Division Operating Officers

Albuquerque

R.A. ATKINS	Superintendent Operations	767-6800
T.C. HERNANDEZ	Roadmaster	767-6876

Belen

A.M. CHARROW	Division Engineer	864-5175
J.R. CHAVEZ	Asst. Roadmaster	864-5113
G.D. COSSEY	Road Foreman	864-5129
C. GAUNA	Roadmaster	864-5176
M.P. GWINN	Terminal Supt.	864-5114
L.R. GOMEZ	Terminal Manager	864-5188
E.K. O'NEAL	Gen. Foreman Equip	864-5162

Carlsbad

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

Clovis

D. BAILEY	Road Formam	742-7965
J.N. McPHERREN	Mgr., Safety and Rules	742-7955
A.E. POTTER	Terminal Supt.	742-7988
M. SOLANO	Asst. Division Engineer	742-7989
L. THOMAS	Asst. Roadmaster	742-7998
R.R. WALKER	Roadmaster	742-7976

El Paso

E. MONDRAGON	Roadmaster	534-2366
D.L. RENTERIA	Terminal Manager	534-2354

Raton

M.F. BOYD	Road Foreman	445-7248
T.W. KOERTING	Roadmaster	445-7252

BNSF

Burlington Northern Santa Fe Railway

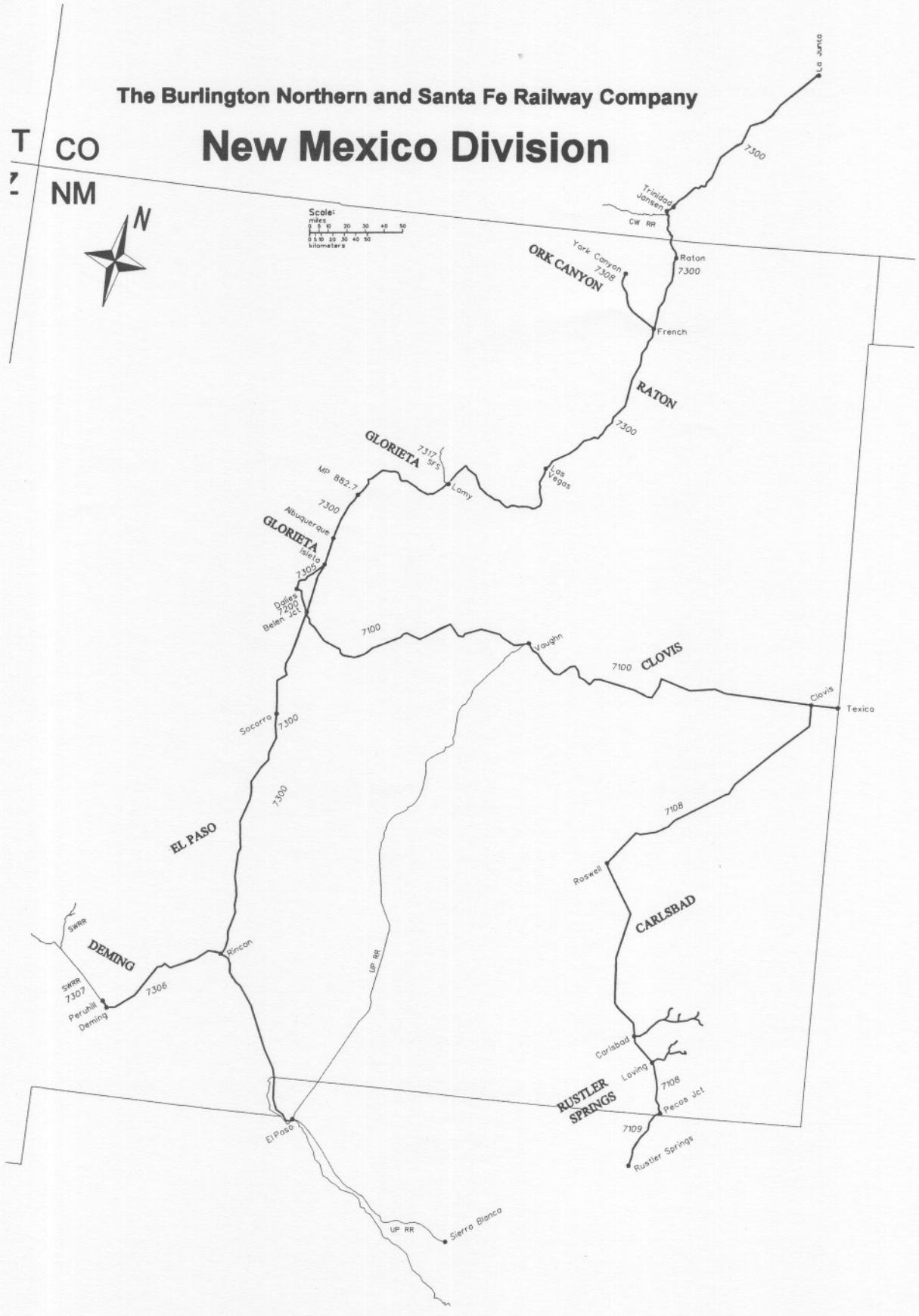
New Mexico Division

Timetable No. 2

IN EFFECT AT 0001
Mountain Continental Time

Wednesday, April 1, 1998

Division Superintendent
K.W. Ross
Clovis, New Mexico
(505) 742-7940


The Burlington Northern and Santa Fe Railway Company
New Mexico Division
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Las Vegas
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7300
Albuquerque
GLORIETA
Isleta
7303
Belen Jct.
7100
Vaughn
7100
CLOVIS
Clovis
Texico
Socorro
7300
7300
EL PASO
SWRR
DEMING
SWRR
7307
Deming
7306
Rincon
UP RR
7108
Roswell
CARLSBAD
Carlsbad
Loving
7108
RUSTLER
SPRINGS
Pecos Jct
7109
Rustler Springs
El Paso
UP RR
Sierra Blanca

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Carlsbad Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
		41300	0.0	CLOVIS	BCTR			18.2	
		41315	17.6	PORTALES				12.1	
	5,765	41325	29.8	DELPHOS				7.4	
	5,809	41330	37.2	KERMIT				5.0	
		41335	42.2	ELIDA				5.5	
	5,747	41350	47.6	TORNERO				4.8	
		41355	52.5	KENNA				13.0	
	10,246	41360	65.5	BOAZ				16.7	
	5,740	41370	82.2	CAMPBELL				12.7	
	5,635	41380	94.9	MELENA				8.0	
	5,764	41390	103.0	POE				4.8	
		41400	107.8	ROSWELL	PTR	TWC		4.8	
		41420	112.6	SOUTH SPRING				6.2	
	5,658	41425	118.8	CHISUM				5.1	
		41430	124.2	DEXTER				6.3	
		41440	130.5	HAGERMAN				13.2	
	10,223	41450	143.8	ESPUELA				6.1	
		41460	149.9	ARTESIA	R			5.2	
	5,788	41470	155.1	ATOKA				2.5	
		41480	157.7	DAYTON				7.5	
	7,300	41490	165.2	LAKEWOOD				12.2	
		41495	177.5	AVALON				5.5	
		41500	183.0	CARLSBAD	BCTR			183.3	

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 0.0 to 0.2	5 MPH.
MP 8.7 to 9.0	45 MPH.
MP 17.0 to MP 18.6 (HE only)	20 MPH.
MP 49.9 to 50.2	45 MPH.
MP 84.1 to 90.9	30 MPH.
MP 128.9 to 129.2	40 MPH.
MP 181.3 to 183.0	20 MPH.

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

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation
TWC—in effect:
MP 0.0 to MP 183.0

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

4. General Code of Operating Rules Items
Rule 6.17—Normal position of Carlsbad Subdivision wye switches at Clovis will be left lined as last used.

Rule 14.9A Transmitting Track Warrant—Add the following: After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

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

6. FRA Excepted Track

0804	0922
0805	0925
0807	0927
0811	1203 through 1213
0824	1224 through 1232
0845	1302 through 1312
0847	1314
0849 through 0857	1315
0862	1322 through 1329
0863	1331 through 1333
0867	1347 through 1350
0868	
0869	
0873 through 0877	
0885	
0889	
0902	
0905	
0908 through 0916	
0920	

7. Special Conditions

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

Spring Switches, Location by Station

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

8. Line Segments

Yard Line Segments

Line Segment Limits

7110 ..... Carlsbad Yard

Road Line Segments

Line Segment Limits

7108 ..... Clovis to Carlsbad, MP 0.0 to MP 183.3

9. Locations Not Shown as Stations

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

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Clovis Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
			655.7	EAST CLOVIS				1.9	
	S-830	41300	657.6	CLOVIS	BCT	3MT CTC		1.0	
			657.9	CP 6579				0.3	
			658.6	WEST CLOVIS				0.7	
			669.7	GRIER				11.5	
		41185	678.0	MELROSE		2MT CTC		7.9	
			685.9	CP 6859				2.9	
	10,953	41179	688.8	CANTARA				5.8	
	10,978	41176	693.4	KRIDER				5.1	
	8,221	41170	698.5	TOLAR		CTC		3.4	
		41165	701.9	TAIBAN				4.5	
		41160	706.4	LA LANDE				9.1	
			715.5	CP 7155		2MT CTC		1.9	
		41155	717.4	FORT SUMNER	PT			6.2	
	11,845	41153	723.6	AGUDO				5.7	
	10,944	41145	729.3	RICARDO		CTC		6.2	
		41142	735.5	EVANOLA				7.8	
		41136	743.2	YESO		2MT CTC		7.6	
		41130	750.8	LARGO				5.3	
	11,171	41125	756.1	BUCHANAN				5.3	
	11,126	41120	761.4	CARDENAS		CTC		7.6	
	11,960	41114	769.0	DUORO				4.6	
		41109	773.6	JOFFRE		2MT CTC		2.6	
			776.2	WEST JOFFRE				12.3	
		40130	788.5	VAUGHN				0.7	
			789.2	WEST VAUGHN		CTC		3.5	
	10,665	40122	792.7	TEJON				5.1	
		40118	797.8	CARNERO				10.0	
		40110	807.8	NEGRA				4.7	
			812.5	CP 8125		2MT CTC		No. 3.0 So. 3.6	
	N14,959	40106	815.5	PEDERNAL				No. 0.6	
			816.1	CP 8161				3.4	
	5,638	40102	819.5	DUNMOOR				4.5	
	9,786	40098	824.0	CULEBRA				4.8	
	10,593	40094	828.8	LUCY				7.3	
	7,968	40090	835.9	SILIO		CTC		6.0	
	6,409	40086	842.1	WILLARD				6.4	
	12,416	40082	848.5	BRONCHO				5.0	
	6,376	40078	853.5	EAST MOUNTAINAIR				1.3	
			854.8	MOUNTAINAIR	P			7.6	
		40074	862.4	ABO		2MT CTC		5.0	
			867.4	KAYSER				2.9	
		40066	870.3	SCHOLLE				5.6	
	8,465	40062	875.9	SAIS		CTC		5.7	
	9,247	40058	881.6	BECKER				4.0	
		40054	885.6	BODEGA				3.4	
			889.0	MADRONE		2MT CTC		5.8	
			894.8	JARALES		6MT CTC		0.8	

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Clovis Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
			895.6	EL PASO JCT.				1.3	
		40004	896.9	BELEN	BCPR-T	6MT CTC		0.7	
			897.6	BELEN JCT.				241.9	

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Clovis Subdivision	55 MPH.*%

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

1(B). Speed—Permanent Restrictions

MP 717.5 to MP 720.6	65 MPH.
MP 726.8 to MP 727.6	65 MPH.
MP 750.9 to MP 757.5	65 MPH.
MP 762.9 to MP 764.6	65 MPH.
MP 769.5 to MP 771.3	65 MPH.
MP 778.8 to MP 780.5 (NT)	60 MPH.
MP 786.6 to MP 787.2	60 MPH.
MP 788.6 to MP 796.7	60 MPH.
MP 843.9 to MP 844.7	65 MPH.
MP 856.3 to MP 865.8 (NT)	55 MPH.
MP 854.8 to MP 865.8 (ST)	55 MPH.
MP 865.8 to MP 870.1 (NT)	45 MPH.
MP 865.8 to MP 870.1 (ST)	45 MPH.
MP 870.5 to MP 872.8	40 MPH.
MP 873.6 to MP 875.0	50 MPH.
MP 893.1 to MP 894.6	60 MPH.
MP 894.9 to MP 895.6 (Tracks No. 1 and No. 3)	30 MPH.
MP 894.8 to MP 895.4 (Track No. 5)	30 MPH.
MP 897.2 to 897.3 (Tracks No. 1, No. 2, and No. 3) (HE only)	10 MPH.

1(C). Speed—Switches and Turnouts

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

Switches at each end of sidings, except those listed below	40 MPH.
MP 655.7, East Clovis, turnouts from ST to yard	30 MPH.
MP 655.7, East Clovis, turnout to NT	40 MPH.
MP 655.7, East Clovis, crossovers NT to ST	40 MPH.
MP 656.0, East Clovis, crossover NT to MT	40 MPH.
MP 657.6, Clovis, both ends siding	30 MPH.
MP 657.6, Clovis, crossovers NT to ST	40 MPH.
MP 657.9, CP 6579, turnout to NT	40 MPH.
MP 658.6, West Clovis, crossover NT to ST	40 MPH.
MP 669.7, Grier, crossovers between North & South tracks	50 MPH.
MP 678.0, Melrose, crossovers NT to ST	50 MPH.
MP 685.9, CP 6859, crossovers NT to ST	50 MPH.
MP 688.8, Cantara, turnout to ST	40 MPH.
MP 701.9. Taiban, turnout to ST	40 MPH.
MP 706.4, La Lande, crossovers NT to ST	50 MPH.
MP 715.5, CP 7155, crossovers NT to ST	50 MPH.
MP 717.4, Fort Sumner, turnout to ST	50 MPH.
MP 735.5, Evanola, turnout to ST	50 MPH.
MP 743.2, Yeso, crossovers NT to ST	50 MPH.
MP 750.8, Largo, turnout to ST	50 MPH.
MP 773.6, Joffre, turnout to NT	50 MPH.

MP 776.2, West Joffre, crossover NT to ST ..... 40 MPH.
MP 788.5, Vaughn, turnout to NT ..... 50 MPH.
MP 797.8, Carnero, turnout to ST ..... 40 MPH.
MP 807.8. Negra, crossovers NT to ST ..... 50 MPH.
MP 812.5, CP 8125, crossover NT to ST ..... 50 MPH.
MP 816.1, CP 8161, turnout to ST ..... 50 MPH.
MP 819.5, Dunmoor, both ends siding ..... 30 MPH.
MP 842.1, Willard, both ends siding ..... 30 MPH.
MP 854.8, Mountain air, turnout to ST ..... 50 MPH.
MP 862.4, Abo, crossovers NT to ST ..... 50 MPH.
MP 867.4, Kayser, crossovers NT to ST ..... 45 MPH.
MP 870.3, Scholle, turnout to ST ..... 45 MPH.
MP 885.6, Bodega, turnout to ST ..... 40 MPH.
MP 889.0, Madrone, crossovers NT to ST ..... 50 MPH.
MP 894.8, Jarales, crossover NT to ST ..... 40 MPH.
MP 894.8, Jarales, turnout to No. 5 track ..... 40 MPH.
MP 895.6, El Paso Jct. all switches (except entering yard) ..... 30 MPH.
MP 897.6, Belen Jct., all switches (except entering yard) ..... 30 MPH.

1(D). Speed—Other

Temperature 100 degrees or above

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

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

Limits	Threshold Temperature	Speed
MP 856.5 to MP 879.6	100 Degrees	40 MPH.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

CTC—in effect:
MP 655.7 to MP 894.8 ..... Main track and sidings
MP 894.8 to MP 897.7 ..... Tracks No. 1, No. 2 and No. 3
MP 896.9 to MP 897.7 ..... Tracks No. 5 and No. 6

Restricted Limits—in effect:
No. 4 Track ..... MP 895.6 to MP 897.5
No. 5 Track ..... MP 895.3 to MP 896.9
No. 6 Track ..... MP 895.7 to MP 896.9

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

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

4. General Code of Operating Rules Items

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

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No. 4** etc., respectively.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations
MP 665.0—Recall Code 8
MP 684.3—Recall Code 8
MP 705.0—Recall Code 8
MP 711.0 (DED only)—Exception Reporting Only
MP 715.5 (DED only)—Exception Reporting Only
MP 719.6 (DED only)—Exception Reporting Only
MP 725.5—Recall Code 8
MP 746.0—Recall Code 8
MP 791.0—Recall Code 8
MP 804.6—Recall Code 8
MP 832.4—Recall Code 8
MP 855.2—Recall Code 8
MP 862.8 (DED only)
MP 877.8—Recall Code 8
MP 892.2—Recall Code 8

C. Other Detectors
MP 779.1 ST—High Water
EWD signal 7814, WWD signal 7783
MP 806.9—High Water
EWD controlled signals Negra
WWD signals 8051 & 8053
MP 870.4, MP 871.2—High Water
EWD signal 8712, WWD controlled signals Scholle
MP 870.9, MP 871.7—Rock Slide
EWD signal 8712, WWD signals Scholle
Red indicators MP 870.8 and 871.1
MP 871.5, MP 872.1—Rock Slide
EWD signal 8712, WWD controlled signals Scholle
Red indicators MP 870.8, 871.1, 871.5, 871.7, 871.8
MP 872.7—Rock Slide
EWD signal 8732, WWD signal 8711
Red indicators MP 872.5 & 872.8
MP 875.0—High Water
EWD controlled signals east end siding Sais
WWD signal 8731

6. FRA Excepted Track—None

7. Special Conditions

Two tracks
MP 657.9 to MP 688.8
MP 701.9 to MP 717.4
MP 735.5 to MP 750.8
MP 773.6 to MP 788.5
MP 854.8 to MP 870.3
MP 797.8 to MP 816.1
MP 885.6 to MP 894.8

Three Tracks
MP 655.7 to MP 657.9

Six Tracks
MP 894.8 to MP 897.6

Six-axle locomotives are restricted from operating on the following auxiliary tracks:
Ft. Sumner 2025, 2026, 2027, 2031
Vaughn 2201, 2202
Lucy 2316
Mountainair 2410, 2411, 2412, 2414
2409 between overpass west of depot and east switch of Track 2414
Becker 2423

8. Line Segments

Yard Line Segments

Line Segment	Limits
7155	Clovis
7355	Belen

Road Line Segments

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

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Gallaher Air Base	662.8	4041	East
Peavey	668.0	4058	West
Set Out (NT and ST)	702.7	1200	East
Set Out (ST)	708.5	1200	East
Set Out (NT and ST)	709.0	1200	West
Madrone Set Out (ST only)	890.5	300	East

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Deming Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
		29700	1079.6	RINCON	PTR	TWC		5.2	
		29325	1084.8	HATCH				9.1	
		29320	1039.9	HOCKETT				11.3	
		29315	1105.2	NUTT				20.6	
	3,100	29305	1125.8	MIRAGE				7.1	
		29100	1132.9	DEMING	BPR			6.6	
			5.7	PERUHILL	R			59.9	

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Rincon to Deming	45 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed— Switches and Turnouts

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

TWC—in effect:
MP 1079.6 to MP 5.7

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

4. General Code of Operating Rules Items

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

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

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

Rule 14.9A Transmitting Track Warrant—Add the following: After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments

Line Segment	Limits
7306	Rincon to Deming
7307	Deming to Peruhill

9. Locations Not Shown as Stations

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

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	El Paso Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
	3,546	40015	915.0	ISLETA		TWC		7.4	
	4,136	40010	922.4	LOS LUNAS				5.0	
		40005	927.4	CHLOE				5.2	
			932.4	BELEN JCT.	R	6MT CTC		0.7	
		40004		BELEN	BCPRT			1.3	
			934.4	EL PASO JCT.	R			8.1	
		29785	942.5	SABINAL		TWC		11.0	
	7,790	29780	953.5	LAJOYA				10.0	
	4,102	29775	963.5	SAN ACACIA				14.3	
	4,147	29765	977.8	SOCORRO	PT			10.4	
		29760	988.2	SAN ANTONIO				10.8	
	4,132	29755	999.0	ELLMENDORF				6.1	
	6,004	29745	1005.1	SAN MARCIAL				7.2	
		29740	1012.3	POPE				9.1	
		29735	1021.4	LAVA				10.1	
	4,044	29730	1031.5	CROCKER				11.7	
		29725	1043.2	ENGEL		DT TWC		8.2	
		29720	1051.4	CUTTER		TWC		15.7	
	4,150	29710	1067.1	ALIVIO				6.6	
		29705	1073.7	GRAMA				5.9	
		29700	1079.6	RINCON	PTR			7.7	
	4,194	29660	1087.3	TONUCO				8.4	
		29645	1095.7	MEDLER				5.4	
		29630	1101.1	LEASBURG				5.8	
	3,132	29615	1106.9	DONA ANA				5.6	
		29600	1112.5	LAS CRUCES	P			2.5	
		29590	1115.0	MESILLA PARK				8.9	
		29580	1123.9	MESQUITE, NM		DT TWC		15.9	
		29540	1139.8	VINTON, TX		TWC		2.6	
		29530	1142.4	CANUTILLO				2.9	
	3,224	29520	1145.3	MONTOYA				9.8	
		29500	1155.1	EL PASO	BCPTR			241.0	

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 914.9 to MP 915.2 ..... 20 MPH.
(Eastward trains—only until HE passes crossing)
MP 957.9 to MP 966.3 ..... 30 MPH.
MP 973.1 to MP 973.5 ..... 45 MPH.
MP 985.3 to MP 986.3 ..... 40 MPH.
MP 987.5 to MP 987.7 ..... 30 MPH.
MP 1006.2 to MP 1022.2 ..... 40 MPH.
MP 1022.9 to MP 1023.1 ..... 30 MPH.
MP 1036.4 to MP 1037.0 ..... 45 MPH.
MP 1075.8 to MP 1079.1 ..... 30 MPH.
MP 1079.4 to MP 1079.8 ..... 20 MPH.
MP 1079.9 to MP 1080.4 ..... 40 MPH.
MP 1082.8 to MP 1086.0 ..... 40 MPH.
MP 1088.4 to MP 1088.6 ..... 45 MPH.
MP 1090.1 to MP 1092.9 ..... 20 MPH.
MP 1093.3 to MP 1094.7 ..... 30 MPH.
MP 1096.0 to MP 1101.6 ..... 45 MPH.
MP 1111.5 to MP 1114.4 (HE only) ..... 30 MPH.
MP 1144.6 (HE only) ..... 20 MPH.
MP 1147.5 to 1151.9 ..... 30 MPH.
MP 1151.9 to MP 1153.8 ..... 25 MPH.
South Track
MP 1123.7 to MP 1125.4 ..... 15 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
MP 915.0, Isleta, turnout to El Paso Subdivision ..... 40 MPH.
MP 932.4, Belen Jct., all switches (except entering yard) ..... 30 MPH.
MP 934.4, El Paso Jct., turnout to El Paso Subdivision ..... 30 MPH.
MP 1043.1, Engel, turnout from NT ..... 40 MPH.
MP 1044.9, Engel, turnout from ST ..... 40 MPH.
MP 1123.7, Mesquite, turnout to ST ..... 15 MPH.
MP 1123.7, Mesquite, trailing point movement eastward on NT . 30 MPH.
MP 1125.4, Mesquite, turnout to ST ..... 15 MPH.
MP 1155.1, El Paso, End of main track westward ..... 10 MPH.

1(D). Speed—Other

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—None

3. Type of Operation

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

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

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

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

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

4. General Code of Operating Rules Items

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

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

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No. 4** etc., respectively.

Rule 14.9A Transmitting Track Warrant—Add the following: After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations
MP 969.1—Recall Code 8
MP 989.0—Recall Code 0
MP 1010.6—Recall Code 8
MP 1040.9—Recall Code 8
MP 1071.1—Recall Code 8
MP 1082.4—Recall Code 0
MP 1097.2—Recall Code 8
MP 1121.7—Recall Code 8
MP 1146.7—Recall Code 8

C. Other Detectors:
MP 965.8, 966.1—High Water
Signs MP 964.8, MP 967.1
MP 979.4*, MP 980.1, MP 981.3—High Water
EWD MP 982.1, WWD MP 978.9—Rotating red lights
MP 982.9, 983.2, 983.5, 984.6, 985.0, 985.1, 986.5, 986.9, 987.1, 987.4*—High Water
EWD MP 987.9, WWD MP 982.1—Rotating red lights
MP 1050.1, 1050.9, 1051.3—High Water
EWD MP 1052.4, WWD MP 1048.9
Rotating red lights
MP 1052.6, 1053.3, 1053.7, 1054.3, 1055.7—High Water
EWD MP 1056.9, WWD MP 1051.4
Rotating red lights
MP 1065.2, 1066.3—High Water
EWD MP 1067.5, WWD MP 1063.7
Rotating red lights
MP 1069.7, 1071.6—High Water
EWD MP 1072.8, WWD MP 1068.3
Rotating red lights
MP 1081.9, 1082.5, 1082.7, 1083.0, 1083.7—High Water
EWD MP 1084.4, WWD MP 1080.9
Rotating red lights
MP 1085.5—High Water
EWD MP 1086.2, WWD MP 1084.4
Rotating red lights
MP 1088.4, 1088.7, 1089.2, 1090.2, 1090.9, 1091.5—High Water
EWD MP 1091.7, WWD MP 1087.5
Rotating red lights
MP 1093.0, 1093.2, 1093.8, 1094.4—High Water
EWD MP 1095.0, WWD MP 1091.7
Rotating red lights

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

6. FRA Excepted Track—None

7. Special Conditions

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

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

Six-axle locomotives are restricted from operating on the following auxiliary tracks:
Chloe—4009, 4010
Los Lunas—4007

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

8. Line Segments

Yard Line Segments

Line Segment	Yard
7356	El Paso

Road Line Segments

Line Segment	Yard	Mile Posts
7300		MP 934.4 to MP 1156.0

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Edmunds Chemical Co.	935.3	373	West
Tiffany Stock Yards	1002.1	1112	West
Aleman	1056.4	350	West
Hanes Knitting Mill	1118.2	580	West
Santo Tomas	1123.5	770	Both
Vado	1127.8	2687	Both
Berino	1131.4	1385	Both
Anthony Growers, Inc.	1135.6	587	East
Anthony	1136.4	587	Both
Mountain pass Canning Co.	1137.5	815	West
W. Silver Co.	1138.3	3625	West
Border Steel Co.	1138.9	3647	West
Darbyshire Steel Co.	1141.1	1671	East

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Glorieta Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
	5,700	56400	770.1	LAS VEGAS	BP	TWC ABS		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 ATS		10.7	
		56160	865.3	DOMINGO				11.3	
	5,950	56150	876.6	NUEVE				9.4	
	6,250	56140	886.0	BERNALILLO				12.8	
		56120	898.8	HAHN		DT TWC ABS ATS		3.6	
		56100	902.4	ALBUQUERQUE	BCPT			1.4	
			903.8	ABAJO	R			2.6	
			906.4	RIO BRAVO		CTC		8.6	
	2,486	40015	12.6	ISLETA	J			14.8	
		20870	27.4	DALIES				159.7	

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

1. Speed Regulations

1(A). Speed—Maximum

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

* See System Special Instruction 1(B)
\# See System Special Instruction 1(C)

1(B). Speed—Permanent Restrictions

MP 769.3 to MP 770.3 (HE only)	30 MPH.	30 MPH.
MP 770.7 to MP 772.0	75 MPH.	60 MPH.
MP 772.6 to MP 772.8 (equipped with westward ATS Inert Inductors)	40 MPH.	35 MPH.
MP 772.8 to MP 779.4 (equipped with westward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 779.4 to MP 781.9	55 MPH.	50 MPH.
MP 782.3 to MP 784.1	45 MPH.	45 MPH.
MP 784.7 to MP 784.9	40 MPH.	40 MPH.
MP 786.1 to MP 786.3	60 MPH.	45 MPH.
MP 786.5 to MP 787.0 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 788.4 to MP 790.5	50 MPH.	45 MPH.
MP 790.8 to MP 793.9	45 MPH.	40 MPH.
MP 794.3 to MP 794.5	45 MPH.	30 MPH.
MP 794.7 to MP 795.2 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	20 MPH.
MP 795.2 to MP 799.9 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 800.4 to MP 802.8 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 804.0 to MP 805.1 (equipped with westward and eastward ATS Inert Inductors)	55 MPH.	45 MPH.
MP 805.1 to MP 805.8 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	45 MPH.
MP 805.8 to MP 808.8 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 809.4 to MP 809.7	75 MPH.	60 MPH.
MP 811.1 to MP 811.5	79 MPH.	60 MPH.
MP 812.3 to MP 812.8	55 MPH.	50 MPH.
MP 812.8 to MP 813.2 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	40 MPH.
MP 813.2 to MP 814.1 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	40 MPH.
MP 814.3 to MP 814.4	60 MPH.	55 MPH.
MP 815.0 to MP 815.6	65 MPH.	60 MPH.
MP 816.9 to MP 817.1	75 MPH.	60 MPH.
MP 818.6 to MP 818.9	55 MPH.	50 MPH.
MP 819.2 to MP 819.5 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	40 MPH.
MP 819.6 to MP 819.7 (equipped with westward and eastward ATS Inert Inductors)	40 MPH.	35 MPH.
MP 819.7 to MP 822.6 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	35 MPH.
MP 822.6 to MP 824.6 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	35 MPH.
MP 824.6 to MP 824.9 (equipped with westward and eastward ATS Inert Inductors)	35 MPH.	30 MPH.
MP 824.9 to MP 825.8 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 825.8 to MP 827.8 (equipped with westward and eastward ATS Inert Inductors)	20 MPH.	20 MPH.
MP 827.8 to MP 829.5 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 830.2 to MP 831.7 (equipped with westward and eastward ATS Inert Inductors)	40 MPH.	30 MPH.
MP 832.1 to MP 832.9 (equipped with westward and eastward ATS Inert Inductors)	20 MPH.	20 MPH.
MP 833.1 to MP 835.0	65 MPH.	50 MPH.
MP 838.3 to MP 842.3	80 MPH.	
MP 850.7 to MP 851.5	85 MPH.	55 MPH.
MP 852.5 to MP 852.7 (equipped with westward ATS Inductors)	50 MPH.	45 MPH.
MP 852.9 to MP 853.2 (equipped with westward ATS Inductors)	55 MPH.	45 MPH.
MP 853.2 to MP 853.7 (equipped with westward ATS Inductors)	35 MPH.	30 MPH.
MP 861.3 to MP 862.2	80 MPH.	60 MPH.
MP 866.7 to MP 871.3	80 MPH.	
MP 873.9 to MP 875.6	80 MPH.	
MP 878.2 to MP 879.6	75 MPH.	
MP 898.8 to MP 899.4 (HE only)	60 MPH.	60 MPH.
MP 899.4 to MP 901.5 (HE only)	50 MPH.	50 MPH.
MP 901.5 to MP 901.8 (HE only)	25 MPH.	25 MPH.
MP 903.8 Abajo to MP 905.2 (Westward trains may resume speed when the head end clears the restricted area)	20 MPH.	20 MPH.
MP 905.2 to MP 905.4	70 MPH.	
MP 12.5 to MP 13.6	70 MPH.	
MP 26.8 to MP 27.4	50 MPH.	40 MPH.

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Las Vegas to Dalies ..... 143 tons

Six-axle locomotives are restricted from operating on the following auxiliary tracks:
Bernalillo 2407
Domingo 402
Waldo 9302

3. Type of Operation

TWC—in effect:
Between Las Vegas and Rowe; and between Lamy and Abajo.

CTC—in effect:
On main track between ESS Rowe and WSS Lamy; on sidings Fox, Isleta, Glorieta and Canyoncito; and on main track between Abajo and Dalies.

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

Double Track—Between Hahn and Abajo.

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

When eastward train is stopped by "Stop" signal governing eastward movement on north or south track at end of double track Hahn, and no conflicting movement is evident:

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

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

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

4. General Code of Operating Rules Items

Rule 1.14—Santa Fe Southern trains will use BNSF tracks at Lamy between MP 834 and MP 837.

Rule 12.1—ATS in effect between Waldo and Hahn and on both tracks between Hahn and Abajo.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4** etc., respectively.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures: None
B. Other FED Locations
MP 774.9—Recall Code 8
MP 809.2—Recall Code 8
MP 843.4—Recall Code 8
MP 874.5—Recall Code 8
C. Other Detectors
MP 826.7 to MP 826.9—Slide Fence
Signals 8272
WWD controlled signals at WSS Glorieta
MP 852.4—High Water—Signals 8542 and 8511
MP 869.2—High Water—Signals 8702 and 8671
MP 870.8—High Water—Signals 8702 and 8701
MP 872.7—High Water—Signals 8732 and 8701
MP 874.2—High Water—Signals 8754 and 8731
MP 878.3—High Water—Signals 8782 and 8771
MP 908.7—High Water
EWD signal 9092
WWD controlled signal MP 906.4

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

Train Operations on Descending Grades Between Glorieta and MP 833.0

A. Westward freight trains must make a running air brake test between Las Vegas and Fox to determine the following:
1. Retarding force of air brake system.
2. Normal brake pipe pressure changes occur at rear of train.

Engineer must ascertain that adequate brake pipe pressure is present on the rear of train before passing summit of grade at Glorieta.

B. Trains, including those operating with RCE, must not exceed speed of 15 MPH when average TOB is 90 or more, 20 MPH when average TOB is less than 90 or 30 MPH for quality service network trains when average TOB is less than 90.
   1. When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 PSI, train may proceed.
   2. When total brake pipe reduction exceeds 18 PSI to control speed, train must be stopped immediately, 75% of hand brakes must be applied and brake system fully recharged before proceeding.
      If train separation has occurred, hand brakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to recouple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.

C. Trains operating without RCE, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 PSI to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.

D. On westward passenger trains and light engines, Running Air Brake Test must be made as prescribed by Rule 101.13 at Glorieta.

Freight Train Operation Having Locomotive with Dynamic Brake Not in Use on Descending Grades of 1.0 Percent or More, Except Between Glorieta and MP 833.0.

A. When average tons per operative brake is 90 or more, maximum speed on descending grades as follows:
   1.0% to 1.5% ..... 40 MPH.
   1.5% to 2.0% ..... 24 MPH.
   2.0% or more ..... 15 MPH.

Two-Way ETD Certification Form—The two-way ETD arming, testing and the issuance of ETD certification form for trains that will be operating on the Glorieta and Raton Subdivisions must be performed at the following terminals:
Denver, La Junta and Albuquerque.

The ETD certification form is valid until train reaches destination unless ETD fails or is exchanged enroute. 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 certification is performed. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.

Temperature Speed Restrictions

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

8. Line Segments
Road Line Segments
Line Segment Limits
7300 ..... Las Vegas to Isleta
7200 ..... Isleta to Dalies

9. Locations Not Shown as Stations

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

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Raton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
		56700	554.9	LA JUNTA	BCPTY	TWC ABS ATS		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				3.4	
	9,300	56510	655.2	KEOTA		CTC		4.3	
	9,500	56500	659.5	RATON	XBPT			11.8	
	5,650	56490	671.3	HEBRON				7.5	
	5,900	56480	678.8	SCHOMBERG				12.2	
	6,050	56450	691.0	FRENCH	T			8.4	
	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			215.2	

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

1. Speed Regulations

1(A). Speed—Maximum

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

* See System Special Instruction 1(B).
\# See System Special Instruction 1(C).

1(B). Speed—Permanent Restrictions

MP 555.6 to MP 555.8 Equipped with Eastward and Westward ATS Inert Inductors	35 MPH.	30 MPH.
MP 556.2 to MP 556.4	55 MPH.	50 MPH.
MP 575.5 to MP 576.0	80 MPH.	
MP 581.2 to MP 581.4	80 MPH.	
MP 576.2 to MP 577.2	75 MPH.	
MP 587.1 to MP 589.3	75 MPH.	
MP 589.5 to MP 590.6	80 MPH.	
MP 591.0 to MP 591.4	75 MPH.	
MP 593.3 to MP 594.1	75 MPH.	
MP 595.1 to MP 596.5	75 MPH.	
MP 605.1 to MP 605.5	75 MPH.	
MP 606.6 to MP 607.3	80 MPH.	
MP 615.6 to MP 615.8	75 MPH.	
MP 618.1 to MP 618.5	75 MPH.	
MP 619.6 to MP 619.7 Equipped with Westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 620.2 to MP 622.4	45 MPH.	35 MPH.
MP 622.9 to MP 624.7 Equipped with Eastward ATS Inert Inductors	40 MPH.	35 MPH.
MP 633.6 to MP 633.8	75 MPH.	
MP 636.2 to MP 637.5	20 MPH.	20 MPH.
MP 637.5 to MP 638.5	45 MPH.	35 MPH.
MP 638.5 to MP 643.0	30 MPH.	30 MPH.
MP 643.0 to MP 648.9 Equipped with Eastward ATS Inert Inductors	25 MPH.	20 MPH.
MP 648.9 to MP 651.2 Equipped with Eastward ATS Inert Inductors	20 MPH.	20 MPH.
MP 651.2 to MP 652.1 Equipped with Eastward ATS Inert Inductors	25 MPH.	20 MPH.
MP 652.1 to MP 652.5	20 MPH.	20 MPH.
MP 652.5 to MP 653.3 Equipped with Westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 653.3 to MP 654.5 Equipped with Westward ATS Inert Inductors	30 MPH.	20 MPH.
MP 654.5 to MP 655.6 Equipped with Westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 655.6 to MP 656.6 Equipped with Westward ATS Inert Inductors	30 MPH.	20 MPH.
MP 656.6 to MP 657.6 Equipped with Westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 657.6 to MP 657.9 Equipped with Westward ATS Inert Inductors	35 MPH.	20 MPH.
MP 657.9 to MP 659.4	40 MPH.	20 MPH.
MP 659.9 to MP 660.5 Equipped with Eastward ATS Inert Inductors	45 MPH.	40 MPH.
MP 660.8 to MP 661.7	70 MPH.	60 MPH.
MP 663.1 to MP 664.2	79 MPH.	65 MPH.
MP 664.2 to MP 667.1	75 MPH.	65 MPH.
MP 667.1 to MP 670.7	75 MPH.	
MP 676.6 to MP 676.9	75 MPH.	
MP 682.4 to MP 682.8	75 MPH.	
MP 686.4 to MP 686.6	75 MPH.	
MP 689.1 to MP 689.5	75 MPH.	
MP 690.2 to MP 690.5 Equipped with Eastward and Westward ATS Inert Inductors	50 MPH.	45 MPH.
MP 690.9 to MP 691.2	55 MPH.	50 MPH.
MP 691.6 to MP 692.0	65 MPH.	55 MPH.
MP 692.2 to MP 692.5	79 MPH.	65 MPH.
MP 695.0 to MP 695.2	75 MPH.	
MP 696.0 to MP 696.2	70 MPH.	55 MPH.
MP 698.3 to MP 700.3	65 MPH.	55 MPH.
MP 719.1 to MP 719.3	79 MPH.	65 MPH.
MP 730.8 to MP 731.6	79 MPH.	65 MPH.
MP 732.0 to MP 734.3	75 MPH.	
MP 736.1 to MP 739.8 Equipped with Eastward and Westward ATS Inert Inductors	40 MPH.	40 MPH.
MP 739.8 to MP 747.3 Equipped with Eastward and Westward ATS Inert Inductors	45 MPH.	40 MPH.
MP 747.6 to MP 748.1 Equipped with Eastward and Westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 748.1 to MP 749.0 Equipped with Eastward and Westward ATS Inert Inductors	45 MPH.	35 MPH.
MP 749.0 to MP 749.4 Equipped with Eastward and Westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 754.7 to MP 754.9 Equipped with Eastward and Westward ATS Inert Inductors	65 MPH.	
MP 769.3 to MP 770.3 (HE only)	30 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

Yard Limits—in effect:
La Junta—MP 553.9 to MP 556.5
Trinidad—MP 634.8 to MP 635.8

TWC—in effect:
Between La Junta and Trinidad; and between Springer and Las Vegas.

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

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

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

4. General Code of Operating Rules Items

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

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4** etc., respectively.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures
MP 649.8 (DED only)—WWD only
MP 657.0 (DED only)—EWD only

B. Other FED locations
MP 566.6—Recall Code 8
MP 594.5—Recall Code 8
MP 618.5—Recall Code 8
MP 649.8 (DED only)—EWD only
MP 657.0 (DED only—WWD only
MP 675.8—Recall Code 8
MP 702.1—Recall Code 8
MP 728.0—Recall Code 8
MP 753.6

C. Other detectors
MP 566.6—High Water—Signals 5692 & 5661
MP 576.6—High Water—Signals 5772 & 5741
MP 581.3—High Water—Signals 5822 & 5801
MP 585.3—High Water—Signals 5862 & 5831
MP 586.9—High Water—Signals 5882 & 5861
MP 589.6—High Water—Signals 5902 & 5881
MP 591.6—High Water—Signals 5922 & 5901
MP 594.3—High Water—Signals 5942 & 5921
MP 600.1—High Water—Signals 6022 & 5991
MP 600.5—High Water—Signals 6022 & 5991
MP 611.2—High Water—Signals 6122 & 6101
MP 615.4—High Water—Signals 6152 & 6141
MP 638.6—High Water
EWD & WWD controlled signals at Jansen
MP 691.3—High Water
EWD controlled signals at York Canyon Jct.
WWD controlled signals at French
MP 727.1—High Water—Signals 7272 & 7251
MP 753.7—High Water—Signals 7562 & 7531

6. FRA Excepted Track

Hoehnes—6402

7. Special Conditions

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

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

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

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

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

Train operations on descending grades between MP 643.0 and Raton

A. Eastward freight trains while stopping to change crews at Raton and westward freight trains between Simpson and Jansen must make a running air brake test to determine the following:
   1. Retarding force of air brake system.
   2. Normal brake pipe pressure changes occur at rear of train.
      On freight trains with a functioning ETD, engineer must ascertain that adequate brake pipe pressure is present on the rear of train before passing summit of grade.

B. Trains, including those operating with DP, must not exceed speed of 15 MPH when average TOB is 90 or more, 20 MPH when average TOB is less than 90.
   1. When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 PSI to control speed, train may proceed.
   2. When total brake pipe reduction exceeds 18 PSI to control speed, train must be stopped immediately, 75% of hand brakes must be applied on train, and brake system must be fully recharged before proceeding.
      In addition, if train separation has occurred, hand brakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to recouple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.

C. Trains operating without DP, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 PSI to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train, and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.

D. On passenger trains and light engines, Running Air Brake Test must be made as prescribed by Rule 101.13 at MP 653, eastward and at Wootton, westward.

Trinidad Railway Company, Raton Subdivision—Trinidad Railway, Inc. has adopted the General Code of Operating Rules, Third Edition, effective April 10, 1994, and the following System Instructions will apply:
System Location: Jansen Yard (MP 0.0) to New Elk Mine (MP 30.0)

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

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

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

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

   The following identifies entries required in the columns designated A through E:
   A. Enter the train identification number or equipment or MW activity.
   B. Enter last name of conductor or employee in charge of men or equipment.
   C. Current date.
   D. Time of entry into block territory.
   E. Time of exit from block territory.

2. If the territory is occupied by a preceding train movement, entry cannot be made on a register until engineer of each preceding movement has been contacted and advised territory will be jointly occupied by a train, Maintenance of Way men or equipment and/or another train. All train movements must be made at RESTRICTED SPEED prepared to stop short of men and equipment fouling track within the territory.

3. After movement has been completed, the time the territory was cleared must be entered in Column E. A line is then to be drawn through the entire entry by any authorized employee.

Two-Way ETD Certification Form—The two-way ETD arming, testing and the issuance of ETD certification form for trains that will be operating on the Glorieta and Raton Subdivisions must be performed at the following terminals:
Denver, Newton, La Junta and Albuquerque.

The ETD certification form is valid until train reaches destination unless ETD fails or is exchanged enroute.

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

Temperature Speed Restrictions

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

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

Road Line Segments
Line Segment Limits
7304 ..... La Junta to Las Vegas

9. **Locations Not Shown as Stations**

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

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

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

Loving Jct., trailing movement over spring switch lined for other than normal position on main track ..... 30 MPH.

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

Restricted Limits—in effect:

Carlsbad—MP 183.0 to MP 185.6

TWC—in effect:

MP 183.0 to MP 25.5

4. General Code of Operating Rules Items

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

Rule 14.9A Transmitting Track Warrant—Add the following: After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Loving Industrial Spur

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

7. Special Conditions

Spring Switches, Location by Station

MP 194.4, east wye switch, Loving Jct.

8. Line Segments

Yard Line Segments

Line Segment	Limits
7110	Carlsbad
7114	Loving Jct.

Road Line Segments

Line Segment	Limits
7110	Carlsbad to Malaga
7109	Pecos Jct. to Rustler Springs

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	York Canyon Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram		Miles to Next Stn.	↑ EASTWARD
		56450	0.0	FRENCH	T				13.3	
		56460	13.3	COLFAX		TWC			22.8	
		56465	34.8	YORK CANYON					34.8	

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts
Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
French, Raton Subdiv Jct. switch ..... 40 MPH.

1(D). Speed—Other
Loop track York Canyon ..... 5 MPH.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders ..... 30 MPH.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation
TWC—in effect:
French to York Canyon, MP 0.0 to MP 34.8

Rule 6.28—in effect:
MP 34.8 to MP 36.8

4. General Code of Operating Rules Items
Rule 14.9A Transmitting Track Warrant—Add the following: After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
French—stem of wye switch to York Canyon Subdivision main track will be left lined and locked as last used.

Two-Way ETD Certification Form—The ETD certification form is valid until train reaches destination unless ETD fails or is exchanged enroute. 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 certification is performed. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.

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

8. Line Segments
Road Line Segments
Line Segment Limits
7308 ..... French to York Canyon

9. Locations Not Shown as Stations

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

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GCOR and MWOR Rule 15.2A—Verbal Permission:
When granting verbal permission, use the following words:

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

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

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

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