

Division Managers

Albuquerque

R.A. ATKINS Superintendent Operations ... (505) 767-6800
T.C. HERNANDEZ Roadmaster (505) 767-6876
R.P. MUNAFO Trainmaster (505) 767-6808
C.L. SLOGGETT Division Engineer (505) 767-6824
E. TAFOYA Trainmaster (515) 767-6897

Belen

J.R. CHAVEZ Roadmaster (505) 864-5176
G.D. COSSEY Road Foreman (505) 864-5129
S.J. COX Trainmaster (505) 864-5185
M.P. GWINN Terminal Superintendent (505) 864-5114
M.W. JACQUES Terminal Manager (505) 864-5188
D.C. JONES Asst. General Foreman (505) 864-5568
M.W. LEE Trainmaster (505) 864-5185
M.F. PECK Trainmaster (505) 864-5185
D.L. RENTERIA General Foreman (505) 864-5162
K.L. WAGNER Manager of Safety (505) 864-5180

Carlsbad

W.R. BUNTEN Trainmaster (505) 885-7106
M.S. SHOPSHIRE Roadmaster (505) 885-7125

Clovis

M.A. BRYANT Trainmaster (505) 742-7985
D.J. MCGREGOR Road Foreman (505) 742-7965
J.D. OWEN Asst. Division Engineer (505) 742-7989
A.E. POTTER Terminal Superintendent (505) 742-7988
R.C. ROMERO Trainmaster (505) 742-7985
L. SANTI Director Administration (505) 742-7935
R.J. SMITH Trainmaster (505) 742-7985
E.W. TAYLOR Trainmaster (505) 742-7985
S.T. VILLARREAL Roadmaster (505) 742-7976

El Paso

M.R. ESPINOSA Trainmaster (915) 534-2308
J.A. PLEASANT Trainmaster (915) 534-2338
J.J. YOUNGMAN Roadmaster (915) 534-2366

Raton

A.R. SOLANO Road Foreman (505) 445-7248
C.D. YEOMAN Roadmaster (505) 445-7252

BNSF



New Mexico Division

Timetable No. 4

IN EFFECT AT 0001
Mountain Continental Time
Sunday, April 22, 2001

Division Superintendent
S.A. Hulstrom
Clovis, New Mexico
(505) 742-7940

The Burlington Northern and Santa Fe Railway Company

New Mexico Division

UT CO
AZ 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	

	Tone Call-In				
	CH	DS	MC	FS	EMER
RADIO COMMUNICATION					
Clovis to Carlsbad	30	1	4	5&7	9
Carlsbad Industrial Spur	36	1	4	5&7	9
Loving Industrial Spur	36	1	4	5&7	9
Rustler Springs Industrial Spur	36	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Clovis to MP 178.5, including trains 100 TOB and over	49 MPH.
Carlsbad Industrial Spur	30 MPH.
Loving Industrial Spur	30 MPH.
Rustler Springs Industrial Spur	10 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.

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

All Sidings	10 MPH.
Bridge 181.7, cars heavier than 136 tons	25 MPH.

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

3. Type of Operation

TWC—in effect:

MP 1.0 to MP 178.5

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 MP 181.3 and MP 181.6 at Carlsbad will be left lined as last used. Normal position for Loving Jct. east wye switch 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

- High Water—MP 176.2, MP 176.9
- 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

Rustler Springs Industrial Spur

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

Loving Industrial Spur

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

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
- MP 194.4, east wye switch, Loving Jct. Loving Industrial Spur.

Rustler Springs Industrial Spur—Track is out of service from MP 196.0 to end of track at Rustler Springs. Trains, engines and cars must not pass MP 196.0 to enter Rustler Springs Industrial Spur unless authorized by the Division Engineer.

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 100 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.

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

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
- 7114 Loving Jct.

Road Line Segments

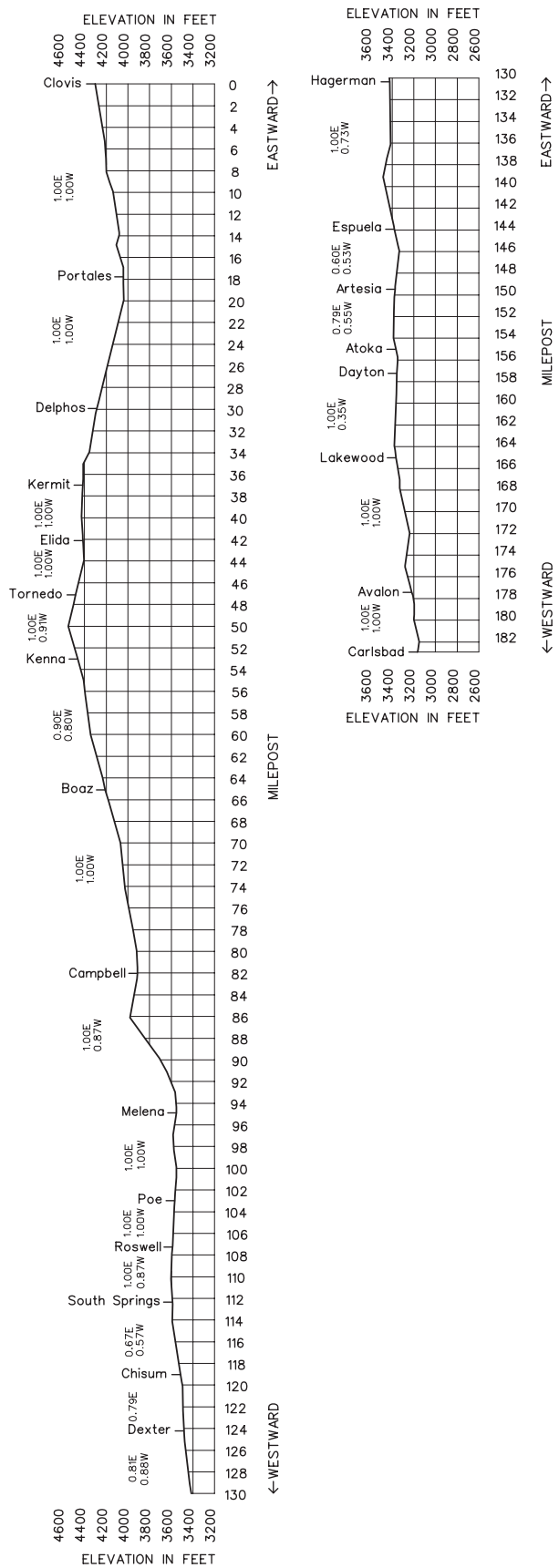
Line Segment Limits

- 7108 Clovis to Carlsbad, MP 0.0 to MP 185.6
- 7110 Carlsbad to Malaga
- 7109 Pecos Jct. to Rustler Springs

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
Loving Industrial Spur	183.0	26.9 miles	Both
Rustler Springs Industrial Spur	196.0	44.4 miles	Both

10. Grade Charts



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	BAILEY				1.9	
		41155	717.4	FORT SUMNER	P			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		2MT CTC		2.9	
		40066	870.3	SCHOLLE				4.7	
	7,900	40062	875.0	EAST SAIS		CTC		(1) 4.3 (2) 1.8	
			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	

Tone Call-In - 0600 to 1400 Hours					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Clovis to Grier	55	2	4	5&7	9
Grier to Vaughn	32	1	4	5&7	9
Vaughn to MP 893.6	72	1	4	5&7	9
MP 893.6 to Belen Jct.	50	-	-	-	-

Tone Call-In - 1400 to 0600 Hours					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Clovis to Grier	55	2	4	5&7	9
Grier to CP 7247	32	2	4	5&7	9
CP 7247 to Vaughn	32	1	4	5&7	9
Vaughn to MP 893.6	72	1	4	5&7	9
MP 893.6 to Belen Jct.	50	-	-	-	-

1. Speed Regulations

1(A). Speed—Maximum

Freight

Clovis Subdivision, including trains 100 TOB and over 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.)

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

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 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.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 655.7 to MP 658.6, Main 1 and Main 2	50 MPH.
MP 717.5 to MP 719.7	65 MPH.
MP 719.7 to MP 720.6, 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 788.6, 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 872.8 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, Bailey, 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 Yard (Transfer track to UP Railroad)	10 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 A

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—Axle Count—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 694.5 (DED only)—Exception Reporting Only
 - MP 699.7 (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 730.5 (DED only)—Exception Reporting Only
 - MP 734.8 (DED only)—Exception Reporting Only
 - MP 740.5 (DED only)—Exception Reporting Only
 - MP 746.0—Recall Code 8
 - MP 750.5 (DED only)—Exception Reporting Only
 - MP 756.6 (DED only)—Exception Reporting Only
 - MP 762.6 (DED only)—Exception Reporting Only
 - MP 766.1—Axle Count—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—Axle Count—Recall Code 8
 - MP 804.6—Axle Count—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—Axle Count—Recall Code 8

(See System Special Instructions Item 8L for “Exception Reporting Only” detector instructions).

B. Other detectors:

- High Water—MP 779.1 Main 2
 - EWD signal 7794, WWD signal 7783
- High Water—MP 806.9
 - EWD controlled signals Negra
 - WWD signals 8051 & 8053
- High Water—MP 870.4, MP 871.2
 - EWD signal 8712, WWD controlled signals Scholle
- Slide Fence 1—MP 870.8—Red indicators MP 870.8
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 2—MP 871.0—Red indicators MP 871.0
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 3—MP 871.5
 - Red indicators MP 871.5 and MP 871.6
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 4—MP 871.8—Red indicators MP 871.8
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 5—MP 872.2
 - Red indicators MP 872.6 and MP 872.8
 - WWD Signal 8711
 - EWD Signal 8732
- Slide Fence 6—MP 872.6
 - Red indicators MP 872.6 and MP 872.8
 - WWD Signal 8711
 - EWD Signal 8732
- High Water—MP 875.0
 - 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

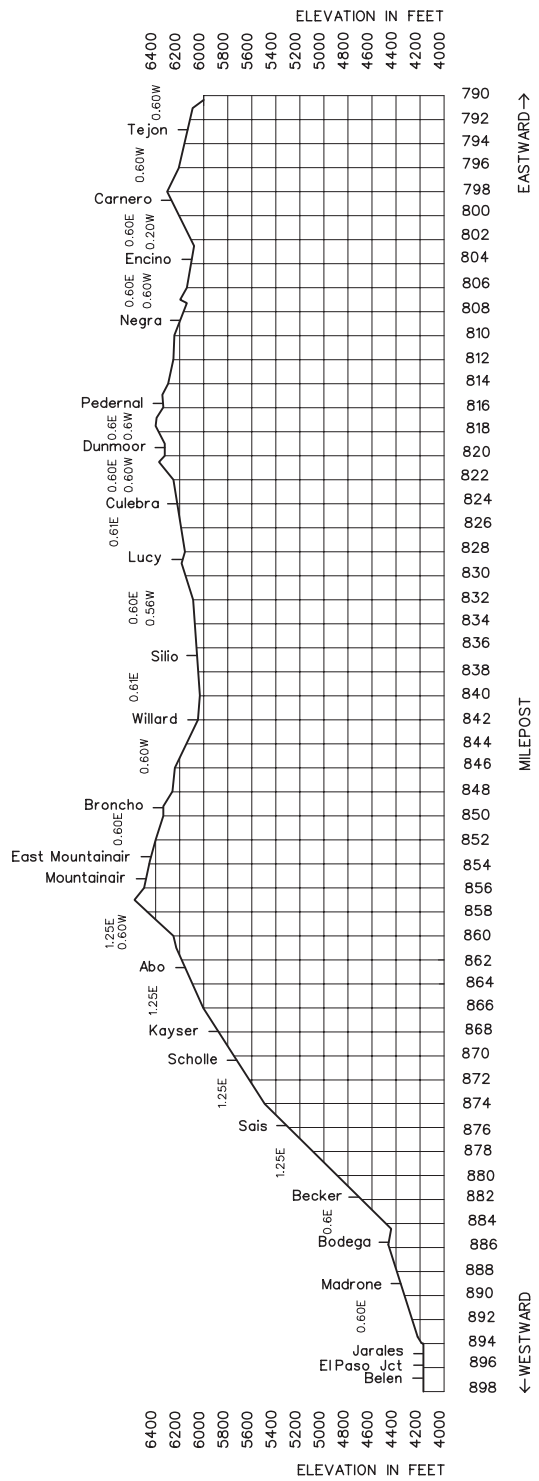
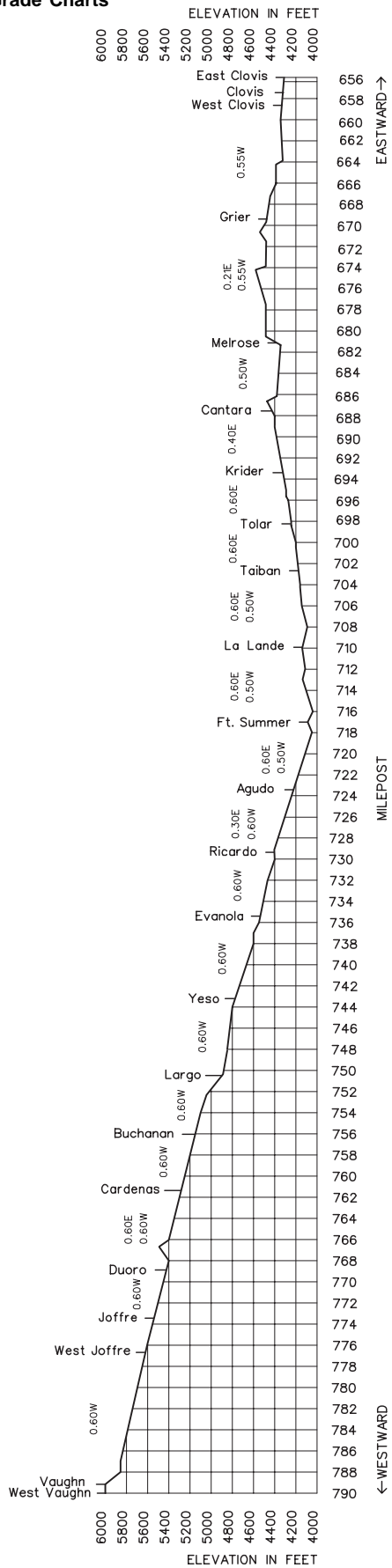
Road Line Segments**Line Segment Limits**

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 (Main 2)	717.1	2027	310	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

10. Grade Charts



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				7306	9.1	
		29320	1093.9	HOCKETT				7306	11.3	
		29315	1104.9	NUTT			TWC	7306	20.6	
	3,100	29305	1125.8	MIRAGE				7306	7.1	
		29100	1132.9	DEMING		BPR		7307	6.6	
			5.7	PERUHILL		R		7307	59.9	

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Rincon to Deming	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

Siding—Mirage	10 MPH.
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 1131.1

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:
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 Excepted 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.

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

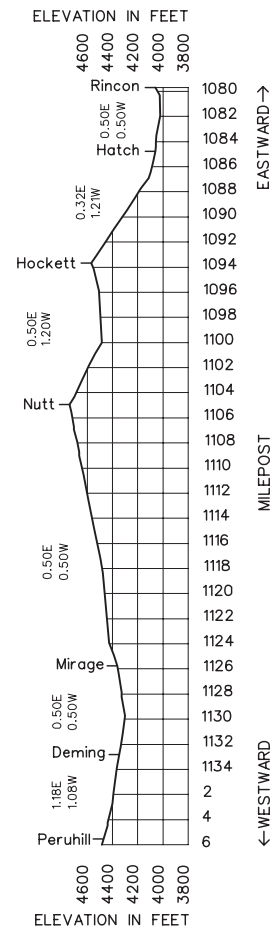
8. Line Segments

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

10. Grade Charts



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					8.4	
		29645	1095.7	MEDLER					5.4	
		29630	1101.1	LEASBURG					5.8	
	3,132	29615	1106.9	DONA ANA			TWC		5.6	
		29600	1112.5	LAS CRUCES					2.5	
		29590	1115.0	MESILLA PARK					8.9	
	8,393	29580	1123.9	MESQUITE, NM					15.9	
		29540	1139.8	VINTON, TX					2.6	
		29530	1142.4	CANUTILLO					2.9	
	3,224	29520	1145.3	MONTOYA					9.8	
		29500	1155.1	EL PASO	BCPTR				240.3	

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Isleta to Belen Jct., including trains over 100 TOB	49 MPH.
El Paso Jct. to MP 966.4, including trains over 100 TOB	49 MPH.
MP 966.4 to MP 992.0	40 MPH.
MP 992.0 to El Paso, including trains over 100 TOB	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.

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 1147.5 to MP 1151.9 (HER)	30 MPH.
MP 1151.9 to MP 1153.8	25 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 1079.6, turnout to El Paso Sub.	10 MPH.
MP 1155.1, El Paso, End of main track westward	10 MPH.

1(D). Speed—Other

All Sidings	10 MPH.
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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	143 tons, Restriction A
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Multiple-car movements for cars heavier than 143 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. Normal position of switches is lined for left-hand movement.

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, 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:
 - High Water—MP 965.8, 966.1
Signs MP 964.8, MP 967.1
 - High Water—MP 979.4*, MP 980.1, MP 981.3
EWD MP 982.1, WWD MP 978.9—Rotating red lights
 - High Water—MP 982.9, 983.2, 983.5, 984.6, 985.0, 985.1, 986.5, 986.9, 987.1, 987.4*
EWD MP 987.9,
WWD MP 982.1—Rotating red lights
 - High Water—MP 1050.1, 1050.9, 1051.3
EWD MP 1052.4, WWD MP 1048.9
Rotating red lights
 - High Water—MP 1052.6, 1053.3, 1053.7, 1054.3, 1055.7
EWD MP 1056.9, WWD MP 1051.4
Rotating red lights
 - High Water—MP 1065.2, 1066.3
EWD MP 1067.5, WWD MP 1063.7
Rotating red lights
 - High Water—MP 1069.7, 1071.6
EWD MP 1072.8, WWD MP 1068.3
Rotating red lights
 - High Water—MP 1081.9, 1082.5, 1082.7, 1083.0, 1083.7
EWD MP 1084.4, WWD MP 1080.9
Rotating red lights
 - High Water—MP 1085.5
EWD MP 1086.2, WWD MP 1084.4
Rotating red lights
 - High Water—MP 1088.4, 1088.7, 1089.2, 1090.2, 1090.9, 1091.5
EWD MP 1091.7, WWD MP 1087.5
Rotating red lights
 - High Water—MP 1093.0, 1093.2, 1093.8, 1094.4
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.

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 100 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.

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

8. Line Segments

Yard Line Segments

Line Segment Yard
7356 El Paso

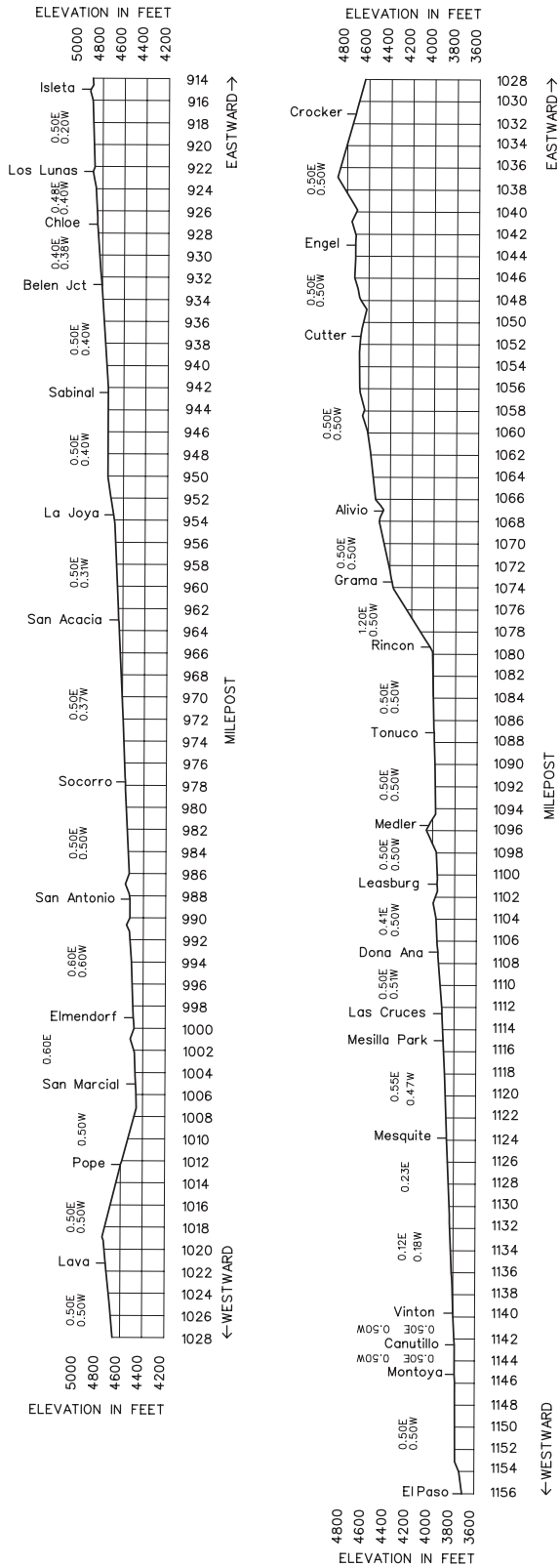
Road Line Segments

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

10. Grade Charts



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	MC	FS	EMER
Las Vegas to Dalies	32	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

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

Between Las Vegas and Lamy, the maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

Lamy to Dalies 79 MPH. 55 MPH.

Between Lamy and Dalies, the maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

Unless otherwise restricted, between Lamy and Dalies, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 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.)

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

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 812.3 to MP 812.8	50 MPH.	45 MPH.
MP 814.3 to MP 814.4	60 MPH.	
MP 815.0 to MP 815.6	65 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 824.6	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 850.7 to MP 851.5	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	60 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 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	10 MPH.	10 MPH.
Sands, Gise, Fox and Lamy, both ends siding	30 MPH.	30 MPH.
Glorieta, both ends siding	20 MPH.	20 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

Sidings—Las Vegas, Ojita, Chapelle, Blanchard, Rowe, Cayoncito, Waldo, Nueve, Bernalillo, and Isleta 10 MPH. 10 MPH.

Speed restrictions westbound freight trains between MP 825.2 and MP 833.0:

When average TOB is 90 or more 15 MPH.
 When average TOB is less than 90 20 MPH.

Temperature Restrictions

Subdiv.	Hot Weather When temp. exceeds 100 degrees F		Location
	Freight	Pass.	
Glorieta	40	60	MP 772.6 to MP 871.1
	40	60	MP 13.2 to MP 24.0

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

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 B

3. Type of Operation

TWC—in effect:

Between Las Vegas and Rowe; and between Lamy and Abajo.

CTC—in effect:

Between ESS Rowe and WSS Lamy and between Abajo and Dalies.

Double Track—Between MP 898.8 (Hahn) and MP 903.8 (Abajo).

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:

Slide Fence—MP 826.7 to MP 826.9

Signals 8272

WWD controlled signals at WSS Glorieta

High Water—MP 852.4—Signals 8542 and 8511

High Water—MP 869.2—Signals 8702 and 8671

High Water—MP 870.8—Signals 8702 and 8701

High Water—MP 872.7—Signals 8732 and 8701

High Water—MP 874.2—Signals 8754 and 8731

High Water—MP 878.3—Signals 8782 and 8771

High Water—MP 908.7

EWD signal 9092

WWD controlled signal MP 906.4

6. FRA Excepted Track—None

7. Special Conditions

Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 825.2 (Glorieta) and MP 833.0.

1. Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.
2. Dynamic Brake requirements for westbound freight trains between MP 825.2 (Glorieta) and MP 833.0.
 - A. Before leaving MP 825.2 (Glorieta), it MUST be known that locomotive consist has the minimum number of operative axles of dynamic brake. If train DOES NOT meet the minimum requirement, train MUST NOT proceed. Helper consist may be added to meet this requirement.
 - B. After leaving MP 825.2 (Glorieta), if the dynamic brake on the locomotives in consist become inoperative, or one of the trailing locomotive’s dynamic brake becomes inoperative, and the loss of dynamic brake causes the train to have less than the minimum required amount of dynamic brake axles, and the Engineer has the train under control, train may proceed without stopping.
 - C. When a dynamic brake failure results in less than the minimum dynamic brake axle requirements, while operating on descending grade between MP 825.2 (Glorieta) and MP 833.0, train may proceed down descending grade if speed is controlled but must reduce speed to 15 MPH until rear of train has reached MP 833.0.
 - D. Should conditions such as loss of dynamic brakes or undesired emergency applications, such as kicker, air hose separation, etc., prevent the ability to control speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 104.13.3.

E. Freight train operation having locomotive with dynamic brake NOT IN USE, except between MP 825.2 (Glorieta) and MP 833.0.

When average TOB is 90 or more, maximum speed on descending grades as follows:
 40 MPH between MP 833.0 and MP 865.3 (Domingo).
 25 MPH between MP 825.2 (Glorieta) and MP 770.1 (Las Vegas).

Westward from MP 825.5 (Glorieta) to MP 833:								
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
14,001 to 16,000	28	38	46	52	58	62	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.
 Note: Maximum number of axles of dynamic brake which may be cut in on the lead consist of freight trains is 28 axles. (ABTH Rule 104.3.2, Item B)

3. WHEN LETTER "S" (siding sign) is displayed on a "STOP" signal, train MUST stop and crew member will operate . switch to enter siding or diverging route, then be governed by signal indication.
4. BETWEEN MP 770.1 (LAS VEGAS) AND MP 835.2 (LAMY), trains handling intermodal equipment (excluding doublestack equipment) are limited to 22 axles of operative dynamic brake on the head end consist.
5. BETWEEN MP 825.2 (Glorieta) and MP 833.0 under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold train while brake system is being recharged, starting behind lead locomotive, apply a sufficient number of hand brakes to hold train, (ABTH Rule 101.27.6).

 Brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while hand brakes are being released.
 Before proceeding, all hand brakes must be released.
6. ABTH RULE 104.13 GRADE OPERATION, applies to freight trains operating between MP 825.2 (Glorieta) and MP 833.0. Grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 104.13.3).
7. Between MP 825.2 (Glorieta) and MP 833.0, total brake pipe reduction to control train speed must not exceed 18 psi for trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If total brake pipe reduction exceeds the above limitations, train MUST BE STOPPED immediately.

- A. To control train speed, a sufficient number of retainers (not less than 20), starting behind lead locomotives, must be set in high pressure position before releasing train brakes, reference ABTH Rule 104.13.3.
- B. Before proceeding, brake system must be fully recharged. Excessive use of engine brakes to control train speed is prohibited.
8. A RUNNING AIR BRAKE TEST PER ABTH Rule 101.13.1 must be performed by all westbound freight trains between MP 770.1 (Las Vegas) and MP 820.4 (Fox).
9. PASSENGER TRAINS
 Westbound Passenger trains MUST make a running air brake test between Rowe and Glorieta before passing the summit of grade to determine the following:
 - A. Retarding force of the air brake system.
 - B. To insure normal brake pipe pressure changes occur at the rear of train
10. REQUIREMENT FOR EMERGENCY APPLICATION .
 - A. All train crew members operating on Glorieta Subdivision between MP 775 to MP 810 and MP 818 to MP 842, MUST take action to stop train with an emergency application of brakes should train exceed 5 MPH over maximum authorized speed.
 - B. Freight trains on descending grades between MP 825.2 and MP 833.0 experiencing air brake problems, MUST STOP immediately using emergency air brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.
 - C. At MP 825.2 (Glorieta), freight trains required to STOP before descending the grade MUST recharge the train brake system before proceeding.

11. AUTOMATIC BRAKE VALVE CUTOFF POSITION
 When operating westbound freight trains on the Glorieta Subdivision, Automatic Brake Valve Cutoff Valve (ABTH Rule 102.16) will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating between MP 825.2 and MP 833.0, train MUST BE STOPPED. After . stopping, train must be properly secured and Automatic Brake Valve Cutoff Valve placed in "PASS" position. Train brake system must be fully charged before proceeding.
12. Two-Way ETD Certification Form—In the application of ABTH Rule 101.29.2, Testing Emergency Function, 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.

13. 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 on 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):

Crew members must perform the following air brake test on their train prior to departing MP 825.2 (Glorieta) on westbound 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.

It will be the train crews responsibility to perform this air brake test on their train prior to departing MP 825.5 (Glorieta) on westbound trains operating on the Glorieta Subdivision.

14. Winter Train Operations

Operating practice requirements as prescribed by Air Brake and Train Handling Rule 104.13.1, Item F, Inclement Weather Train Braking, will be complied with by all westward trains at MP 825.2 (Glorieta) at a speed not exceeding 10 MPH. Air brakes must be applied as train reaches descending grade.

15. 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 Las Vegas and Nueve on the Glorieta Subdivision.

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

8. Line Segments

Road Line Segments

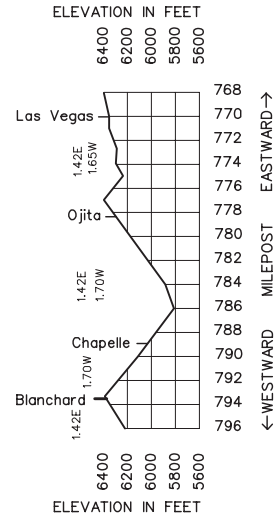
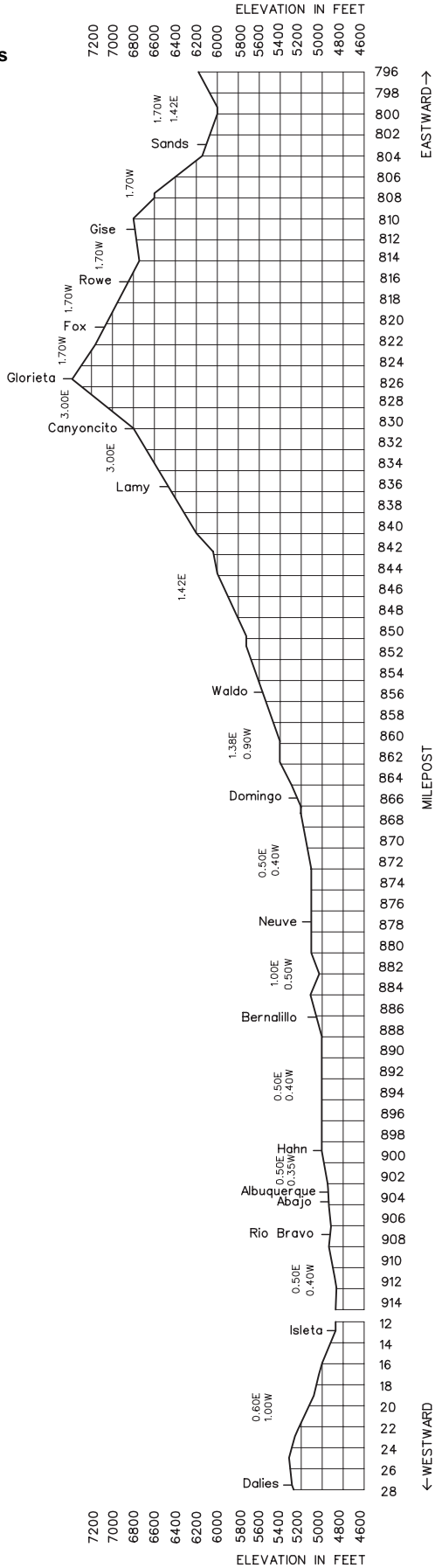
Line Segment Limits

- 7300 Las Vegas to Isleta
7305 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	

10. Grade Charts



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			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				TWC ABS ATS		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						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				CTC		11.3	
6,050	56450	690.1	FRENCH	T					1.4	
6,300	56445	699.4	SPRINGER						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				TWC ABS		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		

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
La Junta to Las Vegas	32	1	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.

Between La Junta and Las Vegas, the maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

Unless otherwise restricted, between La Junta and Trinidad and Raton and Las Vegas, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal ... equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 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.)

Trains operating with solid double stack equipment only, may

use a maximum of 32 axles of dynamic braking per engine consist.

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 618.0 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 622.5	45 MPH.	35 MPH.
MP 622.9 to MP 624.7 Equipped with eastward ATS Inert Inductors	40 MPH.	35 MPH.
MP 633.5 to MP 633.8	75 MPH.	
MP 636.1 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 653.3 Equipped with eastward 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 667.1	65 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 749.9 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.	

1(C). Speed—Switches and Turnouts

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

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.
Schomberg, French, both ends siding	30 MPH.	.....	30 MPH.
French, York Canyon Subdiv., Jct. Switch	35 MPH.	.....	35 MPH.
French, West leg of Wye	35 MPH.	.....	35 MPH.
Springer, Onava, both ends siding	30 MPH.	.....	30 MPH.

1(D). Speed—Other

Sidings—Mindeman, Delhi, Simpson, Hoehnes, Hebron,
 Colmor, Levy, Shoemaker, Las Vegas 10 MPH. 10 MPH.

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

Speed restrictions for descending grade movements between MP 643.0 and MP 659.5 (Raton):

- When average TOB is 90 or more 15 MPH.
- When average TOB is less than 90 20 MPH.

Temperature Restrictions

Between MP 555.8 and MP 604.4 and between MP 612.1 and MP 769.8, when air temperature meets the threshold temperature of 100 degrees Fahrenheit, the following speeds apply unless a more restrictive speed is in effect:

- Passenger Trains 60 MPH.
- Freight Trains 40 MPH.

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

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 B

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:

Between Trinidad and switch at west end siding 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:

- High Water—MP 566.6—Signals 5692 & 5661
- High Water—MP 576.6—Signals 5772 & 5741
- High Water—MP 581.3—Signals 5822 & 5801
- High Water—MP 585.3—Signals 5862 & 5831
- High Water—MP 586.9—Signals 5882 & 5861
- High Water—MP 589.6—Signals 5902 & 5881
- High Water—MP 591.6—Signals 5922 & 5901
- High Water—MP 594.3—Signals 5942 & 5921
- High Water—MP 600.0—Signals 6022 & 5991
- High Water—MP 600.5—Signals 6022 & 5991
- High Water—MP 611.2—Signals 6122 & 6101
- High Water—MP 615.4—Signals 6152 & 6141
- High Water—MP 638.6
 - EWD and WWD controlled signals at Jansen
- High Water—MP 691.3
 - EWD and WWD controlled signals at West French
- High Water—MP 727.1—Signals 7272 & 7251
- High Water—MP 753.7—Signals 7562 & 7531

6. FRA Excepted Track

Hoehnes—6402

7. Special Conditions

Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 643 and MP 659.5 (Raton).

1. Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.
2. Dynamic Brake requirements for freight trains descending grades between MP 643 and MP 659.5 (Raton).
 - A. Before leaving Raton Tunnel, it MUST be known that locomotive consist has the minimum number of operative axles of dynamic brake. If train DOES NOT meet the minimum requirement, train MUST NOT proceed. Helper consist may be added to meet this requirement.
 - B. After leaving Raton Tunnel, if the dynamic brake on the locomotive in consist becomes inoperative, or one of the trailing locomotive's dynamic brake becomes inoperative, and the loss of dynamic brake causes the train to have less than the minimum required amount of dynamic brake axles, and the Engineer has the train under control, train may proceed without stopping.
 - C. When a dynamic brake failure results in less than the minimum dynamic brake axle requirements, while operating on descending grade between MP 643 to MP 659.5 (Raton), train may proceed down descending grade if speed is controlled but must reduce speed to 15 MPH until rear of train had reached either MP 643 on an eastbound train or MP 659.5 on a westbound train.
 - D. Should conditions such as loss of dynamic brakes or undesired emergency applications, such as kicker, air hose separation, etc., prevent the ability to control speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 104.13.3.

Westward from MP 652.5 (At West Portal of Raton Tunnel) to MP 659.5 (Raton), and eastward from MP 652.0 (At East Portal of Raton Tunnel) to MP 639.0 (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. Note: Maximum number of axles of dynamic brake which may be cut in on the lead consist of freight trains is 28 axles. (ABTH Rule 104.3.2, Item B)

3. WHEN LETTER "S"(siding sign) is displayed on a "STOP" signal, train MUST stop and crew member will operate switch to enter siding or diverging route, then be governed by signal indication.
4. BETWEEN MP 635.8 (Trinidad) AND MP 770.1 (Las Vegas), trains handling intermodal equipment (excluding doublestack equipment) are limited to 22 axles of operative dynamic brake on the head end consist.
5. BETWEEN MP 643 AND MP 659.5 (Raton), under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold train while brake system is being recharged, starting behind lead locomotive, apply a sufficient number of hand brakes to hold train, (ABTH Rule 101.27.6).

Brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while hand brakes are being released. Before proceeding, all hand brakes must be released.
6. ABTH RULE 104.13 GRADE OPERATION, applies to freight trains operating between MP 643 and MP 659.5 (Raton). Grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 104.13.3).
7. Between MP 643.0 and MP 659.5 (Raton), total brake pipe reduction to control train speed must not exceed 18 psi for trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If total brake pipe reduction exceeds the above limitations, train MUST BE STOPPED immediately.
 - A. To control train speed, a sufficient number of retainers (not less than 20), starting behind lead locomotives, must be set in high pressure position before releasing train brakes, reference ABTH Rule 104.13.3.
 - B. Before proceeding, brake system must be fully recharged. Excessive use of engine brakes to control train speed is prohibited.

8. A RUNNING AIR BRAKE TEST PER ABTH Rule 101.13.1 must be performed by all freight trains between Raton and Raton Tunnel and between Trinidad and Raton Tunnel before passing summit of grade.
9. PASSENGER TRAINS
Passenger trains MUST make a running air brake test before passing the summit or grade at the Raton Tunnel to determine the following:
 - A. Retarding force of the air brake system.
 - B. To insure normal brake pipe pressure changes occur at the rear of train.
10. REQUIREMENT FOR EMERGENCY APPLICATION
 - A. All train crew members operating on Raton Subdivision between MP 639.0 to MP 660 MUST take action to stop train, with an emergency application of the brakes should train exceed 5 MPH over maximum authorized speed.
 - B. Freight trains on descending grades between MP 643 and MP 659.5 (Raton), experiencing air brake problems, MUST STOP immediately using emergency air brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.
11. AUTOMATIC BRAKE VALVE CUTOUT POSITION
When operating freight trains on descending grades between MP 643 and MP 659.5 (Raton) on the Raton Subdivision, Automatic Brake Valve Cutout Valve (ABTH Rule 102.16) will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating on descending grade between MP 643 and MP 659.5 (Raton), train MUST BE STOPPED. After stopping, train must be properly secured and Automatic Brake Valve Cutout Valve placed in "PASS" position. Train brake system must be fully charged before proceeding.
12. TWO-WAY ETD CERTIFICATION FORM
 - A. In the application of ABTH Rule 101.29.2— Testing Emergency Function, 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.
 - B. 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.
13. 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):

It will be the train crews responsibility to perform the following air brake test on their train prior to departing MP 659.5 (Raton) on eastward trains and MP 638.6 (Jansen) on westward trains operating on the Raton 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.

14. WINTER TRAIN OPERATIONS

Operating practice requirement as prescribed by Air Brake and Train Handling Rule 104.13.1, Item F, Inclement Weather Train Braking, will be complied with by all westbound trains exiting Portal of Raton Tunnel at MP 652.6 and by all eastbound trains exiting Portal Tunnel at MP 652.0, not exceeding 10 MPH. Air brakes must be applied as train exits tunnel.

15. TTOX AND TTFX RESTRICTIONS

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

16. TRINIDAD RAILWAY COMPANY, RATON SUBDIVISION
Trinidad Railway, Inc. had 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 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 <u>Activity</u>	Conductor or M of W <u>Personnel</u>	<u>Date</u>	Time Territory <u>Occupied</u>	Time Territory <u>Cleared</u>
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.
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.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
Simpson to Mindeman MP 604.7 to MP 583.0
Wagon Mound to Shoemaker MP 775.3 to MP 742.3

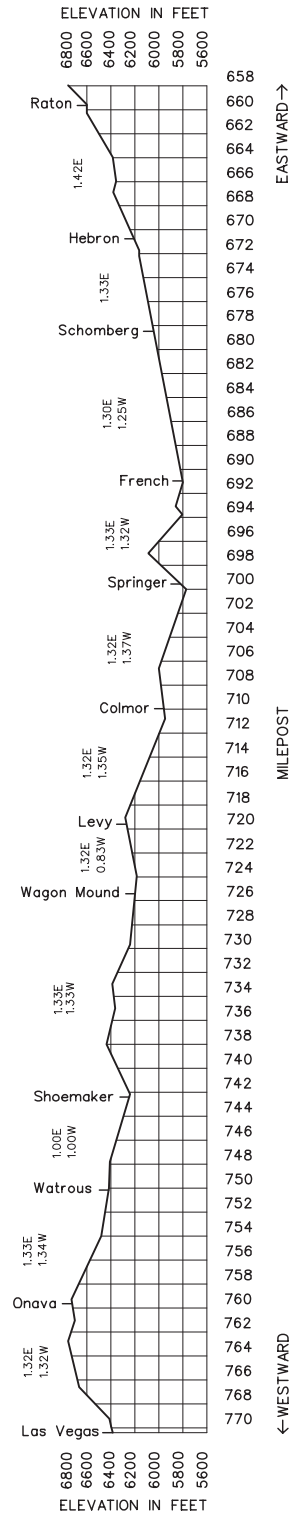
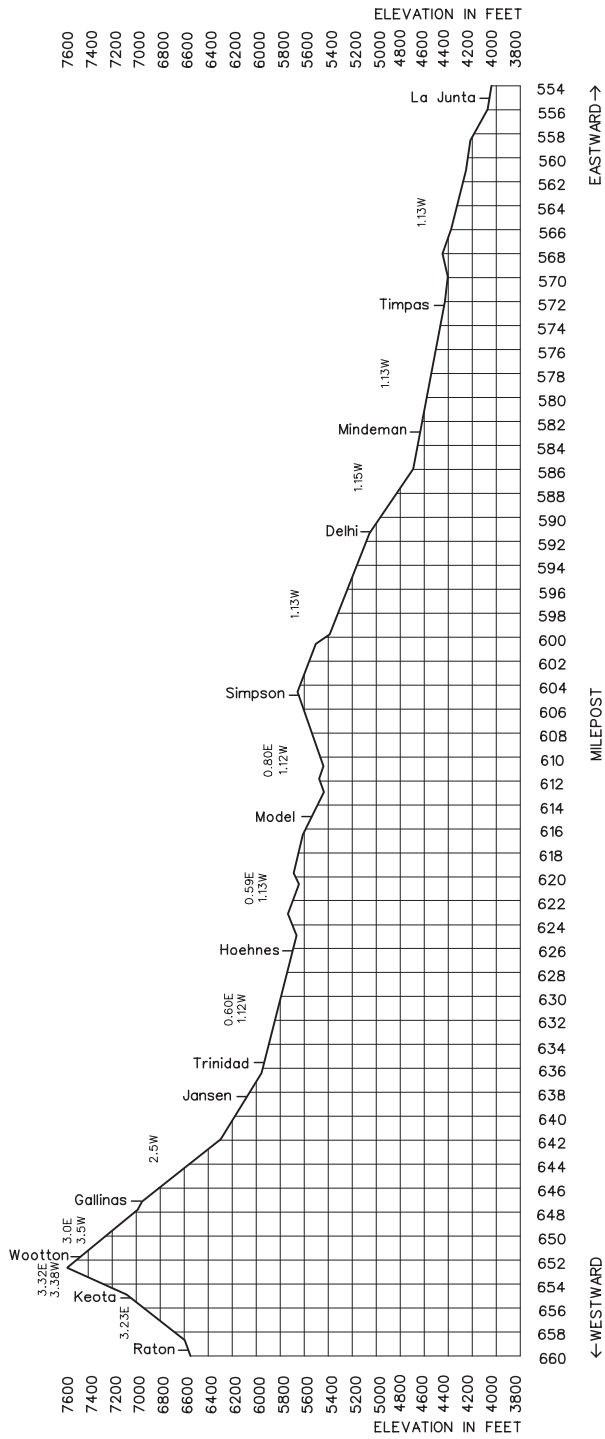
8. **Line Segments**
Yard Line Segments
Line Segment Limits
7353 La Junta Yard

Road Line Segments
Line Segment Limits
7300 La Junta to Las Vegas

9. **Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Herzog	719.5	8,300	West
Medite	765.5	1,250	East

10. Grade Charts



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	FRENCH	T				0.3	
			0.3	YORK CANYON JCT.			TWC	7308	13.0	
		56460	13.3	COLFAX					22.8	
		56465	33.8	YORK CANYON					36.1	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
York Canyon Jct. to York Canyon	32	2	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. to French 30 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:
 French (MP 0.0), including West Leg of Wye, to York Canyon (MP 33.8)

4. General Code of Operating Rules Items

Rule 6.28—in effect:
 MP 33.8 to MP 36.8
 East leg of wye at York Canyon Jct.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted 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.

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

8. Line Segments

Road Line Segments

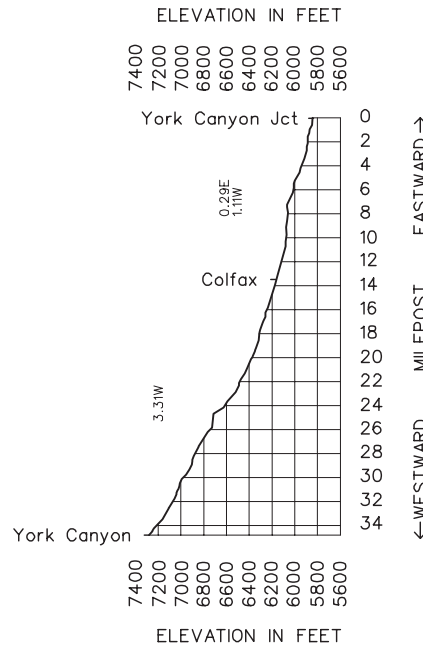
Line Segment Limits

7308 West French to York Canyon

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Scale Track	1.8	300	East

10. Grade Charts



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GGCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at .. ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Report Trespassers
1-800-832-5452

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