



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, L and M, Book of Rules.)

TRAINMASTERS

- J. L. BOOTMAN, JR. Gallup, N. Mex.
- C. J. THOMPSON Winslow, Ariz.
- F. B. HATFIELD Phoenix, Ariz.
- W. H. LAWSON Needles, Calif.

ASSISTANT TRAINMASTERS

- V. V. ANDREAS Phoenix, Ariz.
- G. S. PATTERSON Needles, Calif.

ROAD FOREMEN OF ENGINES

- P. I. JENSEN Gallup, N. Mex.
- W. A. HAWKINS Winslow, Ariz.
- B. T. JOHNSTON Needles, Calif.
- J. H. LANE Phoenix, Ariz.

SAFETY SUPERVISOR

- A. M. BATY Winslow, Ariz.

COAST LINES

- E. F. POLLARD Los Angeles, Calif.
*Supervisor of Air Brakes and General Road
Foreman of Engines*
- D. KEMP Los Angeles, Calif.
Road Foreman of Engines (AMTRAK)

CHIEF TRAIN DISPATCHERS' OFFICE—WINSLOW

J. S. ARMSTRONG, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS

D. LA MAR I. M. OWSLEY D. R. AYRES M. E. JONES

TRAIN DISPATCHERS

- | | |
|-----------------|----------------|
| E. D. STINSON | L. G. ROWLAND |
| F. W. PLEASANTS | R. L. COTTON |
| J. K. HOLT | T. T. LAYCOCK |
| H. A. MILLER | C. F. LONG |
| J. C. OWSLEY | R. E. FLANAGAN |
| J. D. RICHARDS | C. B. AMERMAN |
| T. L. FISHER | J. R. CHAVEZ |

The Atchison, Topeka and Santa Fe Railway Co.



ALBUQUERQUE DIVISION TIME TABLE No.

1

IN EFFECT

Sunday, January 5, 1975

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.

E. L. KIDD
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. 1						First Class	
3					January 5, 1975						4	
Leave Daily					STATIONS						Arrive Daily	
PM 5.15	Yard			902.4	ALBUQUERQUE YL		902.4		C-R TY	Yard	PM 1.10	
5.30	2486	26.4		915.0	12.6 ISLETA		915.0	52.8	B	2486	12.47	
5.42		26.4		27.4	14.0 DALIES		27.4	52.8	B		12.34	
5.58	5846	31.7		43.3	18.2 GAROIA			0.0	B			
6.02	6768	0.0		47.3	5.1 SUWANEE		47.3	52.8	B	7808	12.15 PM	
6.21	6748	0.0		68.7	20.8 LAGUNA		68.7	31.7	B	5515	11.56	
6.36	5862	0.0		85.9	17.4 ANZAC		85.9	31.7	B	6495	11.41	
6.46	6620	0.0		95.5	10.0 GRANTS		95.5	31.7	C-R	5842	11.33	
6.55	5844	0.0		107.2	11.7 BLUEWATER		107.2	31.7	B	8758	11.23	
7.10	7128	0.0		125.6	18.4 THOREAU		125.6	52.8	B-Y		11.09	
		56.3			11.1 NORTH GUAM		136.7	31.7	B	6716	10.58	
7.22	5815	31.7		141.5	4.8 PEREA				B			
7.28	5270	31.7		149.3	7.3 McCUNE		149.3	0.0	B-Y			
7.30		31.7		151.6	2.3 ZUNI		151.6	0.0	B	8534	10.44	
7.40 PM	Yard	31.7		157.6	6.0 GALLUP YL		157.6	0.0	C-R Y	Yard	10.37 AM	
Arrive Daily					NORTH TRACK (160.7) SOUTH TRACK (160.3)						Leave Daily	

(66.3)

Average speed per hour

(63.0)

Trains must get numbered 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, Belen 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	121.8	3860	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		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. 1			NO. 1						Eastward	
January 5, 1975			January 5, 1975						Eastward	
			STATIONS							
			BELEN YL		0.0		C-R TY	Yard		
	10.0		10.3			66.2				
			DALIES		10.1		B	5314		
			(10.3)							

Trains must get numbered 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.

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. 67.6 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 67.4	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, and 2 Curves M.P. 0.1 to 0.5	30		30
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
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		Capacity of Sidings In Feet	Rolling 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		
LOCATION	M.P.H.	Fr.	First Class	3			NO. 1	STATIONS					4		
Second District Both Tracks	90	60		Leave Daily									Arrive Daily		
Defiance Spur	25	25													
Second District South Track															
2 Street Crossings M.P. 157.6 to 157.9	15	15		PM 7.43	Yard	31.7	GALLUP YL	167.6		0.0	Y-R-C	Yard	AM 10.35		
2 Curves M.P. 157.9 to 158.2	30	30		7.55		31.7	DEFIANCE	168.9	15.8	B	5169		10.23		
1 Curve M.P. 160.7 to 160.9	80	70		8.14	6800	31.7	HOUC	191.2	15.8	B	7250		10.04		
1 Curve M.P. 188.4 to 188.9	80	70		8.20	5259	31.7	CHETO	199.7	15.8	B			9.58		
5 Curves M.P. 215.6 to 219.2	80	70		8.34	7107	31.7	PINTA	219.2	15.8	Y-B	6437		9.44		
2 Curves M.P. 250.5 to 252.1	80	70		8.43	5687	31.7	ADAMANA	232.3	0.0	B	7107		9.35		
1 Street Crossing M.P. 253.1	60	60		8.57	5718	31.7	HOLBROOK	253.0	17.9	R-C	6769		9.19		
1 Curve M.P. 264.2 to 264.4	80	70		9.01	7505	31.7	PENZANCE	268.6	26.4	B			9.14		
4 Curves M.P. 284.6 to 285.5	65	55		9.04	3599	31.7	JOSEPH CITY	282.4	0.0	B			9.10		
Second District North Track															
4 Curves M.P. 285.5 to 284.6	65	55		9.13	5621	16.9	HIBBARD	274.8	17.4	B	7155		9.00		
1 Curve M.P. 264.4 to 264.2	80	70		9.30 PM	Yard	31.7	WINSLOW YL	285.5	19.5	T R-C	Yard		8.50 AM		
1 Street Crossing M.P. 253.1	60	60		Arrive Daily			(127.2)						Leave Daily		
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 numbered 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.

Three main tracks between M.P. 288.1 and M.P. 284.5, Winslow:
 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.

At Winslow, all switches middle main track equipped with electric switch locks. Be governed by instructions posted in phone box.

At Winslow, 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 throw switches.

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

Rule 93: Yard Limits Located at Winslow and Gallup.

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. 280.2 (South Track)	Hot Box	Rotating white light M.P. 281.4 Contact Winslow Yard for location of hot box.

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
Houc	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 SHOW IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
North Track			
Defiance Spur	166.9	21.8 Miles	West
Chambers	205.7	3375	East-West
Navajo	213.0	2300	East-West
Arntz	245.5	540	East
South Track			
Lupton	180.4	2853	West
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. 1 January 5, 1975		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	4			STATIONS	STATIONS					4	STATIONS
Leave Daily	Arrive Daily	Yard						Yard	Arrive Daily		
PM 9.40		n 7106	31.7	WINSLOW YL	285.5		75.0	C-R T	AM 8.40		
			22.7	CANYON DIABLO	311.7		75.0	B		n 7106	
			75.0	DARLING	328.8		75.0	B			
s 10.50		n 4419 s 7266	75.0	FLAGSTAFF	344.2		75.0	C-R-Y	s 7.33	n 4419 s 7266	
		s 7241	75.0	BELLEMONT	356.3		64.5	B		s 7241	
			97.7	MAINE	362.5		75.0	B			
			52.8	WILLIAMS JCT.	374.6		0.0	B			
			52.8	PERRIN	386.4		0.0	B			
			52.8	DOUBLEA	395.1		30.6	B			
			40.9	EAGLE NEST	407.3		52.8	B			
AM 12.20 AM		Yard	75.0	CROOKTON	419.5		0.0	B			
Arrive Daily				SELIGMAN	428.8			C-R-Y	5.55 AM	Yard	
				(142.7)					Leave Daily		

(51.5)

Average speed per hour

(51.9)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frt.
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:		
5 Curves M.P. 285.5 to 287.3	65	55
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 numbered clearance card before leaving Winslow and Seligman.

Trains to Fourth District secure numbered clearance card at Flagstaff.

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.

Three main tracks between M.P. 284.5 and M.P. 288.1, Winslow:

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.

At Winslow, all switches middle main track equipped with electric switch locks. Be governed by instructions posted in phone box.

At Winslow, 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 throw switches.

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

Rule 93: Yard limits located at Winslow.

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	Both ends 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
Maine	I	2 Crossovers M.P. 362.1	50
Williams Jct.	I	Crossover M.P. 374.3	50
	I	EE passenger track 1	30
	I	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
Spur South Track	368.1	293	East
Spur North Track	368.6	360	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. 293.5	Hot Box	Rotating white light at M.P. 292.3
Eastward only—both tracks		Contact Winslow Yard for location of hot box
M.P. 305.9	Dragging Equip.	Rotating white lights on posts opposite Signals 3073-3071
Westward only—both tracks		
M.P. 315.4	Hot Box	Rotating white light at scanner and at locator M.P. 312.8
Eastward only—both tracks		
M.P. 315.4	Dragging Equip.	Rotating lights M.P. 315.4 and M.P. 312.8
Eastward only—both tracks		
M.P. 322.8	Dragging Equip.	Rotating lights on posts at Signals 3202-3204
Eastward only—both tracks		
M.P. 369.7	Hot Box and	Rotating white lights at scanners and
Westward only—	Dragging Equip.	M.P. 371.1 and at locator M.P. 372.1
both tracks		
M.P. 379.4-379.8	Rock Slide	Warning lights M.P. 379.4, M.P. 379.9 and M.P. 380.9 and Signals 3781-3783, 3792-3794-3812 and 3814
M.P. 395.5	Rock Slide	Warning lights M.P. 393.6, M.P. 394.0, M.P. 394.5, M.P. 394.6, M.P. 396.0, M.P. 396.4, M.P. 397.0 and controlled signals M.P. 395.1 Signals 3972 and 3974
M.P. 401.2	Hot Box and	Rotating white lights at scanner, on posts
Westward only—	Dragging Equip.	M.P. 402.6 and at locator M.P. 404.3
both tracks		
M.P. 402	Rock Slide	Warning lights at M.P. 401.1 and M.P. 402.7 and Signals 4001-4003 and 4032-4034
M.P. 409-411	Rock Slide	Warning lights and Signals 4091-4093 and 4112-4114
		Red Rotating lights at M.P. 409, M.P. 410 and M.P. 411
M.P. 424.5	Hot Box and	Rotating white lights at scanner and at
Eastward-	Dragging Equip.	locators Eastward M.P. 421.8,
Westward—both tracks		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
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 numbered 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. 1								First Class	
3				January 5, 1975								4	
Leave Daily				STATIONS							Arrive Daily		
AM 12.22	Yard		75.0	SELIGMAN	428.8		C-R-Y	Yard	AM 5.53				
12.32			75.0	—11.2 AUDLEY	439.8	72.9	B	5336	5.33				
12.38	5355		69.7	—7.1 PICA	446.9	75.0	B		5.27				
12.46	7098		105.6	—5.2 YAMPAI	462.2	75.0	B	5329	5.20				
12.55	4647		75.0	—7.9 NELSON	460.2	0.0	B	5783	5.10				
1.01	5714		75.0	—5.6 PEACH SPRINGS	465.8	0.0	B	8311	5.04				
1.11	5423		75.0	—11.4 TRUXTON	477.8	0.0	B	5557	4.51				
1.19			75.0	—7.0 VALENTINE	484.0	0.0	B	8376	4.41				
1.34	5550		31.7	—17.2 WALAPAI	501.3	43.8	B	5939	4.27				
1.42	7130		0.0	—8.2 BERRY	509.4	46.0	B-Y	7132	4.21				
1.46			95.0	—4.5 GETZ	513.9	50.2	B		4.18				
1.58	5974			—2.8 KINGMAN	516.4	0.0	C-R	5656	4.14				
				—5.1 HARRIS	521.5	0.0	B	7117	4.02				
				—5.5 GRIFFITH	526.8	0.0	B	7106	3.54				
2.09	5422		75.0	—8.8 ATHOS	535.6	0.0	B	7100	3.45				
2.16			75.0	—4.6 YUCCA	540.2	0.0	B	5160	3.39				
2.20	7115		76.0	—12.5 FRANCONIA	552.7	0.0	B	7132	3.26				
2.32	5198		73.9	—12.4 TOPOCK	565.1	52.8	B	5491	3.13				
2.42	5357		52.8	—12.4 NEEDLES YL	578.0	52.8	C-R-Y	Yard	3.00 AM				
3.00 AM	Yard												
Arrive Daily				NORTH (148.7)						Leave Daily			

(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
1 Curve M.P. 576.8 to 575.6	75		65
5 Curves M.P. 565.9 to 563.5	50		45
3 Curves M.P. 563.5 to 562.3	50		50
3 Curves M.P. 554.7 to 550.5	70		60
1 Curve M.P. 526.8x to 525.9x	65		65
7 Curves M.P. 525.9x to 520.3x	60		50
10 Curves M.P. 520.3x to 516.7x	40		35
2 Curves M.P. 516.7x to 515.3x	45		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
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
5 Curves & Grade M.P. 451.4 to 455.5	55	45
5 Curves & Grade M.P. 455.5 to 457.8	50	40
5 Curves & Grade M.P. 457.8 to 460.1	60	40
7 Curves & Grade M.P. 460.1 to 463.7	60	45
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	65
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

ALBUQUERQUE DIVISION

FOURTH—PARKER—GRAND CANYON DISTRICTS 9

PARKER DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 1						↑
	January 5, 1975						
	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	22.2		39.6			
		AGUILA	22.2		B	5158	
	31.7	17.8		19.8			
		LOVE	40.0		B	2250	
	31.7	4.8		0.0			
		WENDEN	44.8		B	603	
	21.1	5.2		26.4			
		SALOME	50.0		B	1216	
	84.6	10.3		29.0			
		VICKSBURG	60.3		B		
	31.7	10.2		0.0			
		UTTING	70.5			679	
	31.7	9.4		0.0			
		BOUSE	79.9		B	812	
	31.7	10.7		0.0			
		WALL	90.8		B	2404	
	31.7	15.2		31.7			
		PARKER YL	105.8		C-R-Y	4920	
		(105.8)					

Trains must get numbered 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. 1						↑
	January 5, 1975						
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	
		WILLIAMS YL	0.0		R-Y	Yard	
	110.9	20.5		158.4			
		QUIVERO	20.5		B	1008	
	100.8	17.2		116.2			
		WILLAHA	37.7		B	1036	
	79.2	7.0		37.0			
		ANITA	44.8		B		
	170.4	18.9		117.5			
		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 located at Grand Canyon and Williams.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg. and Light	M.P.H.
PARKER DISTRICT	59	49
3 Curves M.P. 0.0 to 2.4	45	30
3 Curves M.P. 53.3 to 55.0	40	25
12 Curves M.P. 55.0 to 58.1	30	20
3 Curves M.P. 95.2 to 97.2	45	30
1 Curve M.P. 101.6 to 101.9	45	30
GRAND CANYON DISTRICT	40	40
21 Curves M.P. 0.8 to 12.7	30	20
2 Curves M.P. 35.7 to 36.6	25	20
18 Curves M.P. 46.2 to 53.6	30	25
35 Curves M.P. 53.6 to 63.1	25	25
3 Curves M.P. 63.1 to 63.7	15	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			
Hawkins	113.3	281	East
Allah	143.5		
Lizard Acres	171.6	1034	East-West
Surprise	172.5	831	East-West
Ennis Spur	174.1	19 miles	
Goldbadge	(1.0)	806	East
Bumstead	(3.3)	1043	East-West
Webb Spur	(1.0)	2 miles	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
GRAND CANYON DISTRICT			
Valle	29.0		

10 CLARKDALE — PRESCOTT DISTRICTS — SPECIAL RULES

ALBUQUERQUE DIVISION

CLARKDALE DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 1					↑
	January 5, 1975					
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications and wye	Capacity of Sidings In Feet
	105.6	DRAKE YL 18.3	0.0	79.2	Y-B	1571
	105.6	PERKINSVILLE YL 19.7	18.3	82.3	B	1158
		CLARKDALE YL (38.0)	38.0		C-Y	Yard

Trains must get numbered clearance card before leaving Clarkdale.

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. 1					↑
	January 5, 1975					
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications and wye	Capacity of Sidings In Feet
	79.2	ABRA YL 27.7	28.4	79.5		5711
		PRESCOTT YL	67.1		C-Y	Yard
		(27.7)				

Trains must get numbered 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	Psg. and Light	M.P.H.
CLARKDALE DISTRICT	20	20
17 Curves M.P. 11.9 to 15.1	15	15
5 Curves M.P. 22.2 to 23.7	15	15
17 Curves M.P. 29.9 to 34.8	15	15
PRESCOTT DISTRICT	59	49
1 Curve M.P. 30.3 to 30.6	59	45
3 Curves M.P. 30.8 to 31.9	45	35
5 Curves M.P. 34.0 to 35.4	40	30
3 Curves M.P. 39.7 to 41.2	50	40
1 Curve M.P. 42.5 to 42.7	45	35
1 Curve M.P. 46.0 to 46.1	50	40
1 Bridge M.P. 46.4	10	10
2 Curves M.P. 48.0 to 48.7	30	25
2 Curves M.P. 48.7 to 50.3	50	40
10 Curves M.P. 50.3 to 52.7	25	20
6 Curves M.P. 52.7 to 55.9	40	30
3 Curves M.P. 55.9 to 57.6	30	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, Needles, Ash Fork, Prescott, Glendale, 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 Gallup, the tipples, bins, pipe lines, wires and other obstructions located at Gamercro.

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

Track serving Navajo Forest Products Company, on Defiance Spur, Pittsburgh-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.

When hot box signals activated, trains must stop, check locator, inspect train, and be governed by instructions in instrument case at locator.

When a freight train is stopped by hot box detector, and the suspected abnormal journal, indicated by locator, is a roller bearing journal, the car must be set out and dispatcher notified, unless cause is found to be sticking brakes and condition is corrected.

When a train is stopped by hot box detector and crew is unable to determine location of suspected abnormal journal from readout at locator, entire train must be thoroughly inspected for hot journals and dragging equipment; if nothing found, may proceed at normal speed, but must make two stops within the 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. Where crews change without mechanical inspection, the inbound crew will notify outbound crew as to condition of train and where next stop and inspection shall be made.

ALBUQUERQUE DIVISION

8. 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 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 70 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. Trains 198 and 891 may operate at passenger train speed, but must not exceed 79 MPH.

11. In freight and mixed service with dynamic brake NOT in use, maximum speed on descending grades as follows:

Percent	Feet Per Mile	30 MPH
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

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

13. Trains or engines using a siding must not exceed turnout speed for that siding.

14. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train (MPH)	Backing or when not controlled from Leading Unit (MPH)
AMTRAK 100-539, 5687-5714, 5930-5939* 5940-5948	90**	45***
1150, 1218, 1260, 1418-1441, 1500-1537, 2322, 2394	45	45
ALL OTHER CLASSES	70	45***

Notes *Units 5930, 5931, 5935 and 5938 RESTRICTED TO 70 MPH until Gear Ratio changed to 59:18.
 **Engines without cars must not exceed 70 MPH.
 ***Forward speed applies when engine handling train is on the head end being controlled from lead unit in backing position.

15. 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 EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Diesel Locomotives	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes	4	5
Passenger Cars		
Roller Bearings	8	5
Friction Bearings	12	5

16. 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	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Kingman, Fourth, Belen, Prescott, Parker and Grand Canyon Districts	40	45	30
Other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH. Pile drivers must be handled in train next to engine. Maximum speed handling Scale Test Cars AT-199913, AT-199914 and AT-199915, 50 MPH.

FREIGHT TRAIN SCHEDULE (For Information Only)

WESTWARD

TRAINS	BELEN	GALLUP	WINSLOW	SELIGMAN	NEEDLES
	LV.	LV.	ARR.	LV.	ARR.
119	5:40P	9:10P	11:25P	11:55P	3:00A
129	7:40A	11:10A	1:25P	1:55P	5:00P
329, 379	4:40P	7:40P	9:50P	10:10P	1:15A
679	10:00A	1:25P	3:50P	4:10P	7:50P
368, 378	7:00P	10:20P	12:40A	1:00A	4:45A
108	5:20P	9:00P	11:20P	11:50P	3:05A
118	9:50P	1:30A	3:50A	4:20A	7:35A
128	5:50A	9:30A	11:50A	12:20P	3:35P
198	7:00A	9:20A	11:10A	11:15A	1:55P
307	6:00P	12:01A	2:30A	10:00A	
308	11:50P	3:30A	5:50A	6:20A	9:35A
309	1:50A	5:30A	7:50A	8:20A	11:35A
318	3:50A	7:30A	9:50A	10:20A	1:35P
319	2:50P	6:30P	8:50P	9:20P	12:35A
328	7:50A	11:30A	1:50P	2:20P	5:20P
338	12:50P	4:30P	6:50P	7:20P	10:35P
348	4:50P	8:30P	10:50P	11:20P	2:35A
358	8:50P	12:30A	2:50A	3:20A	6:35A
408	*11:00A	4:00P	7:00P	9:00P	1:00A
508	11:00P	2:40A	6:00A	6:30A	9:45A
518	3:00P	6:40P	9:10P	9:40P	1:35A
568	9:00A	11:45A	1:50P	2:10P	5:10P
668	4:50A	7:35A	9:40A	10:00A	1:00P
678	6:30A	9:50A	11:15A	12:15P	3:25P
728	11:00A	2:50P	5:20P	5:50P	9:50P

708

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

307

ASH FORK	LV	1:30P	2
PHOENIX	AR	11:59P	2

EASTWARD

	NEEDLES	SELIGMAN	WINSLOW	GALLUP	BELEN
	LV.	LV.	ARR.	LV.	ARR.
723				10:00A	5:10P
741			11:30A	12:01P	2:40P
801	12:05P	4:25P	7:55P	8:25P	11:10P
803	3:05P	7:25P	10:55P	11:25P	2:10A
804	7:05A	11:55A	4:00P	6:30P	9:20P
805	5:25P	10:25P	1:55A	2:25A	5:10A
811	8:05P	12:25A	3:55A	4:25A	7:10A
813	7:05P	11:25P	2:55A	3:25A	6:10A
816	6:05P	10:45P	2:45A	3:15A	6:10A
821	5:35A	9:55A	1:25P	1:55P	4:40P
823	11:05P	3:25A	6:55A	7:25A	10:10A
833	3:05A	7:25A	10:55A	11:25A	2:10P
836	2:05P	6:45P	10:20P	10:40P	1:35A
841	9:00A	2:00P	5:45P	6:15P	9:00P
843	7:05A	11:25A	2:55P	3:25P	6:10P
853	11:05A	3:25P	6:55P	7:25P	10:10P
865	2:05P	6:25P	9:55P	10:25P	1:10A
891	5:05P	8:00P	10:40P	10:45P	12:35A
901	8:45P	1:00A	4:25A	4:55A	7:35A
903	11:40P	4:00A	7:30A	8:00A	10:45A
905	1:00P	5:30P	9:10P	9:40P	12:35A
913	11:40A	4:00P	7:30P	8:00P	10:45P
917	2:00A	6:30A	10:10A	10:40A	1:35P
943	10:05P	2:40A	6:00A	6:20A	8:55A

807

PARKER	LV	5:00P	1
MOBEST	AR	1:00A	2

741

GLENDALE	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 EMPLOYES COAST LINES HOSPITAL ASSOCIATION
DR. C. J. MONAHAN, 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.

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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.

