BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

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

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

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

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

BNSF SM RAILWAY

Southwest Division

Timetable No. 3

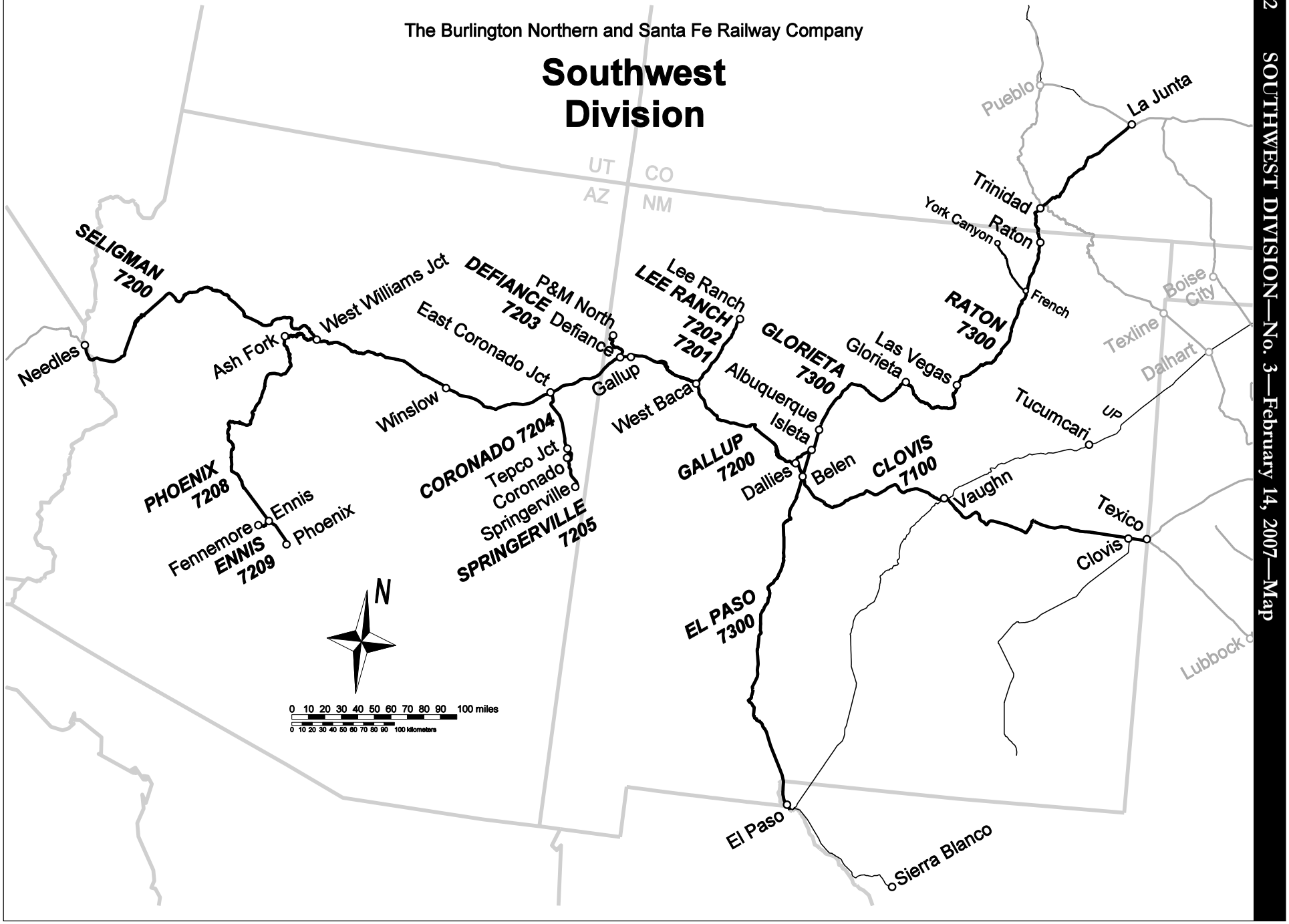
IN EFFECT AT 0800
Mountain Continental Time

Wednesday, February 14, 2007

Division General Manager
Nate Murray
Belen, New Mexico
(505) 864-4988
General Director Transportation
Tony Sarrett
Belen, New Mexico
(505) 864-4990

The Burlington Northern and Santa Fe Railway Company

Southwest Division



Division Managers

Albuquerque

Bill Dorcey	Manager Signals	(505) 767-6829
Sara Gossum	Supervisor Maint. Planning	(505) 767-6873
Lee Hostler	Manager Structures	(505) 767-6865
Greg Jacobson	Division Engineer	(505) 767-6824
Dan Owsley	Signal Supervisor	(505) 767-6825
Mark Peck	Trainmaster	(505) 767-6808
Pat Sharp	Supervisor Maint. Planning	(505) 767-6871
Dave Sheperd	Manager Maint. Planning	(505) 767-6908
Monty Shropshire	Manager Roadway Planning	(505) 767-6882
Russell Sweet	Signal Supervisor	(505) 767-6843
Max Tenorio	Supervisor Structures	(505) 767-6867

Belen

Brian Atkins	Terminal Manager	(505) 864-5188
Nikki Charles	Trainmaster	(505) 864-5185
Ray Chavez	Roadmaster	(505) 864-4918
Sandy Cox	Trainmaster	(505) 864-5185
Juan Cuaron	Trainmaster	(505) 864-5185
Dean Dalquist	Gen. Dir. Line Maintenance	(505) 864-5346
Bob Gomez	Terminal Superintendent	(505) 864-5114
Gary Gomez	Roadmaster	(505) 864-4976
Mike Jacques	Trainmaster	(505) 864-5188
Kevin McReynolds	Supt. of Operating Practices	(505) 864-5186
Sean Mraz	Road Foreman	(505) 864-5129
Casey Pena	Mechanical Superintendent	(505) 864-5390
Jim Polston	Road Foreman	(505) 864-5165
David Renteria	General Mech. Foreman	(505) 864-5162
Lynn Santi	Director Administration	(505) 864-4999
Larry Stover	Asst. General Foreman	(505) 864-5568
Melvin Thomas	Roadmaster	(505) 864-5176
Larry Tomberlin	Mgr. Police Solutions	(505) 864-5572
Larry Vallejos	Trainmaster	(505) 864-5185
Kevin Wagner	Manager of Safety	(505) 864-5180

Clovis

Rick Bellew	Roadmaster	(505) 742-7976
Mark Bryant	Terminal Manager	(505) 742-7988
Clinton Jackson	Trainmaster	(505) 742-7985
David Jones	General Mech. Foreman	(505) 742-7934
Victor Lopez	Roadmaster	(505) 742-7998
Audie Martin	Road Foreman	(505) 742-7965
Matt Pipkin	Signal Supervisor	(505) 742-7980
Robert Romero	Trainmaster	(505) 742-7985
Rick Smith	Terminal Superintendent	(505) 742-7940
Eddie Taylor	Trainmaster	(505) 742-7985

El Paso

Luis Flores	Trainmaster	(915) 534-2308
Frank Hernandez	Superintendent Operations	(915) 534-2312
David James	Trainmaster	(915) 534-2308
Booker Munn	Roadmaster	(915) 534-2366
Carlos Perez	Trainmaster	(915) 534-2308
Mario Reyes	Mgr. Police Solutions	(915) 534-2375
Edmundo Rodriguez	Mechanical Foreman	(915) 534-2393
Luis Torre	Trainmaster	(915) 534-2308

Flagstaff

Terry Brooks	Signal Supervisor	(928) 226-3808
Steve Heidzig	Division Engineer	(928) 226-3853
Pat Senf	Supervisor Structures	(928) 226-3952
Rico Walker	Asst. Dir. Maint. Production	(928) 226-3860

Gallup

Roy Hagemyer	Trainmaster	(505) 722-2784
Kevin Walker	Equipment Supervisor	(505) 722-2752
	Roadmaster	(505) 722-2755

Kingman

Tom Chilcoat	Signal Supervisor	(928) 718-2470
Steve Marino	Roadmaster	(928) 718-2450
Keith Wynne	Trainmaster	(928) 718-2480

La Junta

Tim Fanning	Supervisor Structures	(719) 384-3240

Needles

Mike Kirkwood	Road Foreman	(760) 326-5415

Phoenix

Walter Arend	Roadmaster	(602) 382-5803
Dyan Chavez	Trainmaster	(602) 382-5802
Brent Conlin	Trainmaster	(602) 382-5802
Roberto Davila	Trainmaster	(602) 382-5802
Gary Henderson	Equipment Supervisor	(602) 382-5848
Brian Hurt	Trainmaster	(602) 382-5802
Ronnie Strong	Superintendent Operations	(602) 382-5828
Paul Thomas	Road Foreman	(602) 382-5805

Raton

Filipe Medina	Road Foreman	(505) 445-7248
David Rivera	Roadmaster	(505) 445-7252
Brian Schultz	Signal Supervisor	(719) 549-3534

Williams

James Sadler	Roadmaster	(928) 226-3812

Winslow

Mark Blackwell	General Mech. Foreman	(928) 289-7220
Sal Hernandez	Trainmaster	(928) 289-7272
Larry Kreger	Superintendent Operations	(928) 289-7273
Bob Mitchell	Trainmaster	(928) 289-7722
Pat Swartzfager	Road Foreman	(928) 289-7361

Vaughn

Paul Payne	Trainmaster	(505) 864-5330

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		2MT CTC	7100	1.9	
N 9,300 S 7,300	41300	657.6	CLOVIS	BCT			0.3	
		657.9	POTTER				0.7	
		658.6	WEST CLOVIS				1.4	
		660.0	GALLAHER				9.7	
		669.7	GRIER				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		2MT CTC		(1) 5.9 (2) 2.5	
		724.7	MCGREGOR				(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				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				(1) 7.8 (2) 4.0	
11,960	41114	769.0	DUORO				(2) 3.8	
	41109	772.8	JOFFRE				8.9	
		781.7	CP 7817				6.8	
	40130	788.5	VAUGHN	PC	CTC		0.7	
		789.2	WEST VAUGHN				3.5	
10,665	40122	792.7	TEJON				5.1	
	40118	797.8	CARNERO		2MT CTC		10.0	
	40110	807.8	NEGRA				4.7	
		812.5	CP 8125				(1) 3.0 (2) 5.2	
		812.6	EAST PEDERNAL				(1) 0.1	
14,959	40106	814.1	PEDERNAL				(1) 1.5	
		815.6	WEST PEDERNAL				(1) 2.1	
	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				(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	WHITE				(1) 1.3	

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
6,376	40078	854.8	MOUNTAINAIR	P	2MT CTC	7100	7.6	
	40074	862.4	ABO				5.0	
		867.4	KAYSER				2.9	
	40066	870.3	SCHOLLE		CTC		4.7	
7,900	40062	875.0	EAST SAIS		2MT 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				(2) 2.1	
	40054	884.2	BODEGA				4.8	
		889.0	MADRONE				5.8	
		894.8	JARALES				0.8	
		895.6	EL PASO JCT.		8 MT CTC		1.3	
	40004	896.9	BELEN	BCP RT			0.4	
		897.3	HADLEY				0.3	
		897.6	BELEN JCT.				241.9	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
MP 660 to Cardenas	32	1	4	3	5	9
Clovis Yard RCO	82/25	-	-	-	-	
Clovis Terminal, MP 660 to MP 653	50	-	-	-	-	-
Cardenas to MP 893.6	72	1	4	3	5	9
MP 893.6 to Belen Jct.	50	-	-	-	-	
Belen Yard	84	-	-	-	-	
Belen Yard RCO	81/41	-	-	-	-	

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher —Clovis to Cardenas on MT 2 and to CP 7650 on MT 1 (DS 29)—(817) 234-2429
—Cardenas on MT 2 and from CP 7650 on MT 1 to Belen (DS 07)—(817) 234-2307

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 655.7 to MP 897.6, 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 MP 856.3 and MP 879.0, Head End Only.)

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

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for 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

	Freight
MP 655.7 to MP 658.7, 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 870.3, Main 1 and Main 2	45 MPH.
MP 870.3 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 894.6 to MP 895.6, Main 1 and Main 2	30 MPH.
MP 895.4 to MP 895.6, 21 Lead	20 MPH.
Note: This applies from the eastbound Fuel Pad to switch on Freight Main when departing eastbound from Main 4 track.	
MP 895.6 to MP 897.2, Main 5, 6, 7, and 8	30 MPH.
MP 897.2 to MP 897.3, Mains 5, 6, 7 and 8 (HER)	10 MPH.
MP 897.3 to MP 897.6, Main 1, 2 and 3	30 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	10 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, Potter, turnout to North Siding	40 MPH.
MP 658.6, West Clovis, turnouts Main 2 to yard	10 MPH.
MP 660.0, Gallaher, turnout from R&D lead to R&D 1, 2 & 3	30 MPH.
MP 660.1, Gallaher, turnout from Main 2 to R&D track lead	30 MPH.
MP 660.1, (HER) WWD until crossing is occupied leaving the R&D tracks	10 MPH.
MP 660.1, to East clearance point on R&D tracks 701,702,703	30 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, McGregor, 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 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	50 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, White, 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	30 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 897.3, Belen, turnout Main 1 to Main 5	30 MPH.
MP 897.37, Belen, turnout Main 3 to Main 4	30 MPH.
MP 897.4, Belen Jct., crossover Main 3 to Main 1	10 MPH.
MP 897.5, Belen Jct., crossover Main 1 to Main 3	30 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 Restrictions—When the air temperature meets the threshold temperature shown below, all trains must reduce speed to 40 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 856.5 to MP 870.3	90 Degrees

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 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 895.7
MP 895.7 to MP 897.7—Main Tracks 6,7, and 8

Multiple Main Tracks —in effect:
2 MT
MP 655.7 to MP 717.4
MP 719.7 to MP 788.5
MP 797.8 to MP 870.3
MP 875.0 to MP 895.6

8 MT
MP 895.7 to MP 897.6—Main 1
MP 895.6 to MP 897.4—Main 2
MP 895.6 to MP 897.3—Main 3
MP 895.6 to MP 897.3—Main 4
MP 895.8 to MP 897.3—Main 5
MP 895.7 to MP 897.3—Main 6
MP 895.6 to MP 897.3—Main 7
MP 895.7 to MP 897.3—Main 8

Restricted Limits—in effect:
MP 895.3 to MP 897.4—Main 1
MP 895.5 to MP 897.4—Main 2
MP 895.6 to MP 897.4—Main 3
MP 895.6 to MP 897.3—Main 4
MP 895.8 to MP 897.3—Main 5

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.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 6.28—Rule 6.28 is in effect at Clovis on the old Carlsbad Subdivision, MP 0.0 to MP 0.5.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures
MP 862.5—WWD, Recall Code 8
MP 877.8—EWD, Recall Code 8
B. Other TWD locations
MP 663.0—Exception Reporting—Recall Code 8
MP 669.7—DED, Exception Reporting
MP 675.3—DED, Exception Reporting
MP 680.1—DED, Exception Reporting
MP 684.3—Exception Reporting—Recall Code 8
MP 690.5—DED, Exception Reporting
MP 694.5—DED, Exception Reporting
MP 699.7—DED, Exception Reporting
MP 705.0—Exception Reporting—Recall Code 7
MP 711.0—DED, Exception Reporting
MP 715.5—DED, Exception Reporting
MP 719.6—DED, Exception Reporting
MP 725.5—Exception Reporting—Recall Code 8
MP 730.5—DED, Exception Reporting
MP 734.8—DED, Exception Reporting
MP 740.5—DED, Exception Reporting –
MP 746.0—Exception Reporting—Recall Code 8
MP 750.5—DED, Exception Reporting
MP 756.6—DED, Exception Reporting
MP 762.6—DED, Exception Reporting
MP 766.1—Exception Reporting—Recall Code 8
MP 771.0—DED, Exception Reporting
MP 776.2—DED, Exception Reporting
MP 781.7—DED, Exception Reporting
MP 786.4—DED, Exception Reporting
MP 791.2—Exception Reporting—Recall Code 8
MP 795.9—DED, Exception Reporting
MP 804.6—Exception Reporting—Recall Code 8
MP 810.3—DED, Exception Reporting
MP 815.7—DED, Exception Reporting
MP 820.1—DED, Exception Reporting
MP 825.1—DED, Exception Reporting
MP 832.4—Exception Reporting—Recall Code 8
MP 837.9—DED, Exception Reporting
MP 844.9—DED, Exception Reporting
MP 850.3—Exception Reporting—Recall Code 8
MP 856.1—DED, Exception Reporting
MP 862.5—EWD—Recall Code 8
MP 867.4—DED, Exception Reporting
MP 873.5—DED, Exception Reporting
MP 877.8—WWD—Recall Code 7
MP 886.6—DED, Exception Reporting
MP 890.3—Exception Reporting—Recall Code 8
C. 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
Belen—Trains entering Main Track 3 or 4 will be issued instructions by the Trainmaster as follows: A remote power operated switch is now located at MP 897.4 on Main Track 3. The Belen Trainmaster will operate the remote controlled switch and have the train lined into the appropriate track. If the remote control operation fails, the Trainmaster will notify the train or engine crew and they will follow these instructions: If you are instructed to enter Main Track 3 or 4, stop back at least 150 feet from the switch points and operate the push button located on the switch box. This switch has switch point indicators associated with it. A green indication means the switch is lined for Main Track 3. A yellow indication means the switch is lined for Main Track 4. No light indicates the switch is

out of correspondence. If there is no light, use the hand operated pump according to the instructions posted at the switch box to line the switch to the appropriate track.

Clovis—Remote controlled switches have been installed at three locations in the Clovis yard: The east end of tracks 701,702 and 703 at MP 658.2, the west end of tracks 3901,3902 and 3903 at MP 654.9 and at the switch on the east end of the middle to the south lead at MP 655. These are not run through switches. They must be lined either by hand using the push button on the switch or by remote control by the Clovis Trainmaster. If neither of these two methods work, follow the instructions at the switch and use the hydraulic handle.

Remote Control Operations—Signs located at MP 651.0 and MP 662.0, (Clovis Subdivision) and MP 0.5 (Southwest Railroad, former Carlsbad Subdivision) designate the Remote Control Area at Clovis.

Signs located at MP 888.0 (Clovis Subdivision), MP 930.0 and MP 935.0 (El Paso Subdivision), and MP 2.0 (Gallup Subdivision) designate the Remote Control Area at Belen yard.

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

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments

Yard Line Segments

Line Segment Limits

7155 ..... Clovis
7355 ..... Belen

Road Line Segments

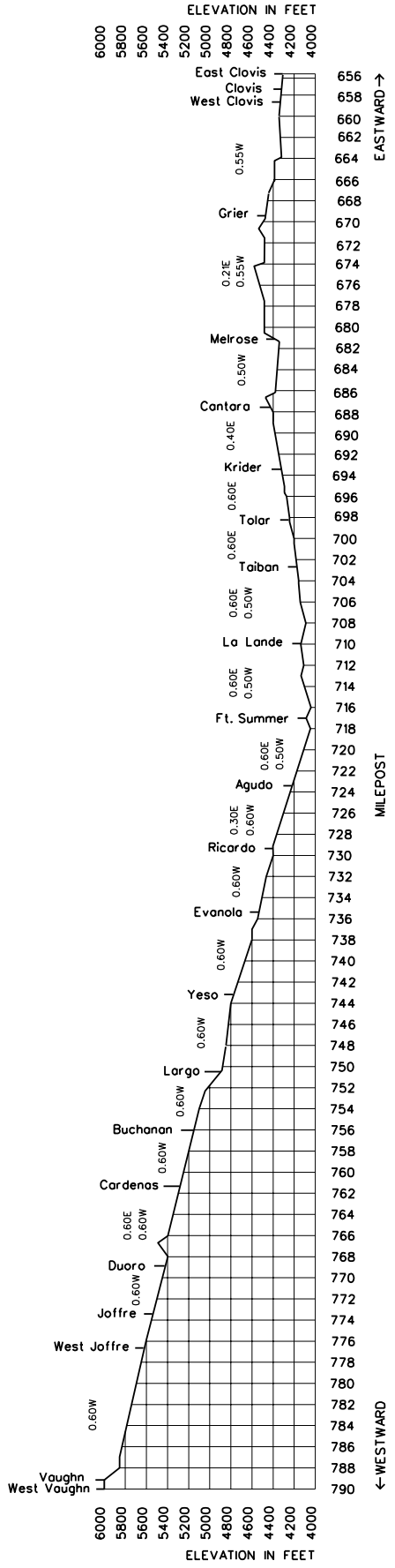
Line Segment Limits

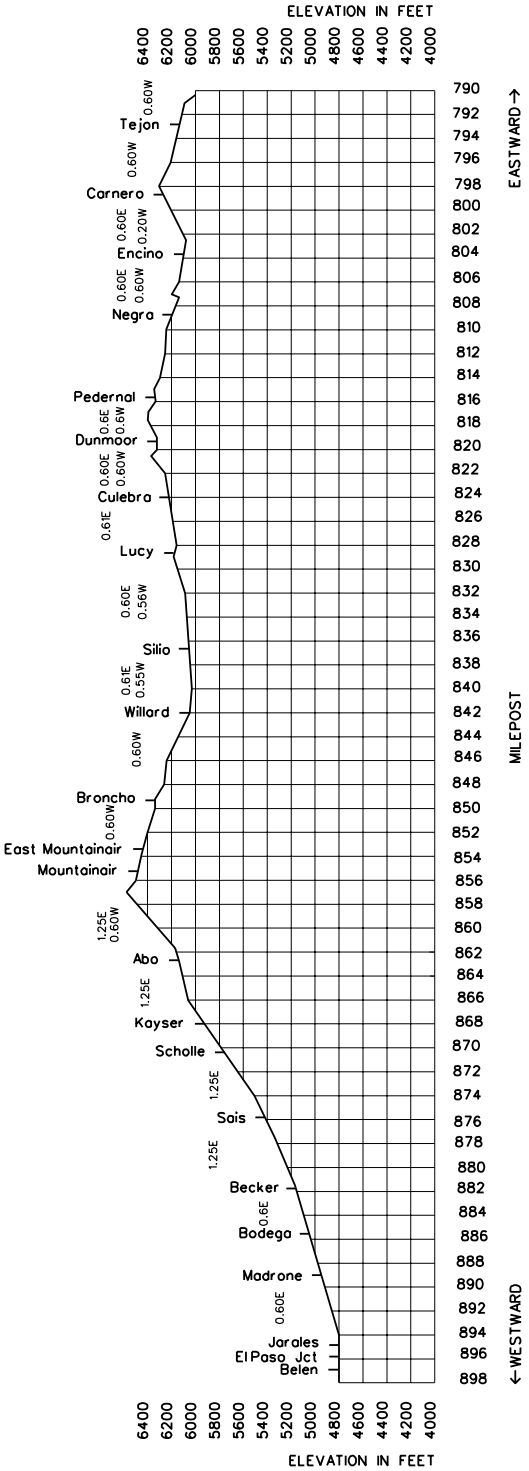
7100 ..... East Clovis to Belen Jct., MP 655.7 to MP 897.6

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 Grain Loop	659.1	0161	7,313	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	2120	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
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

10. Grade Charts





WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Coronado Subdivn. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		0.0	EAST CORONADO JCT.		CTC	7204	0.7	
		0.7	PLATT		TWC		19.6	
	20550	20.3	SALT RIVER				19.2	
	20552	39.5	TEPCO JCT	A			5.9	
	20555	45.4	CORONADO	R			45.4	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
East Coronado Jct. to Coronado	72	1	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 09)—(817) 234-2309

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 0.7	30 MPH.
MP 0.7 to MP 42.5, including trains 100 TOB and over	49 MPH.
MP 42.5 to MP 44.0	15 MPH.
MP 44.0 through dumper	2 MPH.
MP 44.5 to MP 45.4	15 MPH.
West leg of wye at Platt	30 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.

East Coronado Jct., switch to Main 2	40 MPH.
West Coronado Jct., switch to Main 2	40 MPH.
Platt, switch to East Leg of Wye	30 MPH.
Tepco Jct., switch to Springerville Subdivision.	40 MPH.
Coronado, spring switch—Coronado Loop track	10 MPH.

1(D). Speed—Other

Locomotive cranes/pile drivers	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

East Coronado Jct. to Coronado .... 143 tons, restriction A

3. Type of Operation
CTC—in effect:
East Coronado Jct. to Platt, and on west leg of wye, Platt.

TWC—in effect:
Platt to Coronado

Restricted Limits—in effect:
Coronado—MP 42.0 to MP 45.4

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Tepco Jct.—Be governed by General Manager's notice for operation of dual control switch and circuit controller box.

Overhead and Side Obstructions—Dumper at MP 44.0.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

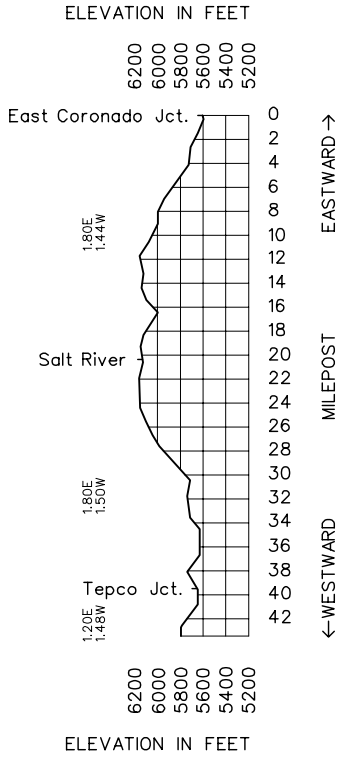
8. Line Segments
Road Line Segments

Line Segment	Limits	Mile Posts
7204	E. Coronado Jct. to Coronado	MP 0.0 to 45.4

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Salt River Storage	20.3	514	Both
Coronado Generating Station	42.6	5,882	East

10. Grade Chart



Defiance Subdivision
MAIN LINE
STATIONS

WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	20590	21.7	P&M NORTH	R	TWC	7203	8.2	
	20588	13.5	P&M SOUTH				1.0	
6,200	20586	12.5	P&M SIDING				9.5	
	20584	3.0	CARBON JCT.	R			1.0	
5,920	20583	2.0	MENTMORE	R			1.4	
		0.6	DEFIANCE	R			0.6	
	20595	0.0	EAST DEFIANCE		CTC		21.7	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
P&M North to East Defiance	72	1	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 09)—(817) 234-2309

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 21.7 to MP 20.3	10 MPH.
MP 20.3 to MP 0.6	25 MPH.
MP 0.6 to MP 0.0	30 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

East Defiance—switch to Main 1	30 MPH.
West Defiance—switch to Main 1	30 MPH.
Defiance—switch to east leg of wye	30 MPH.

1(D). Speed—Other

Locomotive cranes/pile drivers and Jordan spreaders	20 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

P&M North to East Defiance ..... 143 tons, Restriction A

Six Axle Locomotive Restrictions—Six-axle locomotives are restricted from operating on the following auxiliary tracks: 1673 and 1674.

3. Type of Operation
CTC—in effect:
Between East Defiance and Defiance, and on West leg of wye, Defiance.

TWC—in effect:
Between MP 3.0 and MP 19.0

Restricted Limits—in effect:

P&M North—MP 19.0 to MP 21.7

Defiance-Carbon Jct.—MP 0.6 to MP 3.0

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
P&M North—Normal position for loop track switch is lined for clockwise movement.

Carbon Coal Loop—The loop track switch must be left lined for counter-clockwise movement.

Overhead and Side Obstructions
Defiance Spur—P&M Loading Tipple, Tracks 1663 and 1670, and Navajo Forest Products Warehouse, Track 1669.

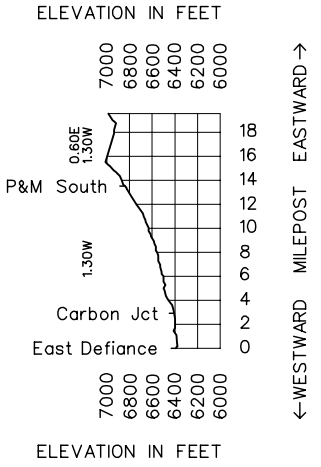
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
Road Line Segment
Line Segments Limits
7203 ..... Defiance to P&M Mine

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Mentmore Storage	1.5	5,880	Both
Carbon Coal Loop	3.0	10,511	West
P&M South Mine	13.5	4,100	West

10. Grade Chart



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
	40015	915.0	EAST ISLETA		CTC	7300	7.8	
	40010	922.8	LOS LUNAS				0.9	
		923.7	CP LOS LUNAS		TWC		3.7	
	40005	927.4	CHLOE				5.0	
		932.4	BELEN JCT.	R	8 MT CTC		0.7	
	40004	933.1	BELEN	BCPRT			1.3	
		934.4	EL PASO JCT.		TWC		8.1	
	29785	942.5	SABINAL				11.0	
7,790	29780	953.5	LA JOYA				24.3	
4,147	29765	977.8	SOCORRO	PT			10.4	
	29760	988.2	SAN ANTONIO				16.9	
6,004	29745	1005.1	SAN MARCIAL				7.2	
	29740	1012.3	POPE				9.1	
	29735	1021.4	LAVA				21.7	
	29725	1043.1	EAST ENGEL		DT TWC		1.8	
		1044.9	WEST ENGEL				28.8	
	29705	1073.7	GRAMA		TWC		5.9	
	29700	1079.6	RINCON	PT			7.7	
7,590	29660	1087.3	TONUCO				8.4	
	29645	1095.7	MEDLER				5.4	
	29630	1101.1	LEASBURG				11.4	
	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				12.7	
	29500	1155.1	EL PASO	BCPRT			240.1	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
Isleta to Belen Jct.	32	1	4	3	5	9
Belen Jct. to El Paso Jct.	50	-	-	-	-	
El Paso Jct. to MP 1051	30	1	4	3	5	9
MP 1051 to El Paso	36	1	4	3	5	9
El Paso Yard	54	-	-	-	-	
El Paso Yard RCO	94/16	-	-	-	-	

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 18)—(817) 234-2318
Dispatcher (DS 13)—(817) 234-2313

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 915.0 to MP 923.7, including trains over 100 TOB	55 MPH.
MP 923.7 to MP 932.4, including trains over 100 TOB	49 MPH.
MP 934.4 to MP 1155.1, including trains over 100 TOB	49 MPH.

1(B). Speed—Permanent Restrictions

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.

1(D). Speed—Other

All Sidings ..... 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 ..... 143 tons, Restriction A

Multiple-car movements for cars heavier than 143 tons are permitted between Rincon and El Paso.

Six-axle locomotives are not permitted on the following auxiliary tracks:
Chloe—4009, 4010
Los Lunas—4007

3. Type of Operation
CTC—in effect:
MP 915.0 to MP 923.7
MP 932.4 to MP 934.4

Multiple Main Tracks—in effect:
8 MT:
MP 932.4 to MP 934.4

TWC—in effect:
MP 923.7 to MP 932.4
MP 934.4 to MP 1152.8

Double Track—in effect:
MP 1043.1 to MP 1044.9
The normal position of the switches is lined for left-hand movement.

Restricted Limits—in effect:
MP 931.2 to MP 932.3
MP 1152.8 to MP 1154.5

4. General Code of Operating Rules Items
Rule 1.14—Southwestern RR trains use BNSF tracks between MP 1082.7 and MP 1079.6, governed by BNSF Timetable and Special Instructions. Rule 6.28 in effect.

Rule 6.19—When flagging is required, distance will be 1.5 miles.

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

Rule 6.28—Rule 6.28 is in effect on the lead at El Paso, MP 1154.5 to MP 1155.1.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations
MP 969.1—Recall Code 8
MP 989.0—Recall Code 7
MP 1010.6—Recall Code 8
MP 1040.9—Recall Code 8
MP 1071.1—Recall Code 8
MP 1082.4—Recall Code 7
MP 1097.2—Recall Code 8
MP 1121.7—Recall Code 8
MP 1146.7—Recall Code 8

C. Other detectors:
High Water—MP 943.3***
Signs MP 941.6, 945.0
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, MP 982.9, MP 983.2, MP 983.5, MP 984.6, MP 985.1, MP 985.2, MP 986.5, MP 986.9, MP 987.1, MP 987.4
EWD—MP 988.8, WWD–MP 978.04**
High Water*—MP 1050.1, MP 1050.9, MP 1051.3 MP 1052.6, MP 1053.3, MP 1053.7, MP 1054.3, MP 1055.7
EWD—MP 1057.1, WWD—MP 1048.7**
High Water*—MP 1065.2, MP 1066.3 MP 1069.7, MP 1071.6
EWD—MP 1072.9, WWD—MP 1063.8**
High Water*—MP 1081.9, MP 1082.5, MP 1082.7, MP 1083.0, MP 1083.7, MP 1085.5
EWD—MP 1087.9 & MP 1086.6, WWD—MP 1080.9**
High Water*—MP 1088.4, MP 1088.7, MP 1089.2, MP 1090.2, MP 1090.9, MP 1091.5, MP 1093.0, MP 1093.2, MP 1093.8, MP 1094.4
EWD—MP 1096.2, WWD—MP 1086.6 & MP 1087.9**

*Each high water bridge has been equipped with a white light which, if actuated, will be flashing or "dark". Trains must stop and inspect only those bridges which have been actuated. Trains must operate according to Rule 9.1.25 in the remainder of the HWD area .

**Special Aspect Indicators as shown in System Special Instructions, Rule 9.1.25 and 9.1.26

***A radio type detector which will notify trains via radio if it is safe to proceed [SSI item 8(I)].

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.

Remote Control Operations—Signs located at MP 888.0 (Clovis Subdivision), MP 930.0 and MP 935.0 (El Paso Subdivision) and MP 2.0 (Gallup Subdivision) designate the Remote Control area at Belen.

The sign located at MP 1150.0 (El Paso Subdivision) designates the Remote Control Area at El Paso. This includes all BNSF Trackage west of MP 1150.0.

Remote Control Zone—Signs located at MP 1154.5 and MP 1155.3 designate the Remote Control Zone (RCZ) on the 199 switch lead and on track 300 on the East end of El Paso Yard.

The Remote Control foreman will notify the Trainmaster or the Assistant Trainmaster when the Remote Control Zone is activated or deactivated. Movements desiring to enter the RCZ must contact the Remote Control foreman on channel 94/16 to determine if the RCZ is activated. If unable to contact the Remote Control foreman, contact the Trainmaster or Assistant Trainmaster to determine if the RCZ is activated.

Spring Switches, Location by Station
MP 1043.1 and MP 1044.9, Engel
MP 1123.7 and MP 1125.4, Mesquite

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 943.23 to MP 943.4

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 the train dispatcher authorizes a higher speed. The train dispatcher must not authorize a higher speed unless advised by the track supervisor who makes an 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

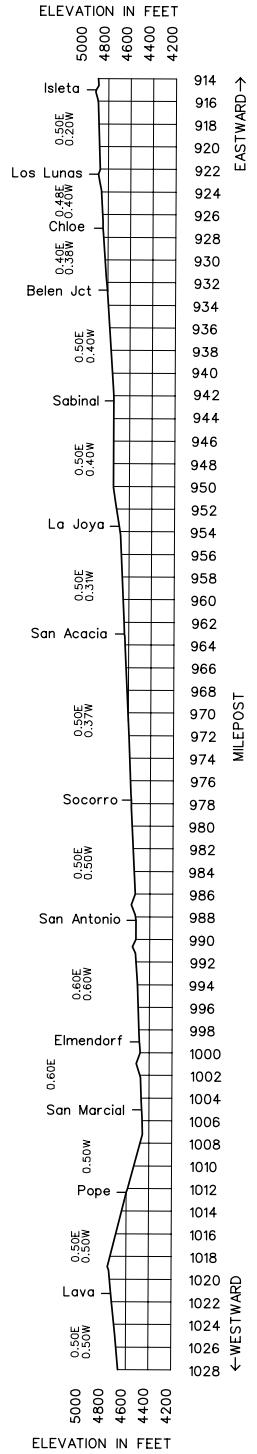
Road Line Segments

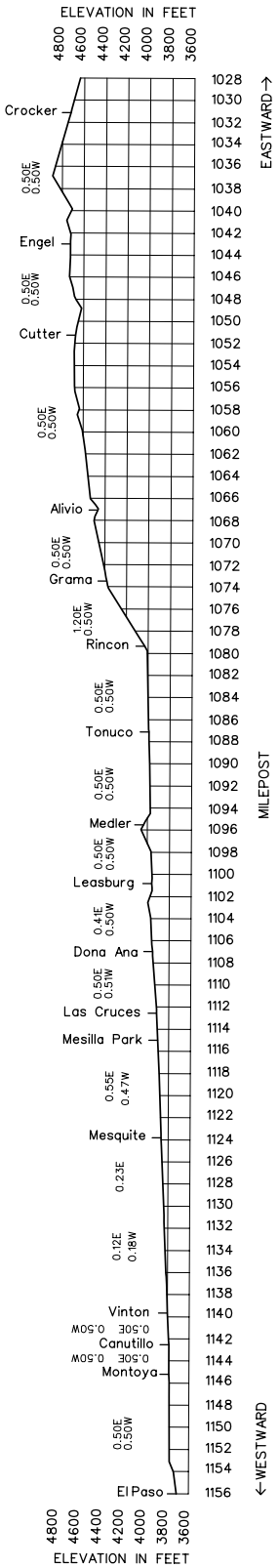
Line Segment	Mile Posts
7300	MP 934.4 to MP 1155.1

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Isleta	915.0	3546	Both
Los Lunas	922.4	4136	Both
Desert Green	935.3	373	West
San Acacia	963.5	4102	Both
San Antonio	988.2	5000	Both
Elmendorf	999.0	4132	Both
Tiffany Stock Yards	1002.1	1112	West
Pope	1012.0	2650	Both
Lava	1021.0	2650	East
Crocker	1031.5	4044	Both
Aleman	1056.4	350	West
Alivio	1067.1	4150	Both
Dona Ana	1106.9	3132	Both
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
Montoya	1145.3	3224	Both

10. Grade Charts





WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Ennis Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	19578	0.0	ENNIS	R			1.1	
	19594	1.1	GOLDBADGE	R			2.3	
		3.4	SUN VALLEY	R		7209	1.9	
	19602	5.3	WEBB SPUR	R			2.3	
	19608	7.6	WAYNE	R			1.4	
	19616	9.0	FENNEMORE	R			9.0	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
Ennis to Fennemore	36	1	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 13)—(817) 234-2313

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 9.0	10 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other—None

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Ennis to Fennemore ..... 143 tons, Restriction D

Six-axle locomotives are not allowed on the Ennis Subdivision.

3. Type of Operation
Restricted Limits—in effect:
MP 0.0 to MP 9.0 ..... Ennis to Fennemore

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

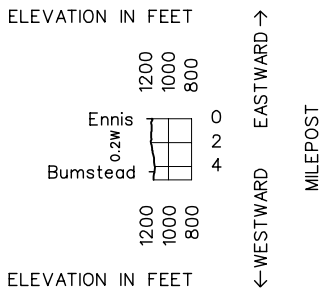
7. Special Conditions
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
Road Line Segments
Line Segment Limits
7209 ..... Ennis to Fennemore

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Bumstead	4.3	1,050	Both
Calgas	6.0	1,328	Both
Reams	6.5	3,220	Both

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Gallup Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		0.0	BELEN JCT.	BCT	3 MT CTC		0.6	
		0.6	ARAGON				4.9	
		5.5	FELIPE				4.6	
	20870	10.1 27.4	DALIES				6.5	
	20862	33.9	RIO PUERCO				MT1 13.3 MT2 14.1	
	20840	47.2	SUWANEE				11.5	
	20830	58.7	MARMON				12.4	
	20810	71.1	LAGUNA				11.6	
	20784	82.7	McCARTYS				11.6	
	20770	94.3	EAST GRANTS				4.0	
		98.3	WEST GRANTS				15.0	
	20720	113.3	EAST BACA	T			1.5	
		114.8	WEST BACA	T			MT1 2.9 MT2 10.8	
	20705	117.7	EAST PEGS (Main 1)	T			0.8	
		118.5	WEST PEGS (Main 1)	T			7.1	
	20690	125.6	THOREAU	T			3.2	
	20680	128.8	GONZALES				MT1 15.8 MT2 14.2	
	20640	143.0	PEREA				8.6	
(1) 8,534	20610	151.6	ZUNI				4.9	
		156.5	EAST GALLUP				1.1	
	20600	157.6	GALLUP	BPT			3.7	
		161.3	WEST GALLUP		2MT CTC ATS	7200	3.7	
	20595	165.0	EAST DEFIANCE				2.0	
		167.0	WEST DEFIANCE	T			9.1	
	20580	176.1	LUPTON				13.9	
(2) 6,280		190.0	EAST HOUCK				2.6	
		192.6	WEST HOUCK				9.6	
	20570	202.2	CHETO				12.6	
		214.8	EAST CORONADO JCT.	T			1.1	
		215.9	WEST CORONADO JCT.	T			3.3	
	20540	219.2	PINTA				3.6	
		222.8	BIBO				9.2	
(1) 14,092		232.0	EAST ADAMANA				3.0	
		235.0	WEST ADAMANA				8.5	
		243.5	ARNTZ				9.8	
(1) 5,460		253.3	EAST HOLBROOK				2.2	
		255.5	WEST HOLBROOK				3.1	
	20515	258.6	PENZANCE				3.8	
	20510	262.4	JOSEPH CITY				3.0	
		265.4	MANILA				7.6	
(1) 6,800		273.0	EAST HIBBARD				2.4	
		275.4	WEST HIBBARD				9.1	
	20500	284.5	EAST WINSLOW	BCT			MT1 268.8 MT2 268.0	

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher—Belen to Gallup (DS 08)—(817) 234-2308
Dispatcher—Gallup to Winslow (DS 09)—(817) 234-2309

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
El Paso Jct. to MP 1.5	50	1	4	3	5	9
MP 1.5 to Gallup	36	1	4	3	5	9
Gallup to East Winslow	72	1	4	3	5	9
Gallup Yard RCO	24/64	1	4	3	5	9
Gallup Yard	84	-	-	-	-	-

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Includes trains 100 TOB and over		
MP 0.0 to MP 10.1		55 MPH*.
MP 27.4 to MP 58.7	90 MPH.	55 MPH*.
MP 58.7 to MP 128.8, Main 2	79 MPH.	55 MPH*.
MP 58.7 to MP 85.9, Main 1	79 MPH.	55 MPH*.
MP 85.9 to MP 128.8, Main 1, WWD	79 MPH.	55 MPH*.
MP 85.9 to MP 128.8, Main 1, EWD	90 MPH.	55 MPH*.
MP 128.8 to 157.6, Main 2, WWD	90 MPH.	55 MPH*.
MP 128.8 to MP 157.6, Main 2, EWD	79 MPH.	55 MPH*.
MP 128.8 to MP 157.6, Main 1	79 MPH.	55 MPH*.
MP 157.6 to MP 284.5	90 MPH.	55 MPH*.
Pegs Spur		
Both legs of wye—MP 0.0 to 0.8		40 MPH.
MP 0.8 to MP 2.6		20 MPH.
MP 2.6 to MP 4.3		15 MPH.
Dumper to MP 3.9		4 MPH.
Freight trains on descending grades with dynamic brakes not in use,		
WWD		
MP 130.4 to MP 135.5, Main 2		30 MPH.
EWD		
MP 10.0 to MP 0.2		30 MPH.

* Unless otherwise restricted , an asterisk (*) in the freight column indicates the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for 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

	Passenger	Freight
MP 0.0 to MP 0.5		30 MPH.
MP 6.7 to MP 10.2, Main 2		55 MPH.
MP 6.7 to MP 8.4, Main 1		65 MPH.
MP 8.4 to MP 9.6, Main 1		55 MPH.
MP 9.6 to MP 10.0, Main 1		50 MPH.
MP 10.0 to MP 10.2, Main 1		40 MPH.

	Passenger	Freight
MP 27.4 to MP 27.5, Main 1	50 MPH.	40 MPH.
MP 27.5A to MP 32.4, Main 1	70 MPH.	65 MPH.
MP 27.5A to MP 32.5, Main 2	70 MPH.	65 MPH.
MP 38.6 to MP 39.1, Main 1	85 MPH.	
MP 36.8 to MP 45.0X, Main 2	70 MPH.	65 MPH.
MP 59.1 to MP 60.1	65 MPH.	60 MPH.
MP 60.1 to MP 61.2	55 MPH.	50 MPH.
MP 61.2 to MP 62.9 ** *	50 MPH.	45 MPH.
MP 62.9 to MP 66.0	70 MPH.	65 MPH.
MP 66.0 to MP 66.7	60 MPH.	55 MPH.
MP 66.7 to MP 67.8	70 MPH.	65 MPH.
MP 83.9 to MP 88.0	60 MPH.	55 MPH.
MP 88.0 to MP 91.0	70 MPH.	65 MPH.
MP 101.8 to MP 102.3, Main 1 EWD only	85 MPH.	
MP 105.0 to MP 109.7, Main 1 EWD only	80 MPH.	
MP 127.5 to MP 127.8, Main 1 EWD only	80 MPH.	
MP 129.9X to MP 130.7X, Main 1	60 MPH.	55 MPH.
MP 129.4 to MP 130.2, Main 2 WWD only	80 MPH.	
MP 133.4X to MP 136.4X, Main 1	60 MPH.	55 MPH.
MP 149.7 to MP 150.1, Main 2 WWD only	80 MPH.	
MP 154.6 to MP 156.8, Main 2 WWD only	85 MPH.	
MP 156.8 to MP 157.6	65 MPH.	50 MPH.
MP 157.6 to MP 157.9 (HER)	30 MPH.	
MP 157.6 to MP 158.3	45 MPH.	30 MPH.
MP 160.7 to MP 160.9	80 MPH.	
MP 166.4 to MP 166.7	85 MPH.	
MP 188.4 to MP 188.9	80 MPH.	
MP 213.2 to MP 219.2	80 MPH.	
MP 228.0 to MP 228.3	85 MPH.	
MP 249.5 to MP 252.1	80 MPH.	
MP 253.1 (HER)	70 MPH.	
MP 264.2 to MP 264.4	80 MPH.	
MP 284.6 to MP 285.5	65 MPH.	55 MPH.

1(C). Speed—Switches and Turnouts

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

	Freight
MP 0.6, Turnout Main 1 to Main 1	30 MPH.
MP 0.6, Crossover Main 1 to Main 2	50 MPH.
Felipe, two crossovers	50 MPH.
MP 27.4, Dalies	40 MPH.
MP 27.5, Crossover	40 MPH.
MP 27.6, Crossover	50 MPH.
MP 33.9, Rio Puerco, two crossovers	50 MPH.
MP 47.2, Suwanee, two crossovers	50 MPH.
MP 58.7, Marmon, two crossovers	50 MPH.
MP 71.1, Laguna, two crossovers	50 MPH.
MP 82.7, McCartys, two crossovers	50 MPH.
MP 94.3, East Grants, crossover	50 MPH.
MP 98.3, West Grants, crossover	50 MPH.
MP 113.3, East Baca, crossover	50 MPH.
MP 113.4, Switch to east leg of wye	40 MPH.
MP 114.7, West Baca, switch to west leg of wye	40 MPH.
MP 114.8, Crossover	50 MPH.
MP 117.7, East Pegs, switch to east leg of wye	40 MPH.
MP 118.5, West Pegs, switch to west leg of wye	40 MPH.
Pegs, stem of wye	40 MPH.
MP 128.9, Gonzales, two crossovers	50 MPH.
MP 142.9, Perea, two crossovers	50 MPH.
MP 156.4, East Gallup, crossover	40 MPH.
MP 156.5, Crossover	50 MPH.
MP 156.6, EE Freight Lead	20 MPH.
MP 161.3, West Gallup, two crossovers	50 MPH.
MP 161.2, WE freight lead	20 MPH.
MP 165.1, East Defiance, crossover	50 MPH.
MP 165.3, East leg of wye	30 MPH.
MP 165.4, EE Storage No. 1, electric switch lock	30 MPH.
MP 165.9, WE Storage No. 1, electric switch lock	30 MPH.
MP 166.9, West Defiance, west leg of wye	30 MPH.
MP 167.0, Crossover	50 MPH.
MP 176.07, Lupton, 2 dual control crossovers	50 MPH.
MP 190.0, East Houck, crossover	50 MPH.
MP 192.0, West Houck, switch to South Siding	40 MPH.
MP 192.1, West Houck, crossover	50 MPH.
MP 202.24, Cheto, 2 dual control crossovers	50 MPH.
MP 214.8, East Coronado Jct., crossover	50 MPH.
MP 214.8, Switch to east leg of wye	40 MPH.
MP 215.8, West Coronado Jct., switch to west leg of wye	40 MPH.
MP 215.8, Crossover	50 MPH.
MP 222.78, Bibo, 2 dual control crossovers	50 MPH.
MP 231.83, East Adamana, dual control crossover	50 MPH.
MP 235.05, West Adamana, dual control crossover	50 MPH.
West Adamana, dual control switch to North Siding	40 MPH.
MP 243.55, Arntz, 2 dual control crossovers	50 MPH.
MP 253.2, East Holbrook, dual control crossover	50 MPH.
East Holbrook, dual control switch to North Siding	40 MPH.
MP 255.6, West Holbrook, dual control crossover	50 MPH.
MP 265.36, Manila, 2 dual control crossovers	50 MPH.
MP 272.9, East Hibbard, dual control crossover	50 MPH.
MP 275.5, West Hibbard, dual control crossover	50 MPH.
Hibbard, WE North Siding	40 MPH.
Hibbard, EE North Siding	10 MPH.
MP 284.5, East Winslow, crossover	50 MPH.
MP 284.7, Crossover	50 MPH.
MP 284.8, East Freight Lead	20 MPH.
MP 284.9, Main 2	50 MPH.
MP 285.3, East Pass Yard Track No 1	20 MPH.

1(D). Speed—Other

	Freight
Bridges 72.5, 74.73, 123.8, 155.2—Cars heavier than 143 tons	25 MPH.
Lupton, both ends North Storage Main 1, hand throw switch	10 MPH.
Lupton, west end South Storage Main 2, hand throw switch	10 MPH.
Houck, both ends North Storage Main 1, hand throw EL switch	10 MPH.
Cheto, both ends North Storage Main 1, hand throw switch	10 MPH.
Cheto, east end South Storage Main 2, hand throw switch	10 MPH.
Cheto, west end South Storage Main 2, hand throw switch	10 MPH.
Pinta, both ends North Storage Main 1, hand throw switch	10 MPH.
Pinta, both ends South Storage Main 2, hand throw switch	10 MPH.
Adamana, east end North Storage Main 1, hand throw EL switch	10 MPH.
Adamana, both ends South Storage Main 2, hand throw EL switch	10 MPH.
Adamana, inside crossover Main 1 to west long lead MP 233.4, hand throw EL switches	10 MPH.
Adamana, inside crossover MP 233.4 to east end North Storage	10 MPH.
Holbrook, west long lead of South Yard Main 2, hand throw EL switch	10 MPH.
Holbrook, both ends of South Storage Main 2, hand throw EL switch	10 MPH.
Holbrook, west end North Storage Main 1, hand throw EL switch	10 MPH.
Holbrook, both ends of 2 inside crossovers Main 2, MP 253.4 and MP 254.6, into South Yard, hand throw EL switches	10 MPH.
Penzance, both ends storage Main 2, hand throw switches	10 MPH.
Joseph City, Main 1 both ends into yard, hand throw switches	10 MPH.
Joseph City, Main 2 both ends into South Storage, hand throw switches	10 MPH.
Hibbard, both ends of North Storage Main 1, and South Storage Main 2, hand throw EL switches	10 MPH.

Temperature Restrictions—When the air temperature meets the threshold temperatures shown below, all trains must reduce speed to 40 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 2.2 to MP 9.4	100 degrees
MP 38.5 to MP 45.9, Main 1	100 degrees
MP 119.0 to MP 124.1, Main 1	100 degrees
MP 130.5 to MP 132.5	100 degrees

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

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

* Equipped with Westward ATS Inert Inductors

** Equipped with Eastward ATS Inert Inductors

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight if Car

Belen Jct to East Winslow ..... 143 tons, Restriction A

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

Reid 7801, 7802, 7803, 7804, 7805, 7812
Thoreau 8061, 8063, 8064, 8065, 8066
Ciniza ..... Ciniza Spur, 8190
Wingate 8261, 8262
Zuni 1513, 1514, 1515, 1517, 1518, 1519, 1520, 1521
Gallup ..... Gamerco tracks, 1615, 1616 ,1617, 1608, 1609
Yard Tracks, 1606-1613
Houck 1922
Pinta 2192
Holbrook 8538, 8539
Winslow ..... Duke City Lumber, 2945

3. Type of Operation
CTC—in effect:
MP 0.0 to MP 284.5
Pegs, on both legs of wye.

Multiple Main Tracks—in effect:
2 MT:
MP 0.6 to MP 284.5
3 MT:
MP 0.0 to MP 0.6

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 12.1—ATS in effect on both tracks between Dalies and Marmon, in both directions; on Main 2 between Gonzales and East Winslow, westward movements only; on Main 1 between East Winslow and Gallup, eastward movements only; and on Main 1 between Gonzales and MP 85.9, eastward movements only.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations
MP 28.3—Exception Reporting—Recall Code 8
MP 44.5—Exception Reporting—Recall Code 7
MP 45.7X—Exception Reporting—Recall Code 7
MP 65.8—Exception Reporting—Recall Code 8
MP 74.4—Exception Reporting—Recall Code 7
MP 79.7—DED, Exception Reporting—Recall Code 8
MP 85.4—DED, Exception Reporting—Recall Code 0
MP 90.5—Exception Reporting—Recall Code 8
MP 111.1—Exception Reporting—Recall Code 8
MP 131.3X—Main 1—Bidirectional—Exception Reporting —Recall Code 8
MP 131.3—Main 2—Bidirectional—Exception Reporting —Recall Code 7
MP 153.9—Exception Reporting—Recall Code 8
MP 171.1—Exception Reporting—Recall Code 8
MP 188.1—Exception Reporting—Recall Code 8
MP 205.8—Exception Reporting—Recall Code 8
MP 225.2—Exception Reporting—Recall Code 8
MP 249.0—Exception Reporting—Recall Code 8
MP 270.4—Bidirectional—Exception Reporting —Recall Code 8

C. Other Detectors
MP 69.8 and MP 70.1—High Water
WWD signals 681 and 683
EWD controlled signals Laguna MP 71.2
MP 72.6—High Water—Signals 721, 723, 752 and 754
MP 91.5—High Water—Signals 901, 903, 922 and 924
MP 141.8X—High Water
Signal 1411 and EWD controlled signals Perea
MP 150.5—High Water
Signals 1481, 1483, 1502 and 1504
MP 174.8—Rock Slide
Signals 1731, 1733—Eastbound Control Signals
Lupton will display flashing red aspect.
MP 239.4—High Water—Signals 2391, 2393, 2412, 2414

6. FRA Excepted Track—None

7. Special Conditions
Belen Jct.—Trains will be governed by Clovis Subdivision Timetable and Special Instructions.

Pegs—Normal position for loop track switch is lined for clockwise movement.

Gallup—Split point derail on west long lead Gallup Yard, MP 159.5. This derail must be left in the derail position when not in use.

Joseph City—All trains must not park their power on Track 8636. This is a private industry spur and not for BNSF use.

Overhead and Side Obstructions
1. Reid, metal loading platform and ramps, Koch Sulphur Products, North Side, Track 7801, east end.
   Reid, under-track auger installed on south spur MP 101.5. Watch your footing.
2. Pegs, dumper MP 3.9.
3. Ciniza, Giant Refinery, along east and west loading tracks, concrete foundation and metal stairway.
4. Wingate, loading rack, Track 8262, at Chemstam.
5. Thoreau, under-track hopper and belt conveyor permanently installed on Rock Track, Track 8051. Watch your footing.

Remote Control Operations—Signs located at MP 888.0 (Clovis Subdivision), MP 930.0 and MP 935.0 (El Paso Subdivision), and MP 2.0 (Gallup Subdivision) designate the Remote Control Area at Belen yard.

Signs located at MP 156.0 and MP 162.0 designate the Remote Control Area at Gallup yard (Includes Gamerco Spur).

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 140.8 to MP 141.4, Main 2
MP 147.9 to MP 148.0
MP 164.9 to MP 169.0, Main 1
MP 171.4 to MP 175.3, Main 2
MP 194.6 to MP 198.5, Main 2

8. Line Segments
Yard Line Segments

Line Segment	Yard
7355	Belen Yard
7250	Gallup Yard
7251	Winslow Yard

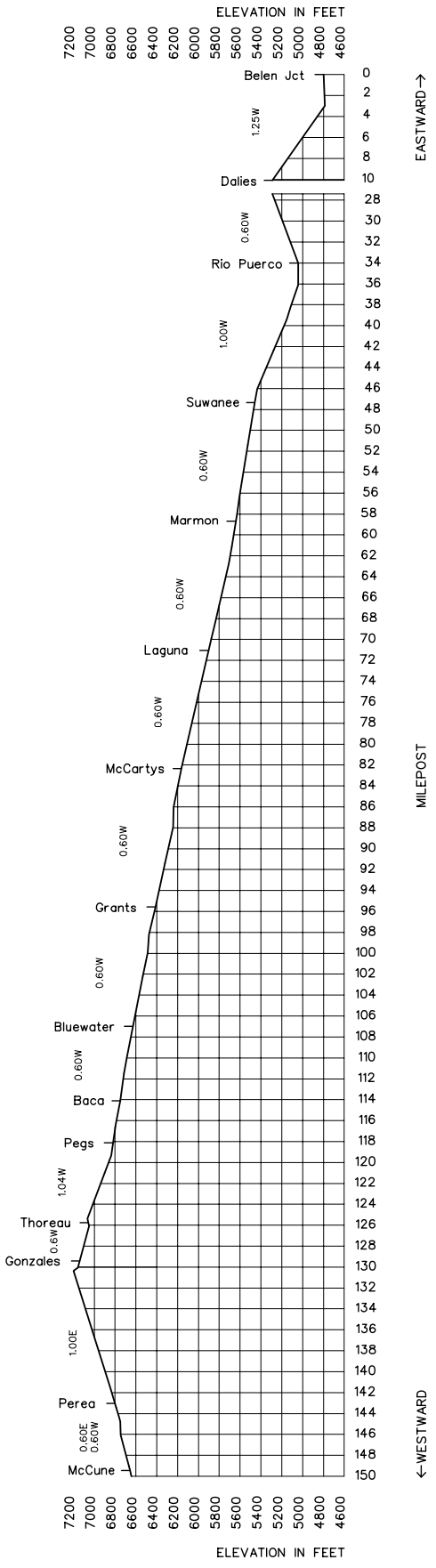
Road Line Segments

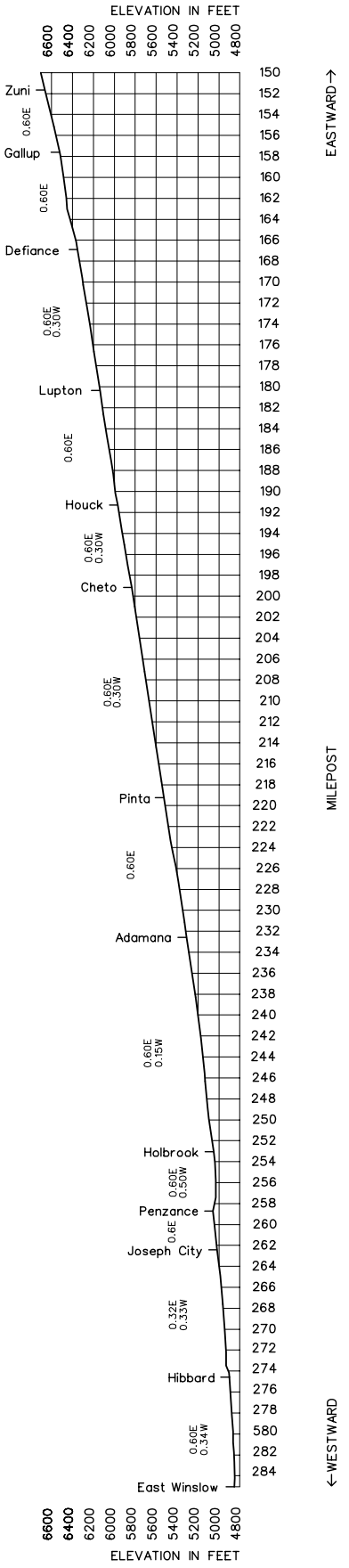
Line Segment	Limits	Mile Posts
7200	Belen Jct. to Dalies	0.0 to 10.0
7200	Dalies to Winslow	27.4 to 284.5

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Main 1			
Rio Puerco	34.2	852	East
Garcia	42.2	1,254	East
Suwanee	45.8	3,220	Both
Quirk North Set Out	63.5	931	East
Laguna	67.9	2,649	East
Acomita	76.3	1,490	East
Anzac	86.5	488	East
Grants	99.5	5,842	Both
Reid	100.7	4,944	Both
Bluewater	105.8	6,758	Both
West Baca	114.1	1,000	Both
North Guam	136.7	972	Both
Wingate	146.5	2,277	Both
Richardson Dist.	162.8	2806	East
Lupton	178.5	6,737	Both
Houck	190.8	7,220	Both
Chambers	205.9	3,455	East
Navajo	213.3	2,247	East
Pinta	218.5	6,437	Both
Arntz	245.2	584	East
Main 2			
Dalies	9.1	5,314	Both
Garcia	42.2X	1,054	East
Suwanee	47.4	6,786	Both
Quirk South Set Out	63.5	458	East
Laguna	69.7	1,800	West
Anzac	86.1	2,059	Both
Grants	94.4	6,620	Both
Reid	101.6	384	West
Bluewater	107.6	5,844	Both
West Baca	114.4	1,000	Both
Thoreau	125.6	7,128	Both
South Guam	136.2	3,440	West
Ciniza	138.9	3,093	Both
McCune	148.5	5,270	Both
Cheto	199.2	5,259	Both
Chambers	206.1	1,829	West
Pinta	219.2	7,107	Both
Adamana	232.0	5,718	Both
Arntz	245.9	737	West
Holbrook	251.8	5,687	Both
Penzance	257.6	7,505	Both
Joseph City	262.6	3,599	Both
Hibbard	274.2	5,621	Both

10. Grade Chart




ELEVATION IN FEET
6600 6400 6200 6000 5800 5600 5400 5200 5000 4800
Zuni
0.60E
Gallup
0.60E
Defiance
0.60E 0.30W
Lupton
0.60E
Houck
0.60E 0.30W
Cheto
0.60E 0.30W
Pinta
0.60E
Adamana
0.60E 0.15W
Holbrook
0.60E 0.50W
Penzance
0.6E
Joseph City
0.32E 0.33W
Hibbard
0.60E 0.34W
East Winslow
150 152 154 156 158 160 162 164 166 168 170 172 174 176 178 180 182 184 186 188 190 192 194 196 198 200 202 204 206 208 210 212 214 216 218 220 222 224 226 228 230 232 234 236 238 240 242 244 246 248 250 252 254 256 258 260 262 264 266 268 270 272 274 276 278 580 282 284
EASTWARD→
MILEPOST
←WESTWARD
6600 6400 6200 6000 5800 5600 5400 5200 5000 4800
ELEVATION IN FEET

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	TWC ABS	7300	8.4	
4,850	56390	778.5	OJITA				10.3	
5,400	56380	788.8	CHAPELLE				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		CTC		4.4	
8,500		820.4	FOX				4.8	
5,800	56320	825.2	GLORIETA				4.8	
4,850	56310	830.0	CANYONCITO				5.2	
7,500	56190	835.2	LAMY				19.4	
4,750	56180	854.6	WALDO		TWC ABS		10.7	
	56160	865.3	DOMINGO				11.3	
6,386	56150	876.6	NUEVE				22.2	
	56120	898.8	HAHN				3.6	
	56100	902.4	ALBUQUERQUE	BCPT	DT TWC ABS		1.4	
		903.8	ABAJO	R			2.6	
		906.4	RIO BRAVO		CTC		8.4	
2,425	40015	12.3	EAST ISLETA	J		7305	0.5	
		12.8	WEST ISLETA				14.6	
	20870	27.4	DALIES				159.8	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
Las Vegas to Dalies	32	1	4	3	5	9
Albuquerque Yard	66	-	-	-	-	9
	46	-	-	-	-	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 18)—(817) 234-2318

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 770.1 to MP 27.4	79 MPH.	55 MPH.
Trains exceeding 10,000 feet, or Trains 90 TOB or more		45MPH.

From MP 770.1 to MP 902.4, unless otherwise restricted, the maximum speed for freight trains is 60 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) 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 60 MPH without use of air .. brakes. (If unable to control speed to 60 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.)

From MP 902.4 to MP 27.4, unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for 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

	Passenger	Freight
MP 770.7 to MP 772.0	75 MPH.	60 MPH.
MP 772.6 to MP 772.8 *	40 MPH.	35 MPH.
MP 772.8 to MP 779.4 *	50 MPH.	45 MPH.
MP 779.4 to MP 781.9	55 MPH.	50 MPH.
MP 782.3 to MP 784.1	40 MPH.	40 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 * **	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.	
MP 794.7 to MP 795.2 * **	45 MPH.	20 MPH.
MP 795.2 to MP 799.9 * **	25 MPH.	20 MPH.
MP 800.4 to MP 802.8 * **	50 MPH.	45 MPH.
MP 804.0 to MP 805.1 * **	55 MPH.	45 MPH.
MP 805.1 to MP 805.8 * **	45 MPH.	45 MPH.
MP 805.8 to MP 808.8 * **	50 MPH.	45 MPH.
MP 812.3 to MP 812.8	50 MPH.	45 MPH.
MP 812.8 to MP 814.3	45 MPH.	40 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 * **	50 MPH.	40 MPH.
MP 819.6 to MP 819.7 * **	40 MPH.	35 MPH.
MP 819.7 to MP 824.6	50 MPH.	35 MPH.
MP 824.6 to MP 824.9 * **	35 MPH.	30 MPH.
MP 824.9 to MP 825.8 * **	25 MPH.	20 MPH.
MP 825.8 to MP 827.8 * **	20 MPH.	20 MPH.
MP 827.8 to MP 829.5 * **	25 MPH.	20 MPH.
MP 830.2 to MP 831.7 * **	40 MPH.	30 MPH.
MP 832.1 to MP 832.9 * **	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 853.7 *	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 12.8 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, Canyoncito, Waldo, Nueve and Isleta ..	10 MPH.	10 MPH.
MP 793.9 to MP 799.9, WWD		20 MPH.
MP 825.2 to MP 833.0, WWD		
90 TOB and over	15 MPH.	15 MPH.
Less than 90 TOB	20 MPH.	20 MPH.

Temperature Restrictions—When the air temperature meets the threshold temperatures shown below, freight trains must reduce speed to 40 MPH and passenger trains must reduce speed to 60 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 772.6 to MP 871.1	100 Degrees
MP 13.2 to MP 24.0	100 Degrees

* Equipped with Westward ATS Inert Inductors
** Equipped with Eastward ATS Inert Inductors

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
MP 770.1 to MP 27.4 ..... 143 tons, Restriction B

3. Type of Operation
TWC—in effect:
MP 770.1 to MP 815.4
MP 836.2 to MP 903.8

ABS—in effect:
MP 770.1 to MP 815.4
MP 836.2 to MP 903.8

Double Track—MP 898.8 to MP 903.8

CTC—in effect:
MP 815.4 to MP 836.2
MP 903.8 to MP 27.4

Restricted Limits—in effect:
Albuquerque, MP 901.1 to end double track MP 903.8

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

1. For movement from Main 1 to the main track—A member of the crew must test the spring switch and if the signal does not clear, the train must foul the circuit beyond the signal but not foul the conflicting route. After the circuit has been fouled for 5 minutes, the train may proceed at restricted speed to the next governing signal.
2. For movement from Main 2 to the main track—A member of the crew must examine the siding switch to see if it is properly lined, and test the spring switch on the main track. If the signal does not clear, the train must foul the circuit beyond the signal but not foul the conflicting route. After the circuit has been fouled for 5 minutes, the train may proceed at restricted speed to the next governing signal.
3. For movement from Main 2 to the siding—A member of the crew must examine and line the siding switch, then proceed at restricted 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 6.19—When flagging is required, distance will be 2.0 miles.

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
MP 887.9—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
The use of Retainers between Glorieta and Lamy—Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 825.2 and MP 833.0:

Dynamic Brake requirements for westward freight trains (The locomotive weight will not be included in the train tonnage except for those units on which the dynamic brake is inoperative.):

Minimum Number of Operative Axles of Dynamic Brakes Westward from MP 825.5 to MP 833.0:

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 of 28 equivalent dynamic brake axles may be cut in on the lead consist of freight trains. (ABTH Rule 103.2.1, Item 1)

A. Before leaving MP 825.2 it must be known that the locomotive consist has the minimum number of operative axles of dynamic brake (see the above table). If the train does not meet the minimum requirement, the train must not proceed. A Helper consist may be added to meet this requirement.

B. After leaving MP 825.2, if the dynamic brake on the locomotives in the 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, the train may proceed without stopping.

C. While operating on the descending grade between MP 825.2 and MP 833.0, when a dynamic brake failure results in less than the minimum dynamic brake axle requirements, the train may proceed down the descending grade if the speed is controlled, but must reduce speed to 15 MPH until the rear of the train has reached MP 833.0.

D. Should conditions such as loss of dynamic brakes or an undesired emergency applications, such as a kicker, an air hose separation, etc., prevent the ability to control the speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 103.7.6.

E. Except between MP 825.2 and MP 833.0, freight trains which average 90 TOB or more and operating with locomotives not using dynamic brakes the maximum speed on descending grades is:
MP 833.0 to MP 865.3 ..... 40 MPH.
MP 825.2 to MP 770.1 ..... 25 MPH.

Applying Retainers—ABTH Rule 103.7 Grade Operation applies to freight trains operating between MP 825.2 and MP 833.0. The grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 103.7.6).

Brake Pipe Reduction to Control Train Speed—Between MP 825.2 and MP 833.0, the total brake pipe reduction to control the 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 the total brake pipe reduction exceeds the above limitations, the train must be stopped immediately.

A. To control the train speed, a sufficient number of retainers (not less than 20), starting behind the lead locomotives, must be set in the high pressure position before releasing the train brakes. See ABTH Rule 103.7.6.

B. Before proceeding, the brake system must be fully recharged. The excessive use of engine brakes to control the train speed is prohibited.

Running Air Brake Test—A running air brake test per ABTH Rule 100.13 must be performed by all westward freight trains between MP 770.1 and MP 820.4.

Passenger Trains—Westward passenger trains must make a running air brake test between Rowe and Glorieta before passing the summit of the grade to determine the following:

A. The retarding force of the air brake system.

B. To insure the normal brake pipe pressure changes occur at the rear of train.

Amtrak engineers will call out the signal name or aspect of all signals to the conductor via radio between MP 835.2 and MP 12.3.

Automatic Brake Valve Cutout Position—When operating freight trains on descending grades between MP 775 and MP 810 and MP 818 to MP 842 on the Glorieta Subdivision, the Automatic Brake Valve Cutout Valve (ABTH Rule 102.16) will be placed in the "FRT" position. In the event of equalizing reservoir leakage while operating on the descending grade between MP 775 and MP 810, or MP 818 to MP 842, the train must be stoped. After stopping, the train must be properly secured and the Automatic Brake Valve Cutout Valve placed in the "PASS" position. The train brake system must be fully charged before proceeding.

Emergency Application Requirements—All train crew members operating on the Glorieta Subdivision, from MP 775 to MP 810 and from MP 818 to MP 842, must take action to stop the train with an emergency application of the brakes should the train exceed 5 MPH over the maximum authorized speed.

Freight trains on descending grades between MP 825.2 and MP 833.0 experiencing air brake problems, must stop immediately using an emergency air brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

At MP 825.2 freight trains required to stop before descending the grade must recharge the train brake system before proceeding.

Recharging the brake system—Between MP 825.2 and MP 833.0 under certain conditions such as an undesired emergency, a break-in-two, an emergency stop, etc., where it is necessary to hold the train while the brake system is being recharged, starting behind the lead locomotive, apply a sufficient number of hand brakes to hold train, (ABTH Rule 102.1). The brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while the hand brakes are being released. Before proceeding, all hand brakes must be released.

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

Two-Way ETD Certification Form—In the application of ABTH Rule 102.13.3, 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 the train reaches its destination unless the ETD or HTD are 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 where the 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 when available will assist in the arming process.

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 on westward trains operating on the Glorieta Subdivision:

A. Fully charge the air brake system.

B. Make a 20-psi brake pipe reduction.

C. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).

D. Wait 20 minutes.

E. Inspect train for any brakes that either did not apply or have released.

F. Set out all cars that have released during this inspection before departing.

Winter Train Operations—Operating practice requirements as prescribed by ABTH Rule 103.7.7, Inclement Weather Running Air Brake Test on Grade will be complied with by all westward trains at MP 825.2 at a speed not exceeding 10 MPH.

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.

Maximum Trailing Tonnage for Head End Power—
Westward:
A. Las Vegas to Lamy- General Service ("C" Grade Steel) 8060 tons. Unit trains with Grade "E" equipment 11,200 tons.
B. Lamy to Albuquerque- General Service ("C" Grade Steel) 18,850 tons. Unit Trains with Grade "E" equipment 26,200 tons.
Eastward:
A. Albuquerque to Lamy- General Service ("C" Grade Steel) 18,850 tons. Unit Trains with Grade "E" equipment 26,200 tons.
B. Lamy to Las Vegas- General Service ("C" Grade Steel) 4,600 tons. Unit Trains with Grade "E" equipment 6,390 tons.
Exception: In the application of this rule, articulated spine cars are considered Grade "E" equipment.

Between Las Vegas and Lamy, Double Stack equipment loaded with more than one level of containers will not be operated over this route.

Roadrailer Trailing Tonnage—The total trailing tonnage must not exceed 3000 tons. 0 - 1500 TONS—No Restrictions. Over 1500 TONS—No more than 1500 trailing tons are allowed behind any Roadrailer Unit weighing less than 28 tons. NOTE: A Roadrailer unit is defined as one trailer and its accompanying coupler mate or bogie.

Roadrailer Power and Dynamic Brake Restrictions—No more than 24 rated axles of power may be used. If it is necessary to start the train on the ascending grade between Trinidad and Raton and between Lamy and Glorieta, the throttle must not be advanced above Run 3 until the brakes on the train have been released. Throttle position 5 must not be exceeded to start the train. When starting the train, exercise extreme caution when advancing the throttle as outlined in ABTH Rule 103.6.1. In addition, do not increase the throttle until at least 10 seconds after the amperage or tractive effort decreases. No more than 16 rated axles of dynamic brake may be used at any time on trains consisting entirely of Roadrailer Equipment.

Powered Axle Limitations—The maximum number of rated power axles allowed in a locomotive consist must not exceed 36 when operating at the following locations:
MP 775 to MP 810
MP 818 to MP 842

Note: All trains between Trinidad and Raton and Westward trains between Glorieta and Lamy exceeding 3500 tons must utilize the balanced braking method of controlling speed as described in ABTH Rule 103.7.4.

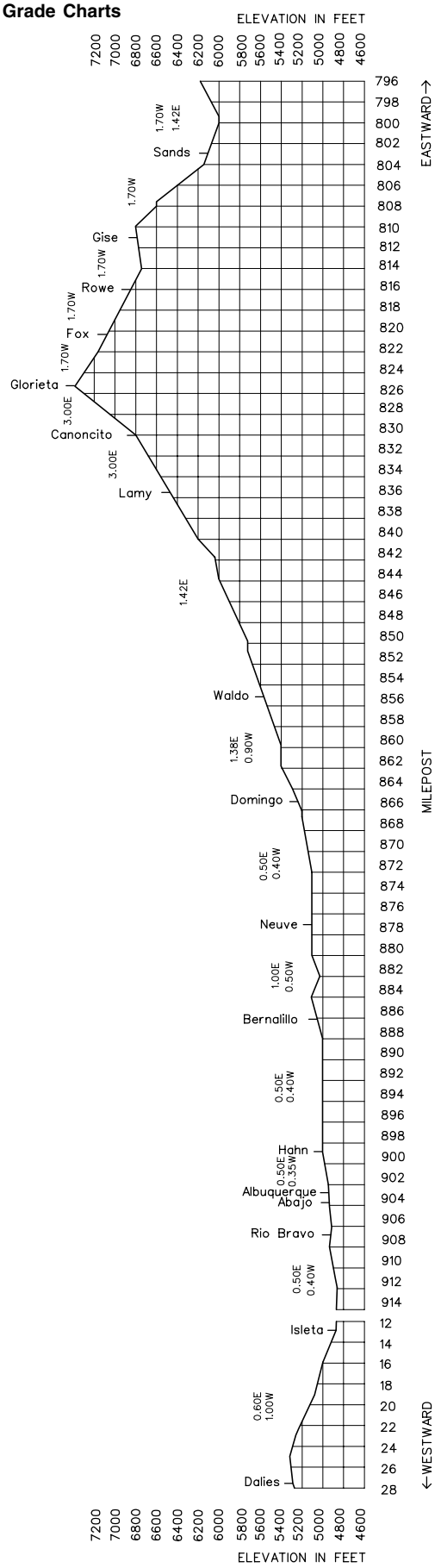
Train Makeup Instructions—Between MP 775.0 and MP 842.0 trains greater than 2500 tons and less than 3500 tons must not have any empty platforms of a multi-platform car and must also not have any conventional cars 80 feet or longer weighing less than 45 tons within the first 15 cars/platforms of the train. Trains over 3500 tons will operate according to SSI 47.
Work Train Instructions—These instructions apply to all work trains operating on the Glorieta Subdivision. All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Department(s)) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur. All work trains operating must be operated with the ability to initiate an emergency application from the rear of train. All mountain grade train handling rules outlined under ABTH Rules apply to work trains. All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and charged. All cars left standing on the main track (in addition to being secured with hand brakes) will be left in emergency when the locomotive is detached.
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 816 (Rowe) to MP 818
MP 852 to MP 879

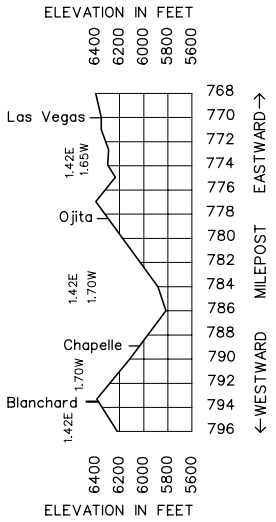
8. Line Segments
Road Line Segments
Line Segment Limits
7300 ..... Las Vegas to Isleta
7305 ..... Isleta to Dalies

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Rosario	860.6	11,644	West
Domingo Spur	864.9	4,400	
Centex	883.9	484	Both
Bernalillo	886.0	6,250	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	Lee Ranch Subdivn. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	20745	115.4	LEE RANCH	R		7202	15.4	
	20740	100.0 27.3	LEE RANCH JCT. To Hospah Jct. 5.1	J	TWC	7201	10.2	
	20736	17.1	AMBROSIA				12.1	
	20730	5.0	ESCALANTE JCT.				4.1	
		0.9	BACA				0.9	
		0.0	WEST BACA		CTC		42.7	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
Lee Ranch to West Baca	36	1	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 08)—(817) 234-2308

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 112.3 to MP 0.9, including trains 100 TOB and over	49 MPH.
East and West Leg of Wye Baca	40 MPH.

1(B). Speed—Switches and Turnouts—None

1(C). Speed—Switches and Turnouts
Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

West Baca—switch to Main 1	40 MPH.
East Baca—switch to Main 1	40 MPH.
Baca—switch to stem of wye	40 MPH.
Baca wye storage—WE storage 0.9	30 MPH.
Baca wye storage—EE storage 2.2 spring switch	30 MPH.

1(D). Speed—Other

Locomotive cranes/pile drivers and Jordan spreaders	25 MPH.
Lee Ranch loading track and switch	10 MPH.
Hospah Spur	10 MPH.
Escalante Spur	15 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Lee Ranch to West Baca ..... 143 tons, Restriction A

3. Type of Operation
CTC—in effect:
MP 0.9 to MP 0.0
Baca on east leg of wye

TWC—in effect:
MP 112.3 to MP 0.9
MP 27.3, Lee Ranch Jct. to MP 32.4/MP 200.0, Hospah Jct.

Restricted Limits—in effect:
MP 115.4 to MP 112.3
MP 200.0, Hospah Jct. to MP 203.4, Hospah

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Lee Ranch—Normal position for loop track switch is lined for counterclockwise movement.

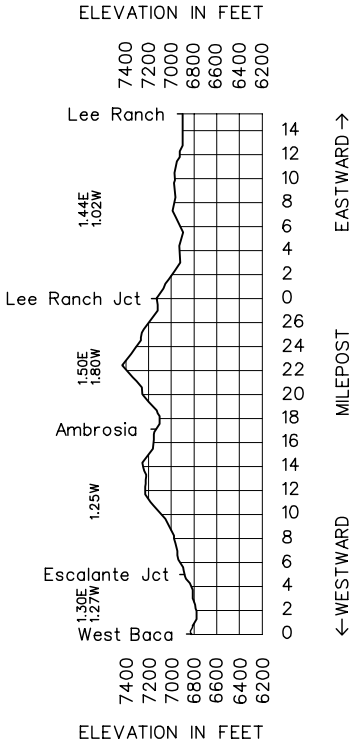
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
Road Line Segments
Line Segment Limits
7201 ..... Lee Ranch Jct. to West Baca
7202 ..... Lee Ranch to Lee Ranch Jct.
7203 ..... Hospah Jct. to Hospah

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Hospah Loop Trk	203.4	9,500	
Hospah Spur Pass Trk	200.7	6,910	Both
Hospah Spur	200/32.4	200	West
Lee Ranch Coal Loop Storage	114.8	797	West
Lee Ranch Mine Storage	112.3	6,840	Both
Ambrosia	17.1	147	Both
Escalante	5.0	3.2 Miles	East
Wye Storage	0.9	6,451	Both

10. Grade Chart



The "NMDOT Subdivision" has been compiled as a courtesy to the New Mexico Department of Transportation from the current Glorieta and El Paso Subdivisions. Consult the Glorieta and the El Paso Subdivision General Orders for all changes.

WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	NMDOT Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
7,500	56190	835.2	LAMY		TWC ABS ATS	7300	19.4	
4,750	56180	854.6	WALDO				10.7	
	56160	865.3	DOMINGO				11.3	
6,386	56150	876.6	NUEVE				22.2	
	56120	898.8	HAHN		TWC DT ABS ATS		3.6	
	56100	902.4	ALBUQUERQUE	BCPRT	TWC DT ABS		1.4	
		903.8	ABAJO	R	CTC		2.6	
		906.4	RIO BRAVO				8.6	
	40015	915.0	EAST ISLETA	J			7.8	
	40010	922.8	LOS LUNAS				0.9	
		923.7	CP LOS LUNAS		TWC		3.7	
	40005	927.4	CHLOE				5.0	
		932.4	BELEN JCT.	R			97.2	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
Lamy to Belen Jct.	32	1	4	3	5	9
Albuquerque Yard	66	-	-	-	-	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 18)—(817) 234-2318

1. Speed Regulations

1(A). Speed—Maximum

	Passenger
MP 835.2 to MP 915.0	79 MPH.
MP 915.0 to MP 923.7	60 MPH.
MP 923.7 to MP 932.4	79 MPH.

1(B). Speed—Permanent Restrictions

MP 852.5 to MP 853.7, WWD ATS Inert Inductors	35 MPH.
MP 898.8 to MP 899.4 (HER)	60 MPH.
MP 899.4 to MP 901.5 (HER)	50 MPH.
MP 902.0 to MP 902.3, Main 2	25 MPH.
MP 903.8 to MP 905.2,WWD, (HER)	20 MPH.
MP 905.2 to MP 905.4	70 MPH.

1(C). Speed—Switches and Turnouts

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

Lamy, both ends siding	30 MPH.
Hahn, end of double track EWD, spring switch	30 MPH.
Abajo, WE double track	40 MPH.

1(D). Speed—Other

Sidings—Waldo, Nueve and Isleta ..... 10 MPH.

Temperature Restrictions—When the air temperature meets the threshold temperatures shown below, passenger trains must reduce speed to 60 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 835.2 to MP 871.1	100 Degrees

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
MP 835.2 to MP 915.0 ..... 143 tons, Restriction B
MP 915.0 to MP 932.4 ..... 143 tons, Restriction A

3. Type of Operation
TWC—in effect:
MP 835.2 to MP 903.8
MP 923.7 to MP 932.4

ABS—in effect:
MP 835.2 to MP 903.8

Double Track—in effect:
MP 898.8 to MP 903.8

CTC—in effect:
MP 903.8 to MP 923.7

Restricted Limits—in effect:
MP 901.1 to MP 903.8
MP 931.2 to MP 932.4

4. General Code of Operating Rules Items
Rule 6.19—MP 835.2 to MP 914.9, when flagging is required, distance will be 2.0 miles.

MP 923.7 to MP 932.4, when flagging is required, distance will be 1.5 miles.

Rule 9.17—When an eastward train is stopped by a "Stop" signal governing eastward movement on Main 1 or Main 2 at the end of double track Hahn, and no conflicting movement is evident:

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

Rule 12.1—ATS in effect between Lamy and Hahn and on both main tracks between Hahn and Albuquerque.

5. Trackside Warning Detectors (TWD)
A. Protecting bridge, tunnel or other structures: None
B. Other TWD locations:
MP 843.4—Recall Code 8
MP 874.5—Recall Code 8
MP 887.9—Recall Code 8
C. Other detectors:
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

Emergency Application of Brakes—All train crew members operating on the NMDOT Subdivision from MP 835.2 to MP 842, MUST take action to stop the train with an emergency application of brakes should the train exceed 5 MPH over the maximum authorized speed.

Remote Control Operations—Signs located at MP 888.0 (Clovis Subdivision), MP 930.0 and MP 935.0 (El Paso Subdivision) and MP 2.0 (Gallup Subdivision) designate the Remote Control area at Belen.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 852 to MP 879

8. Line Segments

Road Line Segments

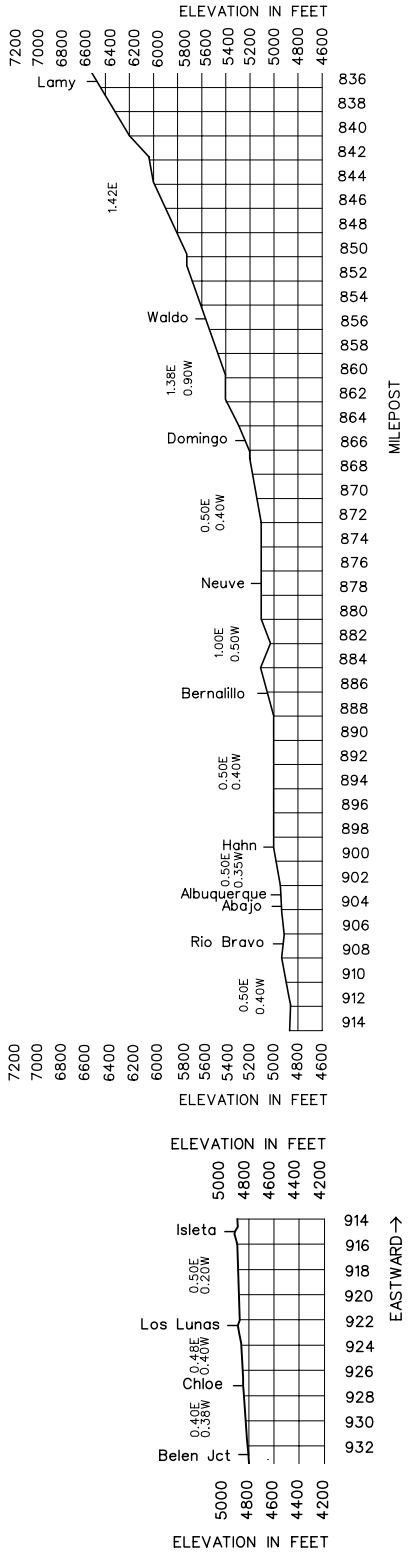
Line Segment Limits

7300 ..... MP 835.2 to MP 932.4

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Rosario	860.6	11,644	West
Domingo Spur	864.9	4,400	
Centex	883.9	484	Both
Bernalillo	886.0	6,250	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	
Isleta	915.0	3546	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Phoenix Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		20125	375.2	WEST WILLIAMS JCT.	J	TWC		4.0	
	5,600	20150	379.2	WILLIAMS				5.0	
		20180	384.2	SERENO				17.0	
	5,650	20200	401.2 0.0	ASH FORK	P			21.2	
		20210	21.2	DRAKE	JT			7.2	
	6,188	20240	28.4	ABRA				17.8	
	6,262	20275	46.2	TUCKER				34.3	
		20280	80.5	EAST SKULL VALLEY		DT TWC		1.2	
			81.7	WEST SKULL VALLEY				19.8	
	8,200	20297	101.5	HILLSIDE		TWC		8.2	
	6,252	20305	109.7	DATE				25.3	
		19550	135.0	MATTHIE	JT			15.3	
	7,100	19558	150.3	CASTLE HOT SPRINGS				18.5	
		19566	168.8	EAST BEARDSLEY		DT TWC		1.3	
			170.1	WEST BEARDSLEY				4.1	
			174.2	EL MIRAGE		TWC		5.7	
		19654	179.9	PEORIA				3.8	
		19690	183.7	GLENDALE	R			4.6	
		19694	188.3	ALHAMBRA	TR			3.3	
		19700	191.6	MOBEST	BCTR			2.1	
		19700	193.7	PHOENIX	TR			219.7	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
West Williams Jct. to Ash Fork	84	1	4	3	5	9
Ash Fork to MP 181.2	84	1	4	3	5	9
MP 181.2 to MP 189.6	36	1	4	3	5	9
MP 189.6 to MP 193.7	55	1	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 13)—(817) 234-2313

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 375.2 to MP 193.7, including trains 100 TOB and over	49 MPH.

1(B). Speed—Permanent Restrictions

	Freight
MP 375.1 to MP 381.1	40 MPH.
MP 381.1 to MP 391.0X	35 MPH.
MP 391.0X to MP 392.0X	30 MPH.
MP 392.0X to MP 402	35 MPH.
MP 0.2 to MP 0.8	30 MPH.
MP 0.8 to MP 13.9	40 MPH.
MP 13.9 to MP 16.2	30 MPH.
MP 16.2 to MP 21.1	35 MPH.
MP 21.1 to MP 23.2	30 MPH.
MP 23.2 to MP 24.4	40 MPH.
MP 64.6 to MP 80.5	40 MPH.
MP 80.5 to MP 81.7, Main 1 and Main 2	40 MPH.
MP 81.7 to MP 83.4	40 MPH.
MP 83.4 to MP 123.2	30 MPH.
MP 134.3 to MP 134.8	40 MPH.
MP 134.8 to MP 135.2	25 MPH.
MP 135.2 to MP 135.6	30 MPH.
MP 135.6 to MP 140.0	35 MPH.
MP 140.0 to MP 150.3	30 MPH.
MP 168.8 to MP 170.1, Main 1 and Main 2	30 MPH.
MP 174.8 to MP 179.0	40 MPH.
MP 179.0 to MP 181.2 (HER)	30 MPH.
MP 181.2 to MP 191.0 (HER)	20 MPH.
MP 191.0 to MP 191.1 (HER)	10 MPH.
MP 191.1 to MP 192.9	20 MPH.
MP 192.9 to MP 193.7	10 MPH.

1(C). Speed—Switches and Turnouts

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

MP 168.8 Beardsley, EB Main 2 over spring switch	30 MPH.
MP 170.1 Beardsley, WB Main 1 over spring switch	30 MPH.
MP 80.5 Skull Valley, EB Main 2 over spring switch	30 MPH.
MP 81.7 Skull Valley, WB Main 1 over spring switch	30 MPH.

At Beardsley and at Skull Valley, the normal position of switches is lined for right-hand movement.

1(D). Speed—Other

Freight trains with dynamic brakes not in use on descending grades

MP 375.0 to MP 400.5, WWD	25 MPH.
MP 12.0 to MP 31.5, WWD	30 MPH.
MP 54.9 to MP 145.0, WWD	30 MPH.
MP 95.4 to MP 89.0, EWD	30 MPH.

Temperature Restrictions—When the air temperature meets the threshold temperatures shown below, all trains must reduce speed to 40 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 24.4 to MP 83.5	100 Degrees
MP 123.2 to MP 134.5	110 Degrees
MP 150.3 to MP 168.8	110 Degrees
MP 170.1 to MP 174.8	110 Degrees

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

West Williams Jct to Phoenix ..... 143 tons, Restriction C

Six-Axle Locomotive Restrictions—Six-axle locomotives are restricted from operating on the following auxiliary tracks:

Peoria	Peoria Team Track, Track 2201
Hillside	Sulphur Spur, Track 3203
Phoenix	Track 0201 Wye
Alhambra	Track 0931 Wye and Tail of Wye
Alhambra	Track 1201 John Deere Lead

Drake - The wye tracks at Drake are not to be used for meeting of trains or turning locomotives with six-axle trucks. Four axle truck units can be turned on the wye when instructions are given by the dispatcher.

3. Type of Operation
Restricted Limits—in effect:
MP 181.2 to MP 193.7

TWC—in effect:
MP 375.2 to MP 181.2

Double Track—in effect:
MP 80.5 to MP 81.7
MP 168.8 to MP 170.1

4. General Code of Operating Rules Items
Rule 1.14—At Matthie, trains may use wye belonging to the A&C RR, from MP 0.0 to MP 1.5 and will be authorized by Rule 6.28, Movement on Other Than Main Track, within these limits.

At Phoenix, BNSF and UP trains may jointly use tracks at east and west end of Union Depot.

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.24 Double Track

MP 168.8 to MP 170.1	At Beardsley, 6,050 ft.
MP 80.5 to MP 81.7	At Skull Valley, 6,500 ft.

When meeting or passing trains at Beardsley or Skull Valley, trains must approach end of double track at restricted speed until it is visually determined that the train to be met or passed is not fouling the clearance point of double track on either end.

Safety Rule S-13.5—On the Phoenix Subdivision, between Phoenix and Beardsley, at road crossings, it will be permissible for employees to board or dismount from moving equipment on paved surfaces, i.e., asphalt & concrete, not to exceed 4 MPH.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations
MP 0.4—Exception Reporting—Recall Code 8
MP 23.5—Recall Code 8
MP 46.9—Recall Code 8
MP 88.8—Recall Code 8
MP 113.9—Recall Code 8
MP 137.9—Recall Code 8
MP 155.4—Recall Code 8
MP 173.0—Recall Code 8
MP 381.6—Recall Code 8

C. Other Detectors
MP 88.9—High Water—Signs MP 88.0 and MP 89.7
MP 143.3—High Water—Signs MP 143.4 and MP 145.0
MP 146.6—High Water—Signs MP 145.5 and MP 147.4

6. FRA Excepted Track—None

7. Special Conditions

Overhead and Side Obstructions

Glendale—Pearce Distributors, Track 1238, close clearance between dock and track.
Tracks 1401, 1402, 1403, 1404, 1405, 1406, 1704, and 1705.

Alhambra—Track 1004, when spotting.
Tracks 1101, 1102, 1103, 1121, 1122, 1123 and 1124.
Superlite Builders Supply Company trackage, tracks 921 and 922, have impaired walkway account cable on the ground.
W.R. Grace, track 942 - Do not place cars between orange marks and end of track. Due to close clearance do not ride side of car at this location.
Allied Tube Co., track 702 - Before spotting make sure overhead door is completely open.

Mobest—Fence and building on Quick Seed and Feed spur off Crystal Ice Lead.
Tracks 401, 402, 403, 404, 405 and 406.

Phoenix—Overhead conveyor and concrete bin cap on west track at United Metro.
Side Clearance, track 141, Warehouse Dock.
Tracks 0506 and 0507 each hold three-car spots. Close clearance between the tracks due to steam pipes.

Spotting Instructions

Alhambra— The gate across the track at Spellman Hardwood, track 932, is connected to an alarm system. To disarm this system while pulling and spotting Spellman, a key pad box has been placed on the outside of the west fence about 24 feet north of the gate. Lift the box cover, and punch in disarm code 123458. A red light should appear meaning the system is disarmed. After the system is disarmed, you have 15 minutes to make switching moves before the system automatically arms itself again. If moves take longer than 15 minutes, you will have to disarm the system again.

Glendale—At Biagi, track 1209, do not spot cars beyond door 3. When they unload cars they will let them roll to the end of the track. Use caution when coupling into these cars because they may be against the wheel stop.

UPRR At Phoenix—Before opening the box on the North side of the UP tracks located on the tail of the wye, employees must first contact the UPRR Yardmaster and obtain permission. Before crossing the UP tracks on the tail of the wye, be governed by instructions in the box on north side of UP tracks.

Be governed by Rule 9.17 at Signal 9058 which governs movement to the UP passenger main. After entering the UP passenger main, Rule 6.13, Yard Limits, are established between MP 889.0 and MP 909.1 with a maximum speed of 5 MPH.

UP Interchange Instructions—The interchange tracks for equipment between the BNSF and the Union Pacific are Tracks 1 through 42 and the main track in the UP freight yard. The Union Pacific main track will be used as an interchange track or as a running track with verbal permission from the UP yardmaster. When necessary to foul the UP main track or use the UP main track, it will be necessary for BNSF yard crews to secure permission from the UP yardmaster via Radio Channel 45, 58, or 66, or by telephone (602) 322-2522. When making an interchange to or from the UP, the 9th Ave. switch must be lined back normal for main track use after clearing the track in either direction.

The UP main track switches will be locked and may be opened with a UP switch key.

Train Makeup—Eastward trains operating between Phoenix and West Williams Jct. are not to exceed 6,500 tons or 7,500 feet in length. Westward trains operating between West Williams Jct. and Phoenix are not to exceed 7,500 tons. If the length exceeds 6,000 feet, they may be authorized by the Phoenix Subdivision train dispatcher. (Train length includes the length of locomotives.)

Except trains made up entirely of empty flat cars, trains exceeding 5500 tons must have all the empty flat cars in the rear of train. The tonnage behind any empty flat car cannot exceed 5500 tons.

Cars loaded with empty trailers, empty containers, or empty chassis are considered loads.

Test Mile Locations
MP 33 to MP 34
MP 165 to 166

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 32.2 to MP 35.2
MP 84.5 to MP 86.5
MP 133.0 to MP 147.5

8. Line Segments

Yard Line Segments

Line Segment	Yard
7252	Mobest Yard

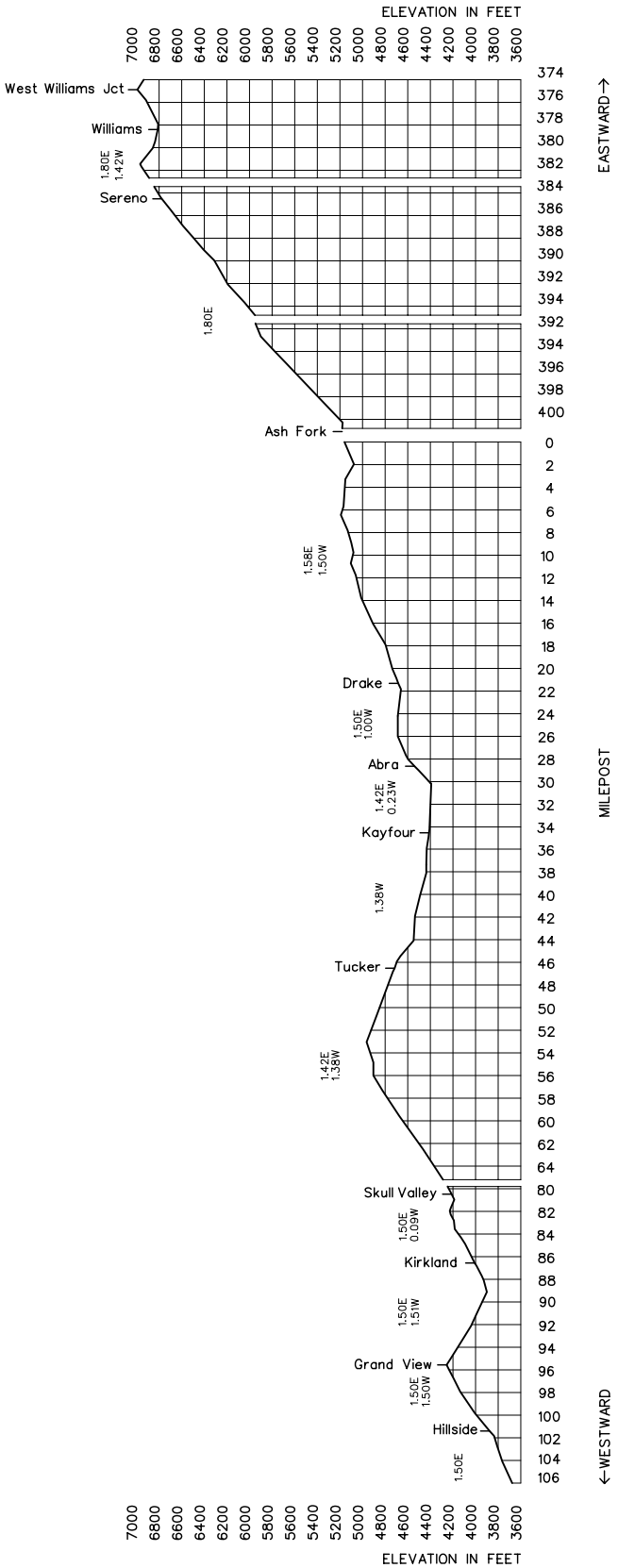
Road Line Segments

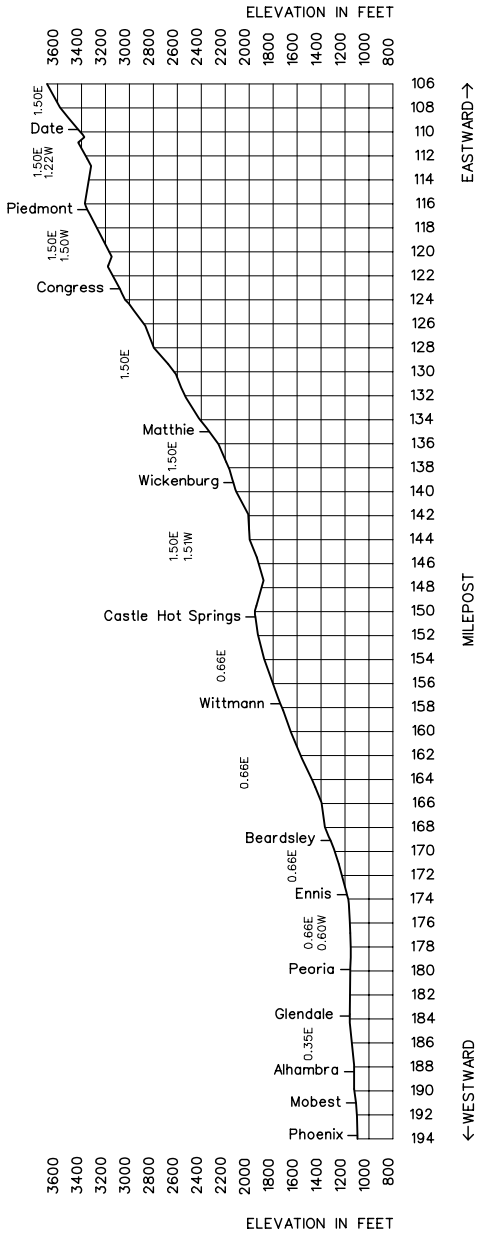
Line Segment	Limits
7206	Williams Jct. To Daze
7207	Daze to Ash Fork
7208	Ash Fork to Phoenix

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Daze	393.3	601	East
Meath	9.0	350	East
Drake (N. Side)	20.6	350	East
Abra	27.9	350	West
Kayfour	34.4	1,480	Both
Kirkland	86.8	4,006	Both
Grand View	95.4	3,460	Both
Piedmont	116.4	1,878	Both
Congress	123.2	3,598	Both
South Matthie	135.2	1,100	Both
Wickenburg	139.6	2,231	Both
Wittman	157.6	2,000	Both
Lizard Acres	171.6	948	Both
Surprise	172.5	937	Both
Ennis Junction	173.6	2,000	Both

10. Grade Chart




ELEVATION IN FEET
3600 3400 3200 3000 2800 2600 2400 2200 2000 1800 1600 1400 1200 1000 800
1.50E
Date
1.50E
1.22W
Piedmont
1.50E
1.50W
Congress
1.50E
Matthie
1.50E
Wickenburg
1.50E
1.51W
Castle Hot Springs
0.66E
Wittmann
0.66E
Beardsley
0.66E
Ennis
0.66E
0.60W
Peoria
Glendale
0.35E
Alhambra
Mobest
Phoenix
106 108 110 112 114 116 118 120 122 124 126 128 130 132 134 136 138 140 142 144 146 148 150 152 154 156 158 160 162 164 166 168 170 172 174 176 178 180 182 184 186 188 190 192 194
EASTWARD→
MILEPOST
←WESTWARD
3600 3400 3200 3000 2800 2600 2400 2200 2000 1800 1600 1400 1200 1000 800
ELEVATION IN FEET

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	2MT CTC		1.3	
	56600	637.1	WEST TRINIDAD				1.5	
	56590	638.6	JANSEN				8.7	
		647.3	GALLINAS				4.5	
	56555	651.8	WOOTTON		CTC		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				12.6	
6,050	56450	691.4	FRENCH	T			8.0	
6,300	56445	699.4	SPRINGER				10.6	
6,250	56440	710.0	COLMOR		TWC ABS		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	MC	FS	Warm Bearing	Emer
La Junta to Las Vegas	32	1	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 18)—(817) 234-2318

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 554.9 to MP 770.1	79 MPH.	55 MPH.
MP 554.9 to MP 770.1, freight trains exceeding 10,000 feet; or 90 TOB or more	45 MPH.	

From MP 554.9 to MP 770.1, unless otherwise restricted, the maximum speed for freight trains is 60 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) 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 60 MPH without use of air brakes. (If unable to control speed to 60 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 engineconsist.

1(B). Speed—Permanent Restrictions

MP 555.6 to MP 555.8 * **	35 MPH.	30 MPH.
MP 556.2 to MP 556.4	55 MPH.	50 MPH.
MP 576.2 to MP 577.2	75 MPH.	
MP 587.1 to MP 589.3	75 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 615.6 to MP 615.8	75 MPH.	
MP 618.0 to MP 618.5	75 MPH.	
MP 619.6 to MP 619.7 *	40 MPH.	35 MPH.
MP 619.7 to MP 622.5	40 MPH.	35 MPH.
MP 622.9 to MP 624.7 **	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 **	25 MPH.	20 MPH.
MP 648.9 to MP 651.2 **	20 MPH.	20 MPH.
MP 651.2 to MP 657.9 * **	25 MPH.	20 MPH.
MP 657.9 to MP 659.4	40 MPH.	20 MPH.
MP 659.9 to MP 660.5 **	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 * **	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	65 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	65 MPH.	
MP 730.8 to MP 731.6	65 MPH.	
MP 736.1 to MP 739.8 * **	40 MPH.	40 MPH.
MP 739.8 to MP 747.3 * **	45 MPH.	40 MPH.
MP 747.6 to MP 748.1 * **	40 MPH.	35 MPH.
MP 748.1 to MP 749.0 * **	45 MPH.	35 MPH.
MP 749.0 to MP 749.9 * **	40 MPH.	35 MPH.
MP 754.7 to MP 754.9 * **	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.
French, both ends siding	30 MPH.	30 MPH.
York Canyon Industrial Spur, Jct. Switch	10 MPH.	10 MPH.
French, East and West leg of Wye	10 MPH.	10 MPH.
Springer, Onava, both ends siding	30 MPH.	30 MPH.

1(D). Speed—Other

Sidings—Mindeman, Delhi, Simpson, Hoehnes, Hebron, Schomberg, Colmor, Levy, Shoemaker, Las Vegas	10 MPH.	10 MPH.
Las Vegas, tracks 0815 and 0816, Medite Plant	5 MPH.	
Do not block any road crossings into plant.		
MP 647.3 to MP 659.5 on descending grade		
90 TOB or more	15 MPH.	
Less than 90 TOB	20 MPH.	

Temperature Restrictions—When the air temperature meets the threshold temperatures shown below, freight trains must reduce speed to 40 MPH and passenger trains must reduce speed to 60 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 555.8 to MP 604.4	100 Degrees
MP 612.1 to MP 769.8	100 Degrees

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.

* Equipped with Westward ATS Inert Inductors
** Equipped with Eastward ATS Inert Inductors

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:
MP 553.9 to MP 557.5
MP 634.8 to MP 635.8

TWC—in effect:
MP 554.9 to MP 635.8
MP 699.4 to MP 770.2

CTC—in effect:
MP 635.8 to MP 699.4

Multiple Main Tracks—in effect:
2 MT
MP 635.8 to MP 651.8

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.

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

Rule 6.28—Rule 6.28 is in effect on the East and West Leg of the Wye at French and on the York Canyon Industrial Spur.

Rule 12.1—ATS is in effect from La Junta to Trinidad.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures
MP 649.8—DED—WWD
MP 657.0—DED—EWD
B. Other TWD locations:
MP 566.5—Recall Code 8
MP 594.5—Recall Code 8
MP 618.5—Recall Code 8
MP 649.8—DED—EWD—Recall Code 8
MP 657.0—DED—WWD—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 controlled signal at West French and
WWD controlled signal at East 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
The use of Retainers between Jansen and Raton—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:

Dynamic Brake requirements for westward freight trains (The locomotive weight will not be included in the train tonnage except for those units on which the dynamic brake is inoperative.):

Minimum Number of Operative Axles of Dynamic Brakes Westward from MP 652.5) to MP 659.5, and Eastward from MP 652.0 to MP 639.0:

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)

A. Before leaving Raton Tunnel it must be known that the locomotive consist has the minimum number of operative axles of dynamic brake (see the above table). If the train does not meet the minimum requirement, the train must not proceed. A Helper consist may be added to meet this requirement.

B. After leaving Raton Tunnel, if the dynamic brake on the locomotives in the 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, the train may proceed without stopping.

C. While operating on the descending grade between MP 643 and MP 659.5, when a dynamic brake failure results in less than the minimum dynamic brake axle requirements, the train may proceed down the descending grade if the speed is controlled, but must reduce speed to 15 MPH until the rear of the train has reached MP 659.5.

D. Should conditions such as loss of dynamic brakes or an undesired emergency applications, such as a kicker, an air hose separation, etc., prevent the ability to control the speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 103.7.6.

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

Recharging the brake system—Between MP 643 and MP 659.5 under certain conditions such as an undesired emergency, a break-in-two, an emergency stop, etc., where it is necessary to hold the train while the brake system is being recharged, starting behind the lead locomotive, apply a sufficient number of hand brakes to hold train, (ABTH Rule 102.1). The brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while the hand brakes are being released. Before proceeding, all hand brakes must be released.

Applying Retainers—ABTH Rule 103.7 Grade Operation applies to freight trains operating between MP 643 and MP 659.5. The grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 103.7.6).

Brake Pipe Reduction to Control Train Speed—Between MP 643 and MP 659.5, the total brake pipe reduction to control the 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 the total brake pipe reduction exceeds the above limitations, the train must be stopped immediately.

A. To control the train speed, a sufficient number of retainers (not less than 20), starting behind the lead locomotives, must be set in the high pressure position before releasing the train brakes. See ABTH Rule 103.7.6.
B. Before proceeding, the brake system must be fully recharged. The excessive use of engine brakes to control the train speed is prohibited.

Running Air Brake Test—A running air brake test per ABTH Rule 100.13 must be performed by all freight trains between Raton and Raton Tunnel and between Trinidad and Raton Tunnel before passing the summit of the grade.

Passenger Trains—Passenger trains must make a running air brake test before passing the summit of the grade at the Raton Tunnel to determine the following:

A. The retarding force of the air brake system.
B. To insure the normal brake pipe pressure changes occur at the rear of train.

Emergency Application Requirements—All train crew members operating on the Raton Subdivision, from MP 643 to MP 659.5, must take action to stop the train with an emergency application of the brakes should the train exceed 5 MPH over the maximum authorized speed.

Freight trains on descending grades between MP 643 and MP 659.5 experiencing air brake problems, must stop immediately using an emergency air brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

At MP 652.6 for westward trains and at MP 652.0 for eastward trains, freight trains required to stop before descending the grade must recharge the train brake system before proceeding.

Automatic Brake Valve Cutout Position—When operating freight trains on descending grades between MP 643 and MP 659.5 on the Raton Subdivision the Automatic Brake Valve Cutout Valve (ABTH Rule 104.7.2) will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating on the descending grade between MP 643 and MP 659.5, the train must be stopped. After stopping, the train must be properly secured and the Automatic Brake Valve Cutout Valve placed in the "PASS" position. The train brake system must be fully charged before proceeding.

Two-Way ETD Certification Form—In the application of ABTH Rule 102.13.3, 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 the train reaches its destination unless the ETD or HTD are exchanged enroute. A copy of the ETD certification form must be placed in thecontrolling locomotive with the daily inspection form and with the Equipment Department at the location where the 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 when available will assist in the arming process.

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 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):

Crew members must perform the following air brake test on their train prior to departing MP 659.5 on eastward trains and MP 638.6 on westward trains operating on the Raton Subdivision:

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

Winter Train Operations—Operating practice requirements as prescribed by ABTH Rule 103.7.7, Inclement Weather Running Air Brake Test on Grade will be complied with by all westward trains exiting the portal of Raton Tunnel at MP 652.6 and by all eastward trains exiting the portal of Raton Tunnel at MP 652.0 at a speed not exceeding 10 MPH.

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.

Maximum Trailing Tonnage for Head End Power—
Westward:

A. La Junta to Trinidad- General Service ("C" Grade Steel) 11,700 tons. Unit Trains with Grade "E" equipment 16,260 tons.
B. Trinidad to Raton Tunnel- General Service ("C" Grade Steel) 3,960. Unit Trains with Grade "E" equipment 5,500.
C. Raton Tunnel to Raton- General Service ("C" Grade Steel) 27,250 tons. Unit Trains with Grade "E" equipment 37,880.
D. Raton to French- General Service ("C" Grade Steel) 27,250 tons. Unit Trains with Grade "E" equipment 37,880 tons.
E. French to Las Vegas- General Service ("C" Grade Steel) 10,240. Unit Trains with Grade "E" equipment 14,230 tons.

Eastward:

A. Las Vegas to French- General Service ("C" Grade Steel) 10,240 tons. Unit Trains with Grade "E" equipment 14,230 tons.

B. French to Raton- General Service ("C" Grade Steel) 10,240 tons. Unit Trains with Grade "E" equipment 14,230 tons.

C. Raton to Wootton- General Service ("C" Grade Steel) 4,200 tons. Unit Trains with Grade "E" equipment 5,840 tons.

D. Wootton to Trinidad- General Service ("C" Grade Steel) 27,250 tons. Unit Trains with Grade "E" equipment 37,880 tons.

E. Trinidad to La Junta- General Service ("C" Grade Steel) 21,970 tons. Unit Trains with Grade "E" equipment 30,540 tons.

Exception: In the application of this rule, articulated spine cars are considered Grade "E" equipment.
Double stack equipment loaded with more than one level of containers will not be operated between Trinidad and Raton .

Roadrailer Trailing Tonnage—The total trailing tonnage must not exceed 3000 tons. 0 - 1500 TONS—No Restrictions.
Over 1500 TONS—No more than 1500 trailing tons are allowed behind any Roadrailer Unit weighing less than 28 tons.
NOTE: A Roadrailer unit is defined as one trailer and its accompanying coupler mate or bogie.

Roadrailer Power and Dynamic Brake Restrictions—No more than 24 rated axles of power may be used. If it is necessary to start the train on the ascending grade between Trinidad and Raton and between Lamy and Glorieta, the throttle must not be advanced above Run 3 until the brakes on the train have been released. Throttle position 5 must not be exceeded to start the train. When starting the train, exercise extreme caution when advancing the throttle as outlined in ABTH Rule 103.6.1. In addition, do not increase the throttle until at least 10 seconds after the amperage or tractive effort decreases. No more than 16 rated axles of dynamic brake may be used at any time on trains consisting entirely of Roadrailer Equipment.

Powered Axle Limitations—The maximum number of rated power axles allowed in a locomotive consist must not exceed 36 when operating at the following locations:
MP 639 to MP 660
Note: All trains between Trinidad and Raton exceeding 3500 tons must utilize the balanced braking method of controlling speed as described in ABTH Rule 103.7.4.

Work Train Instructions—These instructions apply to all work trains operating on the Raton Subdivision. All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Department(s)) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur. All work trains operating must be operated with the ability to initiate an emergency application from the rear of train. All mountain grade train handling rules outlined under ABTH Rules apply to work trains.
All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and charged. All cars left standing on the main track (in addition to being secured with hand brakes) will be left in emergency when the locomotive is detached.

Train Makeup Instructions—Between MP 639.0 and MP 660.0 trains greater than 2500 tons and less than 3500 tons must not have any empty platforms of a multi-platform car and must also not have any conventional cars 80 feet or longer weighing less than 45 tons within the first 15 cars/platforms of the train. Trains over 3500 tons will operate according to SSI 47.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 604.7 to MP 583.0
MP 725.3 to MP 742.3

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 ..... La Junta Yard

Road Line Segments

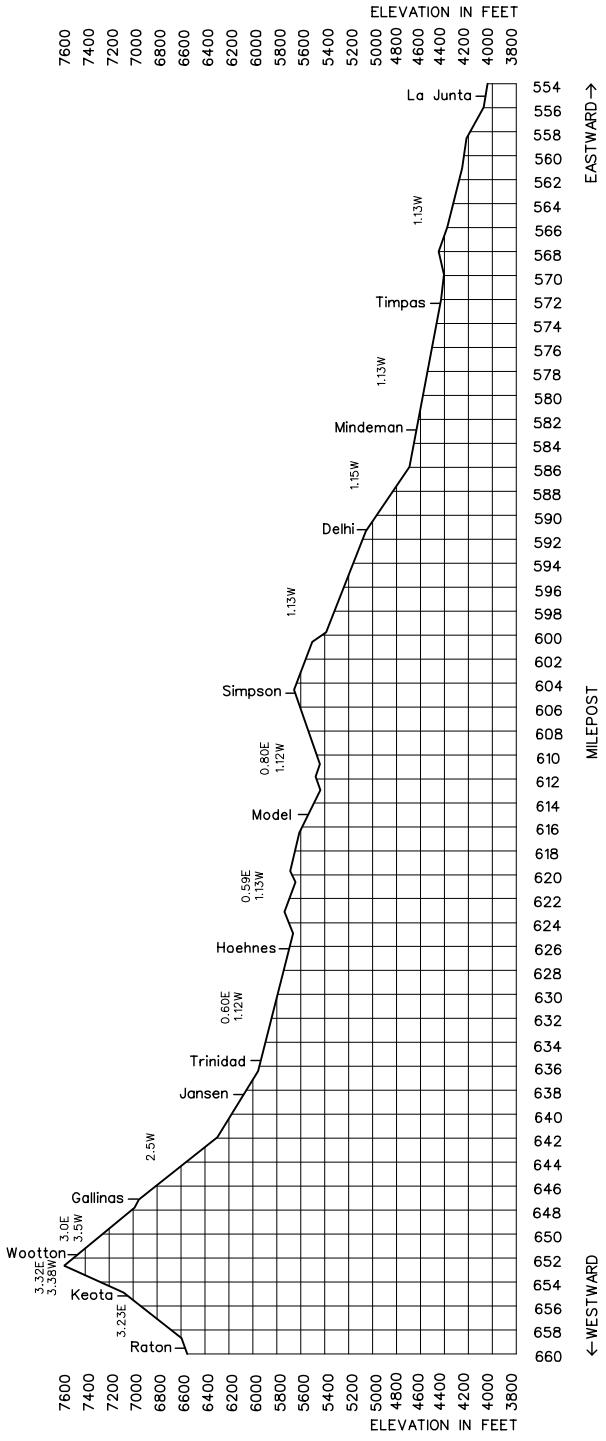
Line Segment Limits

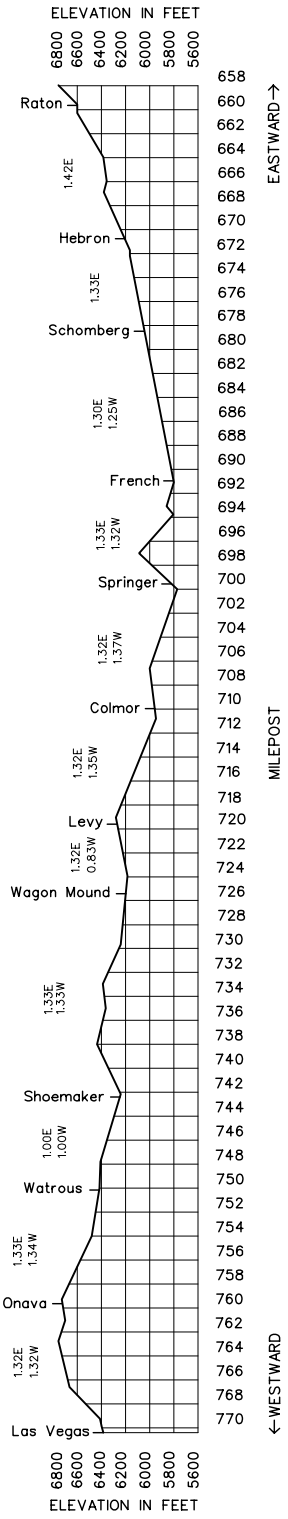
7300 ..... La Junta to Las Vegas
7308 ..... West French to York Canyon

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
York Canyon Industrial Spur	691.4	33.8 Miles	Both
Herzog	719.5	8,300	West
Medite	765.5	1,250	East

10. Grade Charts





WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Seligman Subdivn. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
			284.5	EAST WINSLOW		2MT CTC ATS		0.8	
			285.3	CP 2853				1.3	
	6867	20500	286.6	WINSLOW	BCPT			0.1	
			286.7	CP 2867				1.2	
			287.9	WEST WINSLOW		3MT CTC/ATS		12.5	
			300.4	DENNISON		2MT CTC ATS		10.1	
	(1) 6,436	20440	310.5	EAST CANYON DIABLO				1.6	
			312.1	WEST CANYON DIABLO				14.6	
		20420	326.7	EAST DARLING		2MT CTC		2.8	
			329.5	WEST DARLING				8.8	
			338.3	MC PHETRIDGE				2.5	
			340.8	EAST FLAGSTAFF				4.0	
		20400	344.8	WEST FLAGSTAFF				9.7	
			354.5	EAST BELLEMONT				7.6	
		20382	362.1	MAINE		2MT CTC ATS		6.0	
			368.1	CHALENDER				6.2	
	(1) 2,400	20125	374.3	EAST WILLIAMS JCT.				0.7	
			375.0	WEST WILLIAMS JCT.				8.1	
			383.1	EAST PERRIN				2.5	
		20120	385.6	WEST PERRIN				6.4	
			392.0	EAST DOUBLEA				3.1	
		20115	395.1	WEST DOUBLEA				10.4	
			405.5	EAST EAGLE NEST				2.0	
		20109	407.5	WEST EAGLE NEST				10.8	
		20105	418.3	EAST CROOKTON		2MT CTC	7200	2.2	
			420.5	WEST CROOKTON				7.2	
		20100	427.7	EAST SELIGMAN	T			1.9	
			429.6	WEST SELIGMAN				(1) 10.0 (2) 10.2	
			439.6	AUDLEY				5.3	
			444.9	EAST PICA				1.9	
			446.8	WEST PICA				6.9	
		19950	453.7	YAMPAI		(1) (2)		12.1	
			465.8	EAST PEACH SPRINGS		(1)		1.8	
			467.6	WEST PEACH SPRINGS		(4)		6.1	
			473.7	CHEROKEE				10.3	
	(2) 9,100		484.0	EAST VALENTINE		(3)		1.8	
			485.8	WEST VALENTINE		(4)		14.0	
		19915	499.8	WALAPAI		(3) (4)		9.6	
	(1) 9170		509.4	EAST BERRY	T	(3)		2.1	
			511.5	WEST BERRY		(4)		2.4	
		19905	513.9	GETZ	BCP	(3)		2.5	
		19900	516.4	KINGMAN				10.5	
	(2) 9,169	19835	526.9	EAST GRIFFITH		(4)		1.9	
			528.8	WEST GRIFFITH		(3) (4)		10.7	
			539.5	YUCCA		(3)		12.2	
	(2) 9,473		551.7	EAST FRANCONIA				1.8	
			553.5	WEST FRANCONIA		2MT CTC ATS		7.7	
		19805	561.2	TOPOCK		(3) (4)		13.5	
			574.7	EAST NEEDLES		3MT CTC ATS		3.7	
		19800	578.4	NEEDLES	BCPT			(1)293.9 (2)294.1	

(1)=DTB-ABS 9.14/9.15, (2)=2MT-CTC, (3)=DTB-ABS-ATS 9.14/9.15, (4)=2MT-CTC ATS

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
East Winslow to West Seligman	55	1	4	3	5	9
West Seligman to East Needles	36	1	4	3	5	9
East Needles to Needles	55	2	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher—E. Winslow to W. Seligman (DS 10)—(817) 234-2310
—W. Seligman to but not including E. Needles (DS 11)—(817) 234-2311
—E. Needles to Needles (DS 12)—(909) 386-4212

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
East Winslow to Needles	79 MPH.	55 MPH.
MP 284.5 to MP 326.7, EWD	90 MPH.	55 MPH.
MP 362.1 to MP 418.3	90 MPH.	55 MPH.
MP 446.8 to MP 578.0, against the current of traffic in DTB territory	79 MPH.	55 MPH.
MP 484.0 to MP 514.0, Main 2	90 MPH.	55 MPH.
MP 465.8 to MP 578.0, Main 1	90 MPH.	55 MPH.

However, the maximum speed for freight trains is 70 MPH provided:
1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for 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).

Between MP 330.8 and MP 375.0:
- All westward trains over 8,000 tons and all trains operating with distributed power are restricted to 45 MPH.
- All unit coil steel trains are restricted to 35 MPH.

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 285.5 to MP 286.4, Main 1, 2 & 3	65 MPH.	55 MPH.
MP 286.5 (HER)	20 MPH.	20 MPH.
MP 286.4 to MP 287.4 * **	45 MPH.	40 MPH.
MP 302.0 to MP 303.3	80 MPH.	
MP 327.0 to MP 328.6	75 MPH.	65 MPH.
MP 328.6 to MP 330.8 * **	55 MPH.	50 MPH.
MP 330.8 to MP 331.8 * **	40 MPH.	35 MPH.
MP 331.8 to MP 335.7 * **	45 MPH.	40 MPH.
MP 335.7 to MP 336.2 * **	40 MPH.	35 MPH.
MP 336.2 to MP 338.0	60 MPH.	55 MPH.
MP 338.0 to MP 342.2		55 MPH.
MP 342.2 to MP 343.5	55 MPH.	50 MPH.
MP 343.5 to MP 345.2 * **	45 MPH.	40 MPH.
MP 345.2 to MP 348.2	40 MPH.	35 MPH.
MP 348.2 to MP 350.2	45 MPH.	40 MPH.
MP 350.2 to MP 352.6 * **	50 MPH.	45 MPH.
MP 352.6 to MP 353.9	70 MPH.	65 MPH.
MP 362.5 to MP 364.1	80 MPH.	
MP 364.1 to MP 364.3 * **	45 MPH.	45 MPH.
MP 364.3 to MP 366.8	55 MPH.	45 MPH.

* Equipped with Westward ATS Inert Inductors
** Equipped with Eastward ATS Inert Inductors

	Passenger	Freight
MP 366.8 to MP 367.9 * **	50 MPH.	45 MPH.
MP 367.9 to MP 369.0 * **	55 MPH.	50 MPH.
MP 369.0 to MP 371.0 CV, Grade EWD trains	55 MPH.	35 MPH.
MP 369.0 to MP 369.6 WWD trains	55 MPH.	50 MPH.
MP 369.6 to MP 371.0 WWD trains	60 MPH.	50 MPH.
MP 371.0 to MP 371.8 * **	60 MPH.	50 MPH.
MP 421.6 to MP 422.8 * **	50 MPH.	45 MPH.
MP 422.8 to MP 425.4 * **	55 MPH.	50 MPH.
MP 448.2 to MP 451.6	60 MPH.	55 MPH.
MP 451.6 to MP 453.2, *	50 MPH.	45 MPH.
MP 453.2 to MP 455.5	65 MPH.	55 MPH.
MP 455.5 to MP 457.7	50 MPH.	45 MPH.
MP 457.7 to MP 460.1, Main 1	55 MPH.	50 MPH.
MP 457.7 to MP 460.1X, Main 2	55 MPH.	50 MPH.
MP 460.1 to MP 463.7, Main 1	60 MPH.	45 MPH.
MP 460.1 to MP 463.8, Main 2	55 MPH.	45 MPH.
MP 463.8 to MP 464.9	50 MPH.	45 MPH.
MP 464.9 to MP 469.0, Main 1	70 MPH.	45 MPH.
MP 464.9 to MP 467.9, Main 2	65 MPH.	45 MPH.
MP 467.9 to MP 469.0, Main 2	60 MPH.	45 MPH.
MP 469.0 to MP 470.5, * **	50 MPH.	45 MPH.
MP 470.5 to MP 472.7, Main 1	75 MPH.	
MP 470.5 to MP 472.6, Main 2	70 MPH.	60 MPH.
MP 472.7 to MP 477.0, Main 1	85 MPH.	
MP 477.0 to MP 479.0	70 MPH.	60 MPH.
MP 479.0 to MP 480.6, Main 1, **	30 MPH.	25 MPH.
MP 479.0 to MP 479.3, Main 2	45 MPH.	40 MPH.
MP 479.3 to MP 480.6, Main 2, **	30 MPH.	25 MPH.
MP 480.6 to MP 481.6, Main 1	45 MPH.	40 MPH.
MP 480.6 to MP 481.6, Main 2, **	45 MPH.	40 MPH.
MP 481.6 to MP 482.5, Main 1	65 MPH.	55 MPH.
MP 481.6 to MP 482.5, Main 2, **	50 MPH.	45 MPH.
MP 482.5 to MP 486.8, Main 2	70 MPH.	60 MPH.
MP 482.5 to MP 490.2, Main 1	80 MPH.	
MP 486.8 to MP 488.9, Main 2	70 MPH.	65 MPH.
MP 488.9 to MP 490.2, Main 2	80 MPH.	
MP 514.1 to MP 515.3X, Main 2	75 MPH.	60 MPH.
MP 514.1 to MP 515.2, Main 1 *	60 MPH.	55 MPH.
MP 515.2 to MP 516.5, Main 1	45 MPH.	40 MPH.
MP 515.3X to MP 517.8X, Main 2	40 MPH.	35 MPH.
MP 517.8X to MP 519.9X, Main 2	35 MPH.	30 MPH.
MP 516.5 to MP 518.8, Main 1	40 MPH.	35 MPH.
MP 518.8 to MP 520.5, Main 1	70 MPH.	60 MPH.
MP 519.9X to MP 520.3, Main 2, **	30 MPH.	30 MPH.
MP 520.5 to MP 524.3, Main 1	80 MPH.	
MP 520.3X to MP 524.0X, Main 2	60 MPH.	55 MPH.
MP 524.0X to MP 524.3X, Main 2	50 MPH.	45 MPH.
MP 524.3 to MP 525.7, Main 1	85 MPH.	
MP 524.3X to MP 525.9X, Main 2, **	55 MPH.	50 MPH.
MP 525.9X to MP 526.9X, Main 2, **	79 MPH.	65 MPH.
MP 551.2 to MP 552.6, Main 2	70 MPH.	60 MPH.
MP 562.3 to MP 562.8, Main 1	65 MPH.	60 MPH.
MP 562.8 to MP 564.5, Main 1 *	55 MPH.	50 MPH.
MP 562.3 to MP 564.5, Main 2	55 MPH.	50 MPH.
MP 564.5 to MP 565.5	50 MPH.	45 MPH.
MP 565.5 to MP 565.9, Main 2 **	45 MPH.	40 MPH.
MP 565.9 to MP 574.6		55 MPH.
MP 574.6 to MP 575.6, Main 2 and 3		55 MPH.
MP 575.6 to MP 576.8, Main 2 and 3	80 MPH.	55 MPH.
MP 576.8 to MP 577.5, Main 2 and 3	55 MPH.	55 MPH.
MP 574.6 to MP 576.8, Main 1	50 MPH.	50 MPH.
MP 576.8 to MP 577.5, Main 1	50 MPH.	45 MPH.

1(C). Speed—Switches and Turnouts

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

	Freight
MP 286.7 Winslow, Yard Track No 1	20 MPH.
MP 287.9 West Winslow, switch Main 1	50 MPH.
MP 288.1 West Winslow, crossover	50 MPH.
MP 288.3 West Winslow, west freight lead	20 MPH.
MP 288.3 West Winslow, crossover	50 MPH.
MP 300.4 Dennison, 2 crossovers	50 MPH.
MP 310.5 East Canyon Diablo, crossover	50 MPH.
MP 310.5 East Canyon Diablo, EE siding	20 MPH.
MP 312.1 West Canyon Diablo, WE siding	20 MPH.
MP 312.1 West Canyon Diablo, crossover	50 MPH.
MP 326.7 East Darling, crossover	50 MPH.
MP 329.5 West Darling, crossover	50 MPH.
MP 340.8 East Flagstaff, 2 crossovers	50 MPH.
MP 354.5 East Bellemont, 2 crossovers	50 MPH.
MP 362.1 Maine, 2 crossovers	50 MPH.
MP 368.1 Chalender, 2 crossovers	50 MPH.
MP 374.3 East Williams Jct., crossover	50 MPH.
MP 374.3 East Williams Jct. EE siding	30 MPH.
MP 375.0 West Williams Jct., WE siding	30 MPH.
MP 375.0 West Williams Jct., crossover	50 MPH.
West Williams Jct., Switch from Seligman Subdivision to Phoenix Subdivision	40 MPH.
MP 383.1 East Perrin, crossover	50 MPH.
MP 385.6 West Perrin, crossover	50 MPH.
MP 392.0 East Doublea, crossover	50 MPH.
MP 395.1 West Doublea, crossover	50 MPH.
MP 405.5 East Eagle Nest, crossover	50 MPH.
MP 407.5 West Eagle Nest, crossover	50 MPH.
MP 418.3 East Crookton, crossover	50 MPH.
MP 420.5 West Crookton, crossover	50 MPH.
MP 427.7 East Seligman, crossover	50 MPH.
East Seligman, EE yard track No. 1	30 MPH.
West Seligman, WE yard track No. 1	30 MPH.
MP 429.6 West Seligman, 2 crossovers	50 MPH.
MP 439.6 Audley, 2 crossovers	50 MPH.
MP 444.9, East Pica crossovers	50 MPH.
MP 446.8, West Pica crossovers	50 MPH.
MP 453.8 Yampai, 2 crossovers	50 MPH.
MP 465.8, East Peach Springs EE North Siding	40 MPH.
MP 465.8, East Peach Springs crossovers	50 MPH.
MP 467.6, West Peach Springs crossovers	50 MPH.
MP 473.7 Cherokee, 2 crossovers	50 MPH.
MP 484.0, East Valentine, EE South Siding	40 MPH.
MP 484.0, East Valentine, crossover	50 MPH.
MP 485.8, West Valentine, crossover	50 MPH.
MP 485.8, West Valentine, WE South Siding	40 MPH.
MP 499.9, Walapai, 2 crossovers	50 MPH.
MP 509.4, East Berry, EE North Siding	40 MPH.
MP 509.4, East Berry crossover	50 MPH.
MP 511.5, West Berry crossover	50 MPH.
MP 511.5, West Berry, WE North Siding	40 MPH.
MP 526.9, East Griffith EE south siding	40 MPH.
MP 526.9, East Griffith crossover	50 MPH.
MP 528.8, West Griffith crossover	50 MPH.
MP 528.8, West Griffith WE south siding	40 MPH.
MP 539.5 Yucca, 2 crossovers	50 MPH.
MP 551.8, East Franconia, EE South Siding	40 MPH.
MP 551.8, East Franconia crossover	50 MPH.
MP 553.5, West Franconia, crossover	50 MPH.
MP 553.5, West Franconia WE south siding	40 MPH.
MP 561.2 Topock, 2 crossovers	50 MPH.
MP 574.5 East Needles, 2 crossovers	50 MPH.
MP 574.6 East Needles, Main 1 to Main 1	50 MPH.
MP 574.9 East Needles, Yard 1 to Main 1	40 MPH.
MP 578.3 Needles, turnout, Main 1 to Yard 1	20 MPH.
MP 578.4 Needles, 2 crossovers	40 MPH.

1(D). Speed—Other

	Freight
Freight trains more than 80 TOB:	
MP 286.6 to MP 578.4, WWD	55 MPH.
MP 322.7 to MP 316.0, EWD	55 MPH.
WWD freight trains more than 80 TOB or more than 5500 tons:	
MP 514.4 to MP 518.8, Main 1	25 MPH.
MP 514.4 to MP 517.0, Main 2	25 MPH.
MP 518.8 to MP 562.8	45 MPH.
Freight trains with dynamic brakes not in use on descending grades WWD:	
MP 350.7 to MP 428.8	30 MPH.
MP 451.9 to MP 489.0	30 MPH.
MP 514.4 to MP 522.0	25 MPH.
MP 522.0 to MP 565.0	30 MPH.
Freight trains with dynamic brakes not in use on descending grades EWD:	
MP 451.9 to MP 446.0	30 MPH.
MP 410.0 to MP 407.0	30 MPH.
MP 350.7 to MP 291.0	30 MPH.

* Equipped with Westward ATS Inert Inductors

** Equipped with Eastward ATS Inert Inductors

Temperature Restrictions—When the air temperature meets the threshold temperatures shown below, all trains must reduce speed to 40 MPH on main tracks through the limits shown unless a more restrictive speed is in effect.

Limits	Threshold Temperature
MP 287.4 to MP 305.7	100 Degrees
MP 314.8 to MP 487.1	100 Degrees
MP 496.5 to MP 500.0	100 Degrees
MP 514.6 to MP 516.4, Main 1	100 Degrees
MP 514.1X to MP 526.8X, Main 2	110 Degrees
MP 516.4 to MP 525.7, Main 1	110 Degrees
MP 527.2 to MP 565.6	110 Degrees

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 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 Winslow to Needles ..... 143 tons, Restriction A

Six-axle locomotives are not allowed on the following tracks:
Winslow, Duke City ..... Track 2945
Darling ..... Upstairs
Flagstaff ..... ARCO Spur/Track 9249, Ralston Purina Plant Tracks
Seligman ..... 4280, 4290 East & West Leg of Wye
Nelson 4602, 4603, 4605, 4606, 4607
Berry 5081, 5082
McConnico 5212
Needles 5782, 5784, 5785

3. Type of Operation
CTC—in effect:
MP 284.5 to MP 446.8
MP 427.9 to MP 429.6, Seligman, Yard Track 1
MP 453.6 to MP 453.8
MP 465.8 to MP 473.7
MP 484.0 to MP 485.8
MP 499.7 to MP 499.9
MP 509.4 to MP 511.5
MP 526.9 to MP 528.8
MP 539.4 to MP 539.6
MP 551.7 to MP 561.2
MP 574.5 to MP 578.4

Multiple Main Tracks—in effect:
2 MT:
MP 284.5 to MP 284.9
MP 288.0 to MP 446.8
MP 453.6 to MP 453.8
MP 465.8 to MP 473.7
MP 484.0 to MP 485.8
MP 499.7 to MP 499.9
MP 509.4 to MP 511.5
MP 526.9 to MP 528.8
MP 539.4 to MP 539.6
MP 551.7 to MP 561.2
MP 574.5 to MP 574.6

3 MT:
MP 284.9 to MP 288.0
MP 574.6 to MP 578.4

ABS—in effect:
MP 446.8 to MP 453.6
MP 453.8 to MP 465.8
MP 473.7 to MP 484.0
MP 485.8 to MP 499.7
MP 499.9 to MP 509.4
MP 511.5 to MP 526.9
MP 528.8 to MP 539.4
MP 539.6 to MP 551.7
MP 561.2 to MP 574.5

Rule 6.24 Double Track Bi-Directional ABS (DTB) in Effect: (9.14/9.15 in effect)
MP 446.8 to MP 453.6
MP 453.8 to MP 465.8
MP 473.7 to MP 484.0
MP 485.8 to MP 499.7
MP 499.9 to MP 509.4
MP 511.5 to MP 526.9
MP 528.8 to MP 539.4
MP 539.6 to MP 551.7
MP 561.2 to MP 574.5

Rule 6.25 Movement Against the Current of Traffic
Spring Switches are located as follows:
Pica ..... WE North Siding
Yampai ..... EE South Siding and WE North Siding
Nelson ..... EE South Siding and WE North Siding
Peach Springs ..... EE South Siding
Truxton ..... EE South Siding and WE North Siding
Berry ..... EE South Siding
McConnico ..... WE North Siding
Harris ..... EE South Siding
Topock ..... EE South Siding and WE North Siding

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 9.14—On tracks designated in the timetable, trains will run with or against the current of traffic, if the train dispatcher gives verbal authorization or a controlled signal indicates proceed.

Rule 9.14.1—This rule applies to trains moving both with and against the current of traffic.

Rule 9.17—is changed as follows:
Item A(7) does not apply where double track bi-directional ABS (DTB) is in effect. A train authorized to move against the current of traffic in DTB territory is not relieved from waiting 5 minutes after opening main track switch.
In DTB territory, when a train authorized by controlled signal indication or verbal authority other than track permit or track warrant clears the main track, authority must be obtained from the control operator before entering or reentering the main track.

Rule 12.1—ATS is in effect on both main tracks between Maine and East Crookton, Main 1 WWD between Peach Springs and Needles, Main 2 EWD between Getz and MP 484.0, and on both main tracks EWD between East Darling and East Winslow.

Glossary—the following glossary term is added:
DTB—Double Track Bi-Directional—A 2 main track automatic block signal system designated as double track and signalled for movement in both directions on both tracks.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 306.9—WWD—Recall Code 0
MP 322.7—EWD—Recall Code 2
MP 452.1—WWD—Recall Code 8
MP 473.9—EWD—Recall Code 7
MP 561.5—WWD—Recall Code 7
MP 571.2—EWD—Recall Code 8

B. Other TWD locations
MP 292.9—DED, Exception Reporting
MP 306.9—EWD—Recall Code 7
MP 315.5—WWD—Recall Code 8
MP 322.7—WWD—Recall Code 2
MP 326.7—DED, Exception Reporting
MP 331.9—DED, Exception Reporting
MP 336.8—DED, Exception Reporting—Recall Code 8
MP 341.3—DED, Exception Reporting
MP 344.7—DED, Exception Reporting
MP 350.9—Exception Reporting—Recall Code 2
MP 355.8—DED, Exception Reporting
MP 359.6—DED, Exception Reporting
MP 364.7—Exception Reporting—Recall Code 7
MP 370.1—DED, Exception Reporting
MP 373.7—DED, Exception Reporting
MP 377.6—Exception Reporting—Recall Code 8
MP 401.2—Exception Reporting—Recall Code 8
MP 413.6—Exception Reporting—Recall Code 2
MP 419.1—DED, Exception Reporting
MP 426.9—Exception Reporting—Recall Code 8
MP 439.8—Exception Reporting—Recall Code 7
MP 447.0—DED, Exception Reporting
MP 452.1—EWD—Recall Code 8
MP 456.4—DED, Exception Reporting
MP 463.5—DED, Exception Reporting
MP 466.9—DED, Exception Reporting
MP 473.9—WWD—Recall Code 7
MP 480.7—DED—Recall Code 0
MP 485.1—DED, Exception Reporting
MP 493.3—Exception Reporting—Recall Code 7
MP 512.5—Exception Reporting—Recall Code 8
MP 516.6—DED, Exception Reporting
MP 521.1, Main 1—DED, Exception Reporting
MP 521.4X, Main 2—DED, Exception Reporting
MP 526.8—DED, Exception Reporting
MP 536.0—Exception Reporting—Recall Code 8
MP 546.8—Exception Reporting—Recall Code 7
MP 561.5—EWD—Recall Code 7
MP 571.2—WWD—Recall Code 8

C. Other Detectors
MP 290.5—High Water
WWD controlled signals West Winslow
Signals 2902-2904
MP 379.4-379.8—Rock Slide
Signals 3802-3804 and 3771-3773
(Signals will display flashing red when rock slide detector is activated).
MP 395.5—Rock Slide
WWD controlled signals West Doublea
and signals 3972 and 3974.
MP 402.0—Rock Slide
Warning lights MP 401.1 and 402.7.
Signals 4011-4013 and 4022-4024.
MP 409-411—Rock Slide
Signals 4091-4093 and 4112-4114.
(Signals will display flashing red when rock slide detector is activated).
MP 439.0—High Water
EWD controlled signals Audley and
Signals 4361-4363
MP 467.7—High Water—WWD and EWD controlled signals West Peach Springs
MP 505.9—High Water—Signals 5051, 5053 and 5072, 5074
MP 552.2—High Water
WWD controlled signals, E. Franconia
EWD controlled signal W. Franconia
MP 554.8—High Water
WWD controlled signals W. Franconia and
Signals 5562 and 5564
MP 562.8—High Water
WWD controlled signals Topock and
Signals 5632-5634
MP 575.8—High Water
WWD controlled signals E Needles MP 574.5 both mains
EWD intermediate signals 5764, 5766, 5762, and 5768

6. FRA Excepted Track—None

7. Special Conditions

Stop to Cool Wheels—Westward freight trains must stop at least ten minutes between MP 536 and MP 544 to cool the wheels when train weight exceeds 400 tons per axle of operative dynamic brake.

Overhead and Side Obstructions
Flagstaff—Tracks 9225, 9226, 9259, 9260.
Winslow—Tracks 2839, 2931, 2946.

Time Zone Change at MP 578.0—The time changes from Mountain to Pacific for WWD trains and from Pacific to Mountain for EWD trains at MP 578.0.

Overlap Circuit Instructions–Because of their proximity to the CTC control points, overlap circuits and signs will be installed on the spring switch end of the following sidings:

East End of:	West End of:
South Siding Berry	South Siding Truxton
Siding Harris	North Siding Truxton
Siding Athos	

The signal at the WE of North Siding Griffith will not have an overlap circuit or a sign because it is so close to East Griffith that it is direct wired to the CTC circuit and will not clear until the CTC signal is cleared. With these overlap circuits and signs installed, when operating on a siding, it will be necessary to stop short of the overlap sign until authorized to leave the siding unless otherwise instructed by the train dispatcher. The Peach Springs WE North Siding hand throw switch is equipped with an electric lock.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 394.8 to MP 396.8
MP 507.3 to MP 508.5

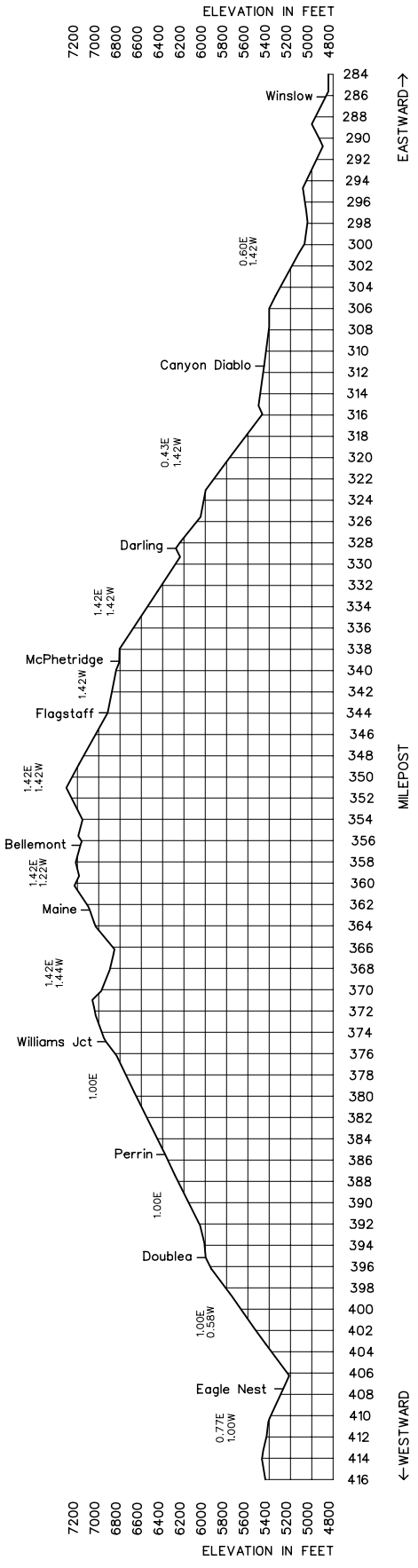
8. Line Segments
Yard Line Segments
Line Segment Yard
7251 ..... Winslow Yard

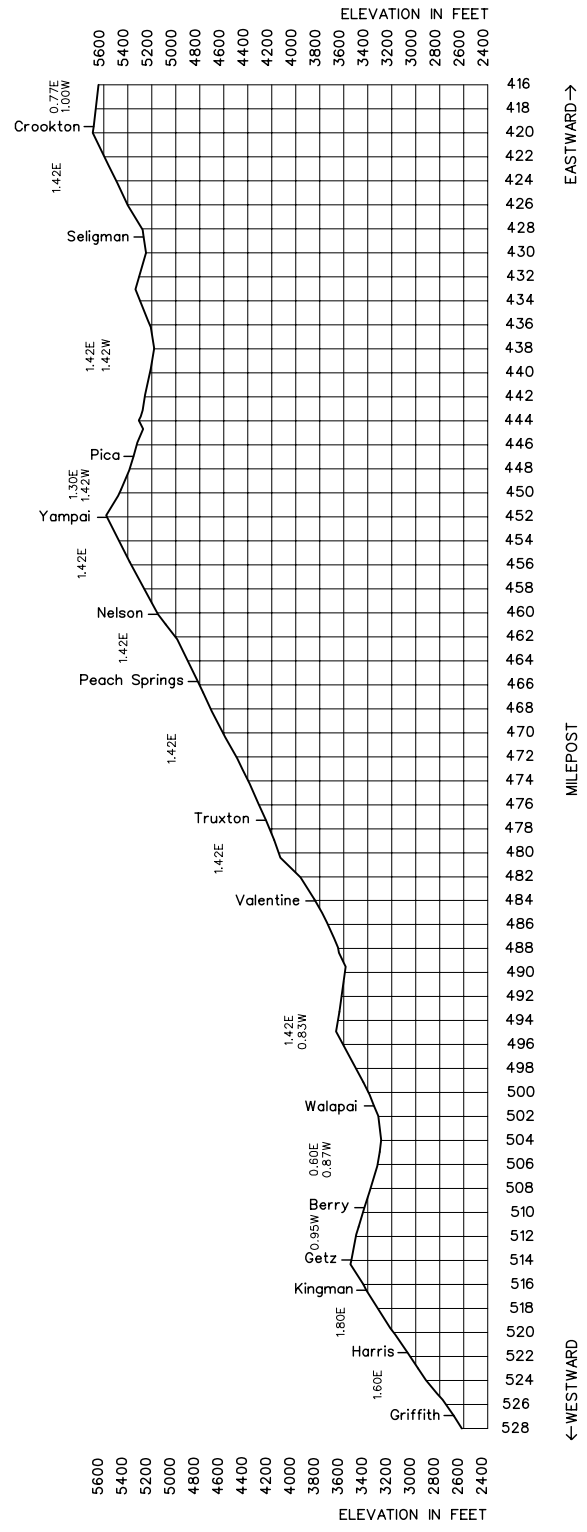
Road Line Segments
Line Segment Limits
7200 ..... East Winslow to East Needles

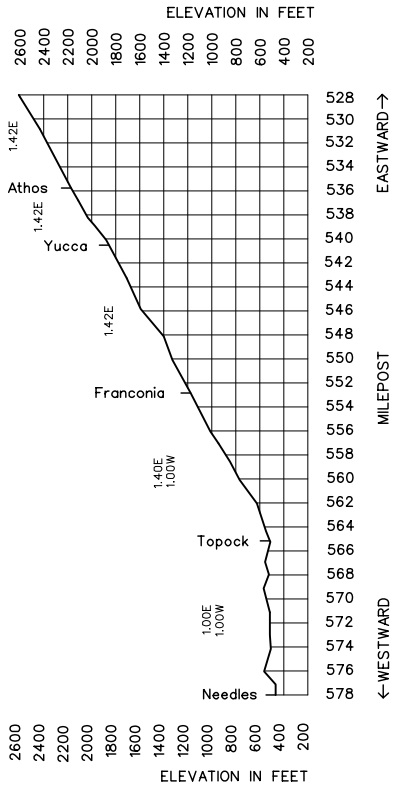
9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Dennison (Main 2)	298.3	200	West
Dennison (Main 1)	298.3	1250	West
Sunshine (Main 2)	305.9	3,617	Both
Angell (Main 1)	322.7	Wye	Both
Angell (Main 2)	322.7	330	West
Darling	328.6	Yard	Both
Cosnino (Main 1)	333.1	430	East
Cosnino (Main 2)	333.3	1,044	East
McPhetridge (Main 1)	339.9	4,735	Both
Ralston Purina (Main 2)	340.2	Yard	Both
Bellemont (Main 2)	355.9	490	Both
Bellemont (Main 2)	356.3	4,984	Both
Bellemont (Main 1)	356.3	412	East
Maine (Main 1)	362.5	2,272	Both
Chalender (Main 2)	368.1	293	East
West Perrin (Main 1)	385.4	560	Both
West Doublea (Main 2)	395.0	650	Both
West Eagle Nest (Main 1)	407.2	562	Both
Crookton (Main 1)	419.0	1,877	Both
Audley (Main 2)	438.8	1,000	East
Pica (Main 1)	445.9	4,300	Both
Pica (Main 2)	447.1	150	East
Yampai (Main 1)	452.2	6,784	Both
Yampai (Main 2)	452.2	5,329	Both
Nelson (Main 1)	460.2	4,647	Both
Nelson (Main 2)	460.2	5,783	Both
Shipley (Main 1)	461.4	400	West
Peach Springs (Main 1)	465.8	5,714	Both
Peach Springs (Main 2)	465.6	5,277	Both
Truxton (Main 1)	477.3	5,423	Both
Truxton (Main 2)	477.3	5,557	Both
Hackberry (Main 1)	489.0	4,934	West
Hackberry (Main 2)	489.8	1,788	East
Walapai (Main 1)	501.3	5,550	Both
Walapai (Main 2)	501.3	5,939	Both
Berry (N Siding)	510.0	970	Both
Berry (Main 2)	511.5	7,132	Both
McConnico (Main 1)	521.2	3,350	Both
Harris (Main 2)	521.5X	7,117	Both
Griffith (Main 1)	526.7	5,198	Both
Athos (Main 2)	535.6	7,100	Both
Yucca (Main 1)	540.2	7,115	Both
Yucca (Main 2)	540.2	5,160	Both
Powell (Main 2)	558.8	663	East
Powell (Main 1)	558.8	620	East
Topock (Main 1)	565.1	5,357	Both
Topock (Main 2)	565.1	5,491	Both

10. Grade Chart




ELEVATION IN FEET
5600 5400 5200 5000 4800 4600 4400 4200 4000 3800 3600 3400 3200 3000 2800 2600 2400
416 418 420 422 424 426 428 430 432 434 436 438 440 442 444 446 448 450 452 454 456 458 460 462 464 466 468 470 472 474 476 478 480 482 484 486 488 490 492 494 496 498 500 502 504 506 508 510 512 514 516 518 520 522 524 526 528
EASTWARD→
MILEPOST
←WESTWARD
0.77E
1.00W
Crookton
1.42E
Seligman
1.42E
1.42W
Pica
1.30E
1.42W
Yampai
1.42E
Nelson
1.42E
Peach Springs
1.42E
Truxton
1.42E
Valentine
1.42E
0.83W
Walapai
0.60E
0.87W
Berry
0.95W
Getz
Kingman
1.80E
Harris
1.60E
Griffith
5600 5400 5200 5000 4800 4600 4400 4200 4000 3800 3600 3400 3200 3000 2800 2600 2400
ELEVATION IN FEET


ELEVATION IN FEET
2600 2400 2200 2000 1800 1600 1400 1200 1000 800 600 400 200
528 530 532 534 536 538 540 542 544 546 548 550 552 554 556 558 560 562 564 566 568 570 572 574 576 578
EASTWARD→
MILEPOST
←WESTWARD
1.42E
Athos
1.42E
Yucca
1.42E
Franconia
1.40E
1.00W
Topock
1.00E
1.00W
Needles
2600 2400 2200 2000 1800 1600 1400 1200 1000 800 600 400 200
ELEVATION IN FEET

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Springerville Subdivision **MAIN LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
			0.0	TEPCO JCT.	A	TWC	7205	29.7	
		20560	29.7	SPRINGERVILLE	R			29.7	

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	Warm Bearing	Emer
Tepco Jct. to Springerville	72	1	4	3	5	9

Train Dispatcher Telephone Numbers
Chief Dispatcher—(817) 234-2334
Dispatcher (DS 09)—(817) 234-2309

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 26.1, including trains 100 TOB and over	49 MPH.
MP 25.7 to MP 29.7	15 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.
Tepco Jct., MP 0.0, dual control switch turnout to Coronado Subdivision. ..... 40 MPH.
Springerville, spring switch Tepco Loop Track ..... 10 MPH.

1(D). Speed—Other
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders ..... 30 MPH.
Speed limit on Tepco Loop Track ..... 15 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Tepco Jct to Springerville ..... 143 tons, Restriction A

3. Type of Operation
TWC—in effect:
MP 0.0 to MP 29.7

Restricted Limits—in effect:
Springerville—MP 25.0 to MP 29.7

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Tepco Jct.—Be governed by superintendents notice for operation of dual control switch and circuit controller box.

Springerville Subdivision—Loop track designated Track 2161 in service at MP 26.1 with east switch connection. Loop track is 3.9 miles in length and equipped with spring switch and switch point indicator.

Speed limit on loop track 15 MPH, except speed limit through rotary dumper 4 MPH. Unit coal trains will operate clockwise around loop track for unloading. Window awnings and mirrors must be positioned against car body on all engines before entering dumper.

Overhead and Side Obstructions
1. Dumper at MP 26.8
2. Cabooses will not be operated through dumper account insufficient clearance at Springerville.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

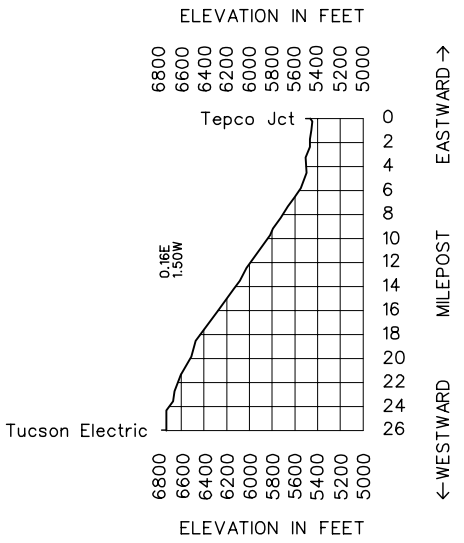
8. Line Segments
Road Line Segments

Line Segment	Limits	Mile Posts
7205	Tepco Jct. to Springerville	MP 0.0 to MP 29.7

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Carrlzo Storage	1.8	653	Both
Tucson Electric Power Co.	26.1	3,700	East

10. Grade Chart



Track Bulletin Form B—Verbal Permission:

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

"Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP _____ and MP _____ (specifying subdivision when necessary)."

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

- "(Train) may pass red flag located at MP _____ without stopping on (track)."

Unless otherwise restricted, the train may pass the red flag 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) on (track)."

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

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) on (track)."

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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 on (track) (specifying distance 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.

4. To require a train to stop at a designated location within the limits, add the following:

- "(Train) must stop at (location) for additional instructions."

5. When adjacent tracks will be occupied by men and equipment, add the following:

- "Men and equipment occupying (track)."

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following: At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.	
Train Speed	**Delay to Sound Whistle**
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

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

TERMSDXO

T - Train
E - Engine
R - Railroad Cars
M - Men & equipment fouling track
S - Stop Signal
D - Derail & switches properly lined
X - Crossings at grade
O - Other crews' movements

Remember "TERMSDXO" when shoving cars.