



## Southwest Division

### Timetable No. 6

In Effect at 0800  
Mountain Continental Time  
**November 8, 2017**  
(Including updates through  
May 15, 2018)

### Division General Manager

Keary M. Walls  
Belen, New Mexico



### General Director Transportation

Sara L. Johnson  
Belen, New Mexico



## BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

**A culture** that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance...

**A work environment**, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded...

**Work practices and training** for all employees that make safety essential to the tasks we perform...

**An empowered work force**, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

This version contains the following updated, deleted or added pages:

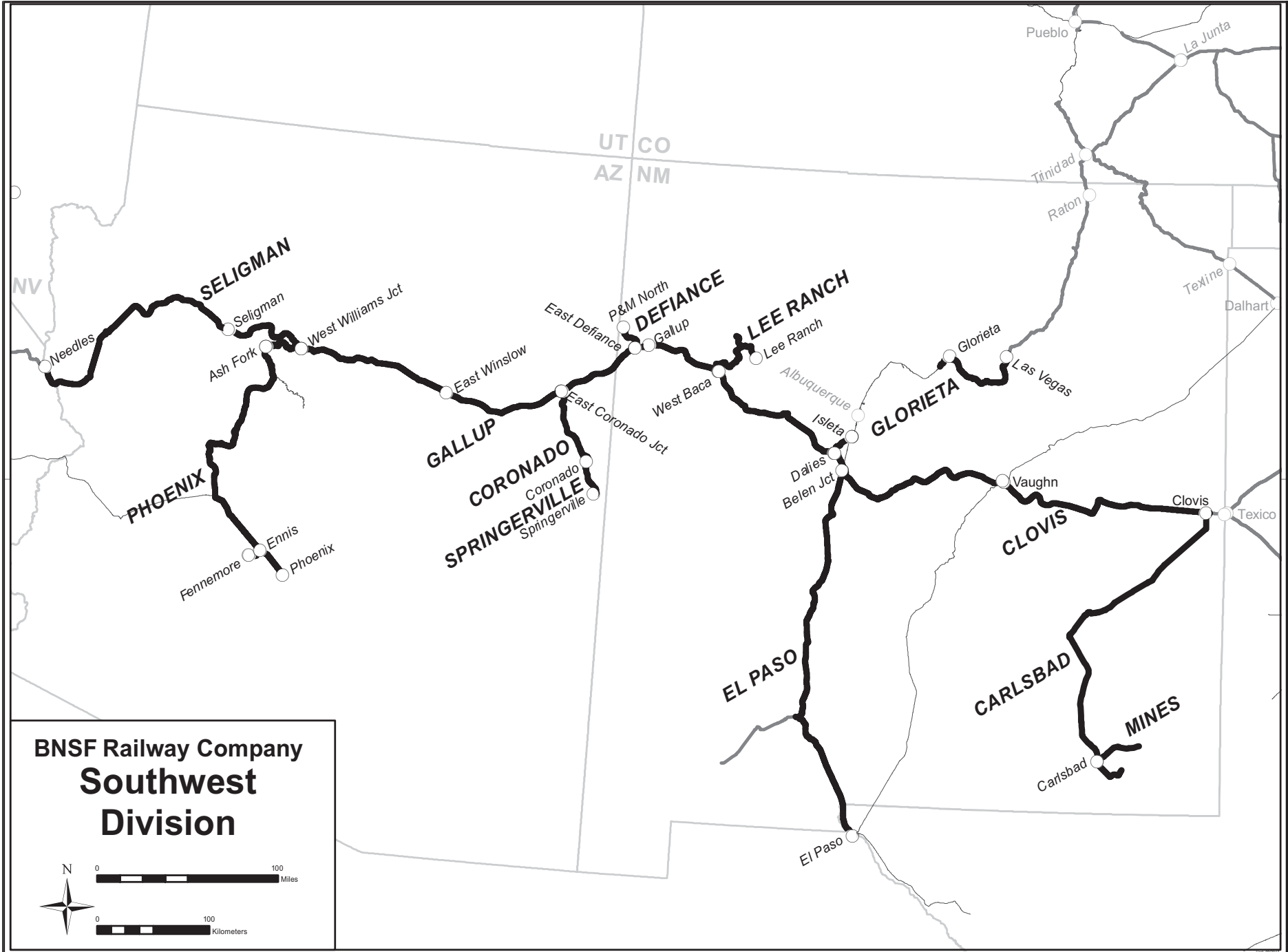
**November 14, 2017:** 4, 10, 18, 36, 37.

**February 6, 2018:** 5, 6.

**March 20, 2018:** 35.

**May 1, 2018:** 3, 39.

**May 15, 2018:** Title Page, 25.



**BNSF Railway Company  
Southwest  
Division**



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W S T A R D	Length of Siding (Feet)	Station Nos.	Mile Post	Subdivision <b>MAIN LINE STATIONS</b>	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Sta.	E S T A R D	
		Adjoining Sub: Gallup								
		End Seligman Sub MT, MP 284.5 / Begin Gallup Sub MT, MP 284.5								
		20500	284.5	EAST WINSLOW	BCP X(2)	2MT CTC		0.8		
			285.3	CP 2853				1.3		
	(1)	20500	286.6	WINSLOW	BCPT			0.1		
			286.7	CP 2867		3MT CTC		1.2		
			287.9	WEST WINSLOW	X(2)			12.5		
			300.4	DENNISON	X(2)			10.1		
	(1)	20440	310.5	EAST CANYON DIABLO	X			1.6		
	6,436		312.1	WEST CANYON DIABLO	X			14.6		
		20420	326.7	EAST DARLING	X			2.8		
			329.5	WEST DARLING	X			8.8		
			338.3	MC PHETRIDGE				2.5		
			340.8	EAST FLAGSTAFF	X(2)			4.0		
		20400	344.8	WEST FLAGSTAFF	X(2)			9.7		
			354.5	EAST BELLEMONT	X(2)			7.6		
		20382	362.1	MAINE	X(2)			6.0		
			368.1	CHALENDER	X(2)			6.2		
	(1)	20125	374.3	EAST WILLIAMS JCT	X			0.7		
	2,400	20125	375.0	WEST WILLIAMS JCT Ad. Sub: Phoenix MP 375.2 M2	JX			8.1		
			383.1	EAST PERRIN	X			2.5		
		20120	385.6	WEST PERRIN	X			6.4		
			392.0	EAST DOUBLEA	X			3.1		
		20115	395.1	WEST DOUBLEA	X			10.4		
			405.5	EAST EAGLE NEST	X			2.0		
		20109	407.5	WEST EAGLE NEST	X			10.8		
		20105	418.3	EAST CROOKTON	X			2.2		
			420.5	WEST CROOKTON	X			7.2		
		20100	427.7	EAST SELIGMAN	TX	2MT CTC		1.9		
			429.6	WEST SELIGMAN	X(2)			M1 10.0 M2 10.2		
			439.6	AUDLEY	X(2)			5.3		
			444.9	EAST PICA	X			1.9		
			446.8	WEST PICA	X			6.9		
		19950	453.7	YAMPAL	X(2)			12.1		
			465.8	EAST PEACH SPRINGS	X			1.8		
			467.6	WEST PEACH SPRINGS	X			6.1		
			473.7	CHEROKEE	X(2)			10.3		
	(2)	9,100	484.0	EAST VALENTINE	X			1.8		
			485.8	WEST VALENTINE	X			14.0		
		19915	499.8	WALAPAI	X(2)			9.6		
	(1)	9,170	509.4	EAST BERRY	TX			2.1		
			511.5	WEST BERRY	X			2.4		
		19905	513.9	GETZ	BCP			2.5		
		19900	516.4	KINGMAN				10.5		
	(2)	9,189	526.9	EAST GRIFFITH	X			1.9		
			528.8	WEST GRIFFITH	X			10.7		
			539.5	YUCCA	X(2)			12.2		
	(2)	9,473	551.7	EAST FRANCONIA	X			1.8		
			553.5	WEST FRANCONIA	X			7.7		

W S T A R D	Length of Siding (Feet)	Station Nos.	Mile Post	Subdivision <b>MAIN LINE STATIONS</b>	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Sta.	E S T A R D
		19085	561.2	TOPOCK	X(2)	2MT CTC		13.5	
			574.7	EAST NEEDLES	X(2)		7200	3.7	
			578.4	NEEDLES	BCPT X(2)	3MT CTC		M1 293.9 M2 294.1	

Adjoining Sub: Needles, California Division  
End Seligman Sub MT, MP 578.4 / Begin Needles Sub MT, MP 578.4  
Information for Needles is found in the Needles Sub, Timetable.

**Mountain Continental Time in effect on Seligman Subdivision**

Radio Call-In	
<b>Radio Channel 075/036 in service Winslow Yard</b>	
<b>Radio Channel 055 in service East Winslow to West Seligman</b>	
Winslow - 52(X)	Dennison - 12(X)      Darling - 13 (X)
Flagstaff - 14(X)	Bellefont - 21(X)      Chalender - 22(X)
Perrin - 23(X)	Eagle Nest - 15(X)
Crookton - 24(X)	Seligman - 30(X)
<b>Radio Channel 036 in service West Seligman to East Needles</b>	
Audley - 30(X)	Yampai - 31(X)      Nelson - 32(X)
Peach Springs - 33(X)	Valentine - 34(X)      Berry - 35(X)
Kingman - 40(X)	Griffith - 41(X)
Franconia - 43(X)	Needles - 45(X)
<b>Radio Channel 055 in service East Needles to Needles</b>	
East Needles - 43(X)	Needles - 42(X)
<b>Emergency - Call 911</b>	
Dispatcher X=0, Mechanical X=2, Customer Support X=3	
Railroad Police X=4, Detector Desk X=5,	
Winslow Trainmaster (Winslow - Seligman) X=6, PTC Desk X=9	

**Dispatcher Information**

East Winslow to and including West Seligman—

West Seligman to but not including East Needles—

East Needles to Needles

All Days 0800 to 1600 & M-F 1600 to 2400—

Fax 909-386-4242

All Days 2400 to 0800 & S-S 1600 to 2400—

**1. Speed Regulations**

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

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1(A). Speed—Maximum

Main Track	Pgsr	Ft*	
		Under 100 TOB	100 TOB & Over
MP 284.5 to 578.4, E Winslow to Needles	79	55	55
MP 284.5 to MP 326.7, EWD	90	55	55
MP 364.1 to MP 418.3	90	55	55
MP 465.8 to MP 578.0, MT1	90	55	55
MP 480.2 to MP 514.0, MT2	90	55	55

\* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multipatform, intermodal equipment.
2. Train does not exceed 8,500 feet.

Exception(s):

- a. Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
  - b. Trains operating with two distributed power remote consists and both DP remote automatic brake valve(s) cut in may operate at 70 MPH up to 16,000 feet in length (excluding Locomotive length).
3. Train does not average more than 80 TOB.

Exception(s):

- a. Trains consisting entirely of intermodal equipment (all equipment listed under BNSF System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
- b. Trains consisting entirely of double stack and spine car equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY, QM, QC, QO, Q5, QE) must not average more than 105 tons per operative brake.

In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" - BNSF 793110 thru BNSF 794112, provided train does not exceed 90 TOB.

4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

See ABTH 103.2.1 Dynamic Brake Limitations, regarding when 32 axes of dynamic brakes may be used on lead consist.

**Temperature Restrictions**

When the ambient (air) temperature exceeds threshold temperature, the applicable speed restriction will apply. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when the train is speed restricted.

Temperature	Limits	Speed
100 & over	MP 287.4 to MP 305.7	40
	MP 314.8 to MP 487.1	40
	MP 496.5 to MP 500.0	40
	MP 514.6 to MP 516.4, MT 1	40
110 & over	MP 514.1X to MP 526.8X, MT 2	40
	MP 516.4 to MP 525.7, MT 1	40
	MP 527.2 to MP 565.6	40

1(B). Speed—Permanent Restrictions

	Pgsr	Ft
MP 284.5 to MP 286.4	65	55
MP 286.5, HER	20	20
MP 286.4 to MP 287.4 ***	45	40
MP 301.9 to MP 303.3, EWD	80	—
MP 327.0 to MP 328.5	75	65
MP 328.5 to MP 330.8 ***	55	50
MP 330.8 to MP 331.8 ***	40	35
MP 331.8 to MP 335.6 ***	45	40
MP 335.6 to MP 336.2 ***	40	35
MP 336.2 to MP 338.0	60	55
MP 338.0 to MP 342.2	55	55
MP 342.2 to MP 343.6	55	50
MP 343.6 to MP 345.3	45	40
MP 345.3 to MP 348.2	40	35
MP 348.2 to MP 350.2	45	40
MP 350.2 to MP 352.6 ***	50	45
MP 352.6 to MP 353.9	70	65
MP 364.1 to MP 367.9	50	45
MP 367.9 to MP 371.8	55	50
MP 421.6 to MP 422.8 ***	50	45
MP 422.8 to MP 425.4 ***	55	50
MP 448.3 to MP 451.5	60	55
MP 451.5 to MP 470.5	55	45
MP 477.0 to MP 479.0	70	60
MP 479.0 to MP 480.6	30	25
MP 480.6 to MP 481.6	45	40
MP 481.6 to MP 482.5	60	55
MP 482.5 to MP 490.2, MT1	80	—
MP 514.1 to MP 515.2X, MT2	75	60
MP 514.4 to MP 518.8, MT1, WWD freight trains exceeding 400 tons per rated dynamic brake axle	—	25
MP 514.4 to MP 517.0, MT2, WWD freight trains exceeding 400 tons per rated dynamic brake axle	—	25
MP 514.4 to MP 515.1, MT1 *	60	55
MP 515.1 to MP 516.4, MT1	45	40
MP 515.3X to MP 517.8X, MT2	40	35
MP 517.8X to MP 519.9X, MT2	35	30
MP 516.4 to MP 518.8, MT1	40	35
MP 518.8 to MP 520.5, MT1	70	60
MP 518.8 to MP 562.8, WWD freight trains exceeding 400 tons per rated dynamic brake axle	—	45
MP 519.9X to MP 520.3, MT2 **	30	30
MP 520.5 to MP 524.3, MT1	80	—
MP 520.3X to MP 524.0X, MT2	60	55
MP 524.0X to MP 524.3X, MT2	50	45
MP 524.3 to MP 525.7, MT1	85	—
MP 524.3X to MP 525.9X, MT2 **	55	50
MP 525.9X to MP 526.9X, MT2 **	79	65
MP 562.3 to MP 564.5	60	55
MP 564.5 to MP 565.9	50	45
MP 565.9 to MP 574.8	55	55
MP 574.8 to MP 578.4, MT1	50	50
MP 574.8 to MP 578.4, MT2, MT3	55	55

(Tons per Dyn Brake Axle = divide tonnage of train by the total rated operative dyn brake axes within the train, DP consists included if equipped)

\* Equipped with Westward ATS Inert Inductors

\*\* Equipped with Eastward ATS Inert Inductors

**1(C). Speed—Sidings and Main Track Switches and Turnouts**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines using sidings must not exceed the siding turnout speed unless otherwise indicated.

	Psg'r	Frt	
		Under 100 TOB	100 TOB & Over
MP 284.5, East Winslow, crossovers	50	50	50
MP 284.9, switch MT2 to MT3	50	50	50
MP 285.3, CP2853, turnout MT1 to siding	20	20	20
MP 286.7, Winslow, turnout MT 1 to siding	20	20	20
MP 287.9, West Winslow, turnout MT 1 to MT1	50	50	50
MP 288.1, West Winslow, crossover	50	50	50
MP 288.3, West Winslow, crossover	50	50	50
MP 300.4, Dennison, crossovers	50	50	50
MP 310.5, East Canyon Diablo, crossover	50	50	50
MP 311.3, Canyon Diablo, siding turnouts	20	20	20
MP 312.1, West Canyon Diablo, crossover	50	50	50
MP 326.7, East Darling, crossover	50	50	50
MP 329.5, West Darling, crossover	50	50	50
MP 340.8, East Flagstaff, crossovers	50	50	50
MP 354.5, East Bellefont, crossovers	50	50	50
MP 362.1, Maine, crossovers	50	50	50
MP 368.1, Chalender, crossovers	50	50	50
MP 374.3, East Williams Jct, crossover	50	50	50
MP 374.7, Williams Jct, siding turnouts	30	30	30
MP 375.0, West Williams Jct, crossover	50	50	50
MP 375.2, West Williams Jct, Switch from Seligman Subdivision to Phoenix Subdivision	40	40	40
MP 383.1, East Perrin, crossover	50	50	50
MP 385.6, West Perrin, crossover	50	50	50
MP 392.0, East Doublea, crossover	50	50	50
MP 395.1, West Doublea, crossover	50	50	50
MP 405.5, East Eagle Nest, crossover	50	50	50
MP 407.5, West Eagle Nest, crossover	50	50	50
MP 418.3, East Crookton, crossover	50	50	50
MP 420.5, West Crookton, crossover	50	50	50
MP 427.7, East Seligman, crossover	50	50	50
East Seligman, EE yard track No. 1	30	30	30
West Seligman, WE yard track No. 1	30	30	30
MP 429.6, West Seligman, crossovers	50	50	50
MP 439.6, Audley, crossovers	50	50	50
MP 444.9, East Pica crossover	50	50	50
MP 446.8, West Pica crossover	50	50	50
MP 453.8 Yampai, crossovers	50	50	50
MP 465.8, East Peach Springs crossover	50	50	50
MP 467.6, West Peach Springs crossover	50	50	50
MP 473.7 Cherokee, crossovers	50	50	50
MP 484.9, Valentine, siding turnouts	40	40	40
MP 484.0, East Valentine, crossover	50	50	50
MP 485.8, West Valentine, crossover	50	50	50
MP 499.9, Walapai, crossovers	50	50	50
MP 509.4, East Berry crossover	50	50	50
MP 510.5, Berry, siding turnouts	40	40	40
MP 511.5, West Berry crossover	50	50	50

	Psg'r	Frt	
		Under 100 TOB	100 TOB & Over
MP 526.9, East Griffith crossover	50	50	50
MP 527.9, Griffith, siding turnouts	40	40	40
MP 528.8, West Griffith crossover	50	50	50
MP 539.5, Yucca, crossovers	50	50	50
MP 551.8, East Franconia crossover	50	50	50
MP 552.6, Franconia, siding turnouts	40	40	40
MP 553.5, West Franconia, crossover	50	50	50
MP 561.2, Topook, crossovers	50	50	50
MP 574.5, East Needles, crossovers	50	50	50
MP 574.6, East Needles, Main 1 to Main 1	50	50	50
MP 574.9, East Needles, Yard 1 to Main 1	40	40	40
MP 578.3, Needles, turnout, Main 1 to Yard 1	20	20	20
MP 578.4, Needles, crossovers	40	40	40

**1(D). Speed—Other**

Trains and engines must not exceed 10 MPH through turnouts unless otherwise indicated. Trains and engines must not exceed 10 MPH on other than main track (GCOR 6.28) unless otherwise indicated.

MP 284.8, East Long Lead	20	20	20
MP 288.3 West Winslow, West Long Lead	20	20	20
Needles Yard Track 1	20	20	20

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

East Winslow to Needles ..... 143 tons, Restriction A

Location	Track Name	Track No.
<b>Six-axle locomotives are not permitted on:</b>		
Winslow	400 feet west of clearance point	2945
Darling	SuperBlock (aka Upstairs)	9087
Flagstaff	Paramount Spur	9249
	SCA Track	9226
Seligman	Ralston Purina Plant	9191, 9192, 9195
	East & West Leg of Wye	4280, 4290
Nelson		4602, 4603, 4605, 4606
Berry		5081, 5082
McComico		5212
Needles		5782, 5784, 5785

**3. Type of Operation**

Main Track	CTC, 2MT
MP 284.5 to MP 284.9	CTC, 2MT
MP 284.9 to MP 288.0	CTC, 3MT
MP 288.0 to MP 574.7	CTC, 2MT
MP 574.7 to MP 578.4	CTC, 3MT

**Other Tracks where CTC is in Effect (GCOR/MWOR 10.0)**  
Seligman, Yard Track 1, MP 427.9 to MP 429.6

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4. Subdivision Specific Rules Information

**Safety Overlay Systems in Effect**

- Positive Train Control (PTC)
- Hy-Rail Limits Compliance System (HLCS)

**GCOR 5.8.2, Sounding Whistle**—Supplemental instruction: Automatic Horn System (AHS).

The AHS is activated by an approaching train and will sound a wayside horn in conjunction with the automatic crossing devices at equipped crossings.

An AHS signal indicates the status of a wayside horn as viewed by a train approaching an equipped crossing.

Whistle signal Rule 5.8.2(7) must be sounded if the wayside horn indicator is not visible from the point at which rule 5.8.2(7) requires the whistle to be sounded.

AHS is in service at the following crossing locations:

Location	Mile Post	Crossing Name
Flagstaff	340.55	Fanning Drive (wayside horn)
	341.19	Stevens Blvd (wayside horn)

**GCOR 5.8.4, Whistle Quiet Zone**—Whistle signal 5.8.2(7) is not required at the following locations: All other whistle requirements remain in effect.

Location	Mile Post	Crossing Name
Flagstaff	342.93	Enterprise Road
	344.16	San Francisco Street
	344.29	Beaver Street
Kingman	516.32	Topoka
	516.47	North 4th Street
	516.65	North 2nd Street

**GCOR/MMWR 6.19, Flag Protection**—When flagging is required, distance will be 2 miles.

**GCOR 12.0, Rules Applicable Only in Automatic Train Stop System (ATS) Territory**—ATS is in effect on both main tracks

between Maine and East Crookton, Main 1 WWD between Peach Springs and Needles, Main 2 EWD between Getz and MP 484.0, and on both main tracks EWD between East Darling and East Winslow.

**ABTH 103.7.4, Balance Braking on Grade - Supplemental**

**Instruction**—Engineers must limit balance braking when operating at speeds greater than 40 mph. Balance braking for periods longer than 20 minutes at speeds above 40 mph is prohibited. To minimize the amount of time balance braking, engineers must utilize the following train handling methods:

- Use allowable dynamic brake effort to the greatest extent possible.

- With an air brake application in effect, avoid reducing dynamic brake effort to maintain speed. Instead, release the air brakes to allow the wheels to cool, then re-apply the train brakes as necessary to control speed.

**IMPORTANT:** Engineers must use their knowledge of the territory to identify locations to perform required subsequent sets/releases as to allow adequate recharging of the brake pipe in order to maintain the effectiveness of the braking system. Reduce speed if necessary in order to recharge the brake pipe between sets/releases.

5.

**Trackside Warning Detectors (TWD)**

**ABTH 105.10, Distributed Power Train Handling**—For better control of drawbar forces, manifest trains (H & M symbols) and loaded bulk commodity trains (G, C & U symbols) equipped with distributed power equipment must be operated utilizing independent mode and as outlined in ABTH Rule 105.10 Distributed Power Train Handling; between the following mile post locations on the Seligman Subdivision:

- MP 288 - MP 384
- MP 405 - MP 454
- MP 488 - MP 516

Independent mode may also be utilized at any other location not specified above at the discretion of the locomotive engineer.

Mile Post	Device	Recall Code	Notes
<b>Type A. Locations Protecting Bridges, Tunnels or Other Structures</b>			
306.9		7	WWD—Protects Canyon Diablo and Canyon Padre bridges, MP 312.1 to MP 312.2 and MP 317.7 to MP 317.8
322.7		322	EWD—Protects Canyon Padre and Canyon Diablo bridges, MP 317.8 to MP 317.7 and MP 312.2 to MP 312.1.
452.1		8	WWD—Protects Nelson Tunnel, MP 457.5 to MP 457.6
473.9		7	EWD—Protects Nelson Tunnel, MP 457.6 to MP 457.5
561.5		7	WWD—Protects Colorado River bridge, MP 565.8 to MP 565.9
571.2		8	EWD—Protects Colorado River bridge, MP 565.9 to MP 565.8
<b>Type B. Locations</b>			
292.9	DED		Exception Reporting
306.9		7	EWD
322.7		322	WWD
326.7	DED		Exception Reporting
331.9	DED		Exception Reporting
336.8	DED	8	Exception Reporting
340.8	DED		Exception Reporting
344.8	DED		Exception Reporting
350.9		7	Exception Reporting
355.8	DED		Exception Reporting
359.7	DED		Exception Reporting
364.7		7	Exception Reporting
370.2	DED		Exception Reporting
373.7	DED		Exception Reporting
377.6		8	Exception Reporting
401.2		8	Exception Reporting
413.6		7	Exception Reporting
419.1	DED		Exception Reporting
426.9		8	Exception Reporting
439.8		7	Exception Reporting
447.0	DED		Exception Reporting
452.1		8	EWD
456.4	DED		Exception Reporting
463.5	DED		Exception Reporting
466.9	DED		Exception Reporting
473.9		7	WWD
481.7	DED	8	
485.9	DED		Exception Reporting
493.3		7	Exception Reporting
512.5		8	Exception Reporting
516.6	DED		Exception Reporting
521.1	DED		MT1—Exception Reporting
521.4X	DED		MT2—Exception Reporting



Mile Post	Device	Recall Code	Notes
526.8	DED		Exception Reporting
536.0		8	Exception Reporting
546.8		7	Exception Reporting
561.5		7	EWD
571.2		8	WWD

Other Devices			
290.5	High Water		Signals: WWD—Controlled signals West Winslow EWD—2902-2904
379.4 - 379.8	Rock Slide		Signals: 3802-3804 and 3771-3773, (signals will display flashing red when rock slide detector is activated.)
395.5	Rock Slide		Signals: WWD—Controlled signals West Doublea and signals 3972 and 3974
402.0	Rock Slide		Warning lights—MP 401.1 and 402.7 Signals—4011-4013 and 4022-4024
409 - 411	Rock Slide		Signals—4091-4093 and 4112-4114 (Signals will display flashing red when rock slide detector is activated)
439.0	High Water		Signals: EWD—Controlled signals Audley and 4361-4363
467.7	High Water		Signals—WWD and EWD controlled signals West Peach Springs
505.9	High Water		Signals—5051, 5053 and 5072, 5074
552.2	High Water		Signals: WWD—Controlled signals, E, Franconia EWD—Controlled signals, W, Franconia
554.8	High Water		WWD Signals—Controlled signals, W, Franconia and signals 5562 and 5564
562.8	High Water		Signals: WWD—Controlled signals Topook and Signal 5632-5634
575.8	High Water		Signals: WWD—Controlled signals E Needles MP 574.5 EWD—Intermediate signals 5764, 5766 and 5762
575.8	High Water		Track 5771 (Yard Lead) Bridge protected by Flashing Red Light

**6. FRA Excepted Track—None**  
**7. Special Conditions**

**Maximum Tonnage**—Trains operating without distributed power or manned helpers are limited to the following maximum tonnage limits:

- Westward & Eastward
- Intermodal trains 9,600 tons
- All other train types 8,450 tons

**Time Zone Change at MP 578.4**—The time changes from Mountain to Pacific for WWD trains and from Pacific to Mountain for EWD trains at MP 578.4.

**8.**

**Remote Control Zones (RCZ)**

**Winslow**

RCZ 1—From 2807/7251 switch extending east approximately 4,000 ft on Track 7251/2949 to Track 7251-2954 Switch (Northern Arizona Wood Treatment). Limits identified by signs.  
RCZ 2—From Track 19 (2849)/2812 Lead Switch extending west on Track 7251-19 (2849) approximately 3,250 feet to side of yard crossing on Track 7251-19 (2849). Limits identified by signs.

**Activation/Deactivation Procedure**

Winslow—RCZ 1 or RCZ 2

The remote control operator will contact the trainmaster and request the RCZ be activated. The trainmaster will record the appropriate RCZ and notify the remote control operator that the RCZ has been activated. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated.

**Close/No Clearance Locations**

Location	Track Name	Track No.	Obstruction
Winslow	Winslow yard	2838	Dock/Fence
	Winslow yard	2931	Dock/Fence
	Winslow yard	2946	Dock/Fence
Flagstaff	Industry track	9226	Dock/Fence
MP 516.1	MT1		Acoustic measuring device

**Close Track Centers**

Location	Track Name	Track Nos.
Winslow	yard tracks	2812 - 2814
Pica	siding and spur	4460 - 4461
Nelson	industry storage	4601 - 4602

**Duplicate Mile Posts**

Between the following locations an "A" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between W Crookton and E Crookton—The mileposts are numbered in the following order: MP 418, MP 418A, MP 419.

Between the following locations an "X" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

- MT2 between E Griffith and Getz—MP 526.7 to MP 514.2
- MT2 between E Peach Springs and Yampa—MP 461 to MP 457
- MT2 between Audley and W Seligman—MP 436 to MP 432.

**Test Miles**

- MP 298 to MP 299
- MP 500 to MP 501

**Flash Flood Critical Areas**

- MP 394.8 to MP 396.8
- MP 507.3 to MP 508.5

**Line Segments**

Segment No.	Limits	Mile Posts
<b>Road Line Segments</b>		
7200	East Winslow to East Needles	
<b>Yard Line Segments</b>		
7251	Winslow Yard	

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9. Other Location Information

Station No.	Name	Mile Post	Capacity In Feet	Switch Opens
	Dennison (Main 2)	298.3	250	West
	Dennison (Main 1)	298.3	1,250	West
	Sunshine (Main 2)	305.9	3,617	Both
	Angell (Main 1)	322.7	Wye	Both
	Darling	328.6	Yard	Both
	Cosnino (Main 1)	333.1	430	East
	Cosnino (Main 2)	333.3	1,044	East
	McPhetridge (Main 1)	339.9	4,735	Both
	Ralston Purina (Main 2)	340.2	Yard	Both
	Bellefont (Main 2)	355.9	490	Both
	Bellefont (Main 2)	356.3	4,984	Both
	Bellefont (Main 1)	356.3	412	East
	Maine (Main 1)	362.5	2,272	Both
	Chalender (Main 2)	368.1	293	East
	West Perrin (Main 1)	385.4	560	Both
	West Doublea (Main 2)	395.0	650	Both
	West Eagle Nest (Main 1)	407.2	562	Both
	Crookton (Main 1)	419.0	1,877	Both
	Audley (Main 2)	438.8	1,000	East
	Pica (Main 1)	445.9	4,300	Both
	Pica (Main 2)	447.1	150	East
	Yampai (Main 1)	452.2	6,784	Both
	Yampai (Main 2)	452.2	5,329	Both
	Nelson (Main 1)	460.2	4,647	Both
	Nelson (Main 2)	460.2	5,783	Both
	ShipleY (Main 1)	461.4	400	West
	Peach Springs (Main 1)	465.8	5,714	Both
	Peach Springs (Main 2)	465.6	2,158	Both
	Truxton (Main 1)	477.3	5,423	Both
	Hackberry (Main 1)	489.0	4,934	West
	Hackberry (Main 2)	489.8	1,788	East
	Walapai (Main 1)	501.3	5,550	Both
	Walapai (Main 2)	501.3	5,939	Both
	Berry (N Siding)	510.0	970	Both
	Berry (Main 2)	511.5	7,132	Both
	McConnico (Main 1)	521.2	3,350	Both
	Harris (Main 2)	521.5X	7,117	Both
	Griffith (Main 1)	526.7	5,198	Both
	Athos (Main 2)	535.6	7,100	Both
	Yucca (Main 1)	540.2	7,115	Both
	Yucca (Main 2)	540.2	5,160	Both
	Powell (Main 2)	558.8	663	East
	Powell (Main 1)	558.8	620	East
	Topock (Main 1)	565.1	5,357	Both
	Topock (Main 2)	565.1	5,491	Both

10. Grade Chart

