



**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.**

**4**

IN EFFECT

**Tuesday, February 15, 1977**

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

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

**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. 4						First Class	
3					February 15, 1977						4	
Leave Daily				STATIONS						Arrive Daily		
PM 5.15	Yard		26.4	902.4	TCS ABS	ALBUQUERQUE YL	902.4	C-R TY	Yard	PM 1.40		
5.30	2486		26.4	915.0		TCS ABS	ISLETA	915.0	B	2486	1.15	
5.42			31.7	27.4	ATS		DALIES	27.4	B		1.03	
5.58	5846		0.0	43.3		ATS	GARCIA		B			
6.02	6768		0.0	47.3	ATS		SUWANEE	47.3	B	7808	12.45	
6.21	6748		0.0	68.7		ABS	LAGUNA	68.7	B	5515	12.26	
6.36	5862		0.0	85.9	ABS		ANZAC	85.9	B	6495	12.11	
6.46	6620		0.0	95.5		ATS	GRANTS	95.5	C-R	5842	12.03	
6.55	5844		0.0	107.2	ABS		BLUEWATER	107.2	B	6758	PM 11.53	
7.10	7128		0.0	125.6		ABS	THOREAU	125.6	B-Y		11.39	
			56.3		ATS		NORTH GUAM	136.7	B	6716	11.28	
7.22	5815		31.7	141.5		ATS	PEREA		B			
7.28	5270		31.7	149.3	ATS		MCCUNE	149.3	B-Y			
7.30			31.7	151.6		ATS	ZUNI	151.6	B	8534	11.14	
7.40 PM	Yard		31.7	157.6	DT		GALLUP YL	157.6	C-R Y	Yard	11.07 AM	
Arrive Daily							NORTH TRACK (160.7) SOUTH TRACK (160.3)				Leave Daily	

(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
<b>North Track</b>			
Rio Puerco	33.9	870	East
Marmon	58.1	1820	East
Quirk Spur	63.3	5 Miles	West
Acomita	77.6	2820	East
Reid	101.7	4944	East-West
Baca	114.9	347	East
North Chaves	120.8	2885	East
Gonzales	129.3	320	East
Wingate	146.1	2277	East
<b>South Track</b>			
Marmon	58.1	1820	West
Quirk	63.3	1920	West
Acomita	77.6	1820	West
McCartys	82.3	2010	West
Reid	101.7	384	West
Baca	114.9	1053	West
South Guam	136.2	3440	West
Ciniza	138.9	3093	East-West

## BELEN DISTRICT

Westward		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	
NO. 4			February 15, 1977							
STATIONS										
10.0	TCS	10.0	66.2	2 TRACKS	0.0	66.2	B	5314	Yard	
				(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.
<b>First District</b>			
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	Both 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
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	WE south siding—EE north siding	30
	S	EE north siding	30
	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. Psg. and Light	Frt.	First Class		Capacity of Sidings In Feet	Ruling Grade Descending— Feet Per Mile	NO. 4		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet	First Class		
			3				February 15, 1977						4		
			Leave Daily				STATIONS				Arrive Daily				
Second District Both Tracks	90	60						GALLUP YL	157.6		Y-R-C	Yard	AM 11.05		
Defiance Spur	25	25				81.7		DEFIANCE	166.9	0.0	B	5169	10.51		
Defiance Turnout at M.P. 13.5	15	15				81.7		LUPTON	180.4	15.8	B	6737	10.40		
Defiance Spur M.P. 13.5 to M.P. 20.3	20	20				81.7		HOUCK	191.2	15.8	B	7250	10.32		
Defiance Spur M.P. 20.3 to M.P. 21.7	10	10				81.7		CHETO	199.7	15.8	B		10.26		
<b>Second District South Track</b>						81.7		PINTA	219.2	0.0	Y-B	6437	10.12		
2 Street Crossings M.P. 157.6 to 157.9	15	15			6800	81.7		ADAMANA	232.3	17.9	B	7107	10.03		
2 Curves M.P. 157.9 to 158.2	30	30			5259	81.7		HOLBROOK	253.0	26.4	R-C	6769	9.47		
1 Curve M.P. 160.7 to 160.9	80	70			7107	81.7		PENZANCE	258.6	0.0	B		9.42		
1 Curve M.P. 188.4 to 188.9	80	70			5687	81.7		JOSEPH CITY	262.4	17.4	B		9.39		
5 Curves M.P. 215.6 to 219.2	80	70			5718	81.7		HIBBARD	274.8	19.5	B	7155	9.30		
2 Curves M.P. 250.5 to 252.1	80	70			3599	81.7		WINSLOW YL	285.5		T R-C	Yard	9.20 AM		
1 Street Crossing M.P. 253.1	60	60			5821	16.9									
1 Curve M.P. 264.2 to 264.4	80	70				31.7									
4 Curves M.P. 284.6 to 285.5	65	55													
<b>Second District North Track</b>															
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													

(71.3)

Average speed per hour

(72.7)

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.

**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

**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

**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
<b>North Track</b>			
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
<b>South Track</b>			
Chambers	205.7	1790	West
Navajo	213.0	943	West
Arntz	245.5	695	West

# ALBUQUERQUE DIVISION

# THIRD DISTRICT 5

Westward		Capacity of Sidings In Feet	Ruling Grade Descending— Feet Per Mile	TIME TABLE NO. 4 February 15, 1977		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings In Feet	Eastward						
First Class				STATIONS						First Class						
3	Leave Daily	Yard	TCS	S A T S	S A T S				Yard	4	Arrive Daily					
	PM 9.40											n 7106	WINSLOW YL	285.5	C-R T	AM 9.10
													20.3	311.7	B	
													CANYON DIABLO	311.7	B	
													17.0	328.8	B	
													DARLING	328.8	B	
													15.2	344.2	C-R-Y	
	10.50											n 4419 s 7266	FLAGSTAFF	344.2	C-R-Y	8.05
													12.1	356.3	B	
													BELLEMONT	356.3	B	
													6.0	362.6	B	
													MAINE	362.6	B	
													12.2	374.8	B	
		WILLIAMS JCT.	374.8	B												
		10.8	385.4	B												
		PERRIN	385.4	B												
		9.7	395.1	B												
		DOUBLEA	395.1	B												
		12.2	407.3	B												
		EAGLE NEST	407.3	B												
		12.2	419.5	B												
		CROOKTON	419.5	B												
		9.0	428.8	C-R-Y												
AM 12.20 AM	n 1877	SELIGMAN	428.8	C-R-Y	6.30 AM											
Arrive Daily					Leave Daily											

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frt.
<b>THIRD DISTRICT, EASTWARD MOVEMENTS BOTH TRACKS:</b>		
Seligman to Crookton	79	60
Crookton to Maine	90	60
Maine to Darling	79	60
Darling to Winslow	90	60
<b>THIRD DISTRICT, WESTWARD MOVEMENTS BOTH TRACKS:</b>		
Winslow to Maine	79	60
Maine to Crookton	90	60
Crookton to Seligman	79	60
<b>BOTH TRACKS:</b>		
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

(53.5)

Average speed per hour

(53.5)

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
	I	Switch north main track M.P. 287.9	50
Canyon Diablo	I	EE & WE siding	40
	I	Crossover M.P. 312.6	50
	I	Crossover M.P. 310.5	50
Darling	I	Crossover M.P. 326.7	50
	I	Crossover M.P. 329.5	50
Flagstaff	I	2 Crossovers M.P. 342.0	50
	I	2 Crossovers M.P. 362.1	50
Williams Jct.	I	Crossover M.P. 374.3	50
	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		
Bellemont North Track	356.3	412	East-West
Maine North Track	362.5	2272	East-West
Spur South Track	368.1	293	East
Spur North Track	368.6	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 Equipt.	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 Equipt.	Rotating white lights on posts opposite Signals 3073-3071
M.P. 315.4	Hot Box and Dragging Equipt.	Rotating white light at scanner M.P. 315.4 and at locator M.P. 312.8
M.P. 322.8	Dragging Equipt.	Rotating lights on posts at Signals 3202-3204
M.P. 369.7	Hot Box and Dragging Equipt.	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 Equipt.	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 Equipt.	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
<b>South Track</b>			
Powell	558.8	663	East
Hackberry (Pit Pass)	489.8	1700	East-West
<b>North Track</b>			
Chino	432.9	616	West
ShIPLEY	461.5	Yard	East-West
Hackberry	489.0	4800	West
McConico	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. 4								First Class	
3				February 15, 1977								4	
Leave Daily			STATIONS							Arrive Daily			
AM 12.22	Yard		75.0	SELIGMAN	428.8		C-R-Y	Yard	AM 6.28				
12.32			75.0	AUDLEY	439.8	72.9	B	5336	6.08				
12.38	5355		69.7	PICA	446.0	75.0	B		6.02				
12.46	7098		105.6	YAMPAI	452.2	75.0	B	5329	5.55				
12.55	4647		75.0	NELSON	460.2	0.0	B	5783	5.45				
1.01	5714		75.0	PEACH SPRINGS	465.8	0.0	B	7743	5.39				
1.11	5423		75.0	TRUXTON	477.3	0.0	B	5557	5.26				
1.19			75.0	VALENTINE	484.0	0.0	B	8376	5.16				
1.34	5550		31.7	WALAPAI	501.3	43.8	B	5939	5.02				
1.42	7130		0.0	BERRY	509.4	46.0	B-Y	7132	4.56				
1.46			95.0	GETZ	513.9	50.2	B		4.53				
1.58	5974			KINGMAN	516.4	0.0	C-R	5656	4.49				
				HARRIS	521.6	0.0	B	7117	4.37				
2.09	5422		75.0	GRIFFITH	526.8	0.0	B	7106	4.29				
2.16			75.0	ATHOS	535.6	0.0	B	7100	4.20				
2.20	7115		75.0	YUCCA	540.2	0.0	B	5160	4.14				
2.32	5198		73.9	FRANCONIA	552.7	0.0	B	7132	4.01				
2.42	5357		52.8	TOPOCK	565.1	52.8	B	5491	3.48				
3.00 AM	Yard			NEEDLES YL	578.0	52.8	C-R-Y	Yard	3.35 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.	Pgnd Light	Fri.
<b>KINGMAN DISTRICT SOUTH TRACK</b>			
Needles to Getz	79		60
Getz to Valentine	90		60
Valentine to Seligman	79		60
<b>Needles Freight Lead</b>			
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.
- "S"—Spring Switch.
- "EE"—East End.
- "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
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
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

### 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
<b>Needles Freight Lead</b>		
M.P. 574.8 to M.P. 576.7	30	30

# 8 FOURTH DISTRICT

# ALBUQUERQUE DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		TIME TABLE											
LOCATION	M.P.H.	WESTWARD		NO. 4		EASTWARD							
		↓		February 15, 1977		↑							
		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	
FOURTH DISTRICT	49												
14 Curves & 2 Street Crossings M.P. 375.1 to 381.1	40			WILLIAMS JCT.		375.2				B		Yard	
2 Curves M.P. 381.1 to 381.5	35	75.0		WILLIAMS YL		378.2		75.0		B-Y		Yard	
40 Curves & Grade M.P. 381.5 to 400.8	30	95.0		SERENO		384.2		75.0		B		5433	
6 Curves M.P. 400.8 to 0.4	25	95.0		DAZE		393.7		0.0					
7 Curves M.P. 0.4 to 5.9	40	95.0		ASH FORK YL		401.2 0.0		0.0		C-R		Yard	
3 Curves M.P. 7.9 to 9.9	40	83.4		DRAKE YL		21.3		53.3		B-Y		3632	
3 Curves M.P. 12.0 to 14.2	40	79.2		ABRA		28.4		52.8		B		5711	
4 Curves M.P. 14.2 to 16.2	35	75.0		KAYFOUR		34.4		12.1				1480	
4 Curves M.P. 16.2 to 18.7	40	0.0		TUCKER		46.2		72.9				6262	
1 Curve M.P. 21.1 to 21.4	20	75.0		SKULL VALLEY		80.6		72.9				6623	
5 Curves M.P. 21.4 to 23.2	30	79.2		KIRKLAND		86.8		5.0				3087	
2 Curves M.P. 23.2 to 24.4	40	79.2		GRAND VIEW		95.4		79.7				3596	
5 Curves M.P. 80.5 to 83.5	30	79.2		HILLSIDE YL		101.5		79.2				5268	
6 Curves M.P. 83.5 to 85.5	25	79.2		DATE		109.7		0.0				6452	
6 Curves M.P. 85.5 to 86.5	20	79.2		PIEDMONT		116.4		64.3				1878	
5 Curves M.P. 86.5 to 90.7	30	79.2		CONGRESS		123.6		79.2				3598	
Cut M.P. 90.7 to 91.0	20	79.2		MATTHIE YL		134.9		0.0		B-Y		E 1130 W 1100	
9 Curves M.P. 91.0 to 94.3	25	79.2		WICKENBURG YL		139.6		0.0		C-R		4361	
5 Curves M.P. 94.3 to 96.2	20	63.4		CASTLE HOT SPRINGS		150.3		79.7				7453	
3 Curves M.P. 96.2 to 97.4	30	34.8		WITTMANN		157.6		0.0				3602	
3 Curves M.P. 97.4 to 98.3	25	34.8		BEARDSLEY YL		169.2		0.0				4222	
3 Curves M.P. 98.3 to 99.7	30	34.8		ENNIS YL		173.6		0.0				3622	
4 Curves M.P. 99.7 to 101.8	25	34.8		PEORIA YL		179.9		31.7				3609	
2 Curves M.P. 101.8 to 103.2	30	0.0		GLENDALE YL		184.2		0.0		C-R		Yard	
50 Curves M.P. 103.2 to 123.2	40	18.5		ALHAMBRA YL		188.3		0.0		Y		Yard	
1 Curve M.P. 134.8 to 135.1	20	23.2		MOBEST YL		191.0		0.0		C-R-T		Yard	
58 Curves M.P. 135.1 to 150.3	40	15.8		PHOENIX YL		193.7		15.8		Y		Yard	
1 Curve M.P. 174.9 to 175.1	40			(208.8)									
1 Curve M.P. 178.8 to 178.9	40												

LOCATION	M.P.H.
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

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	Signs 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.



# ALBUQUERQUE DIVISION

# FOURTH—PARKER—GRAND CANYON DISTRICTS 9

## PARKER DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 4						↑
	February 15, 1977						
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet	
		MATTHIE YL	0.0		B-Y		
31.7		22.3 AGUILA	22.3	39.8	B	5158	
31.7		17.7 LOVE	40.0	19.8	B	2250	
31.7		4.8 WENDEN	44.8	0.0	B	603	
21.1		5.2 SALOME	50.0	26.4	B	1216	
84.5		10.3 VICKSBURG	60.3	29.0	B		
31.7		10.2 UTTING	70.5	0.0	B	679	
31.7		9.4 BOUSE	79.9	0.0	B	812	
31.7		10.7 WALL	90.6	0.0	B	2404	
31.7		15.2 PARKER YL	105.8	31.7	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 Bridge 5.1	Highwater Highwater	Rotating lights M.P. 3.6 and M.P. 6.3, activated signals may indicate highwater at both bridges

## GRAND CANYON DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 4						↑
	February 15, 1977						
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet	
		WILLIAMS YL	0.0		B-Y	Yard	
110.9		20.5 QUIVERO YL	20.5	158.4	B		
100.3		17.2 WILLAHA YL	37.7	116.2	B		
79.2		7.0 ANITA YL	44.8	37.0	B		
170.4		18.9 GRAND CANYON YL	63.7	117.5	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
<b>FOURTH DISTRICT</b>			
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)		
<b>McMicken Spur</b>			
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	
↓	NO. 4				↑	
	February 15, 1977					
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications and wye	Capacity of Sidings In Feet
	105.6	DRAKE YL	0.0	79.2	Y-B	1571
		PERKINSVILLE YL	18.3	82.3	B	1158
	105.6	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	
↓	NO. 4				↑	
	February 15, 1977					
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications and wye	Capacity of Sidings In Feet
	79.2	ABRA YL	28.4	79.5		5711
		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		M.P.H.
LOCATION		
CLARKDALE DISTRICT		
17 Curves M.P. 11.9 to 15.1		20
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		
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
Tutt	46.6	1.5 miles	East

JUNCTION SWITCHES

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

SPECIAL RULES

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.  
(Cabooses 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	Speed
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)
All Classes	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

#### 807

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 20	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.*

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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.

