



SANTA FE SAFETY FIRST



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

DIVISION RULES EXAMINER

F. B. HATFIELD Winslow, Ariz.

TRAINMASTERS

P. I. JENSEN Gallup, N. Mex.
E. W. VANCE Winslow, Ariz.
J. L. BOOTMAN, JR. Phoenix, Ariz.
W. H. LAWSON Needles, Calif.

ASSISTANT TRAINMASTER

V. V. ANDREAS Phoenix, Ariz.

ROAD FOREMEN OF ENGINES

E. J. MULLIGAN Gallup, N. Mex.
W. A. HAWKINS Winslow, Ariz.
B. T. JOHNSTON Needles, Calif.
J. H. LANE Phoenix, Ariz.

SAFETY SUPERVISOR

R. L. STANLEY 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

J. S. ARMSTRONG, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS

D. LA MAR R. L. COTTON
E. D. STINSON M. E. JONES

TRAIN DISPATCHERS

F. W. PLEASANTS D. R. AYRES
J. K. HOLT H. A. MILLER
I. M. OWSLEY T. T. LAYCOCK
J. C. OWSLEY R. E. FLANAGAN
J. D. RICHARDS C. B. AMERMAN
T. L. FISHER J. R. CHAVEZ
L. G. ROWLAND

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



**ALBUQUERQUE DIVISION
TIME TABLE No.**

3

IN EFFECT

Sunday, October 31, 1976

**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.**

**C. E. ROLLINS R. T. DENNISON
J. G. FRY
Asst. General Managers
LOS ANGELES, CALIF.**

**G. E. YOUNG
Superintendent
WINSLOW, ARIZ.**

2 FIRST—BELEN DISTRICT

ALBUQUERQUE DIVISION

| Westward | | Capacity of Sidings in Feet | Ruling Grade Descending— Feet Per Mile | Mile Post | TIME TABLE | | Mile Post | Ruling Grade Descending— Feet Per Mile | Communications, Turn Tables and Wyes | Capacity of Sidings in Feet | Eastward | |
|--------------|------|--------------------------------|--|---------------------|------------------|--------------|-----------|--|--|--------------------------------|-------------|--|
| First Class | | | | | NO. 3 | | | | | | First Class | |
| 3 | | | | | October 31, 1976 | | | | | | 4 | |
| Leave Daily | | | | STATIONS | | Arrive Daily | | | | | | |
| PM 5.05 | Yard | | | ALBUQUERQUE YL | 902.4 | PM 1.10 | | | | | | |
| 5.20 | 2486 | 26.4 | | 12.6 ISLETA | 915.0 | 12.45 | 52.8 | B | 2486 | | | |
| 5.32 | | 26.4 | | 14.0 DALIES | 27.4 | 12.33 | 52.8 | B | | | | |
| 5.48 | 5846 | 31.7 | | 18.2 GAROIA | | | 0.0 | B | | | | |
| 5.52 | 6768 | 0.0 | | 5.1 SUWANEE | 47.3 | 12.15 | 52.8 | B | 7808 | | | |
| 6.11 | 6748 | 0.0 | | 20.8 LAGUNA | 68.7 | 11.56 | 31.7 | B | 5515 | | | |
| 6.26 | 5862 | 0.0 | | 17.4 ANZAC | 85.9 | 11.41 | 31.7 | B | 6495 | | | |
| 6.36 | 6620 | 0.0 | | 10.9 GRANTS | 95.5 | 11.33 | 31.7 | C-R | 5842 | | | |
| 6.45 | 5844 | 0.0 | | 11.7 BLUEWATER | 107.2 | 11.23 | 31.7 | B | 6758 | | | |
| 7.00 | 7128 | 0.0 | | 18.4 THOREAU | 125.6 | 11.09 | 52.8 | B-Y | | | | |
| | | 56.3 | | 11 NORTH GUAM | 136.7 | 10.58 | 31.7 | B | 6716 | | | |
| 7.12 | 5815 | 31.7 | | 4.8 PEREA | | | | B | | | | |
| 7.18 | 5270 | 31.7 | | 7.8 McCUNE | 149.3 | | 0.0 | B-Y | | | | |
| 7.20 | | 31.7 | | 2.3 ZUNI | 151.6 | 10.44 | 0.0 | B | 8534 | | | |
| 7.30 PM | Yard | 31.7 | | -6.0 GALLUP YL | 157.6 | 10.37 AM | 0.0 | C-R Y | Yard | | | |
| Arrive Daily | | | | NORTH TRACK (160.7) | | Leave Daily | | | | | | |
| | | | | SOUTH TRACK (160.3) | | | | | | | | |

(66.3)

Average speed per hour

(63.0)

Trains must get clearance card before leaving Gallup and Albuquerque.

Rule 151: Between Gallup and Dalies trains must keep to the left.

Rule 251 in effect between Gallup and Dalies and at Albuquerque on Double Track.

DT: At Albuquerque between M.P. 903.9 and eastward thereof to Hahn, M.P. 898.8 Colorado Division.

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

Rule 93: Yard limits located at Gallup and Albuquerque.

Rule 94 in effect at Albuquerque between M.P. 902.0 and end of Double Track, 903.9.

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.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location | Mile Post | Capacity in Feet | Switch Connection |
|--------------------|-----------|------------------|-------------------|
| North Track | | | |
| 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 |
| North Chaves | 120.8 | 2885 | East |
| Gonzales | 129.3 | 320 | East |
| Wingate | 146.1 | 2277 | East |
| South Track | | | |
| 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 |

BELEN DISTRICT

| Westward | | Capacity of Sidings in Feet | Ruling Grade Descending— Feet Per Mile | Communications, Turn Tables and Wyes | Capacity of Sidings in Feet | TIME TABLE | | Mile Post | Ruling Grade Descending— Feet Per Mile | Communications, Turn Tables and Wyes | Capacity of Sidings in Feet | Eastward | |
|------------------|------|--------------------------------|--|--|--------------------------------|------------------|--|-----------|--|--|--------------------------------|----------|--|
| NO. 3 | | | | | | NO. 3 | | | | | | | |
| October 31, 1976 | | | | | | October 31, 1976 | | | | | | | |
| STATIONS | | | | | | | | | | | | | |
| BELEN | 10.0 | 0.0 | | C-R T-Y | Yard | | | | | | | | |
| 10.3 | | 66.2 | | B | s 5314 | | | | | | | | |
| DALIES | 10.1 | | | | | | | | | | | | |
| (10.3) | | | | | | | | | | | | | |

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.

ALBUQUERQUE DIVISION

FIRST—BELEN DISTRICTS 3

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

| LOCATION | Psg. and Light | M.P.H. | Frt. |
|---|----------------|--------|------|
| First District | | | |
| Albuquerque to Dalies | 79 | | 60 |
| Street crossings M.P. 901.8 to 903.4 | 30 | | 30 |
| 2 curves M.P. 905.2 to 905.4 | 70 | | 55 |
| 1 curve at junction switch M.P. 914.9 | 70 | | 55 |
| 2 curves M.P. 12.5 to 13.6 | 70 | | 60 |
| 1 curve and junction switch M.P. 26.8 to 27.4 | 40 | | 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 | 15 | | 15 |
| 2 Street crossings M.P. 157.9 to 157.6 | 20 | | 20 |
| 2 Curves M.P. 157.6 to 156.5 | 50 | | 50 |
| 3 Curves M.P. 136.4x to 133.4x | 65 | | 60 |
| 2 Curves M.P. 130.7x to 129.9x | 65 | | 60 |
| 3 Curves M.P. 129.9x to 127.5 | 80 | | 70 |
| 7 Curves M.P. 109.7 to 105.0 | 80 | | 70 |
| 1 Curve M.P. 95.5 to 94.4 | 80 | | 70 |
| 3 Curves M.P. 91.0 to 88.0 | 70 | | 65 |
| 11 Curves M.P. 88.0 to 83.9 | 55 | | 55 |
| 2 Curves M.P. 67.8 to 66.0 | 65 | | 60 |
| 3 Curves M.P. 66.0 to 62.9 | 70 | | 70 |
| 3 Curves M.P. 62.9 to 61.2 | 50 | | 50 |
| 4 Curves M.P. 61.2 to 60.1 | 60 | | 60 |
| 1 Curve M.P. 60.1 to 59.1 | 70 | | 65 |
| 4 Curves M.P. 32.5 to 27.5 | 70 | | 70 |
| Dalies Jct. Switch and 1 Curve M.P. 27.5 to 27.4 | 40 | | 40 |
| First District South Track | | | |
| Dalies to Marmon | 90 | | 60 |
| Marmon to Gonzales | 79 | | 60 |
| Gonzales to Gallup | 90 | | 60 |
| 4 Curves M.P. 27A.5 to 32.5 | 70 | | 70 |
| 7 Curves M.P. 36.8 to 45.2x | 70 | | 65 |
| 1 Curve M.P. 59.1 to 60.1 | 70 | | 60 |
| 3 Curves M.P. 60.1 to 60.9 | 60 | | 60 |
| 4 Curves M.P. 60.9 to 62.9 | 50 | | 50 |
| 3 Curves M.P. 62.9 to 66.0 | 70 | | 70 |
| 2 Curves M.P. 66.0 to 67.8 | 65 | | 60 |
| 11 Curves M.P. 83.9 to 88.0 | 55 | | 55 |
| 3 Curves M.P. 88.0 to 91.0 | 70 | | 65 |
| 6 Curves M.P. 149.3 to 156.5 | 80 | | 70 |
| 1 Curve M.P. 156.5 to 157.6 | 30 | | 30 |
| 2 Street Crossings M.P. 157.6 to M.P. 157.9 | 15 | | 15 |
| Belen District Eastward Movement Both Tracks | | | |
| Dalies to Belen | 79 | | 60 |
| Dalies Jct. Switch M.P. 10.2 to 10.0 (North Track) | 40 | | 40 |
| 1 Curve M.P. 10.2 to 9.5 (South Track) | 70 | | 60 |
| 1 Curve M.P. 9.5 to 8.5 (South Track) | 60 | | 50 |
| 2 Curves M.P. 8.5 to 6.7 (South Track) | 70 | | 60 |
| 6 Curves M.P. 10.0 to 0.5 (North Track) | 75 | | 60 |
| 2 Curves M.P. 0.5 to 0.1 (Both Tracks) | 25 | | 25 |
| Switch to Tracks 223 and 224 (Belen) | 30 | | 30 |
| Belen District Westward Movement Both Tracks | | | |
| Belen to Dalies | 79 | | 60 |
| West Switch Tracks 223 and 224, Belen | 30 | | 30 |
| 2 Curves M.P. 0.1 to 0.5 (Both Tracks) | 25 | | 25 |
| 2 Curves M.P. 6.7 to 8.3 (South Track) | 70 | | 60 |
| 2 Curves M.P. 8.3 to 10.2 (South Track) | 60 | | 55 |
| 3 Curves M.P. 6.7 to 9.5 (North Track) | 75 | | 60 |
| 1 Curve M.P. 9.5 to 10.2 (North Track) | 60 | | 50 |
| Dalies Jct. Switch M.P. 10.0 to M.P. 10.2 (North Track) | 40 | | 40 |

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
Dalies-Belen

LENGTHS OF STEMS OF WYES

| Location | Feet |
|----------|------------|
| Thoreau | 369 |
| McCune | Govt. Spur |
| Gallup | 306 |

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled 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 | Bath ends of siding | 15 |
| 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 | 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 | S | EE north freight lead East of station | 30 |

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. 51.6 (North Track) | Hot Box and Dragging Equipment | Rotating white lights at scanner and at locator M.P. 48.2 |
| Bridge 69.8 | Highwater | Signals 681 and 702 |
| Bridge 70.1 | Highwater | Signals 681 and 702 |
| Bridge 72.6 | Highwater | Signals 711 and 732 |
| 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 SECOND DISTRICT

ALBUQUERQUE DIVISION

| MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS | | | Westward | | TIME TABLE | | Eastward | | | | | | | | |
|--|----------------|------|--------------------------------|---|------------------|-----------|-------------|---|--|--------------------------------|--------------|------|-------|------|----------|
| LOCATION | M.P.H. | | First Class | | NO. 3 | | First Class | | | | | | | | |
| | Psg. and Light | Frt. | 3 | | October 31, 1976 | | 4 | | | | | | | | |
| Second District Both Tracks | 90 | 60 | Capacity of Sidings In Feet | Ruling Grade Descending— Feet Per Mile | STATIONS | | Mile Post | Ruling Grade Descending— Feet Per Mile | Communications, Wyes Turn Tables and Wyes | Capacity of Sidings In Feet | Arrive Daily | | | | |
| Defiance Spur | 25 | 25 | | | Leave Daily | GALLUP YL | | | | | 157.6 | 0.0 | Y-R-C | Yard | AM 10.35 |
| Defiance Turnout at M.P. 13.5 | 15 | 15 | | | PM 7.33 | 9.4 | | | | | 188.9 | 16.8 | B | 5169 | 10.21 |
| Defiance Spur M.P. 13.5 to M.P. 20.3 | 20 | 20 | | | 7.43 | 13.4 | | | | | 180.4 | 15.8 | B | 6737 | 10.10 |
| Defiance Spur M.P. 20.3 to M.P. 21.7 | 10 | 10 | | | 7.53 | 10.9 | | | | | 191.2 | 15.8 | B | 7250 | 10.02 |
| Second District South Track | | | | | 8.01 | 8.0 | | | | | 199.7 | 15.8 | B | | 9.56 |
| 2 Street Crossings M.P. 157.6 to 157.9 | 15 | 15 | | | 8.07 | 19.4 | | | | | 219.2 | 0.0 | Y-B | 6437 | 9.42 |
| 2 Curves M.P. 157.9 to 158.2 | 30 | 30 | | | 8.21 | 13.1 | | | | | 232.3 | 17.9 | B | 7107 | 9.33 |
| 1 Curve M.P. 160.7 to 160.9 | 80 | 70 | | | 8.30 | 20.7 | | | | | 253.0 | 26.4 | R-C | 6769 | 9.17 |
| 1 Curve M.P. 188.4 to 188.9 | 80 | 70 | | | 8.45 | 5.6 | | | | | 258.6 | 0.0 | B | | 9.12 |
| 5 Curves M.P. 215.6 to 219.2 | 80 | 70 | | | 8.49 | 3.7 | | | | | 262.4 | 17.4 | B | | 9.09 |
| 2 Curves M.P. 250.5 to 252.1 | 80 | 70 | | | 8.52 | 12.2 | | | | | 274.8 | 19.5 | B | 7155 | 9.00 |
| 1 Street Crossing M.P. 253.1 | 60 | 60 | | | 9.01 | 10.8 | | | | | 285.6 | | T R-C | Yard | 8.50 AM |
| 1 Curve M.P. 264.2 to 264.4 | 80 | 70 | 9.20 PM | | | | | | | | | | | | |
| 4 Curves M.P. 284.6 to 285.5 | 65 | 55 | Arrive Daily | | | | | | | Leave Daily | | | | | |
| Second District North Track | | | (71.3) | Average speed per hour | | (72.7) | | | | | | | | | |
| 4 Curves M.P. 285.5 to 284.6 | 65 | 55 | | | | | | | | | | | | | |
| 1 Curve M.P. 264.4 to 264.2 | 80 | 70 | | | | | | | | | | | | | |
| 1 Street Crossing M.P. 253.1 | 60 | 60 | | | | | | | | | | | | | |
| 2 Curves M.P. 252.1 to 250.5 | 80 | 70 | | | | | | | | | | | | | |
| 5 Curves M.P. 219.2 to 215.6 | 80 | 70 | | | | | | | | | | | | | |
| 1 Curve M.P. 188.9 to 188.4 | 80 | 70 | | | | | | | | | | | | | |
| 3 Curves M.P. 160.9 to 158.2 | 80 | 70 | | | | | | | | | | | | | |
| 2 Curves M.P. 158.2 to 157.9 | 30 | 30 | | | | | | | | | | | | | |
| 2 Street Crossings M.P. 157.9 to 157.6 | 20 | 20 | | | | | | | | | | | | | |

Trains must get clearance card before leaving Winslow and Gallup.
 Rule 151: Between Winslow and Gallup trains must keep to the left.
 Rule 251 in effect between Winslow M.P. 284.5 and Gallup.
 Rule 93: Yard limits located at Winslow and Gallup.
 At Winslow:
 Three main tracks between M.P. 288.1 and M.P. 284.5.
 North track signalled for eastward movements and south track signalled for westward movements, Rule 251 governs.
 Middle track signalled for movements in both directions, TCS rules govern.
 All switches middle main track equipped with electric switch locks and be governed by instructions posted in phone box.
 Between controlled signals located M.P. 284.5 and M.P. 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand thrown switches.
 Yardmaster may give permission to line switches after obtaining authority from control station.
 At fuel spot M.P. 286.4 speed limit 20 MPH on all main tracks, until engine has passed fuel rack.

| 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 |

| SWITCHES—MAXIMUM AUTHORIZED SPEED | | |
|--|------|---|
| Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations: "I"—Interlocked Switch. "WE"—West End. "S"—Spring Switch. "EE"—East End. | | |
| Station | Type | Location MPH |
| Gallup | I | Freight lead M.P. 159.6 30 |
| | I | Crossover M.P. 159.7 30 |
| | I | WE freight lead M.P. 161.3 30 |
| Defiance | S | EE north siding 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 |
| | S | EE passenger track No. 1 15 |

| LENGTHS OF STEMS OF WYES | |
|--------------------------|------|
| Location | Feet |
| Gallup | 306 |
| Pinta | 491 |

| STATIONS OR TRACKS NOT SHOWN IN SCHEDULE | | | |
|--|-----------|------------------|-------------------|
| Location | Mile Post | Capacity in Feet | Switch Connection |
| North Track | | | |
| Defiance Spur | 166.9 | 21.7 | West |
| Old Tipple | 13.5 | 4400 | West |
| Erection Spur | 16.3 | 1924 | East |
| Coal Facility | 20.3 | 7392 | West |
| Chambers | 205.7 | 3375 | East-West |
| Navajo | 213.0 | 2300 | East-West |
| Arntz | 245.5 | 540 | East |
| South Track | | | |
| Chambers | 205.7 | 1790 | West |
| Navajo | 213.0 | 943 | West |
| Arntz | 245.5 | 695 | West |

ALBUQUERQUE DIVISION

THIRD DISTRICT 5

| Westward | | TIME TABLE | | | | | | Eastward | |
|----------------|-----------------------------|---------------------------------------|-----------------------|-----------|---------------------------------------|-------------------------------------|-----------------------------|--------------|--|
| First Class | | NO. 3 | | | | | | First Class | |
| 3 | | October 31, 1976 | | | | | | 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 9.30 | Yard | | WINSLOW YL | 285.5 | | C-R T | Yard | AM 8.40 | |
| | n 7106 | 31.7 | 26.3 CANYON DIABLO | 311.7 | 75.0 | B | n 7106 | | |
| | | 22.7 | 17.0 DARLING | 328.8 | 75.0 | B | | | |
| s 10.40 | n 4419 s 7266 | 75.0 | 15.2 FLAGSTAFF | 344.2 | 75.0 | C-R-Y | n 4419 s 7266 | s 7.35 | |
| | s 7241 | 75.0 | 12.1 BELLEMONT | 356.3 | 75.0 | B | s 7241 | | |
| | | 97.7 | 6.0 MAINE | 362.5 | 64.5 | B | | | |
| | Yard | 52.8 | 12.2 WILLIAMS JCT. | 374.8 | 75.0 | B | Yard | | |
| | | 52.8 | 10.8 PERRIN | 385.4 | 0.0 | B | | | |
| | | 52.8 | 9.7 DOUBLEA | 395.1 | 30.8 | B | | | |
| | | 40.9 | 12.2 EAGLE NEST | 407.3 | 52.8 | B | | | |
| AM 12.10 AM | n 1877 | 75.0 | 12.2 CROOKTON | 419.5 | 0.0 | B | n 1877 | | |
| Arrive Daily | Yard | | 9.0 SELIGMAN | 428.8 | | C-R-Y | Yard | 6.00 AM | |
| | | | (142.7) | | | | | Leave Daily | |

(53.5)

Average speed per hour

(53.5)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

| LOCATION | M.P.H. | Pgr. and Light | Fr. |
|--|--------|----------------|-----|
| THIRD DISTRICT, EASTWARD MOVEMENTS BOTH TRACKS: | | | |
| Seligman to Crookton | 79 | 60 | |
| Crookton 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 Crookton | 90 | 60 | |
| Crookton to Seligman | 79 | 60 | |
| BOTH TRACKS: | | | |
| 2 Curves M.P. 285.5 to 286.4 | 65 | 55 | |
| 3 Curves M.P. 286.4 to 287.3 | 40 | 40 | |
| 2 Curves M.P. 301.9 to 303.3 | 80 | 70 | |
| 3 Curves M.P. 328.6 to 330.7 | 50 | 50 | |
| 2 Curves M.P. 330.7 to 331.8 | 40 | 40 | |
| 3 Curves M.P. 331.8 to 333.9 | 50 | 45 | |
| 6 Curves M.P. 333.9 to 336.2 | 45 | 40 | |
| 3 Curves M.P. 336.2 to 338.0 | 60 | 55 | |
| 3 Curves M.P. 341.6 to 343.6 | 55 | 50 | |
| 19 Curves M.P. 343.6 to 350.2 | 40 | 40 | |
| 7 Curves M.P. 350.2 to 352.6 | 45 | 45 | |
| 2 Curves M.P. 352.6 to 353.9 | 70 | 60 | |
| 4 Curves & Grade M.P. 364.1 to 366.7 | 55 | 50 | |
| 13 Curves M.P. 366.7 to 371.8 | 50 | 50 | |
| 9 Curves & Grade M.P. 421.6 to 425.4 | 55 | 50 | |

Trains must get clearance card before leaving Winslow and Seligman.

TCS in effect on main tracks between Winslow, M.P. 288 and west crossover Seligman, M.P. 429.9, on siding Canyon Diablo and on Yard track No. 1 Seligman.

Rule 93: Yard limits located at Winslow.

At Winslow:

Three main tracks between M.P. 284.5 and M.P. 288.1.

North track signalled for eastward movements, south track signalled for westward movements, Rule 251 governs.

Middle track signalled for movements in both directions, TCS rules govern.

All switches middle main track equipped with electric switch locks and be governed by instructions posted in phone box.

Between controlled signals located M.P. 284.5 and M.P. 288.6, authority will be obtained from control station before fouling or entering any of the three main tracks or leaving middle main track through hand thrown switches.

Yardmaster may give permission to line switches after obtaining authority from control station.

At fuel spot M.P. 286.4, 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

Crookton to Seligman

Riordan 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 |

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"WE"—West End.

| Station | Type | Location | MPH |
|---------------|------|---|-----|
| Winslow | I | Freight leads to south main track | 50 |
| | I | Crossover M.P. 288.1 | 50 |
| | I | Crossover M.P. 288.3 | 50 |
| | I | Crossover M.P. 288.5 | 50 |
| Canyon Diablo | I | Switch north main track M.P. 287.9 | 50 |
| | I | EE & WE siding | 40 |
| Darling | I | Crossover M.P. 312.6 | 50 |
| | I | Crossover M.P. 310.5 | 50 |
| | I | Crossover M.P. 326.7 | 50 |
| Flagstaff | I | Crossover M.P. 329.5 | 50 |
| | I | 2 Crossovers M.P. 342.0 | 50 |
| Maine | I | 2 Crossovers M.P. 362.1 | 50 |
| | I | Crossover M.P. 374.3 | 50 |
| Williams Jct. | I | EE & WE Passenger track 1 | 30 |
| | I | Crossover M.P. 375 | 50 |
| | I | Switch from Third District to Fourth District | 50 |
| Perrin | I | Crossover M.P. 383.1 | 50 |
| | I | Crossover M.P. 385.6 | 50 |
| Doublea | I | Crossover M.P. 392.0 | 50 |
| | I | Crossover M.P. 395.1 | 50 |
| Eagle Nest | I | Crossover M.P. 405.5 | 50 |
| | I | Crossover M.P. 407.5 | 50 |
| Crookton | I | Crossover M.P. 418.3 | 50 |
| | I | Crossover M.P. 420.5 | 50 |
| Seligman | I | Crossover M.P. 427.7 | 50 |
| | I | Crossover M.P. 429.6 | 50 |
| | I | Crossover M.P. 429.9 | 50 |
| | I | EE and WE No. 1 Track | 50 |

Third District continued on page 6

6 THIRD—KINGMAN DISTRICTS

ALBUQUERQUE DIVISION

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 |
| Riordan | 350.8 | | |
| 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 | 368.6 | 360 | West |
| Perrin North Track | 385.4 | 560 | East-West |
| Doublea South Track | 395.0 | 650 | East-West |
| Eagle Nest North Track | 407.2 | 562 | 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 Equip. | Rotating lights on scanner M.P. 294.2, M.P. 292.4 and at read out M.P. 291.0. |
| M.P. 305.9 | Dragging Equip. | Rotating white lights on posts opposite Signals 3073-3071 |
| M.P. 315.4 | Hot Box and Dragging Equip. | Rotating white light at scanner M.P. 315.4 and at locator M.P. 312.8 |
| M.P. 322.8 | Dragging Equip. | Rotating lights on posts at Signals 3202-3204 |
| M.P. 369.7 | Hot Box and Dragging Equip. | Rotating white lights at scanners and M.P. 371.1 and at locator M.P. 372.1 |
| 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 Equip. | Rotating white lights at scanner, on posts M.P. 402.6 and at locator M.P. 404.3 |
| 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 Equip. | Rotating white lights at scanner and at locators Eastward M.P. 421.8, Westward M.P. 426.7 |

ALBUQUERQUE DIVISION

KINGMAN DISTRICT

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 |
| North Track | | | |
| Chino | 432.9 | 616 | West |
| Shipley | 461.5 | Yard | East-West |
| Hackberry | 489.0 | 4800 | West |
| McConnico | 520.7 | 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. 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 |

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.

Rule 93: Yard limits located at Needles.

Rule 94 in effect at Needles between train signs located at east and west ends of passenger yard.

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

LENGTHS OF STEMS OF WYES

| Location | Feet |
|----------|------|
| Seligman | 910 |
| Berry | 2500 |
| Needles | 401 |

ALBUQUERQUE DIVISION

KINGMAN DISTRICT 7

| Westward | | Capacity of Sidings in Feet | Ruling Grade Descending—Feet Per Mile | TIME TABLE | | | | Mile Post | Ruling Grade Descending—Feet Per Mile | Communications, Turn Tables and Wyes | Capacity of Sidings in Feet | Eastward | |
|--------------|------|-----------------------------|---------------------------------------|-------------------|-------|------|-------|-----------|---------------------------------------|--------------------------------------|-----------------------------|-------------|--|
| First Class | | | | NO. 3 | | | | | | | | First Class | |
| 3 | | | | October 31, 1976 | | | | | | | | 4 | |
| Leave Daily | | | | STATIONS | | | | | | | Arrive Daily | | |
| AM 12.12 | Yard | | 75.0 | SELIGMAN | 428.8 | | C-R-Y | Yard | AM 5.58 | | | | |
| 12.22 | | | 75.0 | 11.2—AUDLEY | 439.8 | 72.9 | B | 5336 | 5.38 | | | | |
| 12.28 | 5355 | | 69.7 | 7.1—PICA | 446.9 | 75.0 | B | | 5.32 | | | | |
| 12.36 | 7098 | | 105.6 | 5.2—YAMPAI | 452.2 | 75.0 | B | 5329 | 5.25 | | | | |
| 12.45 | 4647 | | 75.0 | 7.9—NELSON | 460.2 | 0.0 | B | 5783 | 5.15 | | | | |
| 12.51 | 5714 | | 75.0 | 5.6—PEACH SPRINGS | 465.8 | 0.0 | B | 7743 | 5.09 | | | | |
| 1.01 | 5423 | | 75.0 | 11.4—TRUXTON | 477.3 | 0.0 | B | 5557 | 4.56 | | | | |
| 1.09 | | | 75.0 | 7.0—VALENTINE | 484.0 | 0.0 | B | 8376 | 4.46 | | | | |
| 1.24 | 5550 | | 31.7 | 17.2—WALAPAI | 501.3 | 43.8 | B | 5939 | 4.32 | | | | |
| 1.32 | 7130 | | 0.0 | 8.2—BERRY | 509.4 | 46.0 | B-Y | 7132 | 4.26 | | | | |
| 1.36 | | | 95.0 | 4.5—GETZ | 513.9 | 50.2 | B | | 4.23 | | | | |
| 1.48 | 5974 | | | 2.8—KINGMAN | 516.4 | 0.0 | C-R | 5656 | 4.19 | | | | |
| | | | | 5.1—HARRIS | 521.5 | 0.0 | B | 7117 | 4.07 | | | | |
| 1.59 | 5422 | | 75.0 | 5.5—GRIFFITH | 526.8 | 0.0 | B | 7106 | 3.59 | | | | |
| 2.06 | | | 75.0 | 8.8—ATHOS | 535.6 | 0.0 | B | 7100 | 3.50 | | | | |
| 2.10 | 7115 | | 75.0 | 4.6—YUCCA | 540.2 | 0.0 | B | 5160 | 3.44 | | | | |
| 2.22 | 5198 | | 73.9 | 12.5—FRANCONIA | 552.7 | 52.8 | B | 7132 | 3.31 | | | | |
| 2.32 | 5357 | | 52.8 | 12.4—TOPOCK | 565.1 | 52.8 | B | 5491 | 3.18 | | | | |
| 2.50 AM | Yard | | | 12.4—NEEDLES YL | 578.0 | | C-R-Y | Yard | 3.05 AM | | | | |
| Arrive Daily | | | | NORTH (148.7) | | | | | Leave Daily | | | | |
| | | | | SOUTH (149.4) | | | | | | | | | |

(56.4)

Average speed per hour

(51.8)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

| LOCATION | M.P.H. Psgr. and Light | Frt. |
|-------------------------------------|------------------------|------|
| KINGMAN DISTRICT SOUTH TRACK | | |
| Needles to Getz | 79 | 60 |
| Getz to Valentine | 90 | 60 |
| Valentine to Seligman | 79 | 60 |
| Needles Freight Lead | | |
| M.P. 576.7 to M.P. 574.8 | 30 | 30 |
| 1 Curve M.P. 577.2 to 576.8 | 55 | 55 |
| 5 Curves M.P. 565.9 to 563.5 | 50 | 45 |
| 3 Curves M.P. 563.5 to 562.3 | 50 | 50 |
| 2 Curves M.P. 552.5 to 551.2 | 70 | 60 |
| 1 Curve M.P. 526.8x to 525.9x | 65 | 65 |
| 7 Curves M.P. 525.9x to 520.3x | 60 | 50 |
| 12 Curves M.P. 520.3x to 515.3x | 40 | 40 |
| 1 Curve M.P. 515.3x to 514.1x | 65 | 65 |
| 4 Curves M.P. 499.1 to 492.7 | 85 | 70 |
| 1 Curve M.P. 490.2 to 488.9 | 80 | 70 |
| 8 Curves M.P. 488.9 to 482.5 | 65 | 60 |
| 4 Curves M.P. 482.5 to 480.6 | 55 | 50 |
| 4 Curves M.P. 480.6 to 479.4 | 30 | 30 |
| 1 Curve M.P. 479.4 to 479.0 | 40 | 40 |
| 3 Curves M.P. 479.0 to 477.0 | 65 | 60 |
| 6 Curves M.P. 477.0 to 470.5 | 70 | 60 |
| 4 Curves M.P. 470.5 to 469.0 | 50 | 45 |
| 5 Curves M.P. 469.0 to 464.9 | 65 | 55 |
| 3 Curves M.P. 464.9 to 463.8 | 50 | 50 |
| 6 Curves M.P. 463.8 to 460.1x | 60 | 55 |
| 11 Curves M.P. 460.1x to 455.4 | 50 | 50 |
| 2 Curves M.P. 455.4 to 453.2 | 65 | 55 |
| 1 Curve M.P. 453.2 to 452.1 | 55 | 55 |
| 2 Curves M.P. 452.1 to 451.4 | 40 | 40 |
| 5 Curves M.P. 451.4 to 450.1 | 30 | 30 |
| 3 Curves M.P. 450.1 to 448.2 | 60 | 55 |

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled 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 |
| Audley | S | EE south siding | 30 |
| | S | WE north siding | 30 |
| 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 | 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 |

KINGMAN DISTRICT, NORTH TRACK

| | | |
|---------------------------------------|----|----|
| Seligman to Peach Springs | 79 | 60 |
| Peach Springs to Needles | 90 | 60 |
| 2 Curves M.P. 447.4 to 448.2 | 70 | 65 |
| 3 Curves M.P. 448.2 to 450.1 | 60 | 55 |
| 5 Curves M.P. 450.1 to 451.4 | 30 | 30 |
| 4 Curves & Grade M.P. 451.4 to 454.4 | 55 | 45 |
| 8 Curves & Grade M.P. 454.4 to 458.6 | 50 | 40 |
| 10 Curves & Grade M.P. 458.6 to 463.7 | 55 | 40 |
| 3 Curves M.P. 463.7 to 464.9 | 50 | 45 |
| 5 Curves & Grade M.P. 464.9 to 469.0 | 70 | 45 |
| 4 Curves M.P. 469.0 to 470.5 | 50 | 45 |
| 2 Curves & Grade M.P. 470.5 to 472.7 | 80 | 45 |
| 4 Curves M.P. 472.7 to 477.0 | 90 | 45 |
| 2 Curves & Grade M.P. 477.0 to 478.2 | 80 | 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 | 30 | 30 |
| 3 Curves & Grade M.P. 480.6 to 482.0 | 55 | 45 |
| 1 Curve & Grade M.P. 482.0 to 482.5 | 70 | 60 |
| 9 Curves & Grade M.P. 482.5 to 490.2 | 80 | 60 |
| 1 Curve & Grade M.P. 514.4 to 515.2 | 70 | 25 |
| 2 Curves & Grade M.P. 515.2 to 516.5 | 50 | 25 |
| 6 Curves & Grade M.P. 516.5 to 519.2 | 45 | 25 |
| 5 Curves & Grade M.P. 519.2 to 524.3 | 80 | 45 |
| 18 Curves & Grade M.P. 524.3 to 562.3 | 90 | 45 |
| 1 Curve & Grade M.P. 562.3 to 562.8 | 65 | 45 |
| 7 Curves M.P. 562.8 to 565.9 | 50 | 45 |
| 1 Curve M.P. 565.9 to 566.6 | 80 | 70 |
| 3 Curves M.P. 572.4 to 575.6 | 85 | 70 |
| 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 M.P. 576.7 | 30 | 30 |

8 FOURTH DISTRICT

ALBUQUERQUE DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

| LOCATION | M.P.H. |
|--|--------|
| FOURTH DISTRICT | 49 |
| 14 Curves & 2 Street Crossings M.P. 375.1 to 381.1 | 40 |
| 2 Curves M.P. 381.1 to 381.5 | 35 |
| 40 Curves & Grade M.P. 381.5 to 400.8 ... | 30 |
| 6 Curves M.P. 400.8 to 0.4 | 25 |
| 7 Curves M.P. 0.4 to 5.9 | 40 |
| 3 Curves M.P. 7.9 to 9.9 | 40 |
| 3 Curves M.P. 12.0 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 |
| 5 Curves M.P. 80.5 to 83.5 | 30 |
| 6 Curves M.P. 83.5 to 85.5 | 25 |
| 6 Curves M.P. 85.5 to 86.5 | 20 |
| 5 Curves M.P. 86.5 to 90.7 | 30 |
| Cut M.P. 90.7 to 91.0 | 20 |
| 9 Curves M.P. 91.0 to 94.3 | 25 |
| 5 Curves M.P. 94.3 to 96.2 | 20 |
| 3 Curves M.P. 96.2 to 97.4 | 30 |
| 3 Curves M.P. 97.4 to 98.3 | 25 |
| 3 Curves M.P. 98.3 to 99.7 | 30 |
| 4 Curves M.P. 99.7 to 101.8 | 25 |
| 2 Curves M.P. 101.8 to 103.2 | 30 |
| 50 Curves M.P. 103.2 to 123.2 | 40 |
| 1 Curve M.P. 134.8 to 135.1 | 20 |
| 58 Curves M.P. 135.1 to 150.3 | 40 |
| 1 Curve M.P. 174.9 to 175.1 | 40 |
| 1 Curve M.P. 178.8 to 178.9 | 40 |
| 4 Curves and 22 Crossings M.P. 182.5 to 190.8 | 30 |
| Street Crossing M.P. 188.2 (Eastward only) | 20 |
| 4 Curves and 8 Crossings M.P. 190.8 to 192.9 | 20 |
| 2 Switches and 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 | 1379 |
| Phoenix | 11th Ave. Spur |

| WESTWARD | | TIME TABLE | | | | EASTWARD |
|----------|---------------------------------------|----------------------------|-----------|---------------------------------------|--------------------------------------|-----------------------------|
| ↓ | Ruling Grade Descending—Feet Per Mile | NO. 3 | Mile Post | Ruling Grade Descending—Feet Per Mile | Communications, Turn Tables and Wyes | Capacity of Sidings In Feet |
| | | October 31, 1976 | | | | |
| | | STATIONS | | | | |
| | | WILLIAMS JCT. | 375.2 | | B | Yard |
| | 75.0 | 3.6 WILLIAMS YL | 378.2 | 75.0 | B-Y | Yard |
| | 95.0 | 6.0 SERENO | 384.2 | 75.0 | B | 5433 |
| | 95.0 | 13.0 DAZE | 393.7 | 0.0 | | |
| | 95.0 | 7.5 ASH FORK YL | 401.2 | 0.0 | C-R | Yard |
| | 83.4 | 21.3 DRAKE YL | 21.3 | 58.3 | B-Y | 3632 |
| | 79.2 | 7.1 ABRA | 28.4 | 52.8 | B | 5711 |
| | 75.0 | 6.0 KAYFOUR | 34.4 | 12.1 | | 1480 |
| | 0.0 | 11.8 TUCKER | 46.2 | 72.9 | | 6262 |
| | 75.0 | 20.0 SKULL VALLEY | 80.6 | 72.9 | | 6623 |
| | 79.2 | 6.2 KIRKLAND | 86.8 | 5.0 | | 3087 |
| | 79.2 | 8.6 GRAND VIEW | 95.4 | 79.7 | | 3596 |
| | 79.2 | 6.1 HILLSIDE YL | 101.5 | 79.2 | | 5268 |
| | 79.2 | 8.2 DATE | 109.7 | 0.0 | | 6452 |
| | 79.2 | 6.7 PIEDMONT | 116.4 | 64.3 | | 1878 |
| | 79.2 | 6.8 CONGRESS | 123.6 | 79.2 | | 3598 |
| | 79.2 | 11.3 MATTHIE YL | 134.9 | 0.0 | B-Y | E 1130 W 1100 |
| | 79.2 | 4.7 WICKENBURG YL | 139.6 | 0.0 | C-R | 4361 |
| | 63.4 | 10.7 CASTLE HOT SPRINGS | 150.3 | 79.7 | | 7453 |
| | 34.8 | 7.3 WITTMANN | 157.6 | 0.0 | | 3602 |
| | 34.8 | 11.5 BEARDSLEY YL | 169.2 | 0.0 | | 4222 |
| | 34.8 | 4.5 ENNIS YL | 173.6 | 0.0 | | 3622 |
| | 34.8 | 6.3 PEORIA YL | 179.9 | 31.7 | | 3609 |
| | 0.0 | 4.3 GLENDALE YL | 184.2 | 0.0 | C-R | Yard |
| | 18.5 | 4.1 ALHAMBRA YL | 188.3 | 0.0 | Y | Yard |
| | 23.2 | 2.7 MOBEST YL | 191.0 | 0.0 | C-R-T | Yard |
| | 15.8 | 2.7 PHOENIX YL | 193.7 | 15.8 | Y | Yard |
| | | (208.8) | | | | |

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, Hillside, Matthie, Wickenburg, and Beardsley to Phoenix.

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. 143.6 |
| Bridge 146.6 | Highwater | Rotating Lights M.P. 146.0 and M.P. 147.2 |

Fourth District continued on page 9.

PARKER DISTRICT

| WESTWARD | TIME TABLE | | | | | | EASTWARD |
|----------|---------------------------------------|-----------|----|-----------|---------------------------------------|--------------------------------------|-----------------------------|
| ↓ | NO. 3 | | | | | | ↑ |
| | October 31, 1976 | | | | | | |
| | 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 |
| | 31.7 | MATTHIE | YL | 0.0 | 39.6 | B-Y | |
| | | 22.3 | | | | | |
| | 31.7 | AGUILA | | 22.3 | 19.8 | B | 5158 |
| | | 17.7 | | | | | |
| | 31.7 | LOVE | | 40.0 | 0.0 | B | 2250 |
| | | 4.8 | | | | | |
| | 21.1 | WENDEN | | 44.8 | 26.4 | B | 603 |
| | | 5.2 | | | | | |
| | 84.5 | SALOME | | 50.0 | 29.0 | B | 1216 |
| | | 10.3 | | | | | |
| | 31.7 | VICKSBURG | | 60.3 | 0.0 | B | |
| | | 10.2 | | | | | |
| | 31.7 | UTTING | | 70.5 | 0.0 | B | 679 |
| | | 9.4 | | | | | |
| | 31.7 | BOUSE | | 79.9 | 0.0 | B | 812 |
| | | 10.7 | | | | | |
| | 31.7 | WALL | | 90.6 | 31.7 | B | 2404 |
| | | 15.2 | | | | | |
| | 31.7 | PARKER | YL | 105.8 | | C-R-Y | 4920 |
| | | | | | | | |
| | | (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 |
|----------|---------------------------------------|--------------|----|-----------|---------------------------------------|--------------------------------------|-----------------------------|
| ↓ | NO. 3 | | | | | | ↑ |
| | October 31, 1976 | | | | | | |
| | 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 |
| | 110.9 | WILLIAMS | YL | 0.0 | 158.4 | B-Y | Yard |
| | | 20.5 | | | | | |
| | 100.3 | QUIVERO | YL | 20.6 | 116.2 | B | |
| | | 17.2 | | | | | |
| | 79.2 | WILLAHA | YL | 37.7 | 37.0 | B | |
| | | 7.0 | | | | | |
| | 170.4 | ANITA | YL | 44.8 | 117.5 | B | |
| | | 18.9 | | | | | |
| | | GRAND CANYON | YL | 63.7 | | B-Y | Yard |
| | | | | | | | |
| | | (64.3) | | | | | |

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

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 |
| 1 Curve and Switches M.P. 0.0 to 0.6 | 15 |
| 3 Curves M.P. 0.6 to 2.4 | 30 |
| 3 Curves M.P. 53.3 to 55.0 | 25 |
| 12 Curves M.P. 55.0 to 58.1 | 20 |
| 3 Curves M.P. 95.2 to 97.2 | 30 |
| 3 Curves M.P. 100.5 to 101.9 | 30 |
| GRAND CANYON DISTRICT | 40 |
| 21 Curves M.P. 0.8 to 12.7 | 20 |
| 2 Curves M.P. 35.7 to 36.6 | 20 |
| 53 Curves M.P. 46.2 to 63.1 | 25 |
| 3 Curves M.P. 63.1 to 63.7 | 15 |

SWITCHES—MAXIMUM AUTHORIZED SPEED

FOURTH—PARKER—GRAND CANYON DISTRICTS

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—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 |
|------------------------|--|------------------|-------------------|
| FOURTH DISTRICT | | | |
| Meath | 9.2 | 350 | East |
| Hawkins | 113.3 | 281 | East |
| 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 | 176.7 | 1737 | West |

CLARKDALE DISTRICT

| WESTWARD | TIME TABLE | | | | EASTWARD | |
|----------|---------------------------------------|------------------|------|-----------|---------------------------------------|-----------------------------|
| ↓ | Ruling Grade Descending—Feet Per Mile | NO. 3 | | Mile Post | Ruling Grade Descending—Feet Per Mile | Capacity of Sidings In Feet |
| | | October 31, 1976 | | | | |
| | | STATIONS | | | | |
| | 105.6 | DRAKE YL | 0.0 | 79.2 | Y-B | 1571 |
| | | 18.3 | | | | |
| | 105.6 | PERKINSVILLE YL | 18.3 | 82.3 | B | 1158 |
| | | 19.7 | | | | |
| | | 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. 3 | | Mile Post | Ruling Grade Descending—Feet Per Mile | Capacity of Sidings In Feet |
| | | October 31, 1976 | | | | |
| | | STATIONS | | | | |
| | 79.2 | ABRA YL | 28.4 | 79.5 | | 5711 |
| | | 27.7 | | | | |
| | | PRESCOTT YL | 57.1 | | C-Y | Yard |
| | | (27.7) | | | | |

Trains must get clearance card before leaving Prescott.

Rule 93: Yard limits Abra to Prescott, inclusive.

Length of stem of wye Prescott 564 feet.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; All main track turnouts and crossovers—15 MPH.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

| LOCATION | M.P.H. |
|-----------------------------|--------|
| CLARKDALE DISTRICT | 20 |
| 17 Curves M.P. 11.9 to 15.1 | 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 | 49 |
| 1 Curve M.P. 30.3 to 30.6 | 45 |
| 3 Curves M.P. 30.8 to 31.9 | 35 |
| 5 Curves M.P. 34.0 to 35.4 | 30 |
| 3 Curves M.P. 39.7 to 41.2 | 40 |
| 1 Curve M.P. 42.5 to 42.7 | 35 |
| 1 Curve M.P. 46.0 to 46.1 | 40 |
| 2 Curves M.P. 48.0 to 48.7 | 25 |
| 2 Curves M.P. 48.7 to 50.3 | 40 |
| 10 Curves M.P. 50.3 to 52.7 | 20 |
| 6 Curves M.P. 52.7 to 55.9 | 30 |
| 3 Curves M.P. 55.9 to 57.6 | 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 |
| Tuff | 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

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

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.

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

Tunnel between Perkinsville and Sycamore on Clarkdale District.

At Pittsburg-Midway Coal Co., Defiance Spur, tipple.

Track serving Navajo Forest Products Company, on Defiance Spur, Pittsburg-Midway Coal Mine warehouse.

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

When dragging equipment indicators actuated, stop and inspect train.

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 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 activate wayside indicators.

When actuated by a train, stop must be made at locator, 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.

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 60 miles at approximately 30 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 track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps are lighted, be governed by the three preceding paragraphs. If no lamps are lighted, train may proceed at prescribed speed and be observed closely enroute.

When suspected journal on freight equipment indicated by locator 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.

ALBUQUERQUE DIVISION

SPECIAL RULES 11

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 are considered loads.)

(B) Freight trains averaging 85 tons or more per car or having 5000 tons or more, 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 and mixed 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 a siding must not exceed turnout speed for that siding.

13. MAXIMUM SPEED OF ENGINES

| Engines | Forward or dead in train MPH | When not controlled from lead unit MPH |
|---|------------------------------|--|
| Amtrak 100-799, 5940-5948 | 90* | 45 |
| All 1150, 1160, 1215, 1418, 1500 and 2322 Class Units | 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.

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

| All Classes | Maximum depth above top of rail (inches) | Maximum speed (MPH) |
|-------------|--|---------------------|
| | 4 | 5 |

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 | Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 Derrick AT-199787 and Jordan Spreaders MPH | Other Wrecking Derricks MPH | Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 Other Machines MPH |
|---|---|-----------------------------|---|
| First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts | 45 | 40 | 30 |
| Other Districts | 15 | 15 | 15 |

Derrick AT 199787 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.

FREIGHT TRAIN SCHEDULE (For Information Only)

WESTWARD

| TRAINS | BELEN | GALLUP | WINSLOW | | SELIGMAN | NEEDLES |
|--------|---------|--------|---------|--------|----------|---------|
| | LV. | LV. | ARR. | LV. | LV. | ARR. |
| 118 | 10:15P | 1:35A | 3:45A | 4:35A | 8:00A | 11:00A |
| 119 | 5:10P | 8:30P | 10:40P | 11:30P | 2:55A | 5:45A |
| 128 | 6:15A | 9:35A | 11:45A | 12:35P | 4:00P | 7:00P |
| 129 | 7:10A | 10:30A | 12:40P | 1:30P | 4:55P | 7:45P |
| 138 | 6:40P | 10:30P | 12:50A | 1:40A | 5:25A | 8:55A |
| 178 | 11:15A | 2:05P | 4:05P | 4:25P | 7:25P | 10:25P |
| 188 | 4:15A | 7:05A | 9:05A | 9:30A | 12:30P | 3:25P |
| 189 | 1:10A | 3:55A | 5:55A | 6:25A | 9:20A | 11:59A |
| 199 | 6:00P | 8:45P | 10:45P | 11:15P | 2:00A | 5:00A |
| 307 | 6:00P | 3:00A | 8:00A | 10:00A | | |
| 308 | 11:55P | 3:15A | 5:25A | 6:15A | 9:40A | 12:40P |
| 309 | 1:55A | 5:15A | 7:25A | 8:15A | 11:40A | 2:40P |
| 318 | 3:55A | 7:15A | 9:25A | 10:15A | 1:40P | 4:40P |
| 319 | 1:55P | 5:15P | 7:25P | 8:15P | 11:40P | 2:40A |
| 328 | 5:55A | 9:10A | 11:15A | 12:05P | 3:20P | 6:05P |
| 338 | 12:25P | 3:45P | 5:55P | 6:45P | 10:10P | 1:10A |
| 348 | 4:25P | 7:45P | 9:55P | 10:45P | 2:10A | 5:10A |
| 358 | 8:25P | 11:45P | 1:55A | 2:45A | 6:10A | 9:10A |
| 408 | *11:00A | 4:30P | 7:15P | 9:30P | 1:40A | 5:35A |
| 508 | 12:50P | 4:45P | 7:20P | 8:05P | 11:40P | 2:45A |
| 568 | 1:20P | 5:15P | 7:50P | 8:35P | 12:10A | 3:15A |
| 588 | 8:25A | 11:35A | 1:35P | 2:15P | 5:20P | 8:15P |
| 668 | 4:05A | 7:10A | 9:15A | 9:55A | 1:00P | 3:55P |
| 678 | 7:50A | 11:45A | 2:20P | 3:05P | 6:40P | 9:45P |
| 679 | 10:00A | 1:30P | 3:45P | 4:25P | 8:00P | 11:10P |
| 718 | | 1:20A | 5:00A | 6:00A | 10:00A | 5:00P |
| 728 | 11:00A | 3:00P | 5:30P | 6:15P | 10:25P | 2:20A |

708

| | | | |
|--------|----|-------|---|
| MOBEST | LV | 1:00A | 1 |
| PARKER | AR | 6:00A | 1 |

717 307

| | | | |
|----------|----|--------|--------|
| ASH FORK | LV | 10:00A | 1:40P |
| PHOENIX | AR | 3:00P | 11:59P |

EASTWARD

| | NEEDLES | SELIGMAN | WINSLOW | | GALLUP | BELEN |
|-----|---------|----------|---------|--------|--------|--------|
| | LV. | LV. | ARR. | LV. | LV. | ARR. |
| 723 | | | | 10:00A | 5:10P | 9:30P |
| 741 | | | 11:30A | 12:01P | 3:00P | 6:30P |
| 801 | 12:25P | 5:25P | 9:15P | 10:00P | 12:25A | 3:15A |
| 803 | 5:25A | 10:05A | 1:10P | 1:55P | 4:30P | 7:15P |
| 804 | 9:15A | 1:35P | 5:00P | 8:30P | 11:05P | 3:00A |
| 805 | 11:10P | 4:00A | 7:20A | 7:50A | 10:30P | 1:30P |
| 811 | 8:25P | 1:35A | 5:00A | 5:30A | 7:40A | 11:15A |
| 813 | 7:25A | 12:05P | 3:10P | 3:55P | 6:30P | 9:15P |
| 817 | 11:15P | 4:30A | 8:00A | 8:45A | 11:55A | 3:15P |
| 821 | 4:25A | 9:35A | 1:00P | 1:30P | 3:40P | 7:15P |
| 823 | 9:25A | 2:05P | 5:10P | 5:55P | 8:30P | 11:15P |
| 827 | 12:30A | 7:00A | 2:00P | 6:00P | 12:01A | 6:00A |
| 833 | 11:25A | 4:05P | 7:10P | 7:55P | 10:30P | 1:15A |
| 841 | 9:15A | 2:00P | 5:45P | 6:15P | 9:00P | 1:00A |
| 843 | 1:25P | 6:05P | 9:10P | 9:55P | 12:30A | 3:15A |
| 853 | 3:25P | 8:05P | 11:10P | 11:55P | 2:30A | 5:15A |
| 865 | 11:40P | 4:30A | 7:50A | 8:20A | 11:00A | 2:00P |
| 876 | 4:20P | 9:00P | 12:05A | 12:55A | 3:30A | 6:15A |
| 881 | 1:50P | 5:15P | 8:00P | 8:45P | 10:55P | 1:45A |
| 883 | 3:45P | 7:30P | 10:35P | 11:05P | 1:20A | 3:55A |
| 885 | 12:05P | 3:30P | 6:15P | 6:45P | 8:55P | 11:45P |
| 901 | 1:20A | 5:35A | 9:05A | 9:35A | 12:05P | 3:15P |
| 903 | 5:25P | 10:05P | 1:10A | 1:55A | 4:30A | 7:15A |
| 913 | 7:25P | 12:05A | 3:10A | 3:55A | 6:30A | 9:15A |
| 923 | 9:25P | 2:05A | 5:10A | 5:55A | 8:30A | 11:15A |
| 933 | 11:25P | 4:05A | 7:10A | 7:55A | 10:30A | 1:15P |
| 943 | 1:25A | 6:05A | 9:10A | 9:55A | 12:30P | 3:15P |
| 953 | 3:25A | 8:05A | 11:10A | 11:55A | 2:30P | 5:15P |
| 963 | 11:30P | 3:10A | 6:40A | 7:10A | 9:35A | 12:15P |
| 991 | 7:45P | 11:00P | 1:30A | 2:05A | 4:10A | 6:45A |

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| | | | |
|--------|----|-------|---|
| PARKER | LV | 5:30P | 1 |
| MOBEST | AR | 1:00A | 2 |

741

| | | | |
|----------|----|--------|---|
| GLENDAL | LV | 12:01A | 1 |
| ASH FORK | LV | 7:25A | 1 |

*Indicates time applies at Albuquerque.

SPEED TABLE—FOR INFORMATION ONLY

| Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour | Time Per Mile Min. Sec. | Miles Per Hour |
|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|
| .. 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. W. WELLS, 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.

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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.

