquerque, M.P. 903.9; and on main tracks between M.P. 156.4 and Gallup.

Rule 94 in effect at Albuquerque between M.P. 901.1 and end of Double Track, 903.9.

Rule 301: Automatic block signals 1572 and 1573 located on left side of track.

Eastward trains via First District from Dalies will sound whistle signal 19(B) for route at microphone sign 500 feet west of Signal 302. Trains to Belen District will not whistle.

On Quirk Spur train and engine movements will be made in accordance with Rule 127.

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
<b>North Track</b>			
Rio Puerco	33.9	870	East
Marmon	58.1	1820	East
Quirk Spur	63.3	5 Miles	West
Acomita	77.6	2820	East
Reid	101.7	4944	East-West
Baca	114.9	347	East
Peco Jct.	117.7-118.6	3.5 Miles	East-West
North Chaves	120.8	3285	East
Gonzales	129.3	1878	East
Wingate	146.5	2277	East-West
<b>South Track</b>			
Marmon	58.1	1820	West
Quirk	63.3	1920	West
Acomita	77.6	1820	West
McCartys	82.3	2010	West
Reid	101.7	384	West
Baca	114.9	1053	West
South Guam	136.2	3440	West
Ciniza	138.9	3093	East-West

# ALBUQUERQUE DIVISION

# FIRST DISTRICT 3

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	M.P.H.	Frt.
<b>First District</b>			
Albuquerque to Dalies	79		60
<b>SPEED RESTRICTIONS:</b>			
2 curves M.P. 905.2 to 905.4			70
1 curve M.P. 912.2 to 912.8			70
2 curves M.P. 12.5 to 13.6			65
1 curve M.P. 13.6 to 14.5			75
4 curves M.P. 18.4 to 22.8			75
1 curve M.P. 26.8 to 27.4			40

### First District North Track

Gallup to Gonzales	79	60
Gonzales to Anzac	90	60
Anzac to Marmon	79	60
Marmon to Dalies	90	60
Quirk Spur	20	20
Anaconda Mill Spur	10	10

### SPEED RESTRICTIONS:

	MPH
2 Street Crossings M.P. 157.9 to 157.6	15
2 Curves M.P. 157.6 to 156.5	50
4 Curves M.P. 154.8 to 149.8	75
3 Curves M.P. 136.4X to 133.4X	55
2 Curves M.P. 130.7X to 129.9X	55
3 Curves M.P. 129.9X to 127.5	70
1 Curve M.P. 113.3 to 112.7	80
7 Curves M.P. 109.7 to 105.0	75
6 Curves M.P. 102.3 to 94.4	80
3 Curves M.P. 91.0 to 88.0	65
11 Curves M.P. 88.0 to 83.9	55
7 Curves M.P. 83.9 to 76.9	70
1 Curve M.P. 67.6 to 66.5	65
1 Curve M.P. 66.5 to 66.0	55
3 Curves M.P. 66.0 to 62.9	65
3 Curves M.P. 62.9 to 61.2	45*
4 Curves M.P. 61.2 to 60.1	50
1 Curve M.P. 60.1 to 59.1	60
2 Curves M.P. 46.2 to 43.6	80
1 Curve M.P. 40.7 to 40.3	80
1 Curve M.P. 39.1 to 38.6	75
2 Curves M.P. 37.3 to 36.2	80
1 Curve M.P. 33.6 to 32.4	85
4 Curves M.P. 32.4 to 27.5	65
1 Curve M.P. 27.5 to 27.4	40

### First District South Track

	Psg.	M.P.H.	Frt.
Dalies to Marmon	90	60	
Marmon to Gonzales	79	60	
Gonzales to Gallup	90	60	

### SPEED RESTRICTIONS:

	MPH
4 Curves M.P. 27.5A to 32.5	65
2 Curves M.P. 32.5 to 34.5X	80
7 Curves M.P. 36.8X to 45.0X	65
1 Curve M.P. 46.9X to 47.2X	85
1 Curve M.P. 59.1 to 60.1	60
4 Curves M.P. 60.1 to 61.2	50
3 Curves M.P. 61.2 to 62.9	45*
3 Curves M.P. 62.9 to 66.0	65
1 Curve M.P. 66.0 to 66.7	55
2 Curves M.P. 66.7 to 69.0	65
7 Curves M.P. 76.9 to 82.5	75
11 Curves M.P. 83.9 to 88.0	55
3 Curves M.P. 88.0 to 91.0	65
1 Curve M.P. 95.6 to 95.8	70
9 Curves M.P. 98.5 to 109.7	75
4 Curves M.P. 117.4X to 119.8X	75
4 Curves M.P. 127.5 to 130.3	70
2 Curves M.P. 130.3 to 131.8	85
2 Curves M.P. 144.5 to 145.3	80
6 Curves M.P. 149.3 to 156.5	75
1 Curve M.P. 156.5 to 157.6	30
2 Street Crossings M.P. 157.6 to M.P. 157.9	15

\* Denotes restrictions protected by Inert ATS Inductors

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

### WESTWARD

Gonzales-Gallup

### EASTWARD

Gonzales-Anzac  
Suwanee-Rio Puerco

### LENGTHS OF STEMS OF WYES

Location	Feet
Peco Jct	3.5 Miles
Thoreau	369
McCune	Govt. Spur
Gallup	306

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

"I"—Interlocked Switch. "WE"—West End.  
"S"—Spring Switch. "EE"—East End.

Station	Type	Location	MPH
Albuquerque	I	End of Double Track M.P. 903.9	40
Isleta	I	Both ends of siding	15
Dalies	I	Switch M.P. 27.4	40
	I	Crossover M.P. 27.5	40
	I	Crossover M.P. 27.6	50
Garcia	S	WE south siding	30
Suwanee	S	WE south siding—EE north siding	30
Laguna	S	WE south siding—EE north siding	30
Anzac	S	WE south siding—EE north siding	30
Grants	S	WE south siding—EE north siding	30
Bluewater	S	WE south siding—EE north siding	30
Thoreau	S	WE south siding	30
North Guam	S	EE north siding	30
Perea	S	WE south siding	30
Gallup	I	Crossover M.P. 156.4	40
	I	Crossover M.P. 156.5	50
	I	EE north freight lead M.P. 156.6	40

### TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 908.7	Highwater	Eastward Signal 9092 Westward-Controlled Signal M.P. 906.4
M.P. 28.3 (North Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner at M.P. 28.3, at M.P. 27.48 and at locator M.P. 27.6
M.P. 51.6 (North Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner and at locator M.P. 48.2
M.P. 55.0 (South Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner at M.P. 55.0, at M.P. 56.8 and at locator M.P. 58.2
Bridge 69.8	Highwater	Signals 681 and 702
Bridge 70.1	Highwater	Signals 681 and 702
Bridge 72.6	Highwater	Signals 711 and 732
M.P. 90.5 (South Track)	Hot Box and Dragging Equipment	Rotating white lights at scanner at M.P. 90.5, at M.P. 92.4 and at locator M.P. 93.6
Bridge 91.5	Highwater	Signals 901 and 922
M.P. 111.0 (North Track)	Hot Box and Dragging Equipment	Rotating white lights at M.P. 111.0, M.P. 109.1, and at locator M.P. 107.5
M.P. 131.3X (North Track)	Hot Box and Dragging Equipment	Rotating light at scanner at M.P. 130X and at locator at M.P. 129
Bridge 141.8X	Highwater	Signal 1422
M.P. 146.6 (South Track)	Hot Box and Dragging Equipment	Rotating white lights at M.P. 148.1 and at locator at M.P. 149.6
Bridge 150.5	Highwater	Signals 1491 and 1522

# 4 BELEN—SECOND DISTRICTS

# ALBUQUERQUE DIVISION

Westward	TIME TABLE					Eastward
↓	NO. 10 October 25, 1981					↑
	STATIONS					
10.0	TCS	BELEN	2 TRACKS	0.0	66.2	C-R T-Y
		DALIES		10.1		B
		(10.3)			s 5314	

Trains must get clearance card before leaving Belen.

DT: At Belen, between M.P. 933.7 and New Mexico-Albuquerque Div. Jct.

Rules 251 and 94 in effect at Belen on Double Track.

TCS in effect:

On main tracks between Belen and interlocked crossover west end Dalies; At Belen, between end of Double Track M.P. 933.7 and Jct. with First Dist., M.P. 934.4;

On freight lead between M.P. 893.9 and M.P. 895.4 and on Tracks 223 and 224 between signs indicating "End TCS" and New Mexico-Albuquerque Div. Jct.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit" except trains and engines may use these tracks in westward direction when authorized by control station.

At Belen, where TCS in effect, speed limit 40 MPH on freight lead between M.P. 893.9 and M.P. 895.4 and 30 MPH on Tracks 223 and 224.

At Belen, maximum authorized speed 20 MPH on south track over switch to Continental Oil Spur located at Signal 9321.

Helper locomotives at or near rear of train may use dynamic brake on descending grades Dalies to Belen.

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

"I"—Interlocked Switch. "WE"—West End.

"S"—Spring Switch. "EE"—East End.

Station	Type	Location	MPH
Belen	I	Crossover M.P. 0.5 (Albuq. Div.)	50
	I	Crossover Albuq. Div. Jct. (932.4)	15
	I	Switch to Albuquerque (932.4)	15
	I	Switch Albuq. Div. Jct. (932.4)	30
	I	Switches WE Tracks 223 and 224	30
	I	Switch end of Double Track (M.P. 933.7)	30
	I	Switch to El Paso Dist. M.P. 934.4	30
	I	Switch to Belen Yard M.P. 934.4	15
	I	EE storage yard M.P. 894.0	15
	I	EE freight lead M.P. 893.9	40
Dalies	I	Junction Switch M.P. 10.2	40

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psgr.	M.P.H.	Frts.
<b>Belen District Eastward Movement Both Tracks</b>			
Dalies to Belen	79		60
SPEED RESTRICTIONS:			
			MPH
1 Curve M.P. 10.2 to 10.0 (North Track)			40
1 Curve M.P. 10.0 to 9.6 (North Track)			50
1 Curve M.P. 9.6 to 8.4 (North Track)			55
2 Curves M.P. 8.4 to 6.7 (North Track)			65
4 Curves M.P. 10.2 to 6.7 (South Track)			55
1 Curve M.P. 3.6 to 3.3 (Both Tracks)			75
2 Curves M.P. 0.5 to 0.1 (Both Tracks)			25

LOCATION	Psgr.	M.P.H.	Frts.
<b>Belen District Westward Movement Both Tracks</b>			
Belen to Dalies	79		60
SPEED RESTRICTIONS:			
			MPH
2 Curves M.P. 0.1 to 0.5 (Both Tracks)			25
1 Curve M.P. 3.3 to 3.6 (Both Tracks)			75
4 Curves M.P. 6.7 to 10.2 (South Track)			55
2 Curves M.P. 6.7 to 8.4 (North Track)			65
1 Curve M.P. 8.4 to 9.6 (North Track)			55
1 Curve M.P. 9.6 to 10.0 (North Track)			50
1 Curve M.P. 10.0 to 10.2 (North Track)			40

## SECOND DISTRICT

### TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 174.8	Rock Slide	Signals 1741 and 1752
M.P. 187 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 189.6
M.P. 201.6 (North Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 199.7
M.P. 214.7 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 217.1
M.P. 236.5 (North Track)	Hot Box and Dragging equipment	Rotating white lights at scanner and on locator M.P. 234.3
Bridge M.P. 239.4	Highwater	Signals 2391 and 2392
M.P. 242.6 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner M.P. 242.6, M.P. 244.1 and locator M.P. 245.8
M.P. 259.4 (South Track)	Hot Box and Dragging equipment	Rotating white light at scanner M.P. 259.4, M.P. 261.1 and on locator M.P. 263.4
M.P. 279.7 (South Track)	Hot Box and Dragging equipment	Rotating white lights at scanner M.P. 279.7, M.P. 281.4 and locator M.P. 282.7

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
<b>North Track</b>			
Defiance Spur	165.3-166.9	21.7 miles	East-West
Storage 1 & 2	1.5	5920 Each	East-West
Carbon Coal Loop	3.0	10511	East
Run Around	12.0	6200	East-West
Old Tipple	13.5	4100	East
P&M Loop Track	20.4	6200	East
Chambers	205.7	3375	East-West
Navajo	213.0	2181	East-West
Arntz	245.5	540	East
<b>South Track</b>			
Chambers	205.7	1790	West
Navajo	213.0	943	West
Coronado Spur	214.9-215.9	45.5 miles	East-West
Set Out Track	20.3	514	East-West
Storage Track	42.6	5882	East-West
Arntz	245.5	695	West

# ALBUQUERQUE DIVISION

# SECOND DISTRICT 5

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psgr.	M.P.H.	Frt.
Second District Both Tracks	90		60
Defiance Spur M.P. 0.6 to 20.3			25
Both Legs of Wye			30
Turnout at M.P. 13.5			25
Defiance Spur M.P. 20.3 to M.P. 21.7			10
Carbon Coal Loop at M.P. 3.0			10
Coronado Spur			
Wye M.P. 0.0 to M.P. 0.9			20
M.P. 0.9 to M.P. 42.5			49
M.P. 42.5 to M.P. 45.5			15
Dumper M.P. 44.0			4

### SPEED RESTRICTIONS:

MPH

### Second District South Track

2 Street Crossings M.P. 157.6 to 157.9	15
2 Curves M.P. 157.9 to 158.3	30
3 Curves M.P. 159.3 to 160.9	75
12 Curves M.P. 162.8 to 178.2	80
2 Curves M.P. 183.8 to 184.7	85
2 Curves M.P. 187.7 to 188.9	75
13 Curves M.P. 192.4 to 213.4	80
5 Curves M.P. 215.6 to 219.2	75
6 Curves M.P. 230.3 to 241.3	85
3 Curves M.P. 249.5 to 252.1	75
1 Street Crossing M.P. 253.1	60
5 Curves M.P. 254.9 to 262.2	85
1 Curve M.P. 264.4 to 264.7	75
5 Curves M.P. 269.6 to 278.3	85
4 Curves M.P. 284.6 to 285.5	55

### Second District North Track

4 Curves M.P. 285.5 to 284.6	55
5 Curves M.P. 278.3 to 269.6	85
1 Curve M.P. 264.7 to 264.4	75
3 Curves M.P. 262.2 to 258.2	85
2 Curves M.P. 256.3 to 254.9	80
1 Street Crossing M.P. 253.1	60
2 Curves M.P. 252.1 to 250.5	70
1 Curve M.P. 250.5 to 249.5	85
2 Curves M.P. 241.2 to 239.4	85
1 Curve M.P. 233.9 to 232.8	80
4 Curves M.P. 232.8 to 231.9	70
1 Curve M.P. 230.6 to 230.3	85
4 Curves M.P. 219.2 to 216.0	75
13 Curves M.P. 213.5 to 192.4	85
1 Curve M.P. 188.9 to 188.4	75
2 Curves M.P. 184.7 to 183.8	85
12 Curves M.P. 178.2 to 162.8	80
3 Curves M.P. 160.9 to 159.3	75
2 Curves M.P. 158.2 to 157.9	30
2 Street Crossings M.P. 157.9 to 157.6	15

Trains must get clearance card before leaving Winslow and Gallup.

Rule 151: Between Winslow and Defiance, M.P. 167.1, trains must keep to the left.

Rule 251: In effect between Winslow M.P. 284.5 and Defiance M.P. 167.1.

TCS in effect on main tracks between Gallup and West Crossover Defiance, M.P. 167.1; on both legs of wye at Defiance and on main tracks between M.P. 284.5 and Winslow.

Rule 301: Following signals located on left side of tracks:

Automatic Block Signals 1592, 1593, 1632 and 1633.

Westward controlled signals south side of south track at M.P. 161.1 and M.P. 165.0.

Eastward controlled signals north side of north track at M.P. 167.1, M.P. 165.4, and M.P. 161.4.

On Defiance and Coronado Spurs train and engine movements will be made in accordance with Rule 127.

At fuel spot M.P. 286.4, Winslow, speed limit 20 MPH on all main tracks until engine has passed fuel rack.

Westward		TIME TABLE						Eastward		
First Class		NO. 10						First Class		
3		October 25, 1981						4		
Leave Daily		Capacity of Sidings In Feet	Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet	Arrive Daily
PM 5:58	Yard		31.7	GALLUP	2 TRKS	157.6	0.0	Y-R-C	Yard	AM 10:25
6:08			31.7	DEFIANCE	9.4 13.4	166.9	15.8	B-Y		10:11
6:18			31.7	LUPTON	10.9	180.4	15.8	B	6737	10:00
6:26	6800		31.7	HOUC	8.0	191.2	15.8	B	7250	9:52
6:32	5259		31.7	CHETO	19.4	199.7	15.8	B		9:46
6:46	7107		31.7	PINTA	13.1	219.2	0.0	B	6437	9:32
6:55	5687		31.7	ADAMANA	20.7	232.3	17.9	B	7107	9:23
7:10	5718		31.7	HOLBROOK	5.6	253.0	26.4	B	6769	9:07
7:14	7505		31.7	PENZANCE	3.7	268.6	0.0	B		9:02
7:17	3599		16.9	JOSEPH CITY	12.2	262.4	17.4	B		8:59
7:26	5621		31.7	HIBBARD	10.8	274.8	19.5	B	7155	8:50
7:45 PM	Yard			WINSLOW	3 TRKS	285.5		T R-C	Yard	8:40 AM
Arrive Daily				(127.2)						Leave Daily
(71.3)				Average speed per hour						(72.7)

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

- "I"—Interlocked Switch.
- "S"—Spring Switch.
- "WE"—West End.
- "EE"—East End.
- "ESL"—Electric Switch Lock.

Station	Type	Location	MPH
Gallup	I	2 Crossovers M.P. 161.3	50
	I	WE freight lead M.P. 161.2	30
Defiance	I	Crossover M.P. 165.1	50
	I	East leg of wye M.P. 165.3	30
	I	West leg of wye M.P. 166.9	30
	I	Crossover M.P. 167.0	50
	I	Stem of wye M.P. 0.6	30
	ESL	EE Storage No. 1 M.P. 165.4	30
	ESL	WE Storage No. 1 M.P. 165.9	30
Lupton	S	EE north siding	30
Houck	S	WE south siding—EE north siding	30
Cheto	S	WE south siding	30
Pinta	S	WE south siding—EE north siding	30
Adamana	S	WE south siding—EE north siding	30
Holbrook	S	WE south siding—EE north siding	30
Penzance	S	WE south siding	30
Hibbard	S	WE south siding—EE north siding	30
Winslow	I	Crossover M.P. 284.5	50
	I	Crossover M.P. 284.7	50
	I	Inbound freight lead M.P. 284.7	50
	I	Outbound freight lead M.P. 284.8	50
	I	South main track M.P. 284.9	50
	I	Yard track No. 1 M.P. 285.3	20

At P&M mine on Defiance Spur normal position for loop track switch is lined for clockwise movement on loop track.

At NAVAJO normal position for switch at stem of wye is lined for east leg of wye.

Location	LENGTHS OF STEMS OF WYES	Feet
Gallup		306
Defiance		21.1 miles
Navajo		44.6 miles

# 6 THIRD DISTRICT

# ALBUQUERQUE DIVISION

Westward		TIME TABLE				Eastward		
First Class	Capacity of Sidings In Feet	Rating Grade Descending—Feet Per Mile	NO. 10		Mile Post	Rating Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet
3			October 25, 1981					
Leave Daily	Yard	TCS	STATIONS		ATS	TWO TRACKS	ATS	Arrive Daily
PM 7:55	n 7372		31.7	WINSLOW				285.5
		22.7	CANYON DIABLO	311.7	B	n 7372		
		75.0	DARLING	328.6	B			
s 9:05	Yard	75.0	FLAGSTAFF	344.2	C-R-Y	Yard	s 7:30	
	s 4984	75.0	BELLEMONT	356.3	B	s 4984		
		97.7	MAINE	362.5	B			
		52.8	WILLIAMS JCT.	374.6	B			
		52.8	EAST PERRIN	383.1	B			
		52.8	WEST PERRIN	385.6	B			
		52.8	EAST DOUBLEA	392.0	B			
		52.8	WEST DOUBLEA	395.1	B			
		49.6	EAST EAGLE NEST	405.5	B			
		40.7	WEST EAGLE NEST	407.5	B			
		61.8	EAST CROOKTON	418.3	B			
		97.1	WEST CROOKTON	420.5				
s 10:35 PM	Yard		SELIGMAN	428.8	C-R-Y	Yard	5:55 AM	
Arrive Daily			(142.7)				Leave Daily	

(53.5)

Average speed per hour

(55.2)

Trains must get clearance card before leaving Winslow and Seligman.

TCS in effect on main tracks between Winslow and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo and on Yard track No. 1 Seligman.

At Seligman on yard track No. 1 trains must not exceed restricted speed while head end of train is passing over hand operated switches at east and west end of track.

At fuel spot M.P. 286.4 Winslow speed limit 20 MPH on all main leads, until engine has passed fuel rack

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

Williams Jct. to Eagle Nest

West Crookton to Seligman  
M.P. 350.8 to Flagstaff

M. P. 337 to West Crossover Darling  
East Crossover Darling to Dennison

### LENGTHS OF STEMS OF WYES:

Location	Feet
Angell	558
Flagstaff	170
Seligman	910

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		
LOCATION	Psg.	M.P.H.
THIRD DISTRICT, EASTWARD MOVEMENTS BOTH TRACKS:		
Seligman to Williams Junction	79	60
Williams Junction to Maine	90	60
Maine to Darling	79	60
Darling to Winslow	90	60
THIRD DISTRICT, WESTWARD MOVEMENTS BOTH TRACKS:		
Winslow to Maine	79	60
Maine to Williams Junction	90	60
Williams Junction to Seligman	79	60

### SPEED RESTRICTIONS:

BOTH TRACKS:		MPH
2 Curves M.P. 285.5 to 286.4	50	
3 Curves M.P. 286.4 to 287.4	40*	
1 Curve M.P. 287.4 to 288.9	75	
3 Curves M.P. 298.8 to 301.9 (Eastward only)	80	
2 Curves M.P. 301.9 to 303.3	75	
2 Curves M.P. 303.3 to 305.0 (Eastward only)	80	
1 Curve M.P. 315.6 to 316.1	75	
2 Curves M.P. 325.9 to 327.0 (Eastward only)	80	
3 Curves M.P. 327.0 to 328.6	65	
3 Curves M.P. 328.6 to 330.8	45*	
2 Curves M.P. 330.8 to 331.8	35*	
3 Curves M.P. 331.8 to 333.9	45	
6 Curves M.P. 333.9 to 336.2	40*	
3 Curves M.P. 336.2 to 338.0	55	
1 Curve M.P. 338.0 to 341.6	75	
3 Curves M.P. 341.6 to 343.6	50	
21 Curves M.P. 343.6 to 350.2	35*	
6 Curves M.P. 350.2 to 352.3	45	
1 Curve M.P. 352.3 to 352.6	40*	
2 Curves M.P. 352.6 to 353.9	60	
7 Curves M.P. 353.9 to 364.1	75	
4 Curves M.P. 364.1 to 366.8	45*	
3 Curves M.P. 366.8 to 367.9	40*	
10 Curves M.P. 367.9 to 371.8	45*	
2 Curves M.P. 371.8 to 373.7	70	
1 Curve M.P. 418.5A to 419.0	70	
9 Curves & Grade M.P. 421.6 to 425.4	45*	

\* Denotes restrictions protected by Inert ATS Inductors.

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.  
"S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
Winslow		Yard Track No. 1 M.P. 286.7	20
		Switch north main track M.P. 287.9	50
		Freight leads to south main track	50
		Crossover M.P. 288.1	50
		Crossover M.P. 288.3	50
Canyon Diablo		EE & WE siding	40
		Crossover M.P. 312.6	50
		Crossover M.P. 310.5	50
Darling		Crossover M.P. 326.7	50
		Crossover M.P. 329.5	50
Flagstaff		2 Crossovers M.P. 342.0	50
		2 Crossovers M.P. 362.1	50
Maine		Crossover M.P. 374.3	50
		EE & WE Yard track No. 1	30
		Crossover M.P. 375	50
		Switch from Third District to Fourth District	50
		Crossover M.P. 383.1	50
Williams Jct.		Crossover M.P. 385.6	50
		Crossover M.P. 392.0	50
		Crossover M.P. 395.1	50
		Crossover M.P. 405.5	50
		Crossover M.P. 407.5	50
		Crossover M.P. 418.3	50
		Crossover M.P. 420.5	50
		Crossover M.P. 427.7	50
		Crossover M.P. 429.6	50
		Crossover M.P. 429.9	50
		EE and WE No. 1 Track	50

Third District continued on page 7

# ALBUQUERQUE DIVISION

# THIRD DISTRICT 7

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Dennison North Track	298.3	520	East-West
South Track	298.2	505	East-West
Sunshine South Track	305.9	3617	East-West
Angell North Track	322.7	Wye	East-West
South Track	322.7	330	East-West
Cosnino North Track	333.1	430	East-West
South Track	333.3	1044	East-West
Railhead North Track	339.9	4735	East-West
Ralston Purina South Track	340.2	Yard	East-West
Bellemont South Track	355.9	490	East
Bellemont North Track	356.3	412	East-West
Maine North Track	362.5	2272	East-West
Spur South Track	368.1	293	East
Spur North Track	368.1	360	West
West Perrin North Track	385.4	560	East-West
West Doublea South Track	395.0	650	East-West
West Eagle Nest North Track	407.2	562	East-West
North Track	419.0	1877	East-West

## TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 290.5	Highwater	Westward controlled signal M.P. 287.5 Automatic Signals 2912-2914
M.P. 294.2	Hot Box and Dragging Equipt.	Rotating lights on scanner M.P. 294.2, M.P. 292.4 and at locator M.P. 291.0
Eastward only— both tracks M.P. 305.9	Dragging Equipt.	Rotating white lights on posts opposite Signals 3073-3071
Westward only— both tracks M.P. 315.4	Hot Box and Dragging Equipt.	Rotating white lights at scanner M.P. 315.4, and at locator eastward M.P. 312.8 and westward at M.P. 316.8 and at locator M.P. 317.7
Eastward— both tracks M.P. 322.8	Dragging Equipt.	Rotating lights on posts at Signals 3202-3204
Eastward only— both tracks M.P. 369.7	Hot Box and Dragging Equipt.	Rotating white lights at scanner and eastward at locator at signals 3672-3674 and westward M.P. 371.1 and at locator M.P. 372.1
Westward— both tracks M.P. 379.4-379.8	Rock Slide	Warning lights M.P. 379.4, M.P. 379.9 and M.P. 380.9 and Signals 3781- 3783, 3792-3794-3812 and 3814
M.P. 395.5	Rock Slide	Warning lights M.P. 393.6, M.P. 394.0, M.P. 394.5, M.P. 394.6, M.P. 396.0, M.P. 396.4, M.P. 397.0 and controlled signals M.P. 395.1 Signals 3972 and 3974
M.P. 401.2	Hot Box and Dragging Equipt.	Rotating white lights at scanner, on posts M.P. 402.6 and at locator M.P. 404.3
Westward only— both tracks M.P. 402	Rock Slide	Warning lights at M.P. 401.1 and M.P. 402.7 and Signals 4001-4003 and 4032-4034
M.P. 409-411	Rock Slide	Warning lights and Signals 4091-4093 and 4112-4114 Red Rotating lights at M.P. 409, M.P. 410 and M.P. 411
M.P. 424.5 Eastward— Westward— both tracks	Hot Box and Dragging Equipt.	Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7

# 8 KINGMAN DISTRICT

# ALBUQUERQUE DIVISION

Westward		TIME TABLE							Eastward		
First Class	Capacity of Sidings In Feet	Ruling Grade Descending— Feet Per Mile	NO. 10 October 25, 1981				Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet	First Class
3			4								
Leave Daily	Yard		STATIONS							Arrive Daily	
PM 10:37		75.0	SELIGMAN		428.8			C-R-Y	Yard	AM 5:53	
10:53	5355	69.7	18.3 PICA		446.9	75.0		B		5:28	
11:01	7098	106.6	5.2 YAMPAI		452.2	75.0		B	5329	5:21	
11:10	4647	75.0	7.9 NELSON		480.2	0.0		B	5783	5:11	
11:16	5714	75.0	5.6 PEACH SPRINGS		485.8	0.0		B	7743	5:05	
11:26	5423	75.0	11.4 TRUXTON		477.3	0.0		B	5557	4:52	
11:34		75.0	7.0 VALENTINE		484.0	0.0		B	8376	4:42	
11:49	5550	75.0	17.2 WALAPAI		501.3	48.8		B	5939	4:28	
11:57	7130	31.7	8.2 BERRY		509.4	46.0		B-Y	7132	4:22	
AM 12:01		0.0	4.5 GETZ		513.9	50.2		B		4:19	
12:13	5974	95.0	2.8 KINGMAN		516.4	0.0		C-R	5656	4:15	
			5.1 HARRIS		521.5	0.0		B	7117	4:03	
12:24	5422	75.0	5.5 GRIFFITH		526.8	0.0		B	7106	3:56	
12:31		75.0	8.8 ATHOS		535.8	0.0		B	7100	3:47	
12:35	7115	75.0	4.6 YUCCA		540.2	0.0		B	5160	3:42	
12:47	5198	75.0	12.5 FRANCONIA		552.7	0.0		B	7132	3:30	
12:57	5357	73.9	12.4 TOPOCK		565.1	52.8		B	5491	3:17	
1:15	Yard	52.8	12.4 NEEDLES YL		578.0	52.8		C-R-Y	Yard	3:05	
AM										AM	
Arrive Daily			NORTH (148.7)	SOUTH (149.4)						Leave Daily	
(56.4)		Average speed per hour								(53.4)	

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS			
LOCATION	Psg.	M.P.H.	Frt.
<b>KINGMAN DISTRICT SOUTH TRACK</b>			
Needles to Getz	79		60
Getz to Valentine	90		60
Valentine to Seligman	79		60
<b>SPEED RESTRICTIONS:</b>			
			<b>MPH</b>
Needles Freight Lead			
M.P. 576.7 to 574.8			30
1 Curve M.P. 577.2 to 576.8			45
7 Curves M.P. 575.9 to 565.9			70
8 Curves M.P. 565.9 to 562.3			40
2 Curves M.P. 552.6 to 551.0			60
8 Curves M.P. 551.0 to 542.1			70
1 Curve 526.8X to 525.9X			60
7 Curves M.P. 525.9X to 520.3X			45*
1 Curve M.P. 520.3X to 519.9X			30*
11 Curves M.P. 519.9X to 515.3X			35
1 Curve M.P. 515.3X to 514.1			60
3 Curves M.P. 495.8 to 488.9			75
8 Curves M.P. 488.9 to 482.5			60
4 Curves M.P. 482.5 to 480.6			45*
4 Curves M.P. 480.6 to 479.4			25*
1 Curve M.P. 479.3 to 479.0			40
9 Curves M.P. 479.0 to 470.5			60
4 Curves M.P. 470.5 to 469.0			40*
5 Curves M.P. 469.0 to 464.9			50
3 Curves M.P. 464.9 to 463.8			45
12 Curves M.P. 463.8 to 457.7			50
3 Curves M.P. 457.7 to 456.1			45
2 Curves M.P. 456.1 to 455.4			40
2 Curves M.P. 455.4 to 453.2			55
1 Curve M.P. 453.2 to 452.1			45
2 Curves M.P. 452.1 to 451.4			40
6 Curves M.P. 451.4 to 448.7			55
1 Curve M.P. 448.7 to 448.2			50
2 Curves M.P. 448.2 to 447.4			70
2 Curves M.P. 436.9 to 433.2X			75

\* Denotes restrictions protected by Inert ATS Inductors

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:

- "I"—Interlocked Switch.
- "EE"—East End.
- "S"—Spring Switch.
- "WE"—West End.

Station	Type	Location	MPH
Seligman	I	Crossover M.P. 429.9	50
	I	Crossover M.P. 429.6	50
	I	Crossover M.P. 427.7	50
	I	EE and WE No. 1 Track	50
Pica	S	WE north siding	30
Yampai	S	EE south siding; WE north siding	30
Nelson	S	EE south siding; WE north siding	30
Peach Springs	S	EE south siding; WE north siding	30
Truxton	S	EE south siding; WE north siding	30
Valentine	S	EE south siding	30
Walapai	S	EE south siding	30
	S	WE north siding	15
Berry	S	EE south siding; WE north siding	30
	S	EE south siding; WE north siding	30
Kingman	S	EE south siding; WE north siding	30
	S	WE south siding (normal position lined for quarry track)	10
Harris	S	EE south siding	30
Griffith	S	EE south siding; WE north siding	30
Athos	S	EE south siding	30
Yucca	S	EE south siding; WE north siding	30
Franconia	S	EE south siding; WE north siding	30
Topock	S	EE south siding; WE north siding	30
Needles	I	Lead and crossover switches, west of M.P. 574	50



# ALBUQUERQUE DIVISION

# KINGMAN DISTRICT 9

Trains must get clearance card before leaving Seligman and Needles.

Rule 251 in effect between M.P. 429.9 and Needles.

"TCS" in effect on two main tracks between M.P. 429.9 and Seligman and on No. 1 yard track Seligman.

At Seligman on yard track No. 1 trains must not exceed restricted speed while head end of train is passing over hand operated switches at east and west end of track.

Rule 93: Yard limits located at Needles.

Westward freight trains must stop not less than ten minutes at Yucca to cool wheels and inspect train when train weight exceeds 2000 tons per operative dynamic brake.

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

- Yampai-Hackberry
- Getz-Topock
- Yampai-Pica

### LENGTHS OF STEMS OF WYES

Location	Feet
Seligman	910
Berry	2500
Needles	401

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
<b>South Track</b>			
Powell	558.8	663	East
Hackberry (Pit Pass)	489.8	1700	East-West
Audley	439.8	5000	East
<b>North Track</b>			
Shipley	461.5	Yard	East-West
Hackberry	489.0	4800	West
McConnico	521.2	1921	West
Haviland	545.8	475	West

### TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 434.7 (South Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 432
M.P. 439.0	Highwater	Signals 4381 and 4412
M.P. 467.7	Highwater	Signals 4671 and 4682
M.P. 473.0 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner signals 4741 and locator 4761
M.P. 504.6 (South Track)	Hot Box and Dragging equipment	Rotating white light and Monitor Display Board at Scanner at M.P. 504.6
M.P. 505.8 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 507.5
M.P. 505.9	Highwater	Signals 5051 and 5072
M.P. 536.0 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 538.5
M.P. 552.2 and M.P. 554.8	Highwater	Signals 5511 - 5531 and 5532 - 5562 (for both bridges)
M.P. 559.8 (North Track)	Hot Box and Dragging equipment	Rotating white light at scanner and at locator M.P. 562.8
M.P. 562.8	Highwater	Signals 5611 and 5642
M.P. 569.2 (South Track)	Dragging equipment	Rotating lights M.P. 568
M.P. 575.8	Highwater	Westward controlled signal west of M.P. 574 and Eastward automatic signal 5772; and Eastward control signal on long lead at M.P. 576.9

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	MPH	Frt.
<b>KINGMAN DISTRICT, NORTH TRACK</b>			
Seligman to Peach Springs	79		60
Peach Springs to Needles	90		60
<b>SPEED RESTRICTIONS:</b>			
			<b>MPH</b>
3 Curves M.P. 432.8 to 434.9	75		60
2 Curves M.P. 447.4 to 448.2	70		60
7 Curves M.P. 448.2 to 451.4	50		50
4 Curves & Grade M.P. 451.4 to 454.4	45*		45
8 Curves & Grade M.P. 454.4 to 458.6	45		40
10 Curves & Grade M.P. 458.6 to 463.7	50		40
3 Curves M.P. 463.7 to 464.9	45		45
5 Curves & Grade M.P. 464.9 to 469.0	65		45
4 Curves M.P. 469.0 to 470.5	45*		45
2 Curves & Grade M.P. 470.5 to 472.7	70		45
4 Curves & Grade M.P. 472.7 to 477.0	85		45
2 Curves & Grade M.P. 477.0 to 478.2	75		45
1 Curve & Grade M.P. 478.2 to 479.0	60		40
1 Curve & Grade M.P. 479.0 to 479.2	40*		40
4 Curves & Grade M.P. 479.2 to 480.6	25*		25
3 Curves & Grade M.P. 480.6 to 482.0	45		45
1 Curve & Grade M.P. 482.0 to 482.5	70		60
2 Curves & Grade M.P. 482.5 to 483.9	75		60
1 Curve & Grade 483.9 to 486.1	80		60
5 Curves & Grade M.P. 486.1 to 488.8	70		60
2 Curves & Grade M.P. 488.8 to 493.0	80		60
1 Curve M.P. 493.0 to 495.8	85		60
1 Curve & Grade M.P. 514.4 to 515.1	55		25
2 Curves & Grade M.P. 515.1 to 516.5	40*		25
6 Curves & Grade M.P. 516.5 to 518.8	35		25
5 Curves & Grade M.P. 518.8 to 524.3	70		45
2 Curves & Grade M.P. 524.3 to 525.7	80		45
4 Curves & Grade M.P. 525.7 to 547.9	90		45
2 Curves & Grade M.P. 547.9 to 548.8	80		45
4 Curves & Grade M.P. 548.8 to 554.7	90		45
1 Curve & Grade M.P. 554.7 to 554.8	85		45
Grade M.P. 554.8 to 560.3	90		45
1 Curve & Grade M.P. 560.3 to 562.3	85		45
1 Curve & Grade M.P. 562.3 to 562.8	65		45
7 Curves M.P. 562.8 to 565.9	40*		40
1 Curve M.P. 565.9 to 566.6	75		60
3 Curves M.P. 572.4 to 575.6	85		60
1 Curve M.P. 575.6 to 576.8	75		60
1 Curve M.P. 576.8 to 577.2	55		55
Needles Freight Lead			
M.P. 574.8 to 576.7	30		30

\* Denotes restrictions protected by Inert ATS Inductors

# 10 FOURTH DISTRICT

# ALBUQUERQUE DIVISION

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.
FOURTH DISTRICT	49

### SPEED RESTRICTIONS: MPH

16 Curves & 2 Street Crossings M.P. 375.1 to 381.1	40
18 Curves M.P. 381.1 to 391.2X	35
1 Curve M.P. 391.2X to 391.9X	30
32 Curves M.P. 391.9X to 402	35
2 Curves M.P. 0.2 to 0.8	20
12 Curves M.P. 0.8 to 14.2	40
4 Curves M.P. 14.2 to 16.2	35
4 Curves M.P. 16.2 to 18.7	40
1 Curve M.P. 21.1 to 21.4	20
5 Curves M.P. 21.4 to 23.2	30
2 Curves M.P. 23.2 to 24.4	40
6 Curves M.P. 83.5 to 84.6	35
13 Curves M.P. 84.6 to 91.0	40
54 Curves M.P. 91.0 to 114.3	35
17 Curves M.P. 114.3 to 120.9	40
1 Curve M.P. 120.9 to 121.1	35
4 Curves M.P. 121.1 to 123.2	40
1 Curve M.P. 134.8 to 135.1	20
5 Curves M.P. 135.1 to 138.2	40
1 Curve M.P. 138.2 to 138.3	35
18 Curves M.P. 138.3 to 142.9	40
32 Curves M.P. 142.9 to 150.3	35
1 Curve M.P. 174.9 to 175.1	40
1 Curve M.P. 178.8 to 178.9	40
4 Curves & 22 Crossings M.P. 182.5 to 190.8	30
1 Street Crossing M.P. 188.2 (Eastward only)	20
1 Curve M.P. 190.8 to 191.1	20
1 Crossing M.P. 191.0	10
3 Curves & 11 Crossings M.P. 191.0 to 192.9	20
2 Switches & 2 Crossings M.P. 192.9 to 193.7	15
Ennis Spur	20

### LENGTHS OF STEMS OF WYES

Location	Feet
Williams	1620
Drake	Clarkdale Dist. Main Track
Matthie	Parker Dist. Main Track
Alhambra	3200
Phoenix	11th Ave. Spur

WESTWARD



Ruling Grade  
Descending—  
Feet Per Mile

### TIME TABLE

NO. 10  
October 25, 1981

### STATIONS

WESTWARD	Mile Post	EASTWARD
75.0	WILLIAMS JCT.	375.2
95.0	WILLIAMS YL	378.2
95.0	SERENO	384.2
83.4	ASH FORK YL	401.2
79.2	DRAKE YL	21.3
75.0	ABRA	28.4
0.0	KAYFOUR	34.4
75.0	TUCKER	46.2
79.2	SKULL VALLEY	80.6
79.2	KIRKLAND	86.8
79.2	GRAND VIEW	95.4
79.2	HILLSIDE	101.5
79.2	DATE	109.7
79.2	PIEDMONT	116.4
79.2	CONGRESS	123.2
79.2	MATTHIE YL	134.9
63.4	WICKENBURG YL	139.6
34.8	CASTLE HOT SPRINGS	150.3
34.8	WITMANN	157.6
34.8	BEARDSLEY	189.2
34.8	ENNIS YL	173.6
0.0	PEORIA YL	179.9
18.5	GLENDALE YL	183.7
23.2	ALHAMBRA YL	188.3
15.8	MOBEST YL	191.6
	PHOENIX YL	193.7
	(208.8)	

EASTWARD



Ruling Grade  
Descending—  
Feet Per Mile

Communications,  
Turn Tables and Wyes

Capacity of Sidings  
in Feet

Trains must get clearance card before leaving Ash Fork.  
Eastward trains must get clearance card before leaving Glendale.  
Trains must get clearance card at Wickenburg during hours office of communication is open.  
"TCS" in effect on main track between Williams Jct. and Williams M.P. 378.1.  
Rule 83(B): Train register located in phone booth at Williams, Drake, Abra and Matthie where trains will register as directed.  
Trains arriving and departing Ash Fork during time office is closed will register by Form 903 and deposit in box provided for that purpose.

Rule 5(B): At Matthie time applies at west junction switch.  
Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Depot at Phoenix.  
At Phoenix, before crossing Southern Pacific tracks on tail of wye, be governed by instructions in box on north side of Southern Pacific tracks.  
Rule 93: Yard limits located at Williams, Ash Fork, Drake, Matthie, Wickenburg, and M.P. 171.2 to Phoenix.  
On Ennis Spur train and engine movements will be made in accordance with Rule 127.  
At Williams, all movements within yard limits must be at restricted speed regardless of signal indication.

### TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Signals Affected
Bridge 88.9	Highwater	Rotating Lights M.P. 88.1 and M.P. 89.6
M.P. 144.3	Highwater	Rotating Lights M.P. 144.9 and M.P. 143.4
Bridge 146.6	Highwater	Rotating Lights M.P. 145.7 and M.P. 147.3

Fourth District continued on page 11.

**PARKER DISTRICT**

WESTWARD		TIME TABLE				EASTWARD	
↓	Ruling Grade Descending—Feet Per Mile	No. 10		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet
		October 25, 1981					
		STATIONS					
	31.7	MATTHIE	YL	0.0	39.6	B-Y	
		22.3				B	5158
	31.7	AGULLA		22.3	19.8	B	2250
		17.7				B	603
	31.7	LOVE		40.0	0.0	B	1216
		4.8				B	1900
	21.1	WENDEN		44.8	26.4	B	750
		5.2				B	2404
	84.6	SALOME		50.0	29.0	B	4920
		20.5				B	
	31.7	UTTING		70.5	0.0	B	
		9.4				B	
	31.7	BOUSE		79.9	0.0	B	
		10.7				B	
	31.7	WALL		90.8	31.7	B	
		15.2				B	
		PARKER	YL	105.8		C-R-Y	
		(105.8)					

Trains must get clearance card before leaving Parker.

Rule 83(B): Train register located in phone booth at Matthie where trains will register as directed.

Rule 93: Yard limits located at Matthie and Parker.

**TRACK SIDE WARNING DEVICES (PARKER DISTRICT) SPECIAL RULE 7**

Location	Type	Signals Affected
Bridge 0.2	Highwater	Rotating light west end of Bridge 0.2
Bridge 4.6	Highwater	Rotating lights M.P. 3.6 and M.P. 6.3, activated signals may indicate highwater at both bridges
Bridge 5.1	Highwater	

**GRAND CANYON DISTRICT**

WESTWARD		TIME TABLE				EASTWARD	
↓	Ruling Grade Descending—Feet Per Mile	No. 10		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet
		October 25, 1981					
		STATIONS					
	110.9	WILLIAMS	YL	0.0	158.4	B-Y	Yard
		20.5				B	
	100.3	QUIVERO	YL	20.5	116.2	B	
		17.2				B	
	79.2	WILLAHA	YL	37.7	37.0	B	
		7.0				B	
	170.4	ANITA	YL	44.8	117.5	B-Y	Yard
		18.9				B	
		GRAND CANYON	YL	63.7		B	
		(64.3)					

At Grand Canyon; switches leading from main track to east and west leg of wye must be left lined for wye and switch at stem of wye lined for west leg.

Rule 93: Yard limits Williams to Grand Canyon inclusive.

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

LOCATION	M.P.H.
PARKER DISTRICT	49
<b>SPEED RESTRICTIONS</b>	
1 Curve and Switches M.P. 0.0 to 0.6	15
3 Curves M.P. 0.6 to 2.4	30
15 Curves M.P. 53.2 to 58.2	25
3 Curves M.P. 95.2 to 97.2	30
3 Curves M.P. 100.0 to 101.9	30
GRAND CANYON DISTRICT	20
<b>SPEED RESTRICTIONS</b>	
3 Curves M.P. 63.1 to 63.7	15

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

**FOURTH—PARKER—GRAND CANYON DISTRICTS**

Maximum speed permitted through turnout of other than main track switches—10 MPH; All main track turnouts and crossovers—15 MPH; except for spring switches at the following locations:

"S" Spring Switch.

**GRAND CANYON DISTRICT**

Station	Type	Location	MPH
Grand Canyon	S	Switch from main track to west leg of wye	10
	S	Switch from stem of wye to east leg of wye	10

Normal position of junction switches is as follows:

- Williams for Fourth District
- Drake for Fourth District
- Abra for Fourth District
- Matthie for Fourth District

**LENGTHS OF STEMS OF WYES**

Location	Feet
Grand Canyon	1617
Williams	1620

**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**

LOCATION	Mile Post or distance between stations	Capacity in Feet	Switch Connection
<b>FOURTH DISTRICT</b>			
Daze	393.3	601	East
Meath	9.2	350	East
Beardsley Spur	169.7	1800	West
Lizard Acres	171.6	948	East-West
Surprise	172.5	937	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	(1.0)	806	East
Bumstead	(3.3)	1043	East-West
Webb Spur	(1.0)	8925	East
Olive Avenue	(.6)	1328	East-West
Wayne	(1.8)	706	East-West
Fennemore	(1.2)	1827	East-West
Waddell	(3.0)		
McMicken Spur			
Citrus Park	(2.2)	1820	East-West
McMicken	(2.6)	1035	East-West
Sun City	177.2	1873	West

CLARKDALE DISTRICT

WESTWARD	TIME TABLE				EASTWARD
↓	No. 10 October 25, 1981				↑
	STATIONS				
	Ruling Grade Descending— Feet Per Mile	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications and wye	Capacity of Sidings In Feet
	105.6	0.0	79.2	Y-B	1571
	105.6	18.3	82.3	B	1158
		38.0		Y	Yard
	(38.0)				

Rule 93: Yard limits Drake to Clarkdale, inclusive.  
Length of stem of wye Clarkdale 769 feet.

At Clarkdale, spring point derail switch, normally lined for derail, located at east end of yard on main track; also, spring point derails, normally lined for derail, located at cement plant on main track as well as on Lower Track One, approximately 200 feet west of cement plant crossing.

PRESCOTT DISTRICT

WESTWARD	TIME TABLE				EASTWARD
↓	NO. 10 October 25, 1981				↑
	STATIONS				
	Ruling Grade Descending— Feet Per Mile	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications and wye	Capacity of Sidings In Feet
	79.2	28.4	79.5		
		57.1			Yard
	(27.7)				

Rule 93: Yard limits Abra to Prescott

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; All main track turnouts and crossovers—15 MPH.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.
CLARKDALE DISTRICT	20
SPEED RESTRICTIONS	
17 Curves M.P. 11.9 to 15.0	15
5 Curves M.P. 22.2 to 23.7	15
3 Curves M.P. 28.0 to 28.5	15
17 Curves M.P. 29.9 to 34.8	15
PRESCOTT DISTRICT	20

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Bear (Clarkdale Dist.)	10.6	1098	East-West
Puro (Prescott Dist.)	35.1	2047	East-West
Tutt	46.6	1.5 miles	East

JUNCTION SWITCHES

Normal position of junction switches is as follows:  
Drake for Fourth District      Abra for Fourth District

SPECIAL RULES

- Rule 1: Standard clocks are located at on duty points Albuquerque, Belen, Grants, Gallup, Winslow, Flagstaff, Seligman, Needles, Ash Fork, Mobest, Glendale and Parker.
- .....
- Within "TCS" limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a handthrow switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

Following is list of switches on Albuquerque Division not electrically locked.

FIRST DISTRICT

MP 26.7

SECOND DISTRICT

- Switch to Spur off south track MP 160.9
- Switch to Spur off west Leg Wye Defiance MP 166.7

THIRD DISTRICT

- East and west switches south set out track Dennison
- East and west switches north set out track Dennison
- East and west switches south set out track Angell
- East and west switches north set out track Cosnino
- East and west switches south set out track Cosnino
- East and west switches north set out track Bellemont
- Switch to Spur off north track MP 368.1
- Switch to Spur off south track MP 368.1

4. Rule 80: Bulletin books are located at Albuquerque, Belen, Grants, Gallup, Winslow, Flagstaff, Seligman, Kingman, Needles, Ash Fork, Mobest, Glendale and Parker.

5. Rule 125: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

6. Rule 759: Following is list of structures:

At Belen, switch stand between No. 10 and No. 12 leads near Reinken Avenue.

At Belen, ramp dock located on west side clic track 0304.

Tunnel between Perkinsville and Clarkdale on Clarkdale District.

Pittsburg-Midway loading tipple, Clic Tracks 1663 and 1670, Defiance Spur.

Navajo Forest Products Industries Warehouse, Clic Track 1669, Defiance Spur.

Coronado Generating Station dumper MP 44.0, Coronado Spur.

At Shell Refinery, Ciniza, along east and west loading tracks, concrete foundation and metal stairway.

At Anaconda Mill, loading platform, south side of Track No. 5 and heating panels along both sides of track inside Thawing Shed.

7. Rule 105(A) Track side Warning Devices:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

Locator (Readout) Type

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators at locations so equipped.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher.

**Monitor Display Board Type**

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, as well as dragging equipment, will actuate rotating white light at location of monitor display board.

The monitor display board is equipped with hot box and dragging equipment indicator lights. The display board will be dark as train approaches detector, and will remain in that condition in the absence of abnormal heat or dragging equipment, "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car or unit with abnormal heat condition or dragging equipment.

When rotating white light is actuated by train, and a numerical readout is not displayed on the display board, train must be stopped promptly, and entire train must be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is actuated before train reaches detector, and no numerical readout or indicator lights displayed after train passes detector, train may proceed at prescribed speed and must be observed closely enroute. When rotating white light is actuated before train reaches detector, and a numerical readout is displayed or any of the indicator lights are illuminated before or after train passes detector, train must be stopped and inspected.

When abnormal heat condition or dragging equipment is displayed at detector and no abnormal condition found on equipment indicated on display board, close inspection must be made on three cars (or units) on either side of indicated equipment.

**Instructions Applicable To Both Types of Hot Box and Dragging Equipment Detectors**

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When suspected journal on freight equipment indicated by locator or monitor display board is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

**SPEED REGULATIONS**

**8. (A)** Maximum authorized speed for freight trains handling one or more empty cars 55 MPH.

(Caboose and cars loaded with empty trailers or empty containers, and flat cars containing generator sets are considered loads.)

Cars loaded with 20-ft. bogies (empty Chasis) are not considered as cars loaded with empty trailers and are restricted to 55 MPH.

**(B)** Freight trains averaging 90 tons or more per car or having more than 5000 tons, must not exceed 45 MPH.

**9.** Between Belen and Needles, freight trains may observe passenger train speed but not to exceed 70 MPH, except First District

westward M.P. 28.0 to M.P. 32.0 and eastward from M.P. 68.4 to M.P. 64.5; Third District both tracks between M.P. 418.5 and M.P. 413.5 and on Kingman District westward M.P. 455.5 to M.P. 460.1 and from M.P. 514.4 to M.P. 519.2, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

All westward freight trains qualifying as above, must not exceed 40 MPH from M.P. 514.4 to M.P. 519.2.

**10.** In freight service with dynamic brake NOT in use, maximum speed on descending grades as follows:

Percent	Feet Per Mile	
1.0 to 1.5	52.8 to 79.2	30 MPH
1.5 to 2.0	79.2 to 105.6	25 MPH
2.0 and over	105.6 and over	15 MPH

**11.** Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

**12.** Trains or engines using other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

**13. MAXIMUM SPEED OF ENGINES**

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-761, 764-799		
5940-5948	90*	45
* 1215-1245, 1453, 1460	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.

**EXCEPTION:** When such unit is car body type, maximum authorized speed 45 MPH.

\*Engine without cars must not exceed 70 MPH.

\* \*When used as controlling unit must not exceed 20 MPH.

Passenger trains with Amtrak 500 and 600 Class units in engine consist speed limit 50 m.p.h. on 2 curves from M.P. 12.5 to M.P. 13.6 between Isleta and Dalies.

**14. Rule 108:** Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

**MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION**

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	4	5
Amtrak	2	2

**15. Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:**

District	MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 and Jordan Spreaders MPH	Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 Other Machines MPH
First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts	40	45	30
Other Districts	15	15	15

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Derrick AT-199787, Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

## HAZARDOUS MATERIAL

- I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

**Waybill** The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

**Wheel Reports** The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

**Placards** Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

**Commodity Codes** The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

- II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

- A. Notify the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance to the telephone number listed below:

(602) 289-3081

- B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

- C. Assist injured. Call for medical assistance if needed.

- D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employe name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing).
- (3) Nature of the incident - number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information
  - (a) Car number
  - (b) Proper shipping name of contents
  - (c) Hazard class of material
  - (d) Shipper and consignee
  - (e) Standard Transportation Commodity Code (49 Series Number)
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

- E. Warn people to stay away from the emergency area.

- F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

- G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

HOW TO USE THIS CHART To determine where a placarded car can be placed in a train follow these steps: 1. Determine the type of placard that is applied to the car from Line 1. 2. Determine the type of car to which the placard is applied from Line 2. 3. Follow vertically down the chart and note which lines apply. The symbol "✓" indicates wording of the side that applies. See footnotes for explanation.		POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS								
		PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY COMBUSTIBLE	COMBUSTIBLE
1	2	TYPE OF CAR	ANY CARS (Flat car, hopper, tank car, etc.)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3	RESTRICTIONS									
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓			✓			
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2ND FROM ENGINE, OCCUPIED CABOOSE	✓	✓			✓			
6	7	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN TOP CAR	✓ <sup>1</sup>	✓	✓		✓ <sup>2</sup>			
7		AN OPEN TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS	✓	✓	✓		✓			
8	ENGINE		✓	✓	✓	✓	✓			✓
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED		✓ <sup>3</sup>	✓ <sup>3</sup>	✓ <sup>3</sup>	✓	✓	✓ <sup>4</sup>	✓	✓
10	OCCUPIED CABOOSE		✓ <sup>3</sup>	✓ <sup>3</sup>	✓ <sup>3</sup>	✓	✓			✓
11	OCCUPIED GUARD CAR		✓ <sup>3</sup>	✓ <sup>3</sup>	✓ <sup>3</sup>		✓			
12	UNDEVELOPED FILM					✓				
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION		✓	✓	✓		✓			
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS		✓	✓	✓					
15	CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓		
16		POISON GAS	✓			✓	✓	✓		
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD	✓	✓	✓	✓				
18		RADIOACTIVE	✓	✓	✓		✓	✓		

MUST NOT BE PLACED NEXT TO

FOOTNOTES  
 1. Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.  
 2. A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded trucks or trailers without securely closed doors.  
 3. A rail car placarded "EXPLOSIVES A" OR "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.  
 4. Applies only in mixed train service, see section 174.87.

**FREIGHT TRAIN SCHEDULES (For Information Only)**

**WESTWARD**

TRAINS	BELEN LV.	GALLUP LV.	WINSLOW ARR.	SELIGMAN LV.	NEEDLES ARR.
138	11:15P	3:10A	5:35A	6:25A	10:35A
168	11:15P	2:05A	4:05A	4:30A	7:30A
178	11:15A	2:05P	4:05P	4:25P	7:25P
188	4:15A	7:05A	9:05A	9:30A	12:30P
189	2:20A	5:20A	7:20A	7:50A	10:55A
199	6:00P	8:45P	10:45P	11:15P	2:00A
288	12:55A	4:15A	6:25A	7:15A	10:40A
307	6:00P	2:00A	5:00A		1:40P
308	6:55A	10:15A	12:25P	1:15P	4:40P
309	11:55A	3:15P	5:25P	6:15P	9:40P
328	5:55A	9:10A	11:15A	12:05P	3:20P
329	5:55P	9:15P	11:25P	12:15A	3:40A
338	3:25P	6:45P	8:55P	9:40P	1:10A
348	4:25P	7:45P	9:55P	10:45P	2:10A
408	*11:00A	4:30P	7:15P	7:30P	1:40A
417	* 8:15A	11:30A	1:30P		
508	4:30P	8:30P	11:10P	11:55P	3:50A
568	8:30P	11:55P	2:10A	3:10A	6:35A
588	5:35A	9:05A	11:15A	12:25P	3:45P
668	4:05A	7:10A	9:15A	9:55A	1:00P
676	10:35P	2:30A	5:05A	5:50A	9:25A

**EASTWARD**

TRAINS	NEEDLES LV.	SELIGMAN LV.	WINSLOW ARR.	GALLUP LV.	BELEN ARR.
727					
733	5:00A**		10:00P	10:00A	5:10P
803	4:55A	9:35A	12:40P	1:25P	4:00P
804	9:15A	1:45P	5:15P	7:00P	9:40P
805	11:10P	4:00A	7:20A	7:50A	10:30A
811	9:20A	1:20A	4:45P	6:45P	9:25P
823	4:55P	9:35P	12:40A	12:55A	4:00A
826	1:15P	6:25P	11:25P	1:00A	4:30A
861	7:10A	10:45A	1:45P	2:30P	4:40P
863	12:15P	5:00P	8:45P	9:15P	12:15A
865	9:05P	1:50A	5:10A	5:55A	8:35A
876	1:20P	6:00P	9:05P	9:55P	12:30A
881	1:50P	5:15P	8:00P	8:45P	10:55P
883	3:45P	7:30P	10:35P	11:05P	1:20A
885	12:05P	3:30P	6:15P	6:45P	8:55P
886	6:00P	9:00P	11:45P	12:20A	2:30A
901	2:20A	6:35A	10:05A	10:35A	1:05P
913	1:10P	6:25P	9:55P	10:30P	1:00A
963	2:30A	7:10A	10:40A	11:10A	1:35P
971	4:00P	7:40P	10:40P	11:25P	1:55A
973	8:55A	2:05P	6:35P	7:35P	10:50P
981	6:00P	9:40P	12:40A	1:25A	3:55A
991	8:25P	11:50P	2:30A	3:10A	5:20A

\* Indicates time applies at Albuquerque.

<sup>1</sup> Operates one hour earlier on Tues. and Wed.

\*\* Indicates time applies at Phoenix.

**708**

PHOENIX	LV	1:00A
PARKER	AR	6:00A

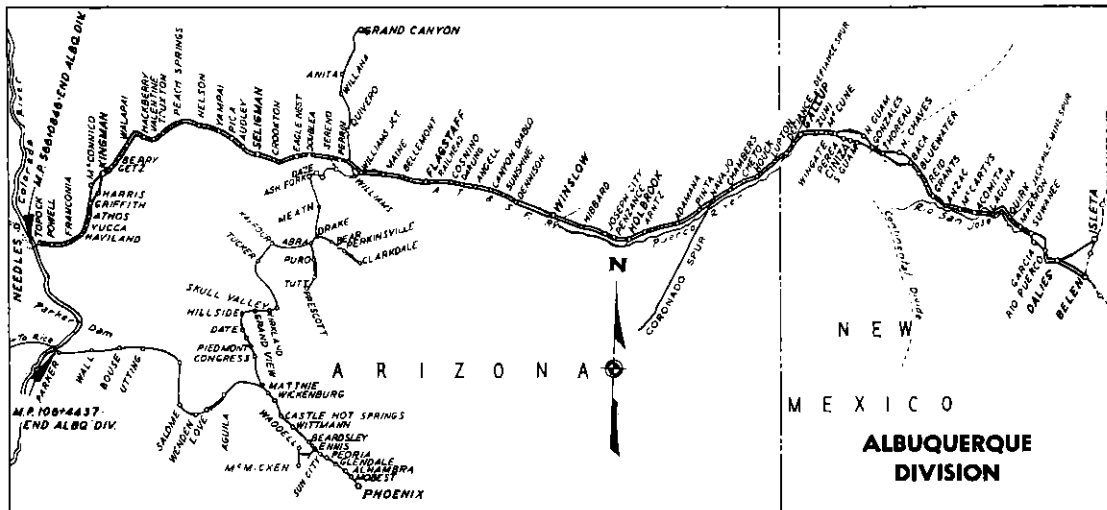
**717**

WINSLOW	LV	1:00A
PHOENIX	AR	3:00P

**807**

PARKER	LV	5:30P
PHOENIX	AR	1:00A

DISTRICT	PAGE
First District	2
Belen District	4
Second District	5
Third District	6
Kingman District	8
Fourth District	10
Parker District	11
Prescott District	12
Clarkdale District	12
Grand Canyon District	11



**SPEED TABLE—FOR INFORMATION ONLY**

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

**THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION**

DR. ERNEST E. PARKS, MEDICAL DIRECTOR-CHIEF EXECUTIVE OFFICER,  
Los Angeles, California

R. N. CROW, GENERAL WATCH INSPECTOR, Topeka, Kansas

For name and address of local surgeons and local watch inspectors, refer to bulletin book.

*Handle freight carefully and keep our customers.*

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**

**AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.