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# **Amarillo Division**

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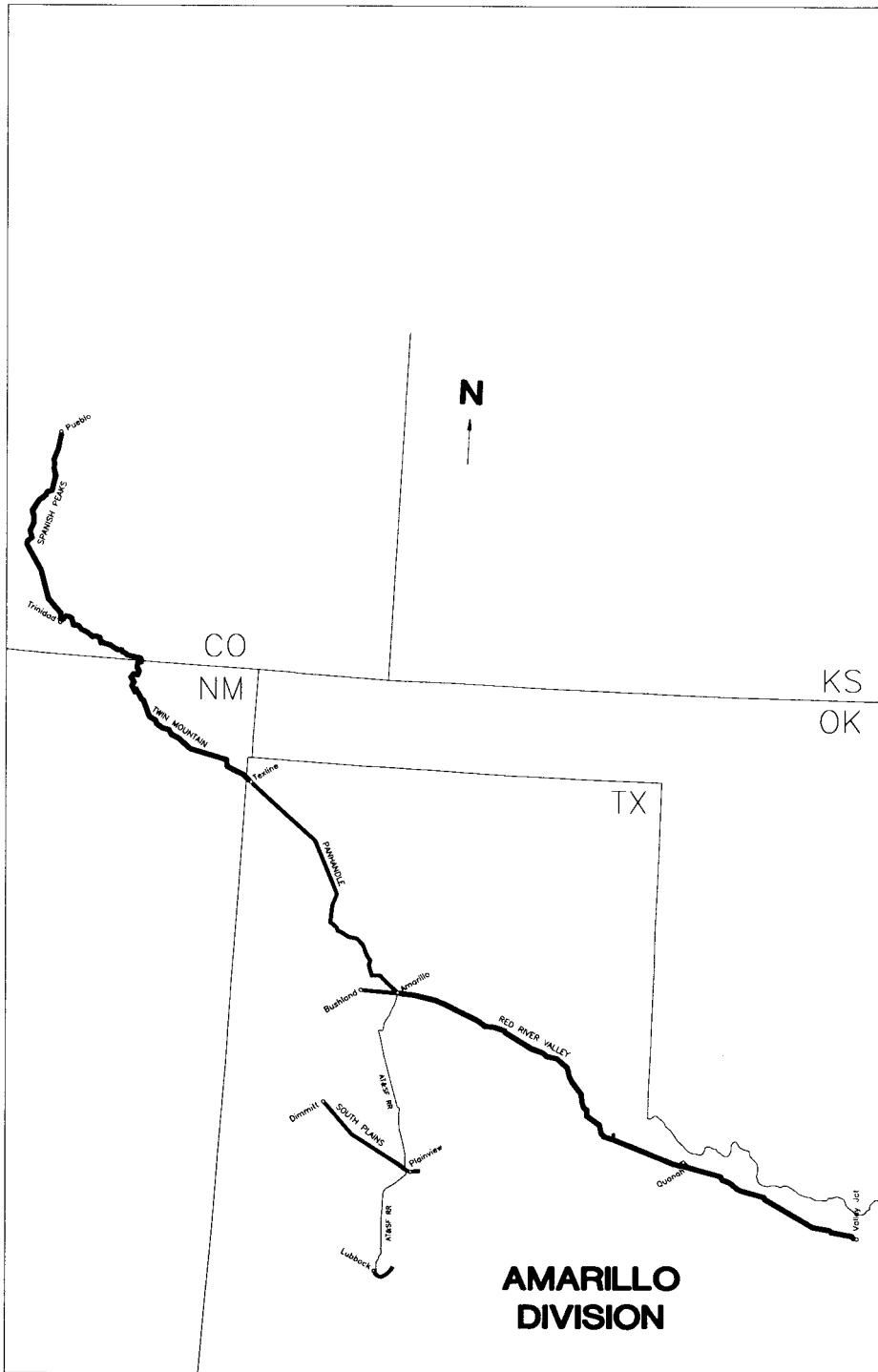
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## **Timetable No.3**

**IN EFFECT AT 0001  
Mountain and Central Continental Time**

**Sunday April 2, 1995**

**R.W. Baker  
Division Superintendent  
Amarillo, Texas**



WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Red River Valley Subdiv		Distance from Valley Jct.	EASTWARD
					Trk	Rule 4.3 Oper		
				118.4	VALLEY JCT	J	0	
	6,524	40460		124.3	IOWA PARK		5.9	
	6,838	40471		135.9	FOWLKES		17.5	
		40476		140.3	ELECTRA		21.9	
	6,273	40483		148.1	HARROLD	CTC	29.7	
	10,493	40499		163.3	VERNON		44.9	
	6,312	40514		178.7	CHILLICOTHE		60.3	
		40527		191.8	QUANAH	BJKT	73.4	
			485	196.7	2MT	ACME	78.3	
	6,232	40536		200.5	GOODLETT		82.1	
	6,279	40547		211.7	KIRKLAND		83.3	
	12,204	40556		220.2	CHILDRESS		101.8	
	6,277	40563		227.8	CAREY		109.4	
	7,105	40572		236.7	ESTELLINE	ABS	118.3	
	7,311	40586		251.9	MEMPHIS		133.5	
	9,165	40599		263.1	HEDLEY		144.7	
	7,936	40613		275.7	CLARENDON		157.3	
	7,302	40623		288.6	ASHTOLA		170.2	
	7,352	40639		304.5	MALDEN	TWC	186.1	
		40643		307.9	CLAUDE		189.5	
	7,316	40653		317.7	KASOTA		199.3	
		40671		335.7	AMARILLO	BIJKTY	212.3	

AAR Radio Channel 70 in service between Wichita Falls and Amarillo.  
 Train Dispatcher Calls- Wichita Falls West CTC-20, Electra-27, Vernon-28, Quanah-29, Childress-30, Memphis-31, Clarendon-32, Claude-34, Amarillo-35.  
 Emergency Train Dispatcher Call - 911  
 Dispatchers Telephone-  
 Estelline to Valley Jct 817- 234-6367 or 800-666-1022, FAX 817-234-6373  
 Amarillo to Estelline 817-234-6056 FAX 817-234-6077

Wichita Falls to Valley Jct. is part of and under the jurisdiction of the Ft Worth Div.

1. Maximum Speed Permitted-	Freight
Valley Jct to Estelline .....	60 MPH.
Estelline to Amarillo .....	49 MPH.
MP 118.4 to MP 119.9 .....	35 MPH.
MP 118.4 to MP 237.4 Trains over 100 tons O/B .....	50 MPH.
MP 124.1 to MP 125.1 until engine thru limits .....	30 MPH.
MP 139.6 to MP 140.7 .....	30 MPH.
MP 162.7 to MP 164.4 until engine thru limits .....	30 MPH.
MP 164.4 to MP 166.4 .....	55 MPH.
MP 179.0 .....	30 MPH.
MP 191.9, Until Engine Over Crossing .....	30 MPH.
MP 192.1 to MP 196.9, Main 1 .....	25 MPH.
MP 219.7 to MP 220.7 .....	40 MPH.
MP 228.5 to MP 232.2 .....	35 MPH.

MP 237.4 to Amarillo .....	49 MPH.
MP 237.4 to Amarillo 100 tons O/B .....	49 MPH.
On Sidings Estelline .....	25 MPH.
Carey and Iowa Park .....	10 MPH.
Through Turnouts	
Quanah to Acme (end of two main tracks) and Estelline (ends of siding) .....	25 MPH.
All Other Siding Turnouts .....	20 MPH.
Static Scales .....	5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

## 2. Bridge and Equipment Weight Restrictions—

### Maximum Gross Weight of Car:

Valley Jct to Amarillo ..... 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

**Chillicothe TX.**— Six axle locomotives and six axle derricks not permitted on north elevator track off siding.

**Acme**— Locomotive not permitted over hydraulic lift East and West spur track Georgia Pacific.

## 3. Type of Operations—

**TWC**— In effect:

MP 237.4 to MP 327.5

**Rule 6.13**— Yard limits In effect—

MP 327.5 to MP 335.7, before entering or moving within these limits communicate with yardmaster for instructions.

**CTC**— In effect: MP 118.4 to MP 237.3

**ABS**— In effect: MP 237.3 to MP 238.8.

**Interlocking**—

MP 334.7—ATSF

## 4. General Code of Operating Rules Items—

**Amarillo**— Eastward trains departing Amarillo must have two Track Warrants prior to departure. One Track Warrant from the Amarillo Dispatcher showing Track Bulletins between Amarillo and Estelline, and one Track Warrant from Ft. Worth West Dispatcher showing Track Bulletins between Estelline and Wichita Falls.

**Rule 6.19**— Between MP 118.4 and Estelline when flagging is required, distance will be 1.0 mile.

Between Estelline and Amarillo when flagging is required, distance will be 2.0 miles.

**Rule 6.32.6 is changed to read:** If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

**Rule 10.2**— following switches are not equipped with electric locks:

MP 124.4 – Iowa Park – East House Track  
 MP 125.9 – Iowa Park – Cryovac Spur  
 MP 138.8 – Electra – West end National Tank  
 MP 139.8 – Electra – High Line Track  
 MP 140.7 – Electra – West House Track  
 MP 144.7 – Harrold  
 MP 147.5 – East end Harrold House Track  
 MP 147.9 – West end Harrold House Track  
 MP 154.7 – Oklaunion East House Track  
 MP 155.0 – Oklaunion West House Track  
 MP 159.6 – Vernon Grain East Track  
 MP 160.0 – Vernon Grain West Track  
 MP 178.7 – Chillicothe South Elevator  
 MP 179.4 – Chillicothe Transfer Track  
 MP 191.5 – Quanah – East end House Track  
 MP 193.0 – Quanah—Main 2 Compress Switch  
 MP 211.1 – Kirkland – East House Track  
 MP 211.6 – Kirkland – West House Track

**5. Trackside Failed Equipment Detectors (FED)**

**A. Protecting bridge, tunnels, or other structures**

Chillicothe (EWD) ..... MP 175.5  
 Memphis (EWD) ..... MP 243.6

**B. Other FED Locations:**

**Radio Reporter:**

Electra ..... MP 143.6  
 Chillicothe (WWD) ..... MP 175.5  
 Kirkland ..... MP 207.8  
 Memphis (WWD) ..... MP 243.6  
 Clarendon ..... MP 273.2  
 Claude ..... MP 309.5

**6. FRA Excepted Track—NONE**

**7. Special Conditions—**

**Amarillo—**At Amarillo the normal position for both the North and South Pass (both ends), Crossover between Westbound and Main Track at Eastern, West bound at Eastern, switches will be lined and locked for the movement last made.

**Quanah—**At Quanah before Occupying road crossing on Old Mill track at Nelson Street, crossing signals must be activated by Operating key controller located on signal mast by the scale. Cars must not be left spotted closer than 50 feet to road crossing.

Trains over 100 Tons/OB will not operate through siding Carey, or use MT1 between MP 115 to MP 116.1, except when authorized by Chief Dispatcher.

**Two Main Tracks –**

MP 192.3 to MP 196.7

**Automatic Switches, Location by Station—**Includes both switches unless specified:

Memphis, Hedley, Clarendon, Ashtola, Malden, Kasota.

**Iowa Park—**Eastward trains change to AAR Radio Channel 66, and call Wichita Falls yard office for instructions.

**8. Other Line Segments—**

**Yard Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
765	Amarillo
766	Childress
795	West Texas Power Co. Tracks

**9. Locations Not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
40490 Oklaunion	6.0 west of Harrold	12	Both
40490 West Texas Utilities	7.4 west of Harrold	150	West
40496 Vernon Grain Inc.	3.3 east of Vernon	35	Both
40532 Georgia Pacific	0.3 east of Acme—off MT 1	15	East

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Panhandle Subdiv MAIN LINE		Distance from Amarillo	EASTWARD	
					Trk	Rule 4.3 Oper			
		40671		335.7	AMARILLO	JBIKTY	0.0		
					To Bushland 15.0				
	8,825	40682		347.3			11.6		
	7,229	40691		359.2			23.5		
	7,573	40708		371.7			36.0		
	7,647	40723	485	388.1			52.4		
	7,387	40736		403.7			68.0		
	7,536	40753		417.6			81.8		
	7,548	40770		434.5			98.7		
		40777		441.6			106.0		
		40788		452.9			117.1		

AAR Radio Channel 66 in service on this Subdivision.

Train Dispatcher Calls—Amarillo—35, Tascosa—36, Channing—37, Dalhart—38, Texline—39.  
 Emergency Train Dispatcher Call — 911  
 Dispatchers Telephone 817—234—6056, FAX 817—234—6077

- 1. Maximum Speeds Permitted**

	<b>Freight</b>
Amarillo to Texline .....	<b>60 MPH.</b>
Amarillo to Bushland MP 0 to MP 7 .....	<b>10 MPH.</b>
MP 7 to MP 15 .....	<b>20 MPH.</b>
Trains over 100 tons O/B .....	<b>50 MPH.</b>
MP 338.0 to MP 340.1 .....	<b>35 MPH.</b>
MP 340.1 to MP 349.9 .....	<b>45 MPH.</b>
MP 349.9 to MP 359.3 .....	<b>49 MPH.</b>
MP 359.3 to MP 361.1 .....	<b>45 MPH.</b>
MP 361.1 to 379.0 .....	<b>49 MPH.</b>
MP 379.0 to MP 386.4 .....	<b>45 MPH.</b>
MP 450.2 to MP 453.0 .....	<b>25 MPH.</b>
Through turnouts and siding Gentry, Boden, Hartley & West Dalhart .....	<b>20 MPH.</b>
Through all other turnouts and sidings .....	<b>10 MPH.</b>

See Item 1 of the System Special Instructions for additional speed restrictions.

- 2. Bridge and Equipment Weight Restrictions—**

**Maximum Gross Weight of Car:**

Amarillo to Texline ..... 143 tons  
 Amarillo to Bushland ..... 134 tons  
 24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.  
 Dalhart TX.—Six axle locomotive or six axle derrick not permitted on elevator track.
- 3. Type of Operations—**

**TWC—** In effect:  
 MP 340.1 to MP 452.4.

**Rule 6.13—** Yard limits In effect:  
 MP 335.7 to MP 340.1 before entering or moving within these limits communicate with yardmaster for instructions.  
 MP 335.7 to MP 340.1  
 MP 415.5 to MP 419.2

MP 452.4 to MP 454.2  
Amarillo and Bushland.

**Interlockings--**  
MP 417.5--SP

**At MP 417.5--**All movements through SPT CO. Interlocking must be with the authority of the SPT CO. Control Operator or by signal indication only.

**ABS--** In effect:  
MP 338.0 to MP 415.5  
MP 419.2 to MP 452.4

**4. General Code of Operating Rules Items--**

**Rule 6.19--** When flagging is required, distance will be 2.0 miles.

Westbound trains leaving Amarillo will not be required to provide flag protection to the rear between MP 340.1 and MP 342.0.

Eastbound trains leaving Dalhart will not be required to provide flag protection to the rear between MP 415.5 and MP 413.5.

Westbound trains leaving Dalhart will not be required to provide flag protection to the rear between MP 419.2 and MP 421.4.

**Rule 6.32.6 is changed to read:** If possible, a standing train or switching movement must avoid blocking a public crossing longer than 5 minutes, in Texas only.

**5. Track Side Failed Equipment Detectors (FED)--**

A. Protecting Bridge, Tunnels or Structures--NONE

B. Other FED Locations--

- Tascosa ..... MP 365.1
- Hartley ..... MP 406.0
- Guy ..... MP 438.8

**6. FRA Excepted Track--NONE**

**7. Special Conditions--**

**Automatic Switches, Location by Station--**Includes both switches unless specified:  
Gentry, Boden, Tascosa, Channing, Hartley, Dalhart--Westend ONLY,  
Guy, Texline.

**Amarillo--**At Amarillo the normal position for the Hughes pass (both ends), switches will be lined and locked for the movement last made.

**Texline--**All trains eastbound will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 452.4.

**8. Other Line Segments--**

Yard Line Segments--	
Line Segment	Limits
493	Amarillo to Bushland

**9. Locations Not Shown as Stations--**

Name	Miles--Location	Capacity Cars	Switch Opens
88410 Bushland	15 west of Amarillo	27	West
40767 Ware	3.0 east of Guy	15	East

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	South Plains Subdiv MAIN LINE STATIONS		Distance from Amarillo	TWC
						Rule 4.3 Oper			
		40671	486			AMARILLO	JBKITY		0.0
						to plainview VIA ATSF - 78 Mi.			

Between Amarillo and Lubbock General Code of Operating Rules and ATSF Timetable Govern

	88787		322.9		PLAINVIEW	JUABKTY		76.1
		486			to Lubbock VIA ATSF - 48 Mi			
	88801		337.5		EDMONSON		TWC	89.3
	2.563	88815	351.6		HART			103.4
		88831	367.6		DIMMITT	Y		119.4

AAR Radio Channel 66 in service on this Subdivision.  
Dispatchers Telephone 817-234-6056, FAX 817-234-6077

- 1. Maximum Speeds Permitted –**
- |                              |                |
|------------------------------|----------------|
| Plainview to Dimmitt .....   | <b>Freight</b> |
| Static scale Plainview ..... | <b>25 MPH.</b> |
| Through all turnouts .....   | <b>5 MPH.</b>  |
|                              | <b>10 MPH.</b> |

See Item 1 of the System Special Instructions for additional speed restrictions.

- 2. Bridge and Equipment Weight Restrictions–**  
**Maximum Gross Weight of Car:**  
 Plainview to Dimmitt ..... 134 tons  
 Lubbock to Sterley ..... 134 tons  
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.  
 Six axle locomotives and six axle derricks not permitted on any track other than main track and storage No. 1 and 2 at Dimmitt..
- 3. Type of Operations–**  
**TWC–** In effect:  
 Plainview to MP 365.2.  
**Rule 6.13–** Yard limits In effect:  
 MP 322.9 to MP 330.0  
 MP 365.2 to MP 368.4  
**Interlocking–**  
 MP 358.5 Lubbock-ATSF
- 4. General Code of Operating Rules Items–**  
**Rule 5.4.4–** Authorized on this subdivision.  
**Rule 6.19–** When flagging is required, distance will be 1.0 mile.  
**Rule 6.32.6 is changed to read:** If possible, a standing train or switching movemnet must avoid blockcing a public crossing longer than 5 minutes, in Texas only.
- 5. Trackside Failed Equipment Detectors (FED)**  
 A. Protecting bridge, tunnels or other structur–NONE  
 B. Other FED locations– NONE
- 6. FRA Excepted Track–NONE**



**7. Special Conditions--**

At Lubbock--ATSF Crossing located at MP 358.5 controlled by ATSF train dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release box.

**8. Other Line Segments--**

Yard Line Segments--

Line Segment	Limits
487	Lubbock

**9. Locations Not Shown as Stations--**

Name	Miles--Location	Capacity Cars	Switch Opens
88796 Wright	8.4 west of Plainview	10	Both
88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
88822 Roy	8.1 east of Dimmitt	12	Both
88829 Goodpasture	2.2 east of Dimmitt	18	West

WESTWARD	Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Twin Mountain Subdiv		Distance from Texline	EASTWARD
					Trk	Rule 4.3 Oper		
		40788	485	452.9	TEXLINE	BKY	0	
		40790		454.2	1.2 SKELA	Y	1.2	
				347.2				
	8,955	40607	477	330.4	16.8 ROYCE		TWC ABS	18.0
	8,627	40825		315.6	14.8 GRENVILLE			32.8
	8,383	40837		300.1	15.5 GRANDE			46.3
	7,349	40844		292.5	7.8 DES MOINES			56.0
	7,320	40884		284.5	7.9 FOLSOM			63.5
	7,587	40865		272.3	12.2 ALPS			76.0
	8,099	40874		263.1	9.2 BRANSON			85.2
	8,527	40886		251.0	11.8 TRINCHERE		CTC	97.0
	7,888	40903		235.2	15.8 BARELA			112.8
	8,128	40917		220.2	15.0 BESHOAR			127.8
		40824		208.3	8.8 TRINIDAD	BKY		136.7

AAR Radio Channel No. 70 in service Texline to Beshoar  
 AAR Radio Channel No. 66 in service at Trinidad Yard to Beshoar  
 Train Dispatcher Calls—Mt. Dora—42, Des Moines—43, Trinchere—44, Trinidad—45.  
 Dispatchers Telephone 817-234-6055, FAX 817-234-6076

- 1. Maximum Speeds Permitted**

Texline to Trinidad	50 MPH.
Texline to MP 297.0 Trains over 100 ton OB	50 MPH.
MP 347.2 to MP 338.4	50 MPH.
MP 338.4 to MP 337.5	35 MPH.
MP 337.5 to MP 297.0	50 MPH.
MP 297.0 to MP 287.7	40 MPH.
MP 287.7 to MP 282.0	35 MPH.
MP 282.0 to MP 280.7	25 MPH.
MP 280.7 to MP 274.4	35 MPH.
MP 274.4 to MP 273.1	25 MPH.
MP 273.1 to MP 250.4	35 MPH.
MP 250.4 to MP 249.5	25 MPH.
MP 249.5 to MP 208.3	35 MPH.
Through turnouts and sidings at Des Moines, Alps, Trinchere, Beshoar.	20 MPH.
Trinidad Pass 1 and Pass 2 and through turnouts	20 MPH.
All other turnouts and sidings	10 MPH.

Item 1A applies to loaded or empty C6 Hoppers

See Item 1 of the System Special Instructions for additional speed restrictions.

- 2. Bridge and Equipment Weight Restrictions—**  
**Maximum Gross Weight of Car:**  
 Texline to Trinidad 143 tons  
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

- 3. Type of Operations—**  
 TWC— In effect between Texline and Des Moines  
 ABS—In effect between Texline to Des Moines  
 CTC—in effect Des Moines to Trinidad MP 208.3

**Rule 6.13– Yard Limits –**

MP 209.9 to MP 207.5–All trains must call Trinidad yard office for instructions before entering yard limits.

Texline– MP 452.4 to MP 454.2

**4. General Code of Operating Rules Items–**

**Rule 6.19–** When flagging is required, distance will be 2.0 miles.

**5. Trackside Failed Equipment Detector(FED)–**

**A. Protecting Bridges, Tunnels or Other Structures: NONE**

**B. Other FED locations:**

- Trinidad ..... MP 217.5–Reponse broadcast on AAR radio Channel No. 66
- Trinchere ..... MP 245.1
- Des Moines ..... MP 290.1
- Grenville ..... MP 319.0

**6. FRA Excepted Track– NONE**

**7. Special Conditions–**

**Twin Mountain Industry–** track has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail. The load tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When Conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

**Air Brake and Train Handling Rules–(Hand brakes locomotives and cars)**

When leaving railroad equipment (Engines and Cars) standing on the following sidings apply 50% more handbrakes than required in th ABTH rules. With a minimum of twenty handbrakes at each end of siding.

- MP 330.4 Royce, NM
- MP 315.6 Grenville, NM
- MP 292.5 Des Moines, NM
- MP 272.3 Alps, NM
- MP 263.1 Branson, CO
- MP 251.0 Trinchere, CO
- MP 220.2 Beshoar, CO
- MP 208.0 Trinidad, CO Pass #1 and #2

**Texline–**All westbound trains will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 347.2.

Automatic switches by location includes both ends unless otherwise specified: Grande, Grenville, Royce.

**8. Other Line Segments– NONE**

**9. Locations not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
40799 Clayton	8.6 miles West of Sixela	30	Both

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Spanish Peaks Subdiv			Distance from Trinidad	EASTWARD	
					Trk	Rule 4.3 Oper	STATIONS			
		40924	477	208.3			TRINIDAD	BKY	CTC	0
7,735	40939	196.1		12.2			LUDLOW		TWC	12.2
8,078	40946	189.7		8.4			LYNN		ABS	18.6
7,651	40957	180.1		9.9			MAYNE			25.2
6,100	40965	171.6		8.5			WALSENBURG	JRY		36.7
	40981	154.7		16.8			LASCAR	X		53.6
	40983	143.5		11.2			CEDARWOOD	X		64.8
	41013	124.8		18.7			SOUTHERN JCT	JY	TWC	83.5
	41014	122.5		1.8			MINNEQUA	Y		85.3
		121.2		1.3			SALT CREEK JCT	JY		86.6
				2.7						

BETWEEN PUEBLO AND SALT CREEK JCT. AND BETWEEN SALT CREEK JCT. AND MINNEQUA ON SOUTHBOUND M.T., ATSF RR RULES AND TIMETABLE GOVERN.

41020	477	118.5		PUEBLO	J	TWC	89.3
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Radio Channel No. 66 in service Pueblo to Trinidad  
 Radio Channel No. 70 in service at Commanche Power Plant.

Train Dispatcher Calls- Trinidad-45, Walsenburg-46, Southern Jct.-47.  
 Dispatchers Telephone 817-234-6055, FAX 817-234-6076

MP 121.2 to Pueblo is part of and under the jurisdiction of the Denver Division

All trains Southern Jct. to Pueblo use ATSF Radio Channel

1. Maximum Speeds Permitted - Freight
- MP 208.3 to Pueblo ..... 49 MPH.
  - MP 197.9 to MP 208.3 ..... 35 MPH.
  - MP 197.9 to MP 187.5 ..... 45 MPH.
  - MP 187.5 to MP 173.4 ..... 35 MPH.
  - MP 173.4 to MP 172.5 ..... 25 MPH.
  - MP 172.5 to MP 170.8 ..... 20 MPH.
  - MP 167.7 to MP 125.0 trains over 100 tons OB ..... 35 MPH.
  - Southern Jct to Walsenburg (SP Main Track) ..... 30 MPH.
  - Bridge 172.24 Walsenburg, cars heavier than 134 tons ..... 10 MPH.
  - Walsenburg-dual control switch ..... 20 MPH.
  - MP 124.7 Commanche Power Plant Lead to Commanche Power Plant ..... 10 MPH.
  - MP 124.8 to MP 124.3 ..... 10 MPH.
  - Southern Jct to Salt Creek Jct North Main Track ..... 20 MPH.
  - Southern Jct to Minnequa South Main Track ..... 20 MPH.
  - Through turnouts and sidings at Ludlow, Lynn, and Mayne ..... 20 MPH.
  - Trinidad Pass 1 and Pass 2 and through turnouts ..... 20 MPH.
  - All other turnouts and sidings ..... 10 MPH.
- Item 1A, Applies to loaded or empty C6 hoppers.

See Item 1 of the System Special Instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions-
- Maximum Gross Weight of Car:
- Trinidad to Pueblo ..... 143 tons
- 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

**Comanche Power Plant**—ATSF locomotives will not clear the Dumper Building doors. All ATSF units must be set out on "E" track before proceeding through Dumper Door.

SP 1400 and 1500 Series cabooses should be handled in the rear—end service only, and if handled on other than rear—end, must not exceed 2,000 trailing tons behind caboose, due to underframe condition.

**3. Type of Operations—**

**TWC**— In effect between Trinidad and Pueblo

**CTC**— In effect Trinidad MP 207.5 to MP 208.3

**ABS**—In effect between Trinidad and Walsenburg.

**Rule 6.13— Yard Limits** —in effect:

MP 209.9 to MP 207.5—All trains must call Trinidad yard office for instructions before entering yard limits.

MP 172.5 to MP 169.7

MP 125.0 to MP 121.1 Before entering into yard limits, contact ATSF ATM Pueblo for instructions

**4. General Code of Operating Rules Items—**

**Rule 6.19**— When flagging is required, distance will be 2.0 miles.

**5. Trackside Failed Equipment Detector(FED)—**

**A. Protecting Bridges, Tunnels or Other Structures: NONE**

**B. Other FED locations:**

Lynn ..... MP 184.7

**6. FRA Excepted Track— NONE**

**7. Special Conditions—**

**Spring Switches—**

Following Spring Switches not equipped with facing point lock:

**Southern Jct**— Crossover switch MP 124.8 lined for crossover and spring switch on SP lined for SP main track.

When facing East the track on the right is SP Main Track.

**Walsenburg**—When facing West the track on the left is SP Main Track.

**Spring switch MP 124.7 Southern Jct**— Lined for SP Main Track.

**Between Southern Jct and Walsenburg** any trains or engines operating on SP main track must contact SP dispatcher for authority. BN timetable and operating rules apply on SP main track.

**Trinidad—**

Operation of ATSF electric switches:

1. Authority must be received from Santa Fe dispatcher before operating switch.
2. After authority received, unlock and remove switch lock which will begin a timed five(5) minute delay.
3. After time delay expires, depress foot pedal to release hand throw lever and switch may be operated.

**Handling 80 feet or Longer Cars—**

(See All Subdivisions)

**Air Brake and Train Handling Rules—**(Hand brakes locomotives and cars)

When leaving railroad equipment (Engines and Cars) standing on the following sidings apply 50% more handbrakes than required in th ABTH rules. With a minimum of twenty handbrakes at each end of siding.

MP 208.0 Trinidad, CO (Pass 1 and Pass 2)

MP 189.7 Lynn, CO

MP 180.1 Mayne, CO

**Automatic Switches** by location includes both ends unless otherwise specified: Ludlow, Lynn, Mayne, and Walsenburg MP 171.7.

**8. Other Line Segments—NONE**

**9. Locations not Shown as Stations—NONE**

### **Division Operating Officers**

**R.W. Baker ..... Division Supt. .... Amarillo ..... 371-3321**

M.E. Black ..... Terminal Manager ..... Amarillo ..... 371-3316  
T.R. Hughes .... Mgr. Operating Practices .. Amarillo ..... 371-3355  
P.L. Paddock ... Trainmaster ..... Amarillo ..... 371-3357  
J.T. Monk ..... Trainmaster ..... Wichita Falls ..... 287-2360  
J.S. Davis ..... Trainmaster ..... Trinidad ..... 846-8121  
K.L. Rethwisch .. Trainmaster ..... Trinidad ..... 846-8122  
R.A. Hayward ... Terminal Trainmaster ..... Amarillo ..... 371-3331  
L.W. Nichols ... Terminal Trainmaster ..... Amarillo ..... 371-3331

### **Maintenance of Way**

B.D. Vaughn .... Roadmaster ..... Amarillo ..... 371-3340  
B.C. Curry ..... Roadmaster ..... Amarillo ..... 371-3344  
W.A. Meidinger . Roadmaster ..... Trinidad ..... 846-8146  
P.D. Barros ..... Roadmaster ..... Trinidad ..... 846-8147  
E.K. Earle ..... Track Supervisor ..... Amarillo ..... 371-3342  
J.B. Crowell .... Track Supervisor ..... Amarillo ..... 371-3341

### **Mechanical Department**

**E.H. Kroll ..... General Foreman ..... Amarillo ..... 371-3351**  
C.P. Murphy .... Mechanical Foreman ..... Amarillo ..... 371-3352  
W.J. Dunlap ... Mechanical Foreman ..... Amarillo ..... 371-3354  
J.L. Thurston ... Mechanical Foreman ..... Trinidad ..... 846-8156

### **Casualty Management**

T.F. Petersen ..... Casualty Mgmt. Repr. .... Amarillo ..... 371-3313  
R.M. Shafer ..... Mgr. Casualty Mgmt. .... Denver ..... 295-4220

### **Assets Protection**

J.A. Goolsby ..... Special Agent ..... Amarillo ..... 371-3330  
K.W. Dahl ..... Special Agent ..... Trinidad ..... 846-8151

### **I/M Ramp**

J.K. Johnson ..... Manager I/M ..... Kansas City ..... 472-2369

### **Safety Department**

D.W. Baumfalk ... Manager of Safety ..... Amarillo ..... 371-3315

### **Signal Department**

J.R. Polk ..... Signal Supervisor ..... Amarillo ..... 371-3330

### **Rules Department**

D.R. Casey ..... Mgr. Operating Rules ..... Ft. Worth ..... 581-2475