

Division Managers

Albuquerque

R.A. ATKINS Superintendent Operations 767-6800
T.C. HERNANDEZ Roadmaster 767-6876
C.L. SLOGGETT Division Engineer 767-6824

Belen

J.R. CHAVEZ Roadmaster 864-5176
G.D. COSSEY Road Foreman 864-5129
M.P. GWINN Terminal Superintendent 864-5114
L.R. GOMEZ Terminal Manager 864-5188
D.C. JONES Asst. General Foreman 864-5568
R.J. PONCE Asst. Roadmaster 864-5816
D.L. RENTERIA General Foreman 864-5162
S.T. VILLARREAL Asst. Roadmaster 864-5113

Carlsbad

W.R. BUNTEN Trainmaster 885-7106
I.J. MARINO Roadmaster 885-7125

Clovis

D. BAILEY Road Foreman 742-7965
J.N. McPHERREN Mgr. Safety and Rules 742-7955
A.E. POTTER Terminal Superintendent 742-7988
L. SANTI Director Administration 742-7935
J.M. SOLANO Asst. Division Engineer 742-7989
R.R. WALKER Roadmaster 742-7976

El Paso

M.R. ESPINOSA Trainmaster 534-2308
E. MONDRAGON Roadmaster 534-2366

Raton

A.R. SOLANO Road Foreman 445-7248
C.D. YEOMAN Roadmaster 445-7252

BNSF



New Mexico Division

Timetable No. 3

IN EFFECT AT 0001

Mountain Continental Time

Sunday, September 12, 1999

Division Superintendent

S.A. Hulstrom

Clovis, New Mexico

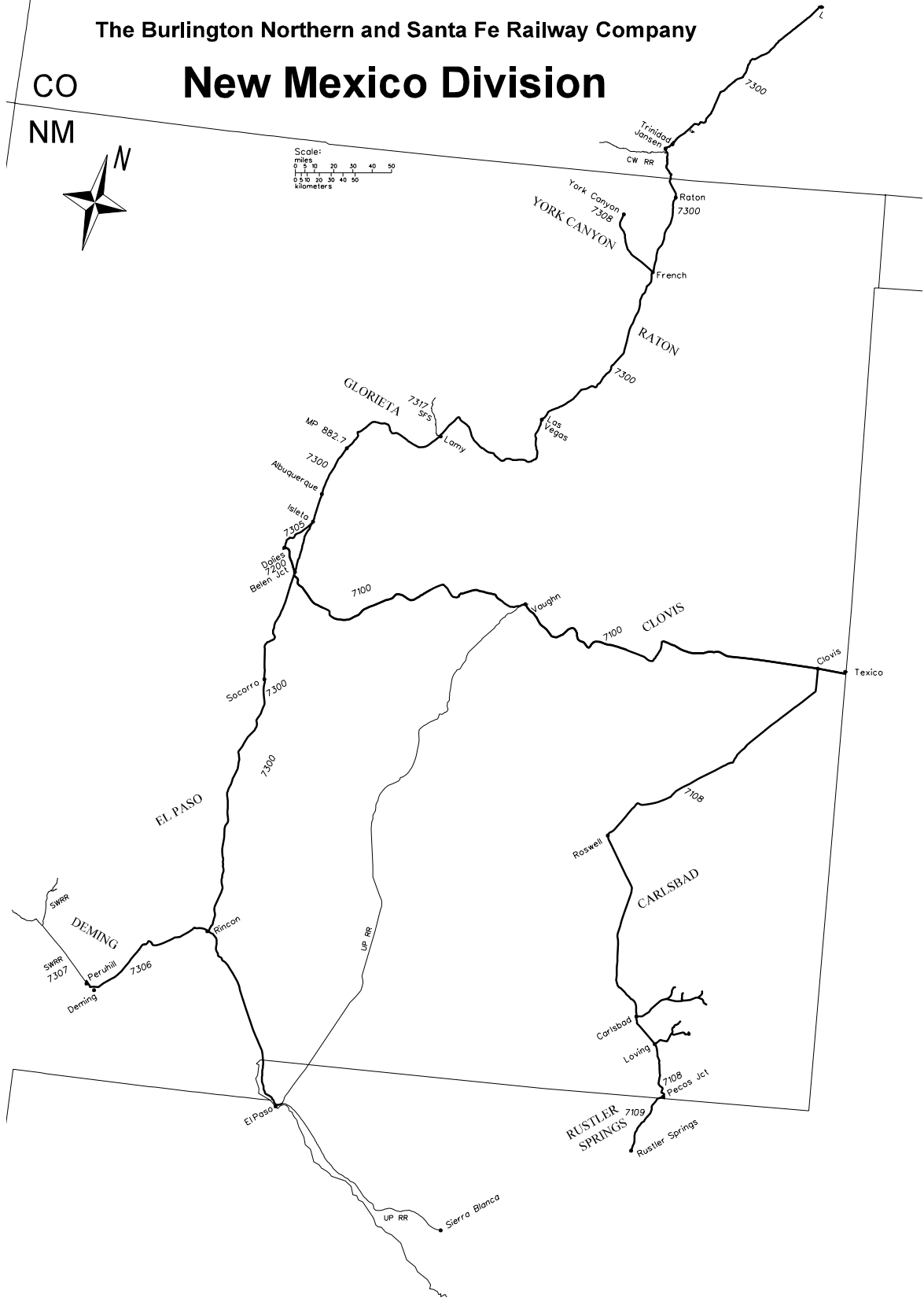
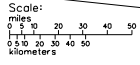
(505) 742-7940

The Burlington Northern and Santa Fe Railway Company

New Mexico Division

CO

NM



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Carlsbad Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		41300	0.0	CLOVIS	BCTR				18.2	
		41315	17.6	PORTALES					12.1	
	5,765	41325	29.8	DELPHOS					7.4	
	5,809	41330	37.2	KERMIT					5.0	
		41335	42.2	ELIDA					5.5	
	5,747	41350	47.6	TORNERO					4.8	
		41355	52.5	KENNA					13.0	
	10,246	41360	65.5	BOAZ					16.7	
	5,740	41370	82.2	CAMPBELL					12.7	
	5,635	41380	94.9	MELENA					8.0	
	5,764	41390	103.0	POE					4.8	
		41400	107.8	ROSWELL	PTR	TWC	7108		4.8	
		41420	112.6	SOUTH SPRING					6.2	
	5,658	41425	118.8	CHISUM					5.1	
		41430	124.2	DEXTER					6.3	
		41440	130.5	HAGERMAN					13.2	
	10,223	41450	143.8	ESPUELA					6.1	
		41460	149.9	ARTESIA	R				5.2	
	5,788	41470	155.1	ATOKA					2.5	
		41480	157.7	DAYTON					7.5	
	7,300	41490	165.2	LAKEWOOD					12.2	
		41495	177.5	AVALON					5.5	
		41500	183.0	CARLSBAD	BCTR				182.8	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Clovis to Carlsbad	30	1	3	4	5&7	9
Carlsbad Industrial Spur	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Clovis to MP 183.0	49 MPH.%
Carlsbad Industrial Spur	30 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to 0.2	10 MPH.
MP 8.7 to 9.0	45 MPH.
MP 17.0 to MP 18.6 (HER)	20 MPH.
MP 49.9 to 50.2	45 MPH.
MP 84.1 to 90.9	30 MPH.
MP 128.9 to 129.2	40 MPH.
MP 181.3 to 183.0	20 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

1(D). Speed—Other

Bridge 181.7, cars heavier than 136 tons	25 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Clovis to Carlsbad	143 tons, Restriction D
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3. Type of Operation

TWC—in effect:
MP 0.0 to MP 183.0

Restricted Limits—in effect:
Clovis MP 0.0 to MP 1.0
Roswell MP 105.5 to MP 110.0
Artesia MP 146.9 to 151.0
Carlsbad MP 178.5 to 183.0

4. General Code of Operating Rules Items

Rule 6.17—Normal position of Carlsbad Subdivision wye switches at Clovis will be left lined as last used.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 15.2—Recall Code 8
 - MP 49.8—Recall Code 8
 - MP 83.0—Recall Code 8
 - MP 114.9—Recall Code 8
 - MP 138.2—Recall Code 8
 - MP 159.0—Recall Code 0
 - MP 176.5—Recall Code 8
- C. Other detectors
 - MP 176.2, MP 176.9—High Water
 - EWD MP 178.1—Rotating red light—left-hand signal
 - WWD MP 175.2—Rotating red light

6. FRA Excepted Track

0807	0908 through 0916
0811	0920
0824	0922
0845	0927
0849 through 0857	1201 through 1213
0862	1302 through 1312
0863	1314
0867	1315
0869	1322 through 1329
0885	1331 through 1333
0905	1347 through 1350

7. Special Conditions

Clovis—Trains will be governed by Clovis Subdivision timetable and special instructions.

Spring Switches, Location by Station

MP 66.1, west switch Boaz
MP 145.7, west switch Espuela
MP 181.3, east leg of wye Carlsbad
MP 181.6, west leg of wye Carlsbad
Junction switch Getty wye Carlsbad Industrial Spur

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 90 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 1900 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

Critical Areas—See System Special Instructions Item 33,

Flash Flood Warnings:
MP 163 to MP 165

8. Line Segments

Yard Line Segments

Line Segment	Limits
7110	Carlsbad Yard

Road Line Segments

Line Segment Limits

7108 Clovis to Carlsbad, MP 0.0 to MP 183.3

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Yerba	20.9	567	West
Kenna: Auxiliary Track	52.4	3750	Both
Eades Commodities	112.6	1210	Both
Roswell Industrial Air Center	113.0	40951	West
DBS Commodities	117.1	1112	West
Hi-Pro Feed	122.8	3096	West
Hagerman Auxiliary Track	130.5	3036	Both
Agri. Products Co.	142.4	581	West
Dayton: No. 1 Storage	157.6	1240	Both
No. 2 Storage	157.6	1265	Both
Carlsbad Industrial Spur	181.3	20.0 miles	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Clovis Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			655.7	EAST CLOVIS				1.9	
	N 9,300 S 8,300	41300	657.6	CLOVIS	BCT			0.3	
			657.9	CP 6579				0.7	
			658.6	WEST CLOVIS				11.1	
			669.7	GRIER		2MT CTC		8.3	
		41185	678.0	MELROSE				7.9	
		41179	685.9	CANTARA				11.1	
		41170	697.0	TOLAR				9.4	
		41160	706.4	LA LANDE				9.1	
			715.5	CP 7155				1.9	
		41155	717.4	FORT SUMNER	PT			2.3	
			719.7	CP 7197		CTC		2.5	
	11,845	41153	722.2	AGUDO				(1) 5.9 (2) 2.5	
			724.7	CP 7247				(2) 3.4	
	10,944	41145	728.1	RICARDO				(1) 2.4 (2) 4.0	
			730.5	CP 7305				(1) 1.6	
			732.1	CURRY				4.9	
		41142	737.0	EVANOLA				6.2	
		41136	743.2	YESO		2MT CTC		7.3	
		41130	750.5	LARGO				(1) 6.2X (2) 5.6	
	11,171	41125	756.1	BUCHANAN				(2) 2.0	
			758.1	CP 7581				(1) 6.9 (2) 3.3	
	11,126	41120	761.4	CARDENAS				(2) 3.6	
			765.0	CP 7650			7100	(1) 7.8 (2) 4.0	
	11,960	41114	769.0	DUORO				(2) 3.8	
		41109	772.8	JOFFRE				3.4	
			776.2	WEST JOFFRE				5.5	
			781.7	CP 7817				6.8	
		40130	788.5	VAUGHN	PC			0.7	
			789.2	WEST VAUGHN				3.5	
	10,665	40122	792.7	TEJON		CTC		5.1	
		40118	797.8	CARNERO				10.0	
		40110	807.8	NEGRA				4.7	
			812.5	CP 8125				(1) 3.0 (2) 5.2	
	14,959	40106	815.5	PEDERNAL				(1) 2.2	
		40102	817.7	DUNMOOR				5.3	
	9,786	40098	823.0	CULEBRA				(1) 2.1 (2) 5.0	
			825.1	CP 8251				(1) 2.9	
	10,593	40094	828.0	LUCY		2MT CTC		(1) 2.2 (2) 6.2	
			830.2	CP 8302				(1) 4.0	
		40090	834.2	SILIO				5.7	
		40086	839.9	WILLARD				(1) 10.1 (2) 7.4	
			847.3	CP 8473				(2) 2.7	
	12,416	40082	850.0	BRONCHO				(1) 3.5 (2) 4.8	
			853.5	CP 8536				(1) 1.3	
	6,376	40078	854.8	MOUNTAINAIR	P			7.6	
		40074	862.4	ABO				5.0	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Clovis Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			867.4	KAYSER				2.9	
		40066	870.3	SCHOLLE		2MT CTC		4.7	
			875.0	EAST SAIS		CTC		(1) 4.3 (2) 1.8	
	7,900	40062	876.8	WEST SAIS				(2) 2.5	
			879.3	BEEVERS				(1) 4.9 (2) 2.8	
	12,100	40058	882.1	BECKER		2MT CTC	7100	(2) 2.1	
		40054	884.2	BODEGA				4.8	
			889.0	MADRONE				5.8	
			894.8	JARALES				0.8	
			895.6	EL PASO JCT.				1.3	
		40004	896.9	BELEN	BCP RT	6MT CTC		0.7	
			897.6	BELEN JCT.				241.9	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Clovis to Grier	55	2	3	4	5&7	9
Grier to Vaughn	32	1	3	4	5&7	9
Vaughn to Becker	72	1	3	4	5&7	9
Becker to Belen	50	-	-	-	-	-

1. Speed Regulations

1(A). Speed—Maximum

Clovis Subdivision Freight 55 MPH.*
 (EXCEPTION: 35 MPH for westward trains averaging 90 tons to 105 tons per operative brake and 25 MPH for westward trains averaging over 105 tons per operative brake between Mountainair and Becker.)
 *See System Special Instructions Item 1(B).

1(B). Speed—Permanent Restrictions

- MP 717.5 to MP 719.7 65 MPH.
- MP 719.7 to MP 720.6, Main 1 and Main 2 65 MPH.
- MP 726.8 to MP 727.6, Main 1 and Main 2 65 MPH.
- MP 750.9 to MP 757.5, Main 2 65 MPH.
- MP 757.2 to MP 757.5, Main 1 65 MPH.
- MP 762.9 to MP 764.6, Main 1 and Main 2 65 MPH.
- MP 769.5 to MP 771.3, Main 1 and Main 2 65 MPH.
- MP 778.8 to MP 780.5, Main 1 60 MPH.
- MP 786.6 to MP 787.2, Main 1 and Main 2 60 MPH.
- MP 788.6 to MP 796.7 60 MPH.
- MP 843.9 to MP 844.7, Main 1 and Main 2 65 MPH.
- MP 856.3 to MP 865.8, Main 1 and Main 2 55 MPH.
- MP 865.8 to MP 870.1, Main 1 and Main 2 45 MPH.
- MP 870.5 to MP 872.8 40 MPH.
- MP 873.6 to MP 875.0 50 MPH.
- MP 893.1 to MP 894.6, Main 1 and Main 2 60 MPH.
- MP 894.9 to MP 895.4, Freight Main 30 MPH.
- MP 894.9 to MP 895.6, Main 1 and Main 2 30 MPH.
- MP 897.2 to MP 897.3, Main 4, 5 and 6 (HER) 10 MPH.

1(C). Speed—Switches and Turnouts

- Through turnouts entering other than main tracks 10 MPH.
- Through turnouts and crossovers at the following locations:
- MP 655.7, East Clovis, turnouts from Main 2 to yard 30 MPH.
- MP 655.7, East Clovis, crossovers Main 1 to Main 2 40 MPH.
- MP 655.9, East Clovis, turnout to North Siding 40 MPH.
- MP 656.0, East Clovis, crossover Main 1 to North Siding 40 MPH.
- MP 656.0, East Clovis, turnout to South Siding 30 MPH.
- MP 657.6, Clovis, crossovers Main 1 to Main 2 40 MPH.
- MP 657.6, Clovis, turnout to South Siding 30 MPH.
- MP 657.6, Clovis, turnout to Main 2 10 MPH.

MP 657.9, CP 6579, turnout to North Siding	40 MPH.
MP 658.6, West Clovis, turnouts Main 2 to yard	10 MPH.
MP 658.6, West Clovis, crossover Main 1 to Main 2	40 MPH.
MP 669.7, Grier, crossovers	50 MPH.
MP 678.0, Melrose, crossovers	50 MPH.
MP 685.9, Cantara, crossovers	50 MPH.
MP 697.0, Tolar, crossovers	50 MPH.
MP 706.4, La Lande, crossovers	50 MPH.
MP 715.5, CP 7155, crossovers	50 MPH.
MP 717.4, Fort Sumner, turnout to Main 2	50 MPH.
MP 719.7, CP 7197, turnout to Main 1	50 MPH.
MP 722.2, Agudo, crossovers	50 MPH.
MP 722.3, Agudo, turnout Main 2 to siding	40 MPH.
MP 724.7, CP 7247, turnout Main 2 to siding	40 MPH.
MP 728.1, Ricardo, crossovers	50 MPH.
MP 728.2, Ricardo, turnout Main 1 to siding	40 MPH.
MP 730.5, CP 7305, turnout Main 1 to siding	40 MPH.
MP 732.1, Curry, crossovers	50 MPH.
MP 737.0, Evanola, crossovers	50 MPH.
MP 743.2, Yeso, crossovers	50 MPH.
MP 750.5, Largo, crossovers	50 MPH.
MP 754.4, Buchanan, turnout Main 2 to siding	40 MPH.
MP 756.7, Buchanan, turnout Main 2 to siding	40 MPH.
MP 758.1, CP 7581, crossovers	50 MPH.
MP 760.2, Cardenas, turnout Main 2 to siding	40 MPH.
MP 762.5, Cardenas, turnout Main 2 to siding	40 MPH.
MP 765.0, CP 7650, crossovers	50 MPH.
MP 766.8, Duoro, turnout Main 2 to siding	40 MPH.
MP 769.4, Duoro, turnout Main 2 to siding	40 MPH.
MP 772.8, Joffre, crossovers	50 MPH.
MP 776.2, West Joffre, crossover Main 1 to Main 2	40 MPH.
MP 781.7, CP 7817, crossovers	50 MPH.
MP 788.4, Vaughn, turnout Main 1 to yard	10 MPH.
MP 788.5, Vaughn, turnout to Main 1	50 MPH.
MP 789.2, West Vaughn, turnout to tail track	10 MPH.
MP 791.7, Tejon, turnout to siding	40 MPH.
MP 793.9, Tejon, turnout to siding	40 MPH.
MP 797.8, Carnero, turnout to Main 2	40 MPH.
MP 807.8, Negra, crossovers	50 MPH.
MP 812.5, CP 8125, crossover Main 1 to Main 2	50 MPH.
MP 812.6, Pedernal, turnout Main 1 to siding	40 MPH.
MP 815.7, Pedernal, turnout Main 1 to siding	40 MPH.
MP 817.7, Dunmoor, crossovers	50 MPH.
MP 823.0, Culebra, crossovers	50 MPH.
MP 823.2, Culebra, turnout Main 1 to siding	40 MPH.
MP 825.1, CP 8251, turnout Main 1 to siding	40 MPH.
MP 828.0, Lucy, crossovers	50 MPH.
MP 828.0, Lucy, turnout Main 1 to siding	40 MPH.
MP 830.2, CP 8302, turnout Main 1 to siding	40 MPH.
MP 834.2, Silio, crossovers	50 MPH.
MP 839.9, Willard, crossovers	50 MPH.
MP 847.3, CP 8473, turnout Main 2 to siding	40 MPH.
MP 849.8, Broncho, turnout Main 2 to siding	40 MPH.
MP 850.0, Broncho, crossovers	50 MPH.
MP 853.5, CP 8536, turnout Main 1 to siding Mountainair	40 MPH.
MP 854.8, Mountainair, crossovers	50 MPH.
MP 854.9, Mountainair, turnout Main 1 to siding	40 MPH.
MP 862.4, Abo, crossovers	50 MPH.
MP 867.4, Kayser, crossovers	45 MPH.
MP 870.3, Scholle, turnout to Main 2	45 MPH.
MP 875.1, East Sais, turnout to Main 1	50 MPH.
MP 875.1, East Sais, turnout to siding	40 MPH.
MP 876.9, West Sais, turnout to siding	40 MPH.
MP 879.3, Beevers, crossovers	50 MPH.
MP 879.5, Beevers, turnout Main 2 to Becker Siding	40 MPH.
MP 882.1, Becker, turnout Main 2 to siding	40 MPH.
MP 884.2, Bodega, crossovers	50 MPH.
MP 889.0, Madrone, crossovers	50 MPH.
MP 894.8, Jarales, crossover Main 1 to Main 2	40 MPH.
MP 894.9, Jarales, turnout to Freight Main	30 MPH.
MP 895.6, El Paso Jct., all switches (except entering yard)	30 MPH.
MP 895.6, El Paso Jct., turnout Main 1 to yard	10 MPH.
MP 897.6, Belen Jct., all switches (except entering yard)	30 MPH.

1(D). Speed—Other

Clovis Terminal and Belen Terminal	
All tracks other than main tracks	10 MPH.
Controlled sidings between:	
East Clovis and Belen (unless indicated below)	40 MPH.
Clovis South Siding	30 MPH.

Vaughn Yard (All tracks other than main tracks)	10 MPH.
Vaughn Tard (Transfer track to UP Railroad)	10 MPH.
Bridge 862.9, cars heavier than 143 tons	25 MPH.

Temperature 90 degrees or above

When air temperature meets the “threshold temperature,” all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

<u>Limits</u>	<u>Threshold Temperature</u>	<u>Speed</u>
MP 856.5 to MP 879.6	90 Degrees	40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

East Clovis to Belen Jct. 143 tons, Restriction B
(See System Special Instructions Item 5.)

3. Type of Operation

CTC—in effect:

- MP 655.7 to MP 895.6 Main track and sidings
- MP 896.9 to MP 897.6 Main 1 and Main 2
- MP 895.6 to MP 897.6 Mains 4, 5, and 6

Multiple Main Tracks

Two Main Tracks

- MP 655.7 to MP 717.4 East Clovis to Ft. Sumner
- MP 719.7 to MP 788.5 CP 7197 to Vaughn
- MP 797.8 to MP 870.3 Carnero to Scholle
- MP 875.0 to MP 895.6 East Sais to El Paso Jct.

Six Main Tracks

- MP 895.7 to MP 897.6 Main 1
- MP 895.6 to MP 897.4 Main 2
- MP 895.6 to MP 897.4 Main 3
- MP 895.6 to MP 897.6 Main 4
- MP 895.6 to MP 897.6 Main 5
- MP 895.7 to MP 897.4 Main 6

Restricted Limits—in effect:

- MP 895.3 to MP 895.7 Freight Main
- MP 895.7 to MP 896.9 Main 1
- MP 895.6 to MP 896.9 Main 2
- MP 895.6 to MP 897.4 Main 3

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 6.17—Normal position of main track switches within restricted limits Belen will be left lined as last used.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 665.0—Recall Code 8
 - MP 669.8 (DED only)—Exception Reporting Only
 - MP 675.3 (DED only)—Exception Reporting Only

- MP 680.1 (DED only)—Exception Reporting Only
- MP 684.3—Recall Code 8
- MP 690.5 (DED only)—Exception Reporting Only
- MP 705.0—Recall Code 0
- MP 711.0 (DED only)—Exception Reporting Only
- MP 715.5 (DED only)—Exception Reporting Only
- MP 719.6 (DED only)—Exception Reporting Only
- MP 725.5—Recall Code 8
- MP 746.0—Recall Code 8
- MP 750.5 (DED only)—Exception Reporting Only
- MP 756.6 (DED only)—Exception Reporting Only
- MP 766.1—Recall Code 8
- MP 771.0 (DED only)—Exception Reporting Only
- MP 776.2 (DED only)—Exception Reporting Only
- MP 781.7 (DED only)—Exception Reporting Only
- MP 786.4 (DED only)—Exception Reporting Only
- MP 791.0—Recall Code 8
- MP 804.6—Recall Code 8
- MP 815.7 (DED only)—Exception Reporting Only
- MP 820.1 (DED only)—Exception Reporting Only
- MP 825.1 (DED only)—Exception Reporting Only
- MP 832.4—Recall Code 8
- MP 837.9 (DED only)—Exception Reporting Only
- MP 844.9 (DED only)—Exception Reporting Only
- MP 850.3—Recall Code 8
- MP 856.1 (DED only)—Exception Reporting Only
- MP 862.8 (DED only)
- MP 867.4 (DED only)—Exception Reporting Only
- MP 873.5 (DED only)—Exception Reporting Only
- MP 877.8—Recall Code 8
- MP 886.6 (DED only)—Exception Reporting Only
- MP 892.2—Recall Code 8

C. Other detectors

- MP 779.1 Main 2—High Water
 - EWD signal 7794, WWD signal 7783
- MP 806.9—High Water
 - EWD controlled signals Negra
 - WWD signals 8051 & 8053
- MP 870.4, MP 871.2—High Water
 - EWD signal 8712, WWD controlled signals Scholle
- MP 870.9, MP 871.7—Rock Slide
 - EWD signal 8712, WWD controlled signals Scholle
 - Red indicators MP 870.8 and 871.1
- MP 871.5, MP 872.1—Rock Slide
 - EWD signal 8712, WWD controlled signals Scholle
 - Red indicators MP 870.8, 871.0, 871.5, 871.6, 871.8
- MP 872.7—Rock Slide
 - EWD signal 8732, WWD signal 8711
 - Red indicators MP 872.2, 872.5 & 872.8
- MP 875.0—High Water
 - EWD controlled signals East Sais
 - WWD controlled signal East Sais

6. FRA Excepted Track—None

7. Special Conditions

Split Track Operations—MP 751.0 to MP 754.6, Main 1 mile posts will be designated by X. MP 754.6X Main 1 is same location as MP 756.0 Main 2. Mile post sign on Main 1 at this location will indicate MP 754.6X on top portion of mile post sign and MP 756.0 on bottom portion of mile post sign.

Six-axle locomotives are restricted from operating on the following auxiliary tracks:

- Ft. Sumner 2026, 2027
- Vaughn 2201, 2202
- Mountainair 2410, 2411, 2412, 2414
 - 2409 between overpass west of depot and east switch of Track 2414
- Becker 2423

8. Line Segments

Yard Line Segments

- Line Segment Limits**
- 7155 Clovis
- 7355 Belen

Road Line Segments

- Line Segment Limits**
- 7100 East Clovis to Belen Jct., MP 655.7 to MP 897.6

9. Locations Not Shown as Stations

Name	Mile Post Location	Clic Number	Capacity Feet	Switch Opens
Loco. Set Out (N. Siding)	656.4	0501	900	East
Peavey West (Main 1)	659.1	0161	2,000	East
Gallaher (Main 2)	661.8	0711	5,520	East
Peavey Lead (Main 1)	668.0	2001	4,058	West
Set Out (Main 2)	668.0	2003	485	West
Set Out (Main 2)	680.3	2005	450	East
House Track (Main 1)	680.3	2007	2,870	Both
Set Out (Main 1)	687.5	2014	475	West
Set Out (Main 2)	687.5	2015	950	West
Set Out (Main 1)	702.7	2020	550	East
Set Out (Main 2)	702.7	2021	415	East
House Track (Main 2)	709.0	2023	2,350	Both
Set Out (Main 1)	709.0	2024	550	West
Set Out (Siding)	722.5	2102	440	East
Set Out (Main 1)	722.6	2103	520	East
House Track (Siding)	730.2	2106	1,100	Both
Set Out (Main 2)	730.2	2104	582	West
Set Out (Main 2)	743.5	2109	590	East
House Track (Main 1)	743.5	2110	1,750	Both
Set Out (Main 2)	749.5	2111	1,000	West
Set Out (Main 1)	749.5	2112	1,000	West
Set Out (Main 2)	762.6	2117	535	East
Set Out (Main 1)	762.6	2118	535	East
Set Out (Main 2)	769.4	2119	635	West
Set Out (Main 1)	769.4	2120	635	West
Stock Track (Main 2)	776.2	2121	2,893	West
Set Out (Siding)	792.2	2302	440	East
Set Out (Main 1)	800.4	2303	500	East
Set Out (Main 2)	800.4	2304	450	East
Set Out (Main1)	809.0	2306	515	West
Set Out (Main 2)	809.0	2307	515	West
Set Out (Main 1)	829.0	2316	481	East
Set Out (Main 2)	829.0	2317	380	East
Set Out (Main 1)	835.8	2318	547	West

Name	Mile Post Location	Clic Number	Capacity Feet	Switch Opens
Set Out (Main 2)	835.8	2319	477	West
Set Out (Main 1)	846.5	2402	480	East
Set Out (Main 2)	846.5	2403	450	East
Set Out (Main 1)	853.1	2407	585	West
Set Out (Main 2)	853.1	2405	487	West
House Track (Main 1)	856.1	2409	4,754	Both
Set Out (Main 2)	861.8	2416	450	West
House Track (Main 1)	868.9	2418	964	Both
Set Out (Main 1)	876.2	2420	541	East
Set Out (Siding)	876.2	2421	596	East
Set Out (Main 1)	881.1	2424	617	West
House Track (Siding)	882.0	2422	3,100	Both
Set Out (Main 2)	890.5	2427	300	East
Set Out (Solo Cup) (Main 1)	890.5	7450	3,500	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Deming Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		29700	1079.6	RINCON		PTR		7306	5.2	
		29325	1084.8	HATCH					9.1	
		29320	1093.9	HOCKETT					11.3	
		29315	1104.9	NUTT			TWC		20.6	
	3,100	29305	1125.8	MIRAGE				7307	7.1	
		29100	1132.9	DEMING		BPR			6.6	
			5.7	PERUHILL		R			59.9	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Rincon to Peruhill	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

Rincon to Deming **Freight** 45 MPH.

1(B). Speed—Permanent Restrictions

MP 1080.1 to MP 1080.3 20 MPH.
 MP 1085.7 to MP 1088.6 30 MPH.
 MP 1102.5 to MP 1106.6 30 MPH.
 MP 1132.3 to MP 0.1 20 MPH.

1(C). Speed— Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

1(D). Speed—Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders between Deming and MP 5.7 20 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Rincon to Peruhill 143 tons, Restriction A
 Multiple car movements for cars heavier than 143 tons are permitted.

3. Type of Operation

TWC—in effect:
 MP 1079.6 to MP 5.7

Employees requesting track warrant authority at Rincon on the Deming or El Paso Subdivisions must specify on which subdivision the authority applies.

Restricted Limits—in effect:
 Rincon MP 1079.6 to MP 1081.1
 Deming to Peruhill MP 1131.1 to MP 5.7

4. General Code of Operating Rules Items

Rule 1.14—BNSF trains use Southwestern Railroad tracks between Peruhill, MP 5.7 and MP 8, governed by SWRR Timetable and Special Instructions. Rule 6.13 in effect. Station Black Mountain, MP 6.3 (CLIC 5108, 3565 feet) will be used as interchange.

Speed limit on all auxiliary tracks not specifically governed by SWRR Timetable and Special Instructions is 10 MPH, unless further restricted.

Rule 6.17—Normal position for Deming Subdivision Jct. switch at Rincon will be left lined as last used.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 MP 1101.1—Recall Code 8
 MP 1129.0—Recall Code 8

6. FRA Exempted Track—None

7. Special Conditions

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 90 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 2000 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

8. Line Segments

Line Segment Limits
 7306 Rincon to Deming
 7307 Deming to Peruhill

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Asarco Mill	1.1	3523	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	El Paso Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	3,546	40015	915.0	ISLETA					7.4	
	4,136	40010	922.4	LOS LUNAS			TWC		5.0	
		40005	927.4	CHLOE					5.2	
			932.4	BELEN JCT.	R				0.7	
		40004		BELEN	BCPRT		6MT CTC		1.3	
			934.4	EL PASO JCT.	R				8.1	
		29785	942.5	SABINAL					11.0	
	7,790	29780	953.5	LA JOYA					10.0	
	4,102	29775	963.5	SAN ACACIA					14.3	
	4,147	29765	977.8	SOCORRO	PT				10.4	
		29760	988.2	SAN ANTONIO			TWC		10.8	
	4,132	29755	999.0	ELMENDORF					6.1	
	6,004	29745	1005.1	SAN MARCIAL					7.2	
		29740	1012.3	POPE					9.1	
		29735	1021.4	LAVA					10.1	
	4,044	29730	1031.5	CROCKER					11.7	
		29725	1043.2	ENGEL			DT TWC	7300	8.2	
		29720	1051.4	CUTTER					15.7	
	4,150	29710	1067.1	ALIVIO					6.6	
		29705	1073.7	GRAMA					5.9	
		29700	1079.6	RINCON	PTR				7.7	
	4,194	29660	1087.3	TONUCO			TWC		8.4	
		29645	1095.7	MEDLER					5.4	
		29630	1101.1	LEASBURG					5.8	
	3,132	29615	1106.9	DONA ANA					5.6	
		29600	1112.5	LAS CRUCES	P				2.5	
		29590	1115.0	MESILLA PARK					8.9	
		29580	1123.9	MESQUITE, NM			DT TWC		15.9	
		29540	1139.8	VINTON, TX					2.6	
		29530	1142.4	CANUTILLO					2.9	
	3,224	29520	1145.3	MONTOYA			TWC		9.8	
		29500	1155.1	EL PASO	BCPTR				240.3	

MP 985.3 to MP 986.3	40 MPH.
MP 987.5 to MP 987.7	30 MPH.
MP 1006.2 to MP 1022.2	40 MPH.
MP 1022.9 to MP 1023.1	30 MPH.
MP 1036.4 to MP 1037.0	45 MPH.
MP 1075.8 to MP 1079.1	30 MPH.
MP 1079.4 to MP 1079.8	20 MPH.
MP 1079.9 to MP 1080.4	40 MPH.
MP 1082.8 to MP 1086.0	40 MPH.
MP 1088.4 to MP 1088.6	45 MPH.
MP 1090.1 to MP 1092.9	20 MPH.
MP 1093.3 to MP 1094.7	30 MPH.
MP 1096.0 to MP 1101.6	45 MPH.
MP 1111.5 to MP 1114.4 (HER)	30 MPH.
MP 1144.6 (HER)	20 MPH.
MP 1147.5 to 1151.9	30 MPH.
MP 1151.9 to MP 1153.8	25 MPH.
Main 2	
MP 1123.7 to MP 1125.4	15 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

MP 915.0, Isleta, turnout to El Paso Subdivision	40 MPH.
MP 932.4, Belen Jct., all switches (except entering yard)	30 MPH.
MP 934.4, El Paso Jct., turnout to El Paso Subdivision	30 MPH.
MP 1043.1, Engel, turnout from Main 1	40 MPH.
MP 1044.9, Engel, turnout from Main 2	40 MPH.
MP 1123.7, Mesquite, turnout to main 2	15 MPH.
MP 1123.7, Mesquite, trailing point movement eastward on Main 1	30 MPH.
MP 1125.4, Mesquite, turnout to Main 2	15 MPH.
MP 1155.1, El Paso, End of main track westward	10 MPH.

1(D). Speed—Other

Bridge 1099.2,
cars weighing between 136 tons and 143 tons 25 MPH.
cars weighing over 143 tons 10 MPH.

At El Paso, trains or engines must approach levee track crossing, located approximately 195 feet south of the headblock of BNSF track to the International Bridge and 387 feet north of the center of bridge, prepared to stop. If crossing clear and no conflicting movement evident, movement over crossing may be made without stopping, at speed not exceeding 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Isleta to El Paso 136 tons, Restriction F

Multiple-car movements for cars heavier than 136 tons are permitted between Rincon and El Paso.

3. Type of Operation

TWC—in effect:
MP 915.0 to MP 932.4
MP 934.4 to MP 1155.1

Employees requesting track warrant authority at Rincon on the Deming or El Paso Subdivisions must specify on which subdivision the authority applies.

Restricted Limits—in effect:
Belen Jct. MP 932.3 to MP 931.2
El Paso Jct. MP 934.5 to MP 936.0
Rincon MP 1078.4 to MP 1080.8
El Paso MP 1155.1 to MP 1152.8

Double Track—At Engel, between MP 1043.1 and MP 1044.9 and at Mesquite, between MP 1123.7 and MP 1125.4
At Engel and Mesquite, normal position of switches is lined for left-hand movement.

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Isleta to Belen Jct.	32	1	3	4	5&7	9
Belen Jct. to El Paso Jct.	50	-	-	-	-	-
El Paso Jct. to MP 1074	30	1	3	4	5&7	9
MP 1074 to El Paso	36	1	3	4	5&7	9
El Paso Yard	84	-	-	-	-	-

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Isleta to Belen Jct.	49 MPH.%
El Paso Jct. to MP 966.4	49 MPH.%
MP 966.4 to MP 992.0	40 MPH.
MP 992.0 to El Paso	49 MPH.%

1(B). Speed—Permanent Restrictions

MP 914.9 to MP 915.2	20 MPH.
(Eastward trains—HER over crossing)	
MP 957.9 to MP 966.3	30 MPH.
MP 973.1 to MP 973.5	45 MPH.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 6.17—Normal position for Deming Subdivision Jct. switch at Rincon will be left lined as last used.

Rule 6.24—In double track at Engel and Mesquite, trains will keep to the left when operating with the current of traffic.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWC locations
 - MP 969.1—Recall Code 8
 - MP 989.0—Recall Code 0
 - MP 1010.6—Recall Code 8
 - MP 1040.9—Recall Code 8
 - MP 1071.1—Recall Code 8
 - MP 1082.4—Recall Code 0
 - MP 1097.2—Recall Code 8
 - MP 1121.7—Recall Code 8
 - MP 1146.7—Recall Code 8
- C. Other detectors
 - MP 965.8, 966.1—High Water
Signs MP 964.8, MP 967.1
 - MP 979.4*, MP 980.1, MP 981.3—High Water
EWD MP 982.1, WWD MP 978.9—Rotating red lights
 - MP 982.9, 983.2, 983.5, 984.6, 985.0, 985.1, 986.5, 986.9, 987.1, 987.4*—High Water
EWD MP 987.9, WWD MP 982.1—Rotating red lights
 - MP 1050.1, 1050.9, 1051.3—High Water
EWD MP 1052.4, WWD MP 1048.9
Rotating red lights
 - MP 1052.6, 1053.3, 1053.7, 1054.3, 1055.7—High Water
EWD MP 1056.9, WWD MP 1051.4
Rotating red lights
 - MP 1065.2, 1066.3—High Water
EWD MP 1067.5, WWD MP 1063.7
Rotating red lights
 - MP 1069.7, 1071.6—High Water
EWD MP 1072.8, WWD MP 1068.3
Rotating red lights
 - MP 1081.9, 1082.5, 1082.7, 1083.0, 1083.7—High Water
EWD MP 1084.4, WWD MP 1080.9
Rotating red lights
 - MP 1085.5—High Water
EWD MP 1086.2, WWD MP 1084.4
Rotating red lights
 - MP 1088.4, 1088.7, 1089.2, 1090.2, 1090.9, 1091.5—High Water
EWD MP 1091.7, WWD MP 1087.5
Rotating red lights
 - MP 1093.0, 1093.2, 1093.8, 1094.4—High Water
EWD MP 1095.0, WWD MP 1091.7
Rotating red lights

*On El Paso Subdivision, eastward trains must approach the indicator located at MP 987.9 at speed that will permit stopping short of bridge at MP 987.4 in case the detector has been actuated. Westward trains must approach indicator located at MP 978.9 at a speed that will permit stopping short of bridge at MP 979.4 if detector has been actuated.

6. FRA Excepted Track—None

7. Special Conditions

Belen—Between El Paso Jct. and Belen Jct., trains will be governed by Clovis Subdivision Timetable and Special Instructions.

Double Track—At Engel, MP 1043.1 to MP 1044.9 and at Mesquite, MP 1023.7 to MP 1125.4.

Six-axle locomotives are restricted from operating on the following auxiliary tracks:

Chloe—4009, 4010

Los Lunas—4007

Spring Switches, Location by Station

MP 1043.1 and MP 1044.9, Engel

MP 1123.7 and MP 1125.4, Mesquite

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 90 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 2000 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

8. Line Segments

Yard Line Segments

Line Segment Yard

7356 El Paso

Road Line Segments

Line Segment Mile Posts

7300 MP 934.4 to MP 1155.1

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Desert Green	935.3	373	West
Tiffany Stock Yards	1002.1	1112	West
Aleman	1056.4	350	West
Hanes Knitting Mill	1118.2	580	West
Santo Tomas	1123.5	770	Both
Vado	1127.8	2687	Both
Berino	1131.4	1385	Both
Anthony	1136.4	2509	Both
Mountain Pass Canning Co.	1137.5	815	West
W. Silver Co.	1138.3	3625	West
Border Steel Co.	1138.9	3647	West
Bergen Steel Co.	1141.1	1671	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Glorieta Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	5,700	56400	770.1	LAS VEGAS	BP				8.4	
	4,850	56390	778.5	OJITA					10.3	
	5,400	56380	788.8	CHAPELLE			TWC ABS		4.8	
	4,500	56370	793.6	BLANCHARD					9.7	
	6,385	56359	803.3	SANDS					7.7	
	6,632	56340	811.0	GISE					5.0	
	4,050	56330	816.0	ROWE					4.4	
	8,500		820.4	FOX					4.8	
	5,800	56320	825.2	GLORIETA			CTC		4.8	
	4,850	56310	830.0	CANYONCITO				7300	5.2	
	7,500	56190	835.2	LAMY					19.4	
	4,750	56180	854.6	WALDO					10.7	
		56160	865.3	DOMINGO			TWC ABS ATS		11.3	
	6,386	56150	876.6	NUEVE					9.4	
	6,250	56140	886.0	BERNALILLO					12.8	
		56120	898.8	HAHN			DT ATS TWC ABS		3.6	
		56100	902.4	ALBUQUERQUE	BCPT				1.4	
			903.8	ABAJO	R		DT		2.6	
			906.4	RIO BRAVO					8.6	
	2,486	40015	12.6	ISLETA	J		CTC	7305	14.8	
		20870	27.4	DALIES					159.7	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Las Vegas to Dalies	32	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Las Vegas to Lamy	79 MPH.	55 MPH.*#
Lamy to Dalies	79 MPH.	55 MPH.*#

* See System Special Instructions Item 1(B).
See System Special Instructions Item 1(C).

1(B). Speed—Permanent Restrictions

MP 769.3 to MP 770.3 (HE only)	30 MPH.	30 MPH.
MP 770.7 to MP 772.0	75 MPH.	60 MPH.
MP 772.6 to MP 772.8 (equipped with westward ATS Inert Inductors)	40 MPH.	35 MPH.
MP 772.8 to MP 779.4 (equipped with westward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 779.4 to MP 781.9	55 MPH.	50 MPH.
MP 782.3 to MP 784.1	45 MPH.	45 MPH.
MP 784.7 to MP 784.9	40 MPH.	40 MPH.
MP 786.1 to MP 786.3	60 MPH.	45 MPH.
MP 786.5 to MP 787.0 (equipped with westward and eastward ATS Inert Inductors) ..	50 MPH.	45 MPH.
MP 788.4 to MP 790.5	50 MPH.	45 MPH.
MP 790.8 to MP 793.9	45 MPH.	40 MPH.
MP 794.3 to MP 794.5	45 MPH.	30 MPH.
MP 794.7 to MP 795.2 (equipped with westward and eastward ATS Inert Inductors) ..	45 MPH.	20 MPH.
MP 795.2 to MP 799.9 (equipped with westward and eastward ATS Inert Inductors) ..	25 MPH.	20 MPH.
MP 800.4 to MP 802.8 (equipped with westward and eastward ATS Inert Inductors) ..	50 MPH.	45 MPH.
MP 804.0 to MP 805.1 (equipped with westward and eastward ATS Inert Inductors) ..	55 MPH.	45 MPH.
MP 805.1 to MP 805.8 (equipped with westward and eastward ATS Inert Inductors) ..	45 MPH.	45 MPH.

MP 805.8 to MP 808.8 (equipped with westward and eastward ATS Inert Inductors) ..	50 MPH.	45 MPH.
MP 809.4 to MP 809.7	75 MPH.	60 MPH.
MP 811.1 to MP 811.5	79 MPH.	60 MPH.
MP 812.3 to MP 812.8	55 MPH.	50 MPH.
MP 812.8 to MP 813.2 (equipped with westward and eastward ATS Inert Inductors) ..	45 MPH.	40 MPH.
MP 813.2 to MP 814.1 (equipped with westward and eastward ATS Inert Inductors) ..	50 MPH.	40 MPH.
MP 814.3 to MP 814.4	60 MPH.	55 MPH.
MP 815.0 to MP 815.6	65 MPH.	60 MPH.
MP 816.9 to MP 817.1	75 MPH.	60 MPH.
MP 818.6 to MP 818.9	55 MPH.	50 MPH.
MP 819.2 to MP 819.5 (equipped with westward and eastward ATS Inert Inductors) ..	50 MPH.	40 MPH.
MP 819.6 to MP 819.7 (equipped with westward and eastward ATS Inert Inductors) ..	40 MPH.	35 MPH.
MP 819.7 to MP 822.6 (equipped with westward and eastward ATS Inert Inductors) ..	50 MPH.	35 MPH.
MP 822.6 to MP 824.6 (equipped with westward and eastward ATS Inert Inductors) ..	50 MPH.	35 MPH.
MP 824.6 to MP 824.9 (equipped with westward and eastward ATS Inert Inductors) ..	35 MPH.	30 MPH.
MP 824.9 to MP 825.8 (equipped with westward and eastward ATS Inert Inductors) ..	25 MPH.	20 MPH.
MP 825.8 to MP 827.8 (equipped with westward and eastward ATS Inert Inductors) ..	20 MPH.	20 MPH.
MP 827.8 to MP 829.5 (equipped with westward and eastward ATS Inert Inductors) ..	25 MPH.	20 MPH.
MP 830.2 to MP 831.7 (equipped with westward and eastward ATS Inert Inductors) ..	40 MPH.	30 MPH.
MP 832.1 to MP 832.9 (equipped with westward and eastward ATS Inert Inductors) ..	20 MPH.	20 MPH.
MP 833.1 to MP 835.0	65 MPH.	50 MPH.
MP 838.3 to MP 842.3	80 MPH.	
MP 850.7 to MP 851.5	85 MPH.	55 MPH.
MP 852.5 to MP 852.7 (equipped with westward ATS Inductors)	50 MPH.	45 MPH.
MP 852.9 to MP 853.2 (equipped with westward ATS Inductors)	55 MPH.	45 MPH.
MP 853.2 to MP 853.7 (equipped with westward ATS Inductors)	35 MPH.	30 MPH.
MP 861.3 to MP 862.2	80 MPH.	60 MPH.
MP 866.7 to MP 871.3	80 MPH.	
MP 873.9 to MP 875.6	80 MPH.	
MP 878.2 to MP 879.6	75 MPH.	
MP 898.8 to MP 899.4 (HER)	60 MPH.	60 MPH.
MP 899.4 to MP 901.5 (HER)	50 MPH.	50 MPH.
MP 901.5 to MP 901.8 (HER)	25 MPH.	25 MPH.
MP 903.8 Abajo to MP 905.2 (Westward trains may resume speed when the head end clears the restricted area)	20 MPH.	20 MPH.
MP 905.2 to MP 905.4	70 MPH.	
MP 12.5 to MP 13.6	70 MPH.	
MP 26.8 to MP 27.4	50 MPH.	40 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Las Vegas, EE siding	30 MPH.	30 MPH.
Sands, Gise, Rowe, Fox and Lamy, both ends siding	30 MPH.	30 MPH.
Glorieta, both ends siding	20 MPH.	20 MPH.
Canyoncito, Nueve, and Bernalillo, both ends siding	25 MPH.	25 MPH.
Hahn, end of double track eastward, spring switch	30 MPH.	30 MPH.
Abajo, WE double track	40 MPH.	40 MPH.
Dalies, switch MP 27.4	40 MPH.	40 MPH.
Dalies, crossover MP 27.5	40 MPH.	40 MPH.
Dalies, crossover MP 27.6	50 MPH.	50 MPH.

1(D). Speed—Other—None

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

- 2. Bridge and Equipment Weight Restrictions**
 Las Vegas to Dalies 143 tons, Restriction D
 Six-axle locomotives are restricted from operating on the following auxiliary tracks:
 Bernalillo 2407
 Domingo 402
 Waldo 9302

3. Type of Operation
TWC—in effect:
 Between Las Vegas and Rowe; and between Lamy and Abajo.
CTC—in effect:
 On main track between ESS Rowe and WSS Lamy; on sidings Fox, Isleta, Glorieta and Canyoncito; and on main track between Abajo and Dalies.
 When letter “S” (siding sign) is displayed on a “STOP” signal, train must stop, crew member operate switch to enter siding or diverging route, and then be governed by signal indication.

Double Track—Between MP 898.8 and MP 903.8.

Restricted Limits—in effect:
 At Albuquerque, between MP 901.1 and end of double track at Abajo (MP 903.8).

When eastward train is stopped by “Stop” signal governing eastward movement on Main 1 or Main 2 at end of double track Hahn, and no conflicting movement is evident:

1. For movement Main 1 to main track—Member of crew must test spring switch and if signal does not clear, train must foul circuit beyond signal but not to foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
2. For movement Main 2 to main track—Member of crew must examine siding switch to see if properly lined, and test spring switch on main track. If signal does not clear, train must foul circuit beyond signal but not foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
3. For movement Main 2 to siding—Member of crew must examine and line siding switch, then proceed at restricted speed.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

- 4. General Code of Operating Rules Items**
Rule 1.14—Santa Fe Southern trains will use BNSF tracks at Lamy between MP 834 and MP 837.
Rule 12.1—ATS in effect between Lamy and Hahn and on both tracks between Hahn and Albuquerque.

- 5. Trackside Warning Detectors (TWD)**
 A. Protecting bridge, tunnel or other structures: None
 B. Other TWD locations
 MP 774.9—Recall Code 8
 MP 809.2—Recall Code 8
 MP 843.4—Recall Code 8
 MP 874.5—Recall Code 8

- C. Other detectors
 MP 826.7 to MP 826.9—Slide Fence
 Signals 8272
 WWD controlled signals at WSS Glorieta
 MP 852.4—High Water—Signals 8542 and 8511
 MP 869.2—High Water—Signals 8702 and 8671
 MP 870.8—High Water—Signals 8702 and 8701
 MP 872.7—High Water—Signals 8732 and 8701
 MP 874.2—High Water—Signals 8754 and 8731
 MP 878.3—High Water—Signals 8782 and 8771
 MP 908.7—High Water
 EWD signal 9092
 WWD controlled signal MP 906.4

6. FRA Excepted Track—None

7. Special Conditions

Westward from MP 825.5 (Glorieta) to MP 834 (Lamy):

Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	4	6	6	8	8	8	10
2,001 to 4,000	10	12	14	16	18	18	20	22
4,001 to 5,000	12	14	18	20	20	22	24	26
5,001 to 6,000	14	18	20	22	24	26	28	30
6,001 to 7,000	16	20	22	24	28	30	32	34
7,001 to 8,000	16	22	24	28	32	34	36	38
8,001 to 9,000	18	24	28	32	36	38	40	42
9,001 to 10,000	20	26	32	36	38	42	44	46
10,001 to 12,000	24	32	38	42	46	50	52	54
12,001 to 14,000	28	36	42	48	54	58	60	64

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train’s total trailing tonnage.

Between Trinidad and Lamy—Limit trains handling intermodal equipment (excluding doublestack equipment) to 22 axles of operative dynamic brake on the head end consist.

Train Operations on Descending Grades Between Glorieta and MP 833.0

- A. Westward freight trains must make a running air brake test between Las Vegas and Fox to determine the following:
 1. Retarding force of air brake system.
 2. Normal brake pipe pressure changes occur at rear of train.
 Engineer must ascertain that adequate brake pipe pressure is present on the rear of train before passing summit of grade at Glorieta.
- B. Trains, including those operating with DP, must not exceed speed of 15 MPH when average TOB is less than 90 or more, 20 MPH when average TOB is less than 90.
 1. When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 psi, train may proceed.
 2. When total brake pipe reduction exceeds 18 psi to control speed, train must be stopped immediately, 75% of hand brakes must be applied and brake system fully recharged before proceeding.

If train separation has occurred, hand brakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to recouple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.

- C. Trains operating without IDP/DP, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 psi to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.
- D. On westward passenger trains and light engines, Running Air Brake Test must be made at Glorieta.

Freight Train Operation Having Locomotive with Dynamic Brake Not in Use, Except Between Glorieta and MP 833.0.

- A. When average tons per operative brake is 90 or more, maximum speed on descending grades as follows:
 Between Lamy and Domingo 40 MPH.
 Between Glorieta and Las Vegas 25 MPH.

Two-Way ETD Certification Form—All trains operating on the Glorieta Subdivision between Las Vegas and Albuquerque must have a valid ETD certification form. The ETD certification form is valid until train reaches destination unless ETD or HTD is exchanged enroute.

A copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment Department at the location at which certification is performed or in the timeslip box upon tie-up. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.

Cold Temperature Air Brake Test

When extreme cold temperatures occur, brake cylinders on freight equipment are more prone to leakage. To assure that a brake application can be maintained effectively for trains descending the mountain grades of the Glorieta Subdivision, perform the following air brake test prior to departing the locations listed below. This test is required on freight trains exceeding 1500 tons averaging over 100 TOB, when temperatures are below zero degrees Fahrenheit (-0 F):

Perform the following air brake test prior to departing Raton on eastward trains and Jansen on westward trains operating on the Raton and Glorieta Subdivisions and westward trains operating on the Glorieta Subdivision.

1. Fully charge the air brake system.
2. Make a 20-psi brake pipe reduction.
3. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).
4. Wait 20 minutes.
5. Inspect train for any brakes that either did not apply or have released.
6. Set out all cars that have released during this inspection before departing.

This test may also be performed at La Junta and Albuquerque on trains that will run the length of the territory without cars being added on line. It will be the responsibility of the conductor and engineer to see that this test has been performed.

Winter Train Operations

Operating practice requirements as prescribed by Air Brake and Train Handling Rule 104.23.1, Item F, Inclement Weather Train Braking, will be complied with by all westward trains at MP 825.5 at a speed not exceeding 10 MPH. Air brakes must be applied as train reaches descending grade.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
 MP 816 to MP 818
 MP 852 to MP 879

TTOX and TTFX Restrictions—Two-axle cars (TTOX, Car Kind Code QA) and multi-axle cars (TTFX, Car Code QDE) are restricted from operating between La Junta and Nueve on the Raton and Glorieta Subdivision.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 100 degrees F		Location
	Freight	Pass.	
Glorieta	40	65	MP 772.6 to MP 871.1
	40	65	MP 13.2 to MP 24.0

8. Line Segments

Road Line Segments

Line Segment Limits

- 7300 Las Vegas to Isleta
- 7200 Isleta to Dalies

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Domingo Spur	864.9	4,400	
Centex	883.9	484	Both
General Mills	895.5	4,154	East
Public Service	895.7	12,850	East
Tewa Moulding Corp.	896.3	700	
Rio Grande Steel	896.8	1,750	
Crego Block	897.9	216	
Albuquerque Metal	905.6	816	
Home Planners, Inc.	905.9	1,458	
M. Lieberman	906.0	1,404	
Alpine Trucking	906.9	683	
American Pipe & Const.	907.9	1,583	
Industrial Park	908.2	4,018	
Briner Rust Proofing Co.	908.5	1,847	
Industrial Wood Components	908.9	640	
Bates Lumber Co.	910.6	862	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Raton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		56700	554.9	LA JUNTA	BCPTY		TWC ABS ATS	7300	17.4	
	4,650	56660	572.3	TIMPAS					10.7	
	6,000	56650	583.0	MINDEMAN					8.5	
	6,250	56640	591.5	DELHI					13.2	
	6,250	56630	604.7	SIMPSON					10.3	
	4,750	56620	615.0	MODEL					11.3	
	6,150	56610	627.0	HOEHNES					9.5	
		635.8	TRINIDAD	PY					1.3	
		56600	637.1	WEST TRINIDAD					1.5	
		56590	638.6	JANSEN		2MT CTC			8.7	
			647.3	GALLINAS					4.5	
		56555	651.8	WOOTTON					3.4	
	9,300	56510	655.2	KEOTA		CTC			4.3	
	9,500	56500	659.5	RATON	XBPT				11.8	
	5,650	56490	671.3	HEBRON					7.5	
	5,900	56480	678.8	SCHOMBERG			11.3			
	6,050	56450	690.1	FRENCH	T		1.4			
			691.5	YORK CANYON JCT.			7.9			
	6,300	56445	699.4	SPRINGER		TWC ABS	10.6			
	6,250	56440	710.0	COLMOR			9.7			
	6,100	56430	719.7	LEVY			5.6			
	3,800	56425	725.3	WAGON MOUND			17.0			
	4,650	56420	742.3	SHOEMAKER			7.9			
	6,250	56415	750.2	WATROUS			9.3			
	7,602	56410	759.5	ONAVA			10.5			
	5,700	56400	770.1	LAS VEGAS	BP		215.1			

Tone Call-In						
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EMER
La Junta to Las Vegas	32	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
La Junta to Trinidad	90 MPH.	55 MPH.*#
Trinidad to Raton	79 MPH.	55 MPH.#
Raton to Las Vegas	79 MPH.	55 MPH.*#

* See System Special Instructions Item 1(B).
See System Special Instructions Item 1(C).

1(B). Speed—Permanent Restrictions

MP 555.6 to MP 555.8 Equipped with eastward and westward ATS Inert Inductors ...	35 MPH.	30 MPH.
MP 556.2 to MP 556.4	55 MPH.	50 MPH.
MP 575.5 to MP 576.0	80 MPH.	
MP 581.2 to MP 581.4	80 MPH.	
MP 576.2 to MP 577.2	75 MPH.	
MP 587.1 to MP 589.3	75 MPH.	
MP 589.5 to MP 590.6	80 MPH.	
MP 591.0 to MP 591.4	75 MPH.	
MP 593.3 to MP 594.1	75 MPH.	
MP 595.1 to MP 596.5	75 MPH.	
MP 605.1 to MP 605.5	75 MPH.	
MP 606.6 to MP 607.3	80 MPH.	
MP 615.6 to MP 615.8	75 MPH.	
MP 618.1 to MP 618.5	75 MPH.	
MP 619.6 to MP 619.7 Equipped with westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 620.2 to MP 622.4	45 MPH.	35 MPH.

MP 622.9 to MP 624.7 Equipped with eastward ATS Inert Inductors	40 MPH.	35 MPH.
MP 633.6 to MP 633.8	75 MPH.	
MP 636.2 to MP 637.5	20 MPH.	20 MPH.
MP 637.5 to MP 638.5	45 MPH.	35 MPH.
MP 638.5 to MP 643.0	30 MPH.	30 MPH.
MP 643.0 to MP 648.9 Equipped with eastward ATS Inert Inductors	25 MPH.	20 MPH.
MP 648.9 to MP 651.2 Equipped with eastward ATS Inert Inductors	20 MPH.	20 MPH.
MP 651.2 to MP 652.1 Equipped with eastward ATS Inert Inductors	25 MPH.	20 MPH.
MP 652.1 to MP 652.5	20 MPH.	20 MPH.
MP 652.5 to MP 653.3 Equipped with westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 653.3 to MP 654.5 Equipped with westward ATS Inert Inductors	30 MPH.	20 MPH.
MP 654.5 to MP 655.6 Equipped with westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 655.6 to MP 656.6 Equipped with westward ATS Inert Inductors	30 MPH.	20 MPH.
MP 656.6 to MP 657.6 Equipped with westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 657.6 to MP 657.9 Equipped with westward ATS Inert Inductors	35 MPH.	20 MPH.
MP 657.9 to MP 659.4	40 MPH.	20 MPH.
MP 659.9 to MP 660.5 Equipped with eastward ATS Inert Inductors	45 MPH.	40 MPH.
MP 660.8 to MP 661.7	70 MPH.	60 MPH.
MP 663.1 to MP 664.2	79 MPH.	65 MPH.
MP 664.2 to MP 667.1	75 MPH.	65 MPH.
MP 667.1 to MP 670.7	75 MPH.	
MP 676.6 to MP 676.9	75 MPH.	
MP 682.4 to MP 682.8	75 MPH.	
MP 686.4 to MP 686.6	75 MPH.	
MP 689.1 to MP 689.5	75 MPH.	
MP 690.2 to MP 690.5 Equipped with eastward and westward ATS Inert Inductors ...	50 MPH.	45 MPH.
MP 690.9 to MP 691.2	55 MPH.	50 MPH.
MP 691.6 to MP 692.0	65 MPH.	55 MPH.
MP 692.2 to MP 692.5	79 MPH.	65 MPH.
MP 695.0 to MP 695.2	75 MPH.	
MP 696.0 to MP 696.2	70 MPH.	55 MPH.
MP 698.3 to MP 700.3	65 MPH.	55 MPH.
MP 719.1 to MP 719.3	79 MPH.	65 MPH.
MP 730.8 to MP 731.6	79 MPH.	65 MPH.
MP 732.0 to MP 734.3	75 MPH.	
MP 736.1 to MP 739.8 Equipped with eastward and westward ATS Inert Inductors ...	40 MPH.	40 MPH.
MP 739.8 to MP 747.3 Equipped with eastward and westward ATS Inert Inductors ...	45 MPH.	40 MPH.
MP 747.6 to MP 748.1 Equipped with eastward and westward ATS Inert Inductors ...	40 MPH.	35 MPH.
MP 748.1 to MP 749.0 Equipped with eastward and westward ATS Inert Inductors ...	45 MPH.	35 MPH.
MP 749.0 to MP 749.4 Equipped with eastward and westward ATS Inert Inductors ...	40 MPH.	35 MPH.
MP 754.7 to MP 754.9 Equipped with eastward and westward ATS Inert Inductors	65 MPH.	
MP 769.3 to MP 770.3 (HE only)	30 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Timpas, both ends siding	25 MPH.	25 MPH.
Mindeman, Delhi, Simson, both ends siding	30 MPH.	30 MPH.
Model, Hoehnes, both ends siding	30 MPH.	30 MPH.
Trinidad, turnout to Main 2	30 MPH.	30 MPH.
West Trinidad, west end No. 6 track	20 MPH.	20 MPH.
Jansen, 2 crossovers	30 MPH.	30 MPH.
Gallinas, 2 crossovers	20 MPH.	20 MPH.
Wootton, end of 2 tracks	20 MPH.	20 MPH.
Keota, both ends siding	20 MPH.	20 MPH.
Raton, both ends siding, crossover MP 659.1	30 MPH.	30 MPH.
Hebron, Schomberg, French, both ends siding	30 MPH.	30 MPH.
French, York Canyon Subdiv. Jct. Switch	40 MPH.	40 MPH.
Springer, Onava, both ends siding	30 MPH.	30 MPH.
Las Vegas, both ends siding	30 MPH.	30 MPH.

1(D). Speed—Other

Las Vegas—Five (5) MPH maximum speed on CLIC Tracks 0815 and 0816, Medite Plant. Do not block any road crossings into plant.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

La Junta to Las Vegas 143 tons, Restriction D

3. Type of Operation

Yard Limits—in effect:

La Junta—MP 553.9 to MP 556.5

Trinidad—MP 634.8 to MP 635.8

TWC—in effect:

Between La Junta and Trinidad; and between Springer and Las Vegas.

CTC—in effect:

On main tracks between Trinidad and switch at west end siding Springer; and on sidings Keota, Raton, Hebron, French and Springer.

Two Main Tracks—MP 635.8 to MP 651.8

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 1.14—UP trains will use BNSF tracks between Trinidad and Jansen and will be governed by BNSF Timetable and Special Instructions.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 649.8 (DED only)—WWD only
 - MP 657.0 (DED only)—EWD only
- B. Other TWD locations
 - MP 566.6—Recall Code 8
 - MP 594.5—Recall Code 8
 - MP 618.5—Recall Code 8
 - MP 649.8 (DED only) EWD only—Recall Code 8
 - MP 657.0 (DED only) WWD only—Recall Code 8
 - MP 675.8—Recall Code 8
 - MP 702.1—Recall Code 8
 - MP 728.0—Recall Code 8
 - MP 753.6
- C. Other detectors
 - MP 566.6—High Water—Signals 5692 & 5661
 - MP 576.6—High Water—Signals 5772 & 5741
 - MP 581.3—High Water—Signals 5822 & 5801
 - MP 585.3—High Water—Signals 5862 & 5831
 - MP 586.9—High Water—Signals 5882 & 5861
 - MP 589.6—High Water—Signals 5902 & 5881
 - MP 591.6—High Water—Signals 5922 & 5901
 - MP 594.3—High Water—Signals 5942 & 5921
 - MP 600.1—High Water—Signals 6022 & 5991
 - MP 600.5—High Water—Signals 6022 & 5991
 - MP 611.2—High Water—Signals 6122 & 6101
 - MP 615.4—High Water—Signals 6152 & 6141

- MP 638.6—High Water
 - EWD and WWD controlled signals at Jansen
- MP 691.3—High Water
 - EWD and WWD controlled signals at York Canyon Jct.
- MP 727.1—High Water—Signals 7272 & 7251
- MP 753.7—High Water—Signals 7562 & 7531

6. FRA Excepted Track

Hoehnes—6402

7. Special Conditions

Westward from MP 652.5 (Lynn at west Portal of Raton Tunnel) to MP 659.5 (Raton), and eastward from MP 652 (Wootton at East Portal of Raton Tunnel) to MP 639 (Jansen):

Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	6	8	8	10	10	10	12
2,001 to 4,000	14	16	18	20	22	22	24	26
4,001 to 5,000	16	18	22	24	24	26	28	30
5,001 to 6,000	18	22	24	26	28	30	32	34
6,001 to 7,000	20	24	28	30	32	34	36	38
7,001 to 8,000	22	28	32	34	36	38	40	42
8,001 to 9,000	24	30	36	38	40	42	44	46
9,001 to 10,000	28	34	38	42	44	46	48	50
10,001 to 12,000	34	40	46	52	54	56	58	60
12,001 to 14,000	40	48	54	60	62	64	66	70

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

When letter "S" (siding sign) is displayed on a "STOP" signal, train must stop and crew member operate switch to enter siding or diverging route, then be governed by signal indication.

Between Trinidad and Lamy—Limit trains handling intermodal equipment (excluding doublestack equipment) to 22 axles of operative dynamic brake on the head end consist.

Train Operations on Descending Grades Between MP 643.0 and Raton

- A. Eastward freight trains while stopping to change crews at Raton and westward freight trains between Simpson and Jansen must make a running air brake test to determine the following:
 1. Retarding force of air brake system.
 2. Normal brake pipe pressure changes occur at rear of train.
 - On freight trains with a functioning ETD, engineer must ascertain that adequate brake pipe pressure is present on the rear of train before passing summit of grade.
- B. Trains, including those operating with IDP/DP, must not exceed speed of 15 MPH when average TOB is 90 or more, 20 MPH when average TOB is less than 90.
 1. When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 psi to control speed, train may proceed.
 2. When total brake pipe reduction exceeds 18 psi to control speed, train must be stopped immediately, 75% of hand brakes must be applied on train, and brake system must be fully recharged before proceeding.

In addition, if train separation has occurred, hand brakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to recouple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.

- C. Trains operating without DP, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 psi to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train, and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.
- D. On passenger trains and light engines, Running Air Brake Test must be made as prescribed by Rule 101.13 at MP 653, eastward and at Wootton, westward.

Trinidad Railway Company, Raton Subdivision—Trinidad Railway, Inc. has adopted the General Code of Operating Rules, Third Edition, effective April 10, 1994, and the following System Instructions apply:

System Location: Jansen Yard (MP 0.0) to New Elk Mine (MP 30.0)

Yard Limits—in effect:
MP 0.0 to MP 1.0 and MP 24.2 to MP 30.0

Rule 6.15 Block Register Territory—Trinidad Railway is designated as an Absolute Block Territory. A register labeled "BLOCK REGISTER TERRITORY" is located in the scale house at Jansen Yard and applies only on that designated territory. The territory begins at MP 1.0 and remains through MP 24.2. A train or operator in charge of men or equipment is authorized to operate Absolute Block Register Territory under the following conditions:

- 1. The following information must be entered in the register on the first blank line:

Train ID or M of W Activity	Conductor or M of W Personnel	Time Territory Date	Time Territory Occupied	Time Territory Cleared
A	B	C	D	E

The following identifies entries required in the columns designated A through E:

- A. Enter the train identification number or equipment or MW activity.
- B. Enter the last name of the conductor or employee in charge of men or equipment.
- C. Enter the current date.
- D. Enter the time of entry into block territory.
- E. Enter the time of exit from block territory.
- 2. If the territory is occupied by a preceding train movement, entry cannot be made on a register until engineer of each preceding movement has been contacted and advised that territory will be jointly occupied by a train, Maintenance of Way men or equipment and/or another train. All train movements must be made at RESTRICTED SPEED, prepared to stop short of men and equipment fouling track within the territory.
- 3. After movement has been completed, the time the territory was cleared must be entered in Column E. A line is then to be drawn through the entire entry by any authorized employee.

Two-Way ETD Certification Form—All trains operating on the Raton Subdivision between La Junta and Las Vegas must have a valid ETD certification form. The ETD certification form is valid until train reaches destination unless ETD or HTD is exchanged enroute.

A copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment Department at the location at which certification is performed or in the timeslip box at Raton upon tie-up. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.

Cold Temperature Air Brake Test

When extreme cold temperatures occur, brake cylinders on freight equipment are more prone to leakage. To assure that a brake application can be maintained effectively for trains descending the mountain grades of the Raton Subdivision, perform the following air brake test prior to departing the locations listed below. This test is required on freight trains exceeding 1500 tons averaging over 100 TOB, when temperatures are below zero degrees Fahrenheit (-0 F):

Perform the following air brake test prior to departing Raton on eastward trains and Jansen on westward trains operating on the Raton and Glorieta subdivisions and westward trains operating on the Glorieta Subdivision.

1. Fully charge the air brake system.
2. Make a 20-psi brake pipe reduction.
3. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).
4. Wait 20 minutes.
5. Inspect train for any brakes that either did not apply or have released.
6. Set out all cars that have released during this inspection before departing.

This test may also be performed at La Junta and Albuquerque on trains that will run the length of the territory without cars being added on line. It will be the responsibility of the conductor and engineer to see that this test has been performed.

Winter Train Operations

Operating practice requirements as prescribed by Air Brake and Train Handling Rule 104.23.1, Item F, Inclement Weather Train Braking, will be complied with by all westward trains exiting portal of Raton tunnel at MP 652.6 and by all eastward trains exiting portal of Raton tunnel at MP 652.0, not exceeding 10 MPH. Air brakes must be applied as train exits tunnel.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:

Simpson to Mindeman MP 816.0 to MP 818.8

Wagon Mound to Shoemaker MP 852.0 to MP 879.0

TTOX and TTFX Restrictions—Two-axle cars (TTOX, Car Kind Code QA) and multi-axle cars (TTFX, Car Code QDE) are restricted from operating between La Junta and Nueve on the Raton and Glorieta Subdivision.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 100 degrees F		Location
	Freight	Pass.	
Raton	40	60	MP 555.8 to MP 604.4
	40	60	MP 612.1 to MP 769.8

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

Line Segment Limits

7304 La Junta to Las Vegas

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Medite	765.5	1,250	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Rustler Springs Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		41500	183.0	CARLSBAD	BCTR				6.1	
		41510	189.1	OTIS					5.3	
			194.4	LOVING JCT.	T			7108	0.9	
		41515	195.3	LOVING			TWC		4.5	
		41520	199.8	MALAGA					15.1	
		41525	0.0	PECOS JCT., NM	T			7109	25.5	
		41530	25.5	RUSTLER SPRINGS, TX	T				57.4	

	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
RADIO COMMUNICATION						
Carlsbad to Loving Jct.	30	1	3	4	5&7	9
Loving Jct. to Rustler Springs	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Rustler Springs Subdivision	45 MPH.
Loving Industrial Spur	30 MPH.

1(B). Speed—Permanent Restrictions

MP 183.0 to MP 185.6	20 MPH.
MP 194.7 to MP 195.3 (HE Only)	20 MPH.
MP 198.9 to MP 199.0	30 MPH.
MP 201.5 to MP 202.4	35 MPH.
MP 209.9 to MP 212.1	35 MPH.
Pennzoil track scale MP 20.8 to 20.9	20 MPH.
All tracks beyond MP 25.5	5 MPH.
Loving Ind. spur track	
MP 4.3 to west switch, Mississippi chemical yard	10 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 Loving Jct., trailing movement over spring switch lined for other than normal position on main track 30 MPH.

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Carlsbad to Rustler Springs 143 tons, Restriction E

3. Type of Operation

Restricted Limits—in effect:
 Carlsbad—MP 183.0 to MP 185.6
TWC—in effect:
 MP 183.0 to MP 25.5

4. General Code of Operating Rules Items

Rule 6.17—Normal position for Loving Jct. east wye switch will be left lined as last used.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Loving Industrial Spur	
1506	1515 through 1518
1507 (w. 1500)	1521 through 1526
1508	1528
1509	1530 through 1539

7. Special Conditions

Spring Switches, Location by Station

MP 194.4, east wye switch, Loving Jct.

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 90 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 1900 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

8. Line Segments

Yard Line Segments

Line Segment Limits

7110	Carlsbad
7114	Loving Jct.

Road Line Segments

Line Segment Limits

7110	Carlsbad to Malaga
7109	Pecos Jct. to Rustler Springs

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Elmac Spur	184.7	683	West
West Storage Track No. 1	184.9	3289	Both
West Storage Track No. 2	184.9	2882	Both
Ashland Chemical	184.9	1359	West
Loving Industrial Spur	194.4	14.5 miles	Both
Pecos Storage	0.0	10000	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	York Canyon Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			0.0	YORK CANYON JCT.	T				13.3	
		56460	13.3	COLFAX			TWC	7308	22.8	
		56465	34.8	YORK CANYON					36.1	

Tone Call-In						
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EMER
French to York Canyon	32	2	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 1.0	35 MPH.
MP 1.9 to MP 17.0 Westward	40 MPH.
MP 1.9 to MP 17.0 Eastward	35 MPH.
MP 17.0 to MP 35.2 Westward	25 MPH.
MP 17.0 to MP 35.2 Eastward	20 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 York Canyon Jct., Raton Subdivision Jct. switch 40 MPH.

1(D). Speed—Other

Loop track York Canyon 5 MPH.
 Locomotive cranes/pile drivers, AT-199454
 through AT-199468 and Jordan spreaders 30 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 York Canyon Jct. to York Canyon 143 tons, Restriction C

3. Type of Operation

TWC—in effect:
 York Canyon Jct. to York Canyon, MP 0.0 to MP 34.8
 East leg of wye at York Canyon Jct.

Rule 6.28—in effect:
 MP 34.8 to MP 36.8

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Two-Way ETD Certification Form—All trains operating on the York Canyon Subdivision must have a valid ETD certification form. The ETD certification form is valid until train reaches destination unless ETD or HTD is exchanged enroute.

A copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment Department at the location at which certification is performed or in the timeslip box at Raton upon tie-up.

Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.

York Canyon—Derail on main track located 150 feet east of loop track switch must be locked in nonderailing position except when equipment is left on any track west thereof.

York Canyon Jct.—Stem of wye to switch to York Canyon Subdivision main track will be left lined and locked as last used.

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 90 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 1900 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

8. Line Segments

Road Line Segments

Line Segment Limits

7308 York Canyon Jct. to York Canyon

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Scale Run Around	1.8	500	Both

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP _____. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	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

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9