



SANTA FE SAFETY FIRST



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

ASSISTANT SUPERINTENDENT

P. I. JENSEN Gallup, N. Mex.

TRAINMASTERS

I. M. OWSLEY Gallup, N. Mex.
E. W. VANCE Winslow, Ariz.
E. J. MULLIGAN Needles, Calif.

TRAINMASTER—ROAD FOREMAN OF ENGINES

J. L. BOOTMAN JR. Phoenix, Ariz.

RULES INSTRUCTOR

F. B. HATFIELD Winslow, Ariz.

ASSISTANT TRAINMASTERS

J. S. STEVENSON Winslow, Ariz.
D. F. TOUSANT Phoenix, Ariz.
G. G. OGLESBEE (Mgr RFO) Seligman, Ariz.

ROAD FOREMEN OF ENGINES

G. A. SMALLWOOD Gallup, N. Mex.
W. G. COMSTOCK Winslow, Ariz.
E. D. MAAG Needles, Calif.

SAFETY SUPERVISOR

M. J. COOK Winslow, Ariz.

COAST LINES

J. E. THORNTON Los Angeles, Calif.
*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 V. L. WILLIAMS
T. T. LAYCOCK L. D. ANDERSON
W. G. DELYEA

TRAIN DISPATCHERS

J. K. HOLT R. E. WILLIAMS
J. C. OWSLEY R. A. RADFORD
J. D. RICHARDS D. E. STANGE
T. L. FISHER R. C. MITCHELL
L. G. ROWLAND A. O. WEEKS
D. R. AYRES R. J. HEDGES
J. L. THORN

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



**ALBUQUERQUE DIVISION
TIME TABLE No.**

12

IN EFFECT

Sunday, April 29, 1984

**At 12:01 A.M.
Mountain Standard Time**

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

**Q. W. TORPIN
General Manager
LOS ANGELES, CALIF.**

D. M. MILLER

R.T. DENNISON

**A. H. RENNE
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. 12 April 29, 1984		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Tone Tables and Wyes	Capacity of Sidings in Feet	Eastward	
First Class	3				STATIONS	4						
Leave Daily											Arrive Daily	
PM 4:35	Yard			902.4	ALBUQUERQUE	902.4				Yard	PM 12:45	
4:48	2486	26.4		915.0	12.6 ISLETA	915.0	52.8			2486	12:16	
4:59		26.4		27.4	14.0 DALIES	27.4	52.8				12:05 PM	
		31.7		33.9	8.7 RIO PUERCO	33.9	0.0				11:57	
5:18	6768	0.0		47.3	No 13.5 So 14.6 SOWANEE	47.3	N52.8			7808	11:47	
5:26		0.0		58.1	10.8 MARMON	58.1	32.2				11:39	
5:36	6748	0.0		68.7	10.1 LAGUNA	68.7	31.7				11:29	
5:47		0.0		82.3	13.7 McCARTYS	82.3	31.7					
5:51		0.0		85.9	3.8 ANZAC	85.9	31.7				11:15	
6:00	6620	0.0		95.5	10.0 GRANTS	95.5	31.7				11:07	
6:09	5844	0.0		107.2	11.7 BLUEWATER	107.2	31.7				10:58	
6:15		0.0		114.8	7.6 BACA	114.8	31.7				10:52	
		0.0		117.7	No 2.9 EAST PEGS	117.7	N31.7					
		0.0		118.5	No 0.8 WEST PEGS	118.5	S31.7					
6:24	7128	0.0		125.6	No 7.1 THOREAU	125.6	N34.8					
		0.0		128.8	No 3.2 GONZALES	128.8	S31.7				10:44	
		N31.7		143.0	No 17.1 So 15.6 PEREA	143.0	31.7					
		S52.8		149.3	6.3 McCUNE	149.3	S32.7					
		31.7		151.6	2.3 ZUNI	151.6	0.0					
6:56 PM	Yard	30.6		157.6	6.0 GALLUP	157.6	0.0				10:16 AM	
Arrive Daily					NORTH TRACK (160.7) SOUTH TRACK (160.3)						Leave Daily	

Average speed per hour

(68.2)

(64.7)

Trains must get clearance card before leaving Gallup and Albuquerque.

Rule 151: Between Baca, M.P. 114.7 and Dalies trains must keep to the left.

Rule 251 in effect between Baca, M.P. 114.7 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 Gallup and Baca, M.P. 114.7 and on both legs of wye Pegs.

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 and all signals between M.P. 156 and M.P. 114.7 located on field 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, Anacoda Spur and Pegs 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
North Track			
Quirk Spur	63.3	5 Miles	West
Acomita	77.6	2820	East
Reid	101.7	4944	East-West
North Guam	136.7	972	East-West
Wingate	146.5	2277	East-West
South Track			
Garcia	43.3	1500	West
Quirk	63.3	1920	West
Acomita	77.6	1820	West
Reid	101.7	384	West
Baca	114.9	1053	West
South Guam	136.2	3449	West
Ciniza	138.9	3093	East-West

ALBUQUERQUE DIVISION

FIRST DISTRICT 3

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	M.P.H.	Frt.
First District			
Albuquerque to Dalies	79		55

SPEED RESTRICTIONS:	MPH
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	55
Gonzales to Anzac (Eastward only)	90	55
Anzac to Marmon	79	55
Marmon to Dalies	90	55
Quirk Spur	20	20
Anaconda Mill Spur	10	10

Pegs Spur	
Both Legs of Wye - M.P. 0.0 to 0.8	40
M.P. 0.8 to 2.6	20
M.P. 2.6 to 4.3	15
Dumper - M.P. 3.9	4

SPEED RESTRICTIONS:	MPH
2 Street Crossings M.P. 157.9 to 157.6	15
2 Curves M.P. 157.6 to 156.5	50
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
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		55
Marmon to Gonzales	79		55
Gonzales to Gallup (Westward Only)	90		55
Gallup to Gonzales (Eastward Only)	79		55

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
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 (Westward only)	85
2 Curves M.P. 144.5 to 145.3 (Westward only)	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
Pegs	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
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
Baca	I	Two Crossovers, M.P. 114.8	50
East Pegs	I	Switch to East Leg of Wye M.P. 117.7	40
West Pegs	I	Switch to West Leg of Wye M.P. 118.5	40
Pegs	I	Stem of Wye	40
Gonzales	I	Two Crossovers, M.P. 128.9	50
Perea	I	Two Crossovers, M.P. 142.9	50
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

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

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. 27.4B 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. 133.2 (Both Tracks) (Bi-Directional)	Hot Box and Dragging Equipment	Rotating light and radio communication at scanner
Bridge 141.8X	Highwater	Signal 1411 and Eastward Control Signals Perea
M.P. 146.6 (South Track) (Bi-Directional)	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 1481, 1483, 1502 and 1504

4 BELEN—SECOND DISTRICTS

ALBUQUERQUE DIVISION

Westward	TIME TABLE					Eastward			
↓	Ruling Grade Descending—Feet Per Mile	NO. 12 April 29, 1984			Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet	↑
		STATIONS							
		10.0	TCS	BELEN 10.3 DALIES 10.1 (10.3)					

Trains must get clearance card before leaving Belen.

At Belen, four tracks, CLIC Tracks 0223 and 0224 are designated Track 223 and Track 224 respectively; between M.P. 933.7 El Paso District and New Mexico-Albuquerque Division Junction, tracks are designated as North and South.

Rule 251 and Rule 94 in effect: At Belen, on North Track and South Track.

Rule 94 in effect: At Belen, on Track 223 and Track 224 between sign indicating "End TCS" and switches at the east end of these tracks; however, trains or engines must not move West of sign indicating "Preliminary Section" on Track 223 or Track 224 unless authorized by control station.

TCS in effect: At Belen, on Track 223 and Track 224 between West end of the tracks to sign indicating "End TCS", on freight lead between M.P. 893.9 and M.P. 895.4 and on Albuquerque Division Main Tracks Westward from New Mexico-Albuquerque Division Junction.

Normal positions of switches at East end Track 223 and Track 224 will be left lined as last used.

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	Pagr.	M.P.H.	Frt.
Belen District Eastward Movement Both Tracks			
Dalies to Belen	79		55
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
Belen District Westward Movement Both Tracks			
Belen to Dalies	79		55
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 and rotating amber warning lights at M.P. 174.8 and M.P. 175.1
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. 260.5 (North Track)	Hot Box and Dragging Equipment	Rotating white light and radio communication at scanner
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
North Track			
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
South Track			
Chambers	205.7	1790	West
Navajo	213.0	943	West
Coronado Spur	214.8-215.9	45.5 miles	East-West
Set Out Track	20.3	514	East-West
Springerville Spur	39.5	28.3 miles	East
Set out Track	1.8	653	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	M.P.H.	Frnt.
Second District Both Tracks	90	55
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		30
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
Springerville Spur		
Tepeco Jct. M.P. 0 to M.P. 26.1		49
M.P. 26.1 to end of spur		10
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
2 Curves M.P. 227.7 to 228.3		80
8 Curves M.P. 230.3 to 243.4		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. 264.2 to 264.4		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. 264.4 to 264.2		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

Westward	TIME TABLE	Eastward
First Class	NO. 12	First Class
3	April 29, 1984	4
Leave Daily	STATIONS	Arrive Daily
PM 6:58		AM 10:14
Capacity of Sidings in Feet		Capacity of Sidings in Feet
Ruling Grade Descending—Feet Per Mile		Ruling Grade Descending—Feet Per Mile
Yard		Yard
31.7	GALLUP	157.6
31.7	EAST DEFIANCE	165.0
31.7	WEST DEFIANCE	167.0
31.8	LUPTON	180.4
31.7	HOUCK	191.2
31.7	CHETO	199.7
31.7	EAST CORONADO JCT	214.8
31.7	WEST CORONADO JCT	215.9
31.7	PINTA	219.2
34.3	ADAMANA	232.3
26.9	HOLBROOK	253.0
28.5	PENZANCE	258.6
16.9	JOSEPH CITY	262.4
31.7	HIBBARD	274.8
	WINSLOW	285.5
Arrive Daily	(127.2)	Leave Daily
(76.3)	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
East Coronado Jct	I	Crossover M.P. 214.8	50
East Coronado Jct	I	Switch to East Leg of Wye, M.P. 214.8	40
West Coronado Jct	I	Switch to West Leg of Wye, M.P. 215.8	40
West Coronado Jct	I	Crossover, M.P. 215.8	50
Coronado Jct	I	Stem of Wye, M.P. 0.7	30
Tepeco Jct (to Springerville Spur)	I	M.P. 39.5 on Coronado Spur	40
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

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

Trains must get clearance card before leaving Winslow and Gallup.

Rule 151: Between Winslow and West Coronado Junction and between East Coronado Junction and West Defiance, trains must keep to the left.

Rule 251 in effect between Winslow, M.P. 284.5 and West Coronado Junction, M.P. 215.9 and between East Coronado Junction, M.P. 214.8 and West Defiance, M.P. 167.0.

TCS in effect on main tracks between Gallup and West Defiance, M.P. 167.0, on both legs of wye at Defiance, on main tracks and both legs of wye between East Coronado Junction, M.P. 214.8 and West Coronado Junction, M.P. 215.9 and between M.P. 284.5 and Winslow.

Rule 301: Signals located on field side of tracks between Gallup and Defiance M.P. 167.0 and between M.P. 212.1 and M.P. 218.4 (including both legs of wye Coronado Junction).

On Defiance, Springerville 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.

6 THIRD DISTRICT

ALBUQUERQUE DIVISION

Westward	TIME TABLE		Eastward	
First Class	NO. 12		First Class	
3	April 29, 1984		4	
Leave Daily	STATIONS		Arrive Daily	
PM 8:41	Yard	WINSLOW	285.5	Yard
	n 7372	28.3 CANYON DIABLO	311.7	n 7372
		17.0 DARLING	328.6	
s 9:51	Yard	15.2 FLAGSTAFF	344.2	s 7:26
		10.3 EAST BELLEMONT	354.5	
	s 4984	1.8 BELLEFONT	356.3	s 4984
		6.0 MAINE	362.5	
		12.2 WILLIAMS JCT.	374.6	
		8.5 EAST PERRIN	383.1	
		2.5 WEST PERRIN	385.6	
		6.4 EAST DOUBLEA	392.0	
		3.1 WEST DOUBLEA	395.1	
		10.4 EAST EAGLE NEST	405.5	
		2.0 WEST EAGLE NEST	407.5	
		10.8 EAST CROOKTON	418.3	
		2.2 WEST CROOKTON	420.5	
s 11:21	Yard	8.3 SELIGMAN	428.8	s 5:51
Arrive Daily		(142.7)		Leave Daily

(53.5)

Average speed per hour

(55.2)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		
LOCATION	Psg.	M.P.H.
THIRD DISTRICT, EASTWARD MOVEMENTS BOTH TRACKS:		
Seligman to Williams Junction	79	55
Williams Junction to Maine	90	55
Maine to Darling	79	55
Darling to Winslow	90	55
THIRD DISTRICT, WESTWARD MOVEMENTS BOTH TRACKS:		
Winslow to Maine	79	55
Maine to Williams Junction	90	55
Williams Junction to Seligman	79	55
SPEED RESTRICTIONS: MPH		
BOTH TRACKS:		
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*
7 Curves M.P. 350.2 to 352.6		45*
2 Curves M.P. 352.6 to 353.9		60
7 Curves M.P. 359.9 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 interlocked switches and crossovers at following locations:

"EE"—East End. "WE"—West End.

Station	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	Crossover M.P. 288.5	50
	EE & WE siding	40
	Crossover M.P. 312.6	50
	Crossover M.P. 310.5	50
	Crossover M.P. 326.7	50
Darling	Crossover M.P. 329.5	50
	2 Crossovers M.P. 342.0	50
Flagstaff	East Bellemont	50
	2 Crossovers M.P. 354.5	50
Maine	2 Crossovers M.P. 362.1	50
	Crossover M.P. 374.3	50
Williams Jct.	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
	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	
Seligman	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

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.

Rule 301: Eastward controlled signal, north track, M.P. 288.6 located on field side of track.

At Seligman on yard track No. 1 trains must not exceed 30 MPH while head end of train is passing over hand operated switches at east and west end of track.

At fuel spot M.P. 286.4 Winslow speed limit 20 MPH on all main tracks, 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

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
Bellefont South Track	355.9	490	East
Bellefont 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
M.P. 322.8	Dragging Equipt.	Rotating lights on posts at Signals 3202-3204
Eastward only—both tracks		
M.P. 336.8	Hot Box and Dragging Equipt.	Rotating white lights and radio communication at scanner.
Eastward—Westward—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
Eastward—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	Hot Box and Dragging Equipt.	Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7
Eastward—Westward—both tracks		

8 KINGMAN DISTRICT

ALBUQUERQUE DIVISION

Westward		TIME TABLE		Eastward			
First Class	Capacity of Sidings In Feet	Ruling Grade Descending—Feet Per Mile	NO. 12		First Class		
3			April 29, 1984		4		
Leave Daily			STATIONS	Mile Post	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet	Arrive Daily
PM 11:23	Yard	75.0	SELIGMAN 18.3	428.8	C-R-Y	Yard	AM 5:49
11:39	5355	69.7	PICA 5.2	446.9	B		5:27
11:47	7098	106.6	YAMPAI 7.9	452.2	B	5329	5:20
11:56 AM	4647	75.0	NELSON 5.6	460.2	B	5783	5:10
12:02	5714	75.0	PEACH SPRINGS 11.4	465.8	B	7743	5:04
12:12	5423	75.0	TRUXTON 7.0	477.3	B	5557	4:51
12:20		75.0	VALENTINE 17.2	484.0	B	8376	4:41
12:35	5550	31.7	WALAPAI 8.2	501.3	B	5939	4:27
12:43	7180	0.0	BERRY 4.5	509.4	B-Y	7132	4:21
12:47		95.0	GETZ 2.8	518.9	B		4:18
12:55	5974		KINGMAN 5.1	516.4	C-R	5656	4:14
			HARRIS 5.5	521.5	B	7117	4:00
1:10	5422	75.0	GRIFFITH 8.8	526.8	B	7106	3:53
1:17		75.0	ATHOS 4.6	536.6	B	7100	3:44
1:21	7115	75.0	YUCCA 12.5	540.2	B	5160	3:39
1:33	5198	73.0	FRANCONIA 12.4	552.7	B	7132	3:27
1:43	5357	62.8	TOPOCK 12.4	565.1	B	5491	3:14
1:56 AM	Yard		NEEDLES YL	578.0	C-R-Y	Yard	3:02 AM
Arrive Daily			NORTH (148.7) SOUTH (149.4)				Leave Daily
(58.3)			Average speed per hour				(53.6)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Pagr.	M.P.H.	Fr.
KINGMAN DISTRICT SOUTH TRACK			
Needles to Getz	79		55
Getz to Valentine	90		55
Valentine to Seligman	79		55

SPEED RESTRICTIONS:		MPH
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		35*
11 Curves M.P. 519.9X to 515.3X		30
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

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 30 MPH 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-Pico

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
South Track			
Powell	558.8	663	East
Hackberry (Pit Pass)	489.8	1700	East-West
Audley	439.8	1000	East
North Track			
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. 452.1 (North and South Tracks)	Hot Box and Dragging Equip.	Rotating white lights and radio communication at scanner
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)	Draggng 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

KINGMAN DISTRICT 9

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Pagr.	MPH	Fri.
KINGMAN DISTRICT, NORTH TRACK			
Seligman to Peach Springs	79		55
Peach Springs to Needles	90		55
SPEED RESTRICTIONS:			
			MPH
3 Curves M.P. 432.8 to 434.9	75		
2 Curves M.P. 447.4 to 448.2	70		
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		
2 Curves & Grade M.P. 482.5 to 483.9	75		
1 Curve & Grade 483.9 to 486.1	80		
5 Curves & Grade M.P. 486.1 to 488.8	70		
2 Curves & Grade M.P. 488.8 to 493.0	80		
1 Curve M.P. 493.0 to 495.8	85		
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		
3 Curves M.P. 572.4 to 575.6	85		
1 Curve M.P. 575.6 to 576.8	75		
1 Curve M.P. 576.8 to 577.2	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 & 11 Crossings M.P. 175.8 to 181.5	25
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		TIME TABLE		EASTWARD	
Rating Grade Descending—Feet Per Mile	Mile Post	NO. 12		Rating Grade Descending—Feet Per Mile	Capacity of Sidings In Feet
		April 29, 1984			
		STATIONS			
		WILLIAMS JCT.	375.2		
		WILLIAMS YL	378.2		
		SERENO	384.2		
		ASH FORK YL	401.2		
		DRAKE YL	21.2		
		ABBA	28.4		
		KAYFOUR	34.4		
		TUCKER	46.2		
		SKULL VALLEY	80.6		
		KIRKLAND	86.8		
		GRAND VIEW	95.4		
		HILLSIDE	101.5		
		DATE	109.7		
		PIEDMONT	116.4		
		CONGRESS	123.2		
		MATTHIE YL	135.0		
		WICKENBURG	139.6		
		CASTLE HOT SPRINGS	150.3		
		WITTMANN	157.6		
		BEARDSLEY	169.2		
		ENNIS	173.6		
		PEORIA	179.9		
		GLENDALE YL	183.7		
		ALHAMBRA YL	188.3		
		MOBEST YL	191.6		
		PHOENIX YL	193.7		
		(208.8)			

Eastward trains must get clearance card before leaving Glendale.

"TCS" in effect on main track between Williams Jct. and Williams M.P. 378.1.

"TWC" in effect between Williams M.P. 378.1 and Glendale.

At Williams, all movements within yard limits must be at restricted speed regardless of signal indication.

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, and M.P. 181.5 to Phoenix.

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

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. 12						Ruling Grade Descending—Feet Per Mile
	April 29, 1984						
	STATIONS		Mile Post	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet		
	MATTHIE	YL	0.0	B-Y			
31.7	AGUILA		22.3	B	5158		
31.7	LOVE		40.0	B	2250		
31.7	WENDEN		44.8	B	603		
21.1	SALOME		50.0	B	1216		
84.5	UTTING		70.5	B	1900		
31.7	BOUSE		79.9	B	750		
31.7	WALL		90.6	B	2404		
31.7	PARKER	YL	105.8	B-Y	Yard		
			(105.8)				

CLARKDALE DISTRICT

WESTWARD	TIME TABLE						EASTWARD
Ruling Grade Descending—Feet Per Mile	NO. 12						Ruling Grade Descending—Feet Per Mile
	April 29, 1984						
	STATIONS		Mile Post	Communications and wye	Capacity of Sidings in Feet		
105.6	DRAKE	YL	0.0	Y-B	1571		
105.6	PERKINSVILLE	YL	18.3	B	1158		
	CLARKDALE	YL	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
Ruling Grade Descending—Feet Per Mile	NO. 12						Ruling Grade Descending—Feet Per Mile
	April 29, 1984						
	STATIONS		Mile Post	Communications and wye	Capacity of Sidings in Feet		
79.2	ABRA	YL	28.4				
	PRESCOTT	YL	57.1		Yard		
			(27.7)				

Rule 93: Yard limits Abra to Prescott

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H.
PARKER DISTRICT	49
SPEED RESTRICTIONS	
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
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

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.

Normal position of junction switches is as follows:

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

TWC in effect Matthie to Parker.

Rule 93: Yard limits located at Matthie and Parker. Length of stem of wye Parker 576 feet.

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	

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

LOCATION	Mile Post or distance between stations	Capacity in Feet	Switch Connection
FOURTH DISTRICT			
Williams (Grand Canyon Spur)	378.1	8 miles	West
Daze	393.3	601	East
Meath	9.2	350	East
Matthie	135.2	1100	East-West
Bearsley 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
Bear (Clarkdale Dist.)	10.6	1098	East-West
Puro (Prescott Dist.)	35.1	2047	East-West
Tuff	46.6	1.5 miles	East

12 SPECIAL RULES

SPECIAL RULES

1. Rule 1: Standard clocks are located at on duty points Albuquerque, Belen, Gallup, Winslow, Flagstaff, Seligman, Needles, Mobest and Glendale.

2.

3. 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

M.P. 128.1 South Track M.P. 115.1 South Track : M.P. 128.2 North Track

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 Belmont

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, Gallup, Winslow, Flagstaff, Seligman, Kingman, Needles, Mobest and Glendale.

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, ramp dock located on west side clic track 0304.

At Belen, overhead foot bridge M.P. 932.8.

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.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators. Dragging equipment will also actuate track-side indicators at locations so equipped.

LOCATOR (READOUT) TYPE

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train

ALBUQUERQUE DIVISION

dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

MONITOR DISPLAY BOARD TYPE

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.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.

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

When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:

1. Train must be stopped and thoroughly inspected. If numerical readout is displayed or indicator light(s) are illuminated as train passes the detector.
2. Train may proceed at prescribed speed and be observed closely enroute if:
 - a. Numerical readout is displayed or indicator light(s) are illuminated before train reaches the detector, or
 - b. No numerical readout is displayed or indicator light(s) are illuminated after train passed the detector.

RADIO READOUT (REPORTER TYPE)

As train approaches the detector location, the following message will be transmitted via radio:

"SANTA FE RAILROAD (site identification) NORTH OR SOUTH TRACK, SYSTEM WORKING" This will alert crew that system is operational. After train has passed the detector location, if no defects were noted, a subsequent message will be transmitted via radio:

"SANTA FE RAILROAD (site identification) NORTH OR SOUTH TRACK, NO DEFECTS"

If detector is actuated, a rotating white light will be illuminated at detector. In addition, a message will be transmitted if train is on the North track, a fast beeping tone will be heard on the radio and, if train is on the South track, a slow beeping tone will be heard. If two trains are passing detector at same time and both have defects, the beeping tone will revert to a continuous unmodulated tone. When any of these warnings are observed, crew must immediately prepare to stop for inspection with rear of train 300 feet beyond detector.

After the train has passed detector location, the identification of defect(s) by type and location, in train will be transmitted via radio. All references to defect locations will be from rear of train. The "LEFT" or "RIGHT" side mentioned is always referenced to the Engineer's left or right in the direction of travel. The message will be repeated once to insure information is correctly copied. If two trains are involved, reports will alternate until each have been reported twice. The following is a typical example of radio transmission that crews can expect to hear:

- (1) "SANTA FE RAILROAD (site identification) NORTH OR SOUTH TRACK, FIRST HOT BOX RIGHT SIDE, one seven eight"
- (2) "SECOND HOT BOX LEFT SIDE, one four three"

(Continued on Page 13)

(3) "SANTA FE RAILROAD (Site identification) NORTH OR SOUTH TRACK, FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight"

This type detector has capability to store in its memory the location of up to three (3) defective journals and three (3) dragging equipment alarms. Any time three alarms of either type are reported, crew should inspect the remainder of their train for additional defects.

If, after head end of train passes detector, the white rotating light becomes illuminated and no audible tone or message is received via radio, stop will be made with rear end of train at least 300 feet beyond the detector and entire train thoroughly inspected.

If the white rotating light is illuminated before head end of train reaches detector, the following message should be transmitted via the radio:

"SANTA FE RAILROAD (Site Identification) NORTH OR SOUTH TRACK, SYSTEM FAILURE"

However, be alert for the possible transmission of an audible alarm and message should an alarm occur during passage of the train. If no such alarm or message is received, train may proceed at prescribed speed and must be observed closely en route.

If, as train approaches and passes detector, no radio message is transmitted, nor does the rotating white light become illuminated, train may proceed at prescribed speed and must be observed closely enroute.

INSTRUCTIONS APPLICABLE TO ALL TYPES HOT BOX AND DRAGGING EQUIPMENT DETECTORS

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles, where it must stop for an identical inspection unless train is checked by an intervening hot box detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same car or unit by intervening detector or during a stop for inspection, car or unit must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

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

Trains must not exceed 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. Freight trains averaging 90 tons or more per car or having more than 7000 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 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 55 MPH for freight trains.
- (2) Train does not contain empty cars (10-pack cars, cabooses, flatcars loaded with empty trailers, containers or container chassis are considered loads).

- (3) Train does not exceed 5500 tons.
- (4) Train does not exceed 90 cars.
- (5) Train does not average more than 80 tons per car.
- (6) 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, 5990-5998	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, 600 or 700 Class units 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:

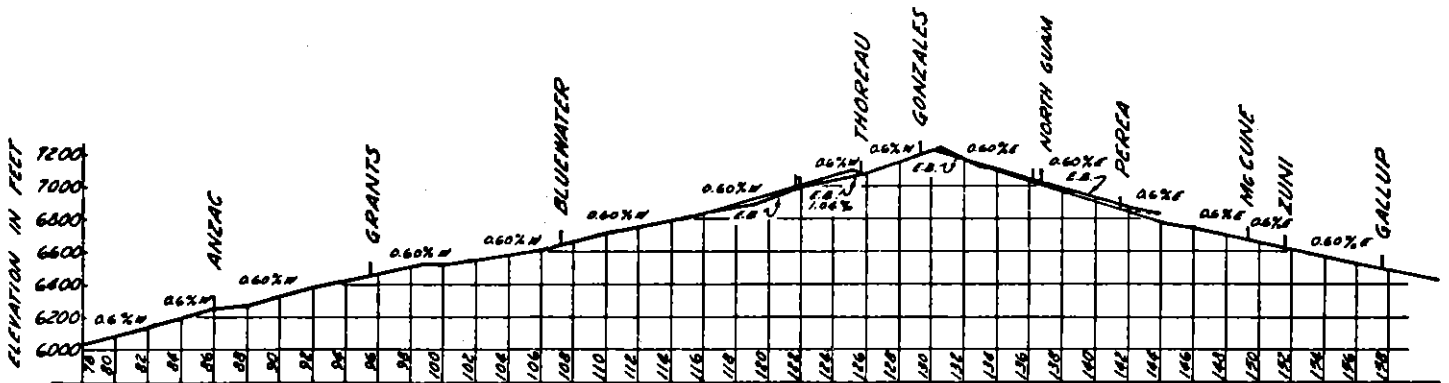
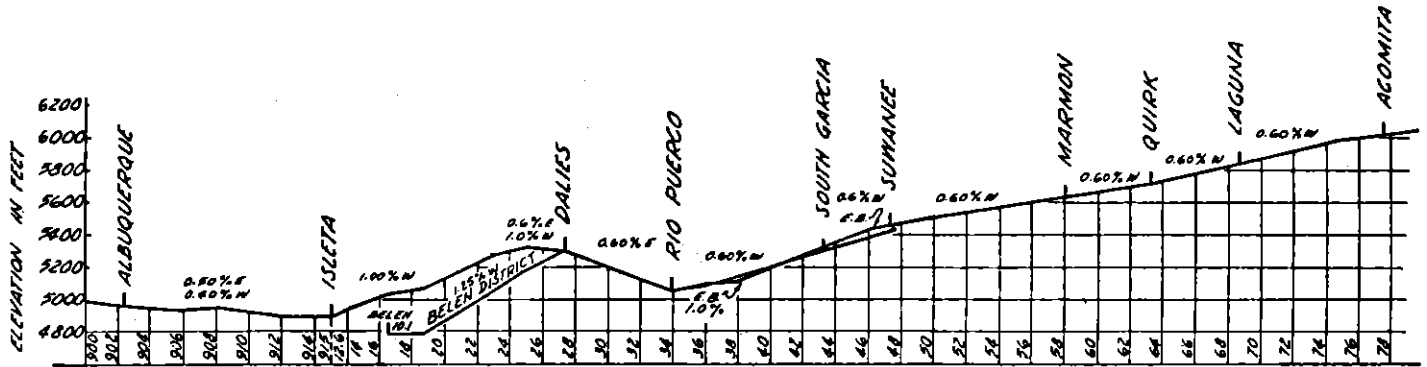
District	MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 and Jordan Spreaders MPH	Wrecking Derricks	Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 Other Machines MPH
First, Second, Third, Kingman, Fourth, Belen, Prescott, and Parker 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.

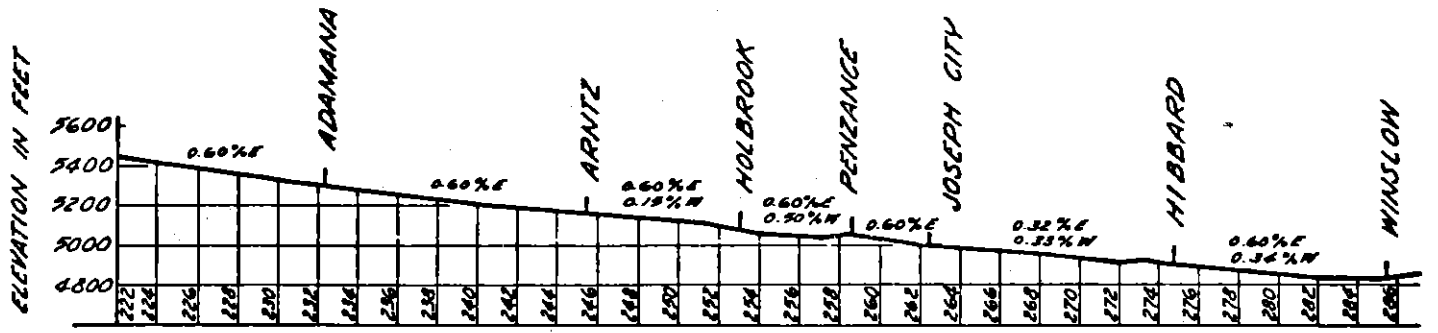
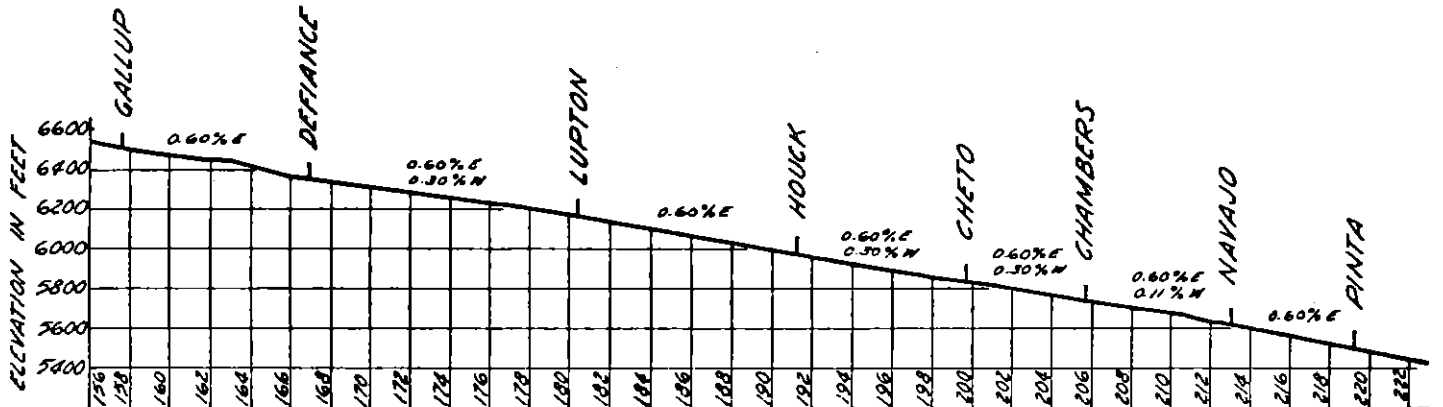
Derrick AT-199787, Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine.

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

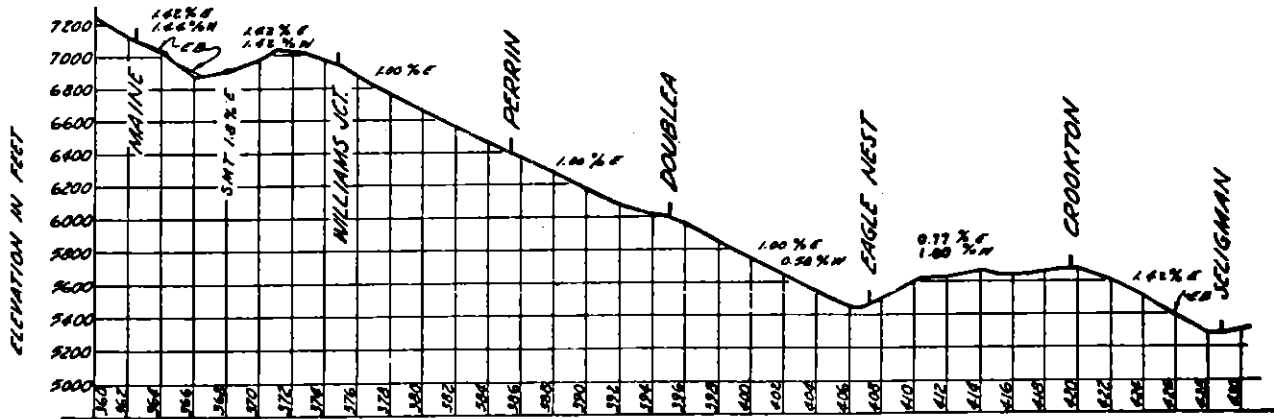
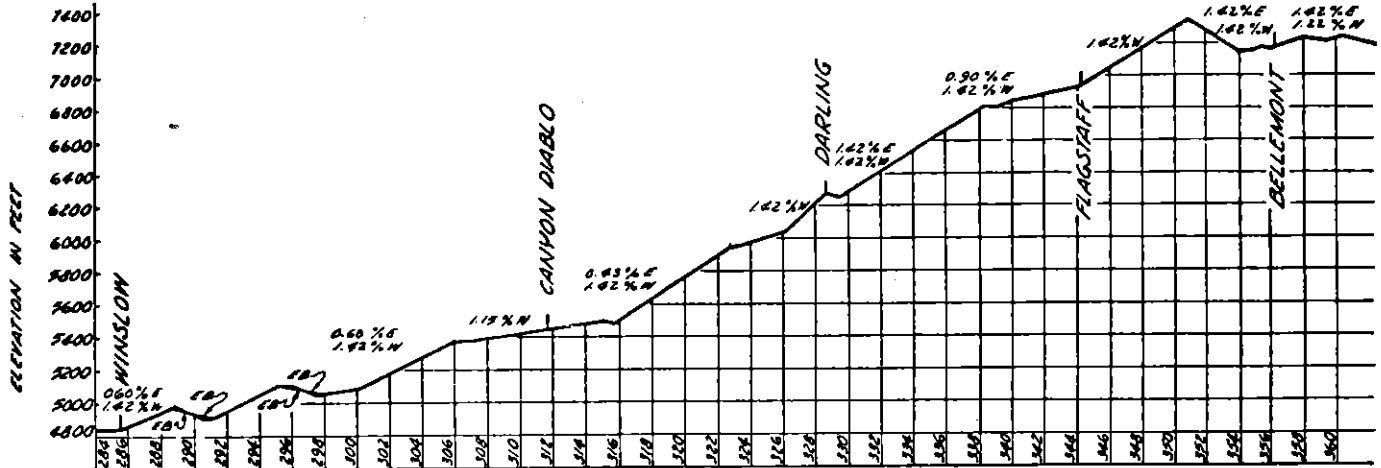
FIRST & BELEN DISTRICT



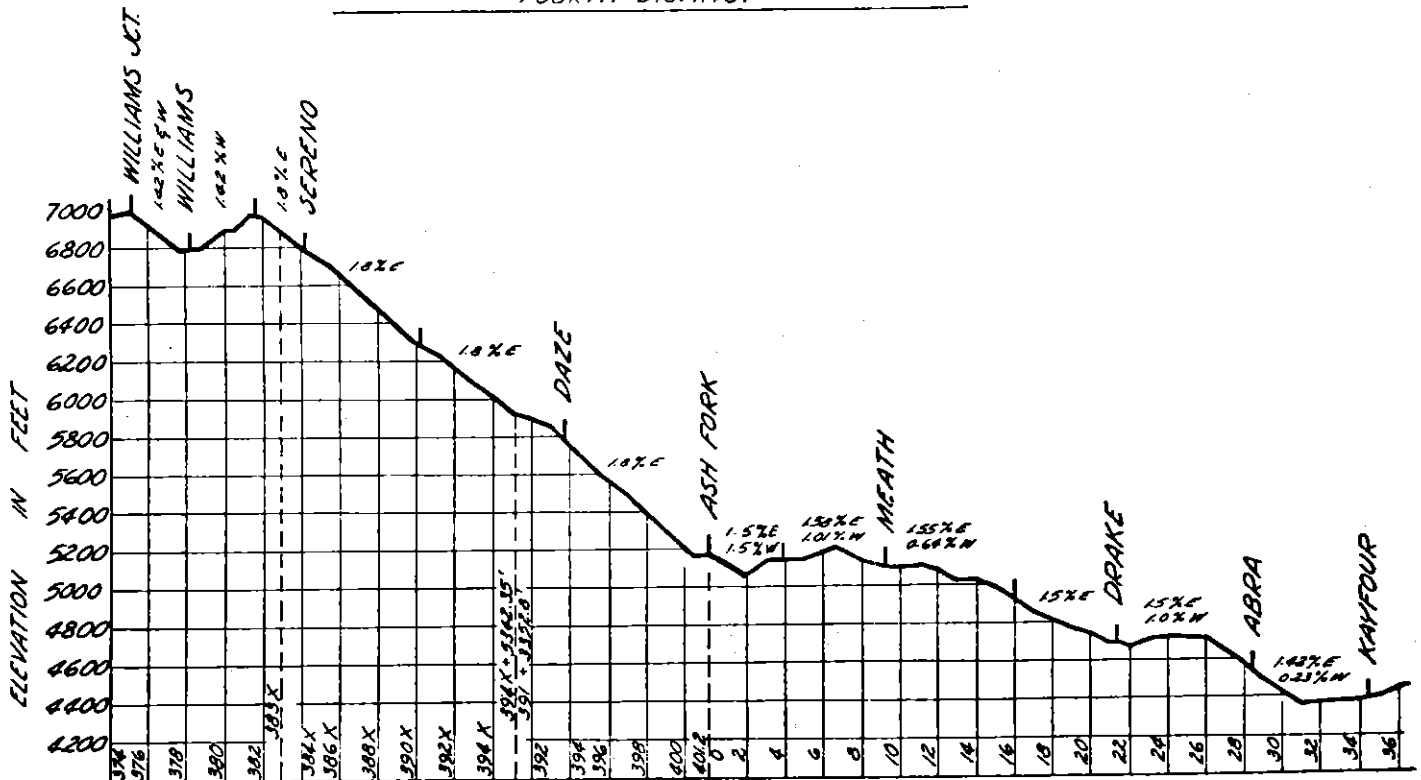
SECOND DISTRICT



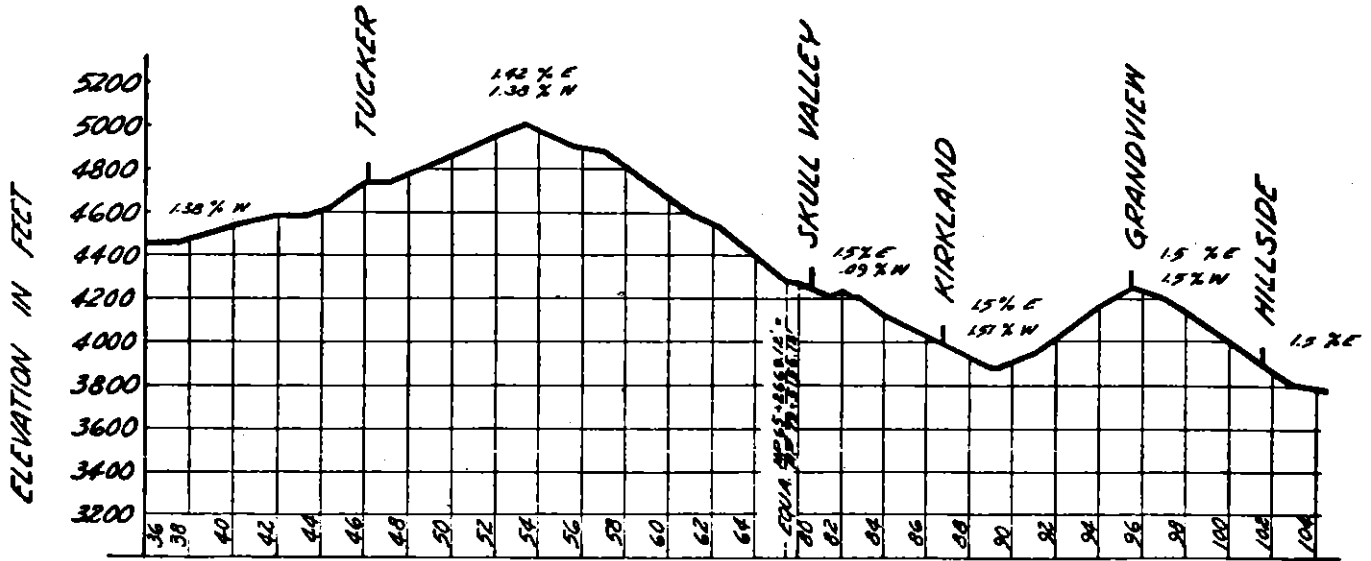
THIRD DISTRICT



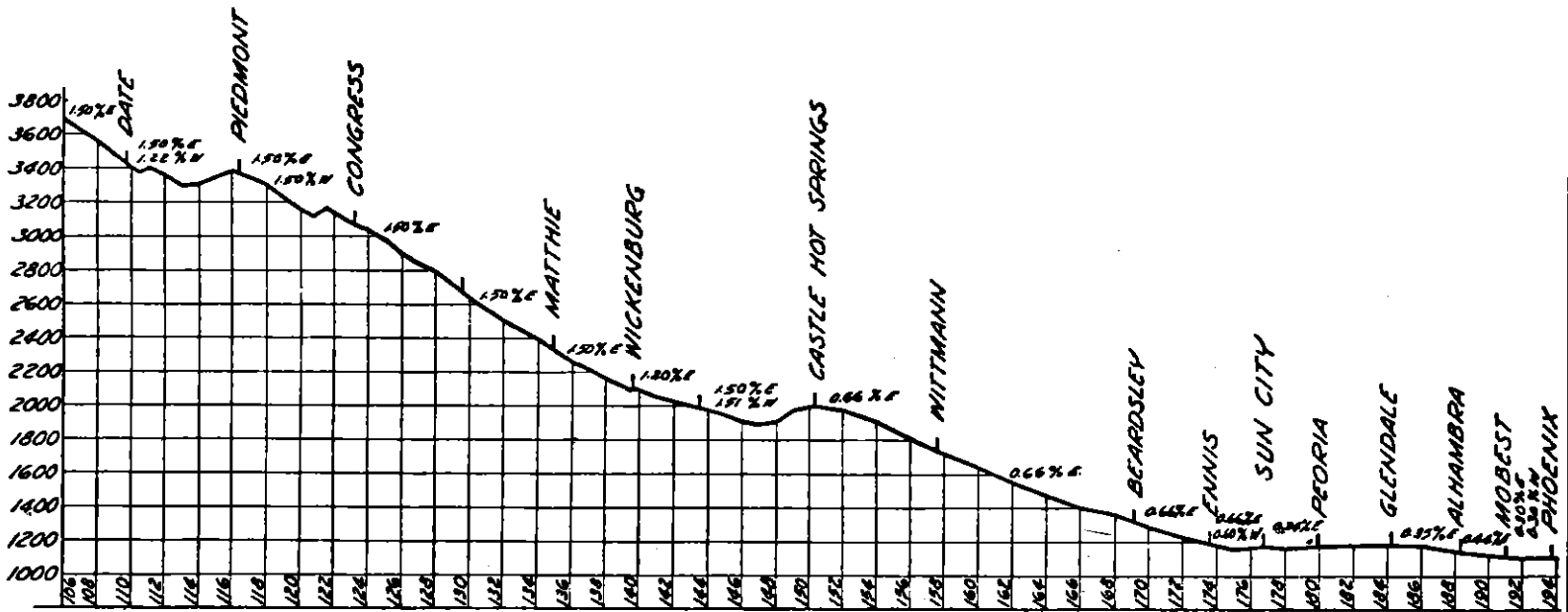
FOURTH DISTRICT



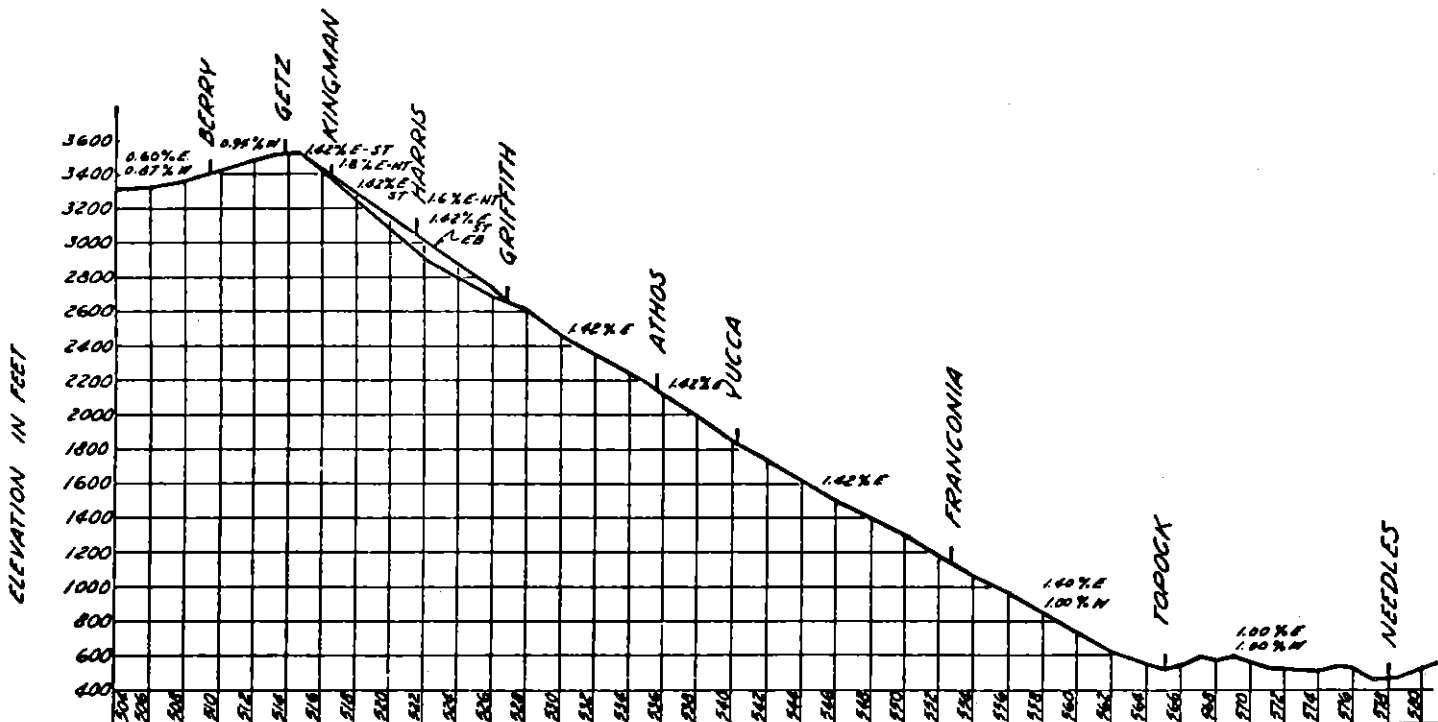
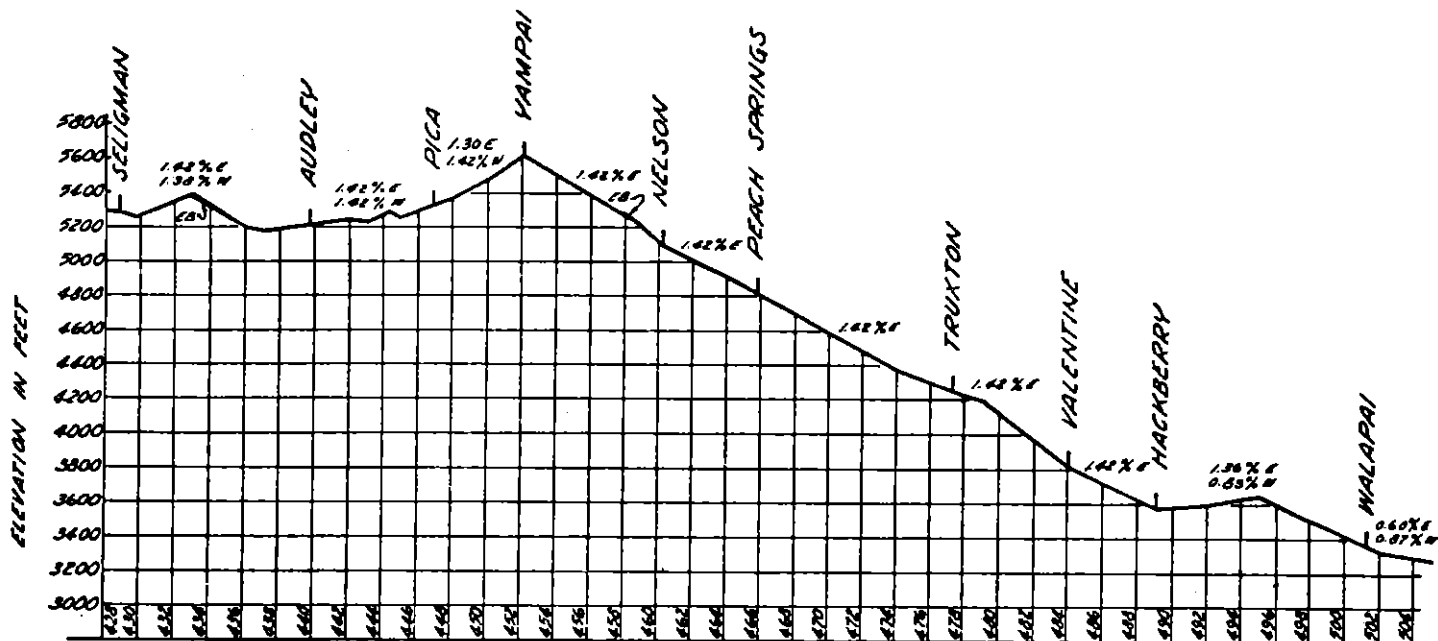
FOURTH DISTRICT (Cont'd from Page 15)



ELEVATION
IN FEET



KINGMAN DISTRICT



**FOR OBSERVATION AND GUIDANCE,
THE FOLLOWING CODES MAY APPEAR ON WORK ORDERS,
TRACK LISTS AND WHEEL REPORTS.**

AI	- Agri. Industries		MR	- Mechanical Refrig. Maintain - Degrees	
B1	- Bad Order		MCNR	- Mechanical Car or Trailer - No Refrigeration Required	
BA	- Blasting Agent	(HAZARDOUS)	NG	- Non-Flammable Gas	(HAZARDOUS)
CG	- Cargill		NP	- No Placards Required	
CB	- Combustible	(HAZARDOUS)	OM	- Oxidizer	(HAZARDOUS)
CD	- Condemned		OP	- Organic Peroxide	(HAZARDOUS)
CL	- Chlorine	(HAZARDOUS)	OR	- Other Regulated Materials	
CM	- Corrosive	(HAZARDOUS)	OX	- Oxygen	(HAZARDOUS)
DG	- Dangerous		PA	- Poison Gas	(HAZARDOUS)
DH	- Do Not Hump		PB	- Poison	(HAZARDOUS)
DU	- Do Not Uncouple		PE	- Houston Public Elevator	
EQ	- Equity Export - Houston		RE	- Rear End Only	
FG	- Flammable Gas	(HAZARDOUS)	RM	- Radioactive Material	(HAZARDOUS)
FL	- Flammable	(HAZARDOUS)	REJT	- Car Rejected by Shipper	
FS	- Flammable Solid	(HAZARDOUS)	RSPT	- Respot Due to Railroad Error	
FW	- Flammable Solid W (Dangerous When Wet)	(HAZARDOUS)	TURN	- Turn Car & Respot	
HE	- Head End Only		WH	- Weight Heavy	
HL	- High Wide Load		WI	- Waive Inspection - Set Direct	
HV	- High Value		WL	- Weigh Light	
IP	- Interchange Prohibited		XA	- Explosive "A"	(HAZARDOUS)
IPSW	- Intraplant Switch (Respot Car)		XB	- Explosive "B"	(HAZARDOUS)
			XX	- DO NOT MOVE THIS CAR	
				*(Speed) - Speed Restriction	
				*Numeric Speed Restriction will be shown.	

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 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 streams, 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 paper. 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 on 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	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY COMBUSTIBLE	COMBUSTIBLE	ANY CARS (Line 2 of this chart)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
RESTRICTIONS																	
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 5th 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		LOADED FLAT CAR A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN TOP CAR	✓ ¹	✓	✓								✓ ²				
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	✓ ³	✓ ³	✓ ³	✓	✓	✓					✓ ⁴	✓			
10		OCCUPIED CABOOSE	✓ ³	✓ ³	✓ ³	✓	✓	✓							✓		
11		OCCUPIED GUARD CAR	✓ ³	✓ ³	✓ ³	✓	✓	✓					✓				
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	✓	✓	✓				✓	✓							

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 placarded 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.

MUST NOT BE PLACARDED NEXT TO

FREIGHT TRAIN SCHEDULES (For Information Only)

WESTWARD

TRAINS	BELEN	GALLUP	WINSLOW		SELIGMAN	NEEDLES
	LV.	LV.	ARR.	LV.	LV.	ARR.
168	11:15P	2:05A	4:05A	4:30A	7:30A	10:25A
177	11:10A	2:20P	4:50P	5:50P	7:25P	10:25P
178	11:10A	2:05P	4:05P	4:25P	7:25P	10:25P
179	7:40A	10:45A	12:45P	1:30P	4:50P	7:50P
188	4:15A	7:05A	9:05A	9:30A	12:30P	3:25P
189	2:20A	5:20A	7:20A	7:50A	10:55A	1:35P
199	6:00P	8:45P	10:45P	11:15P	2:00A	5:00A
288	1:20A	5:00A	7:10A	7:30A	10:55A	1:55P
308	9:15P	12:35A	2:45A	3:35A	7:00A	10:00A
309	2:25A	6:05A	6:25A	9:10A	12:40P	3:35P
338	10:30A	2:10P	4:30P	5:30P	9:30P	12:45A
348	12:30A	4:10A	6:30A	7:30A	11:30A	2:45P
408	1:00P	6:45P	9:30P	9:45P	3:55A	8:15A
508	4:30P	8:30P	11:10P	11:55P	3:50A	7:05A
568	6:40A	10:05A	12:20P	1:20P	4:45P	7:45P
579	5:40A	9:10A	11:20A	12:20P	4:10P	7:25P
589	5:15A	8:45A	10:55A	12:05P	3:25P	6:40P
668	6:00A	9:05A	11:10A	11:50A	2:55P	5:50P
678	2:35P	6:30P	9:05P	9:50P	1:25A	4:30A

EASTWARD

TRAINS	NEEDLES	SELIGMAN	WINSLOW		GALLUP	BELEN
	LV.	LV.	ARR.	LV.	LV.	ARR.
737	5:00A**		10:00P	1:00A	8:10A	12:30P
803	4:55A	9:35A	12:40P	1:25P	4:00P	6:45P
804	9:15A	1:45P	5:15P	7:00P	9:40P	1:30A*
805	11:10P	4:00A	7:20A	7:50A	10:30A	1:30P
811	11:20A	3:20P	6:45P	8:05P	10:45P	2:15A
817	6:15A	10:25A	3:25P	5:00P	9:00P	2:00A
861	7:10A	10:45A	1:45P	2:30P	4:40P	7:30P
863	1:15P	6:00P	9:45P	10:15P	1:15A	4:00A
876	2:35P	7:15P	10:20P	11:10P	1:45A	4:30A
881	1:50P	5:15P	8:00P	8:45P	10:55P	1:45A
883	3:45P	7:30P	10:35P	11:05P	1:20A	4:30A*
885	10:05P	7:30A	4:30A	5:00A	7:10A	10:00A
891	5:05P	8:40P	11:30P	11:50P	2:00A	4:50A
901	2:20A	6:35A	10:05A	10:35A	1:05P	4:05P
971	4:00P	7:40P	10:40P	11:25P	1:55A	4:40A
973	8:55A	2:05P	6:35P	7:35P	10:50P	2:30A
975	5:30P	8:55P	12:05A	12:35A	3:05A	6:40A
981	6:00P	9:40P	12:40A	1:25A	3:55A	6:40A
991	8:25P	11:50P	2:30A	3:10A	5:20A	8:00A

*Indicates time applies at Albuquerque.
**Indicates time applies at Phoenix.

708

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

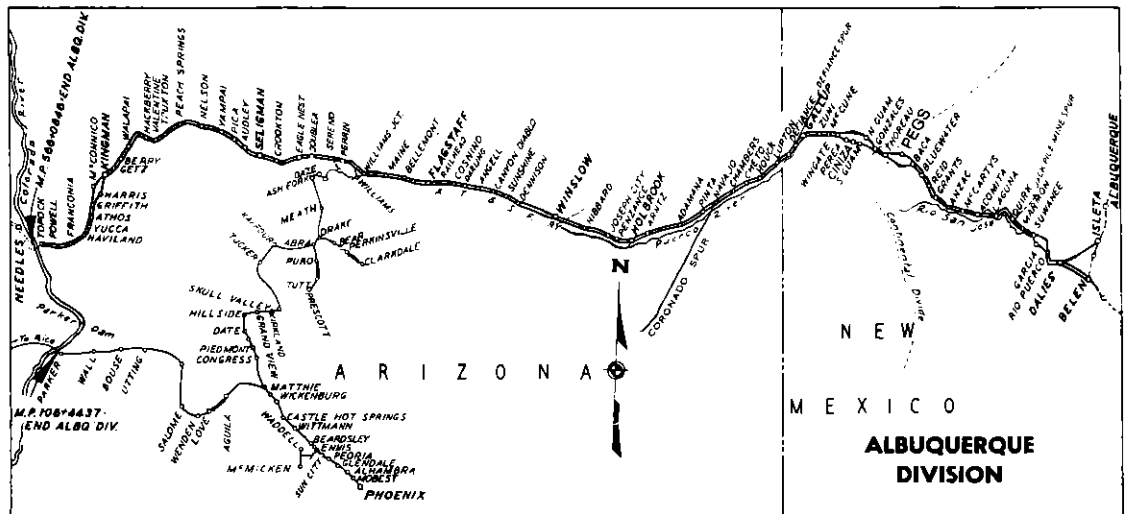
717

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

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

DISTRICT	PAGE
First District	2
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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. R. R. HARE, 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.