SANTA FE SAFETY FIRST

Every employe should promptly report any unsafe condition or practice to his supervisor.

ASST. SUPERINTENDENT

G. A. HARVILLE ..... Carlsbad, N.M.

TRAINMASTERS

W. F. HENRY ..... Clovis, N.M.
R. P. GARCIA ..... Belen, N.M.
R. N. WADE ..... Albuquerque, N.M.
M. B. CHAVEZ, JR. ..... Hurley, N.M.
J. N. ISCH ..... El Paso, TEX.

ASST. TRAINMASTERS

A. F. ANGUILAR, JR. ..... Clovis, N.M.
D. E. SMITH ..... Clovis, N.M.
J. H. DOEL ..... Belen, N.M.
S. P. MOUNTAIN ..... El Paso, Tex.

RULES EXAMINER

L. R. MITCHELL ..... Clovis, N.M.

SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES

M. B. SPEARS ..... Amarillo, Tex.

ROAD FOREMAN OF ENGINES

W. L. WOOTTON ..... Clovis, N.M.
R. D. DUBCAK ..... Belen, N.M.

SAFETY SUPERVISOR

E. TAFOYA ..... Clovis, N.M.

CHIEF DISPATCHER

G. C. BRUNSON ..... Clovis, N.M.

ASST. CHIEF DISPATCHER

C. M. BONARDEN ..... Clovis, N.M.
O. N. HALE ..... Clovis, N.M.
O. D. JUSTUS ..... Clovis, N.M.
H. B. BEEVERS ..... Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

R. E. COOPER
D. H. WILLIAMS
D. L. ALDERMAN
I. F. PHILLIPS
K. L. MILLER
J. A. MAIZE
H. E. BOYDSTON
T. H. SPRADLEY
T. G. CURRY
J. L. REYNOLDS
S. T. HAMBRIGHT
D. E. SWEET
D. G. McCONNELL
M. E. ROGERS
C. E. DODD
R. W. RATCLIFFE
J. J. HILL
C. J. CARTER
P. E. MILLER
L. R. DOSHER

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES

NEW MEXICO DIVISION

TIME TABLE No. 8

IN EFFECT

Sunday, October 25, 1981

At 12:01 A. M.
Mountain Standard Time

This Time Table is for the exclusive use and guidance of Employes.

J. R. FITZGERALD,
General Manager,
Amarillo, Texas.

B. K. PERRY
Asst. General Manager,
Amarillo, Texas.

J. R. MERRITT
Superintendent,
Clovis, New Mexico.

WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 8 October 25, 1981 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
			CLOVIS (Three Tracks)		656.7	T Y C R	
		28.0	5.9	12.7			
			GALLAHER (Two Tracks)		662.6		
		26.4	18.2	13.7			
			MELROSE (Two Tracks)		680.8	C R	
		26.0	6.8	26.4			
	10953		CANTARA		687.6		
		0	5.8	31.7			
	10978		KRIDER		693.4		
		0	5.1	31.7			
	8221		TOLAR		698.5		
		0	4.3	31.7			
	13154		TAIBAN		702.8		
		26.4	7.3	31.7			
	10187		LA LANDE		710.1		
		26.4	6.7	31.7			
	7359		FORT SUMNER		716.8	Y B	
		31.7	6.8	0			
	11845		AGUDO		723.6		
		31.7	5.7	15.8			
	10944		RICARDO		729.3		
		31.7	7.3	0			
	11120		EVANOLA		736.6		
		31.7	7.3	0			
	11905		YESO		743.9	B	
		31.7	5.7	0			
	11118		LARGO		749.6		
		31.7	6.5	0			
	11171		BUCHANAN		756.1		
		31.7	5.3	0			
	11126		CARDENAS		761.4		
		31.7	7.6	31.7			
	11960		DUORO		769.0		
		31.7	6.7	10.2			
			JOFFRE (Two Tracks)		775.7		
		31.7	11.8	10.6			
			VAUGHN (Two Tracks)		787.5	C R	
TCS		31.7	5.2	0			
	10665		TEJON		792.7		
		31.7	6.0	0			
	9081		CARNERO		798.7		
		10.5	5.1	31.7			
	5740		ENCINO		803.8	B	
		31.7	5.0	31.7			
	11911		NEGRA		808.8		
		31.7	6.7	31.7			
	11417		PEDERNAL		815.5	B	
		31.7	4.0	31.7			
	5638		DUNMOOR		819.5		
		31.7	4.5	31.7			
	9786		CULEBRA		824.0	B	
		12.1	4.8	31.7			
	10593		LUCY		828.8		
		30.5	7.3	31.7			
	7968		SILIO		836.1		
		30.3	6.0	31.7			
	6409		WILLARD		842.1	B	
		31.7	6.4	0			
	12416		BRONCHO		848.5		
		31.7	7.2	0			
	6376		MOUNTAINAIR (Two Tracks)		855.7	B	
		31.7	6.7	66.0			
			ABO (Two Tracks)		862.4		
		3.2	5.0	66.0			
			KAYSER (Two Tracks)		867.4		
		0	2.9	66.0			
			SCHOLLE (Two Tracks)		870.3		
		0	5.6	66.0			
	8465		SAIS		875.9		
		0	5.7	66.0			
	9247		BECKER		881.6		
		0	5.0	31.7			
	9460		BODEGA		886.6		
		0	4.7	31.7			
	9452		MADRONE		891.3		
		12.1	6.1	31.7			
			BELEN (DT)		932.6	T Y C R	
			(240.7)				

Trains must get clearance card before leaving Clovis and Belen.

THREE TRACKS: At Clovis, between M.P. 655.8 and M.P. 657.6.

TWO TRACKS: At Clovis, between M.P. 655 and M.P. 655.8; between M.P. 657.6 at Clovis and Melrose; between Joffre and Vaughn; and between Mountainair and Scholle.

DOUBLE TRACK: At Belen, between M.P. 933.7 and New Mexico—Albuquerque Division Junction.

RULES 251 AND 94 IN EFFECT: At Belen, on Double Track.

TCS IN EFFECT: At Clovis on main tracks; on main tracks and sidings between Clovis and end of Double Track Belen, M.P. 933.7; at Belen, on freight lead between M.P. 893.9 and M.P. 895.4, on tracks 223 and 224 between sign indicating "End TCS" and New Mexico-Albuquerque Division Junction, and Albuquerque Division main tracks westward thereof.

At Clovis, speed limit 20 M.P.H. on main tracks between M.P. 656.0, east end Clovis Yard, and M.P. 657.4, east of Hull Street overpass. Speed applies only until head end of train has cleared the restricted area.

Between Gallaher and Melrose, controlled signal at M.P. 669.6 governing westward movement on South Track and through crossover, located on field side of track.

Between Joffre and Vaughn, block signals 7782, 7812 and 7842 governing eastward movements on North Track and block signals 7783, 7813 and 7843 governing westward movements on South Track are located on field side of track. At Vaughn, controlled signals governing westward movements on South Track at end of Two Tracks and eastward movements on North Track at east crossover are located on field side of track.

At Vaughn, signal governing eastward movement east end Tail Track is located on left side of track.

At Pedernal, block signal 8143 governing Westward movement on siding is located on field side of siding.

At Mountainair, controlled signal governing westward movements at East End of Two Tracks,M.P. 854.8, and controlled signal governing eastward movements on North Track at west switch of siding are located on field side of track.

Between Mountainair and Abo, block signals 8572 and 8592 governing eastward movements on North Track and block signals 8573 and 8593 governing westward movements on South Track are located on field side of track.

At Abo, controlled signal governing eastward movement on North Track and controlled signal governing westward movement on South Track are located on field side of track.

Between Abo and Kayser, block signal 8652 governing eastward movement on North Track and block signal 8653 governing westward movement on South Track are located on field side of track.

At Kayser, controlled signal governing eastward movement on North Track and controlled signal governing westward movement on South Track are located on field side of track.

Between Kayser and Scholle, block signal 8693 governing westward movement on South Track is located on field side of track.

At Scholle, controlled signal governing westward movement on South Track at end of Two Tracks is located on field side of track.

At Madrone, controlled signal at east switch of siding governing eastward movements on main track is located on field side of main track. Block signal 8913 governing westward movements on siding is located on field side of siding.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit," except trains and engines may use these tracks in westward direction when authorized by control station.

At Belen, maximum authorized speed 20 M.P.H. on South Track over Continental Oil spur switch located at Signal 9321.

At Belen, all movements within yard limits on El Paso District must be made at restricted speed regardless of signal indication.

At Belen, on Double Track, the track to the right as viewed from an Eastward El Paso Dist. train, is designated North Track, and the track to the left is designated South Track.

Average Poles Per Mile:
Clovis to Belen 35 poles/mile.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
First District	70	60*

*Maximum authorized speed for freight trains.

(a) 70 MPH provided:
(1) Train does not exceed 5,000 tons.
(2) Train does not exceed 90 cars.
(3) Train does not average more than 75 tons per car.
(4) Locomotive can control speed to 70 MPH without use of air brakes;

(b) 55 MPH when handling one or more empty cars:
(Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).

(c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(d) 35 MPH for westward trains consisting of 6,000 tons or more between Mountainair and Becker.

(B) SPEED RESTRICTIONS - CURVES

Location		MPH
3 Curves,	M.P. 717.5 to 720.6	65
Curve,	M.P. 726.8 to 727.6	65
4 Curves,	M.P. 750.9 to 757.5	65
3 Curves,	M.P. 762.9 to 764.6	65
2 Curves,	M.P. 769.5 to 771.3	65
3 Curves,	M.P. 778.8 to 780.5 North Track	60
Curve,	M.P. 786.6 to 787.2 North Track	60
Curve,	M.P. 786.6 to 787.2 South Track	60
8 Curves,	M.P. 788.6 to 796.7	60
Curve,	M.P. 843.9 to 844.7	65
9 Curves,	M.P. 856.3 to 865.8 North Track	55
18 Curves,	M.P. 854.8 to 865.8 South Track	55
6 Curves,	M.P. 865.8 to 870.1 North Track	45
8 Curves,	M.P. 865.8 to 870.1 South Track	45
7 Curves,	M.P. 870.5 to 872.8	40
2 Curves,	M.P. 873.6 to 875.0	50
2 Curves,	M.P. 893.1 to 894.6	60
Curve,	M.P. 894.9 to 895.6	40
8 Curves,	M.P. 932.3 to 932.9	15

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; switches at each end of sidings on which TCS is in effect, 40 MPH, other main track switches, except those listed below, 15 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track; at Belen, where TCS is in effect on freight lead between M.P. 893.9 and M.P. 895.4, 40 MPH; on Tracks 223 and 224, 30 MPH.

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd.)

Switches at each end of sidings between Clovis and Belen are interlocked.

"I"—Interlocked Switch

Station or M.P.	Type	Location	MPH
Clovis	I	Turnout from North Track to industry lead	15
	I	Turnouts from South Track to yard	30
	I	Crossovers between North and South Tracks	40
	I	Turnouts from Middle Track to South Track	40
	I	Turnout from South Track, west of Hull Street, to 199 lead	15
MP 669.7	I	Crossovers between North and South Tracks	50
Melrose	I	End Two Tracks, M.P. 681.2	60
Yeso	I	Crossover	30
Joffre	I	Turnout End Two Tracks, M.P. 773.6	50
	I	Crossover between North and South Tracks	40
Vaughn	I	Crossover between North and South Tracks east end yard	30
	I	Turnout End Two Tracks, M.P. 788.5	50
	I	West switch, Tail Track	10
	I	East switch, Tail Track	10
Encino	I	Both ends siding	30
Dunmoor	I	Both ends siding	30
Willard	I	Both ends siding	30
Mountainair	I	Turnout End of Two Tracks, M.P. 854.8	50
Abo	I	Crossovers between North and South Tracks	50
Kayser	I	Crossovers between North and South Tracks	45
Scholle	I	End Two Tracks, M.P. 870.3	45
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen Yard (M.P. 934.4)	15
	I	End Double Track (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	Crossover Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 223 and 224	30
	I	Crossover (Albq. Div. M.P. 0.5)	50

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 932.8	Overhead foot bridge Belen Yard

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Gallaher Air Base Spur	662.8	4041
Grier	668.0	4058

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 8 October 25, 1981 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
						T Y C R	
			CLOVIS YL				
		37.0	8.3	52.8			
	5786	52.8	CAMEO 10.0	52.8	7.6	B	
	6754	52.8	PORTALES YL 12.2	52.8	17.6	C R	
	5765	52.8	DELPHOS 7.4	37.0	29.8	B	
	5809	52.8	KERMIT 5.0	52.8	37.2	B	
	2677	52.8	ELIDA 5.4	52.8	42.2	B	
	5747	48.1	TORNERO 4.9	52.8	47.6	B	
		42.2	KENNA 13.0	47.5	52.5	B	
	10246	52.8	BOAZ 16.6	52.8	65.5	B	
	5740	45.9	CAMPBELL 12.8	52.8	82.1	B	
	5635	52.8	MELENA 8.2	52.8	94.9	B	
	5764	52.8	POE 4.7	52.8	103.1	B	
	3186	47.0	ROSWELL YL 4.8	52.8	107.8	C R Y	
		30.1	SOUTH SPRING 6.7	35.2	112.6	B	
	5658	0	CHISUM 5.4	41.7	118.8	B	
	2727	46.2	DEXTER 6.3	42.2	124.2		
		38.5	HAGERMAN 13.3	52.8	130.5	B	
	10223	28.5	ESPUELA 6.1	31.7	143.8	B	
	3355	45.8	ARTESIA YL 5.2	41.7	149.9	C R	
	5788	29.0	ATOKA 2.8	41.7	155.1	B	
		18.6	DAYTON 7.3	52.8	157.7	B	
	5693	50.2	LAKEWOOD 12.3	48.8	165.2	B	
	3180	52.8	AVALON 5.5	52.8	177.5		
			CARLSBAD YL		183.0	Y C R	
			(183.0)				

At Clovis, trains will be governed by First District time table rules.

At Carlsbad, engines must get clearance card when going on duty.

At Carlsbad, train order waiting time governing eastward trains applies at the clearance point of the east switch of east leg of wye.

Average Poles Per Mile:
Clovis to Carlsbad 30 poles/mile.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Clovis and M.P. 20	49*
M.P. 20 and M.P. 56	40
M.P. 56 and M.P. 113	49*
M.P. 113 and M.P. 140	40
M.P. 140 and Carlsbad	49*
Carlsbad Industrial Spur	30

*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or when total consist exceeds 5,000 tons ..... 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK & BRIDGES

Location	MPH
Curve, M.P. 8.7 to 9.0	45
11 Curves, M.P. 84.1 to 90.9	30
2 Curves & Bridge, M.P. 167.2 to 168.2	35
Main track, M.P. 181.3 to 183.0	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Carlsbad Industrial Spur, 30 MPH.

"S"—Spring Switch

Station	Type	Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	10
	S	West leg wye M.P. 181.7	10
Carlsbad	S	Tail of wye M.P. 0.3	10
Industrial Spur	S	Jct. switch, Getty wye	15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 167.6	Bridge, Pecos River
M.P. 181.7	Bridge, Pecos River
M.P. 4.3	(Carlsbad Industrial Spur) 250 Feet beyond scale on lead track inside N-ReN Plant.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Yerba	20.9	567
Kenna: Auxiliary Track	52.4	3750
: Spur Track	52.8	325
Acme	90.0	730
South Spring		
: Auxiliary Track	112.6	1210
: Spur Track	112.6	250
Roswell Industrial Air Center	113.0	40951
Pecos Valley Feed Co.	117.1	1112
Callens Flying Service	121.9	463
Agri. Products Co.	142.4	581
Dayton: No. 1 Storage	157.6	1240
: No. 2 Storage	157.6	1265
CARLSBAD INDUSTRIAL SPUR		
N-ReN Southwest Inc.	4.3	2210
Beker Industries Corp.	6.0	3847
Run around track	6.0	1346
Getty	12.8	5326
Gulf Oil Spur	13.5	354
National Potash Co. Getty	13.6	5110
Potash Company of America	19.2	22893
Run around track	18.5	5123
Amax Potash Company	6.1	10802
Run around track	5.4	3100
Duval Refinery	7.1	18158
DuPont Spur	2.6	278
Kerr McGee Corporation	4.2	19649
National Potash Company	8.9	11185
Run around track	8.5	2204

RUSTLER SPRINGS DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 8 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
			CARLSBAD YL		183.0	Y C R	
		29.3	6.1	18.5			
		29.3	T.C.S. OTIS 5.3	39.6	189.1		
		29.3	LOVING JCT. YL	39.6	194.4	Y B	
		39.1	0.9 LOVING YL 4.5	39.6	195.3		
		39.6	MALAGA 15.1	39.6	199.8		
		78.0	PECOS JCT. YL 25.5	52.8	0.0	Y B	
			RUSTLER SPRINGS YL		25.5	Y	
			(57.4)				

At Carlsbad, trains must get clearance card before leaving.

TCS IN EFFECT: On main track between Carlsbad, M.P. 183.2, and Loving Jct., M.P. 194.3.

At Loving Jct., maximum authorized speed 20 MPH over spring switch east leg of wye.

At Loving Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

At Pecos Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

Train register at Carlsbad will be accepted to indicate that eastward trains shown thereon have arrived and left Loving Jct.

Average Poles Per Mile:
Carlsbad to Pecos Jct. 30 poles/mile.
Pecos Jct. to Rustler Springs No pole line.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Rustler Springs District	45
Loving Industrial Spur	30

(B) SPEED RESTRICTIONS - CURVES, TRACK AND BRIDGES

Location	MPH
Main track, M.P. 183.0 to 185.6	20
Bridge, M.P. 198.9 to 199.0	30
3 Curves, M.P. 201.5 to 202.4	35
7 Curves, M.P. 209.9 to 212.1	35
Duval track scale, M.P. 20.8 to 20.9	2
All tracks beyond M.P. 25.5	5
LOVING INDUSTRIAL SPUR	
Track, M.P. 4.3 to west switch Mississippi Chemical yard	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Loving Industrial Spur, 30 MPH.

"S"—Spring Switch

Station	Type	Location	MPH
Loving Jct.	S	East wye switch	15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

RUSTLER SPRINGS DISTRICT
M.P. 198.9 Bridge, Black River

LOVING INDUSTRIAL SPUR
M.P. 14.4 Conveyor over KCL loading track International Minerals & Chemical Co.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Continental Spur	183.4	733
Carlsbad Industrial Block Co.	183.9	349
Southern New Mexico Warehouse	184.7	683
West Storage Track No. 1	184.9	3289
West Storage Track No. 2	184.9	2882
Stock track	184.9	1359
LOVING INDUSTRIAL SPUR		
Mississippi Chemical	4.3	18215
Duval Nash Draw	8.6	10533
International Minerals & Chemicals Corporation	14.4	17129

PECOS DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 8 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		39.6	PECOS JCT. YL 15.8	39.6	214.9	Y B	
		39.6	ORLA 20.6	39.1	230.7		
		36.4	ARNO 20.2	31.7	251.3		
			PECOS YL		271.5	Y	
			(56.6)				

Average Poles Per Mile:
Pecos Jct. to Pecos No pole line.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Pecos District	20

(B) SPEED RESTRICTIONS-CURVES, TRACK AND BRIDGES

Location	MPH
Main track, M.P. 264.4 to 264.7	5

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Gulf Oil Corporation	222.4	681
Northwestern Refinery	236.4	605

TIME TABLE
No. 8
October 25, 1981

WESTWARD	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			RINCON YL		1079.6	Y R C	
		26.4	5.2	26.4			
			HATCH		1084.8	B	
		63.9	9.1	16.8			
	2962		HOCKETT		1093.9	B	
		63.4	11.0	26.4			
	1894		NUTT		1104.9	Y B	
		26.4	20.9	26.4			
	3100		MIRAGE		1125.8		
		26.4	7.1	26.4			
			DEMING YL		1132.9	C	
		57.0	4.0	62.3			
	2060		PERUHILL		3.1		
		57.0	13.6	62.3			
	2725		SPALDING		16.7		
		73.9	13.6	29.0			
			WHITEWATER YL		30.3	Y B	
		105.6	3.7	79.2			
			Burro Mountain Jct. YL		34.0	Y	
		105.6	12.6	9.5			
			SILVER CITY YL		46.6		
			(100.8)				

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN WHITEWATER AND SILVER CITY.

At Rincon, color light type train order signal in service and indication displayed will govern all trains on both El Paso and Deming Districts. In regard to Rules Operating Department, Rules 218 and 221(A), when movement between El Paso and Deming through Rincon is made on west leg of wye, it will be considered that any portion of train on west leg of wye is passing Rincon train order signal and crews must ascertain and be governed by indication of the Rincon train order signal for westward movement on El Paso and Deming Districts.

At Rincon, El Paso District junction switch normally lined for Deming District.

At Whitewater, Santa Rita District junction switch normally lined for Santa Rita District. Speed limit 10 MPH on wye.

At Whitewater, derail on Deming District main track 180 feet west of Santa Rita District Junction switch. Derail will be locked in non-derailing position except when equipment is left on main track west thereof.

At Burro Mountain Junction, junction switch to Tyrone Industrial Spur normally lined for Tyrone Industrial Spur. Derail on main track M.P. 34 will be left in non-derailing position except when equipment is left on main track west thereof.

At Silver City, speed limit 10 MPH between M.P. 45.5 and depot. Derail on main track M.P. 46.5 will be left in non-derailing position except when equipment is left on main track west thereof.

Booth phone M.P. 1118.3 between Nutt and Mirage.
Booth phone M.P. 23.5 between Spalding and Whitewater.

Average Poles Per Mile:
Rincon to Whitewater 30 poles/mile.
Whitewater to Silver City No pole line.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Rincon and Deming	45
Deming and Burro Mountain Jct.	30
Burro Mountain Jct. and Silver City	10
Tyrone Industrial Spur	30

(B) SPEED RESTRICTIONS - CURVES AND TRACK

	Location	MPH
Curve,	M.P. 1080.1 to 1080.3	20
7 Curves,	M.P. 1085.7 to 1088.6	30
8 Curves,	M.P. 1102.5 to 1106.6	30
Curves and track,	M.P. 1132.3 to M.P. 0.1	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Tyrone Industrial Spur, 30 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 1082.9	Bridge, Rio Grande
M.P. 39.6	Bridge, San Vincente
M.P. 45.3	Bridge, San Vincente

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Asarco Mill	1.1	3523
TYRONE INDUSTRIAL SPUR (11 Mi.)	34.0	
Phelps-Dodge	11.0	2489

SANTA RITA DISTRICT

WEST-WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 8 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
		105.6	WHITEWATER YL	0		Y B	
			8.3				
		101.4	HURLEY YL	42.2	8.3	Y C R	
			4.6				
	1516	132.0	BAYARD YL	0	12.9		
			1.5				
		0	HANOVER JCT. YL	0	14.4	B	
			0.3				
	1132	168.4	COBRE YL	0	14.7		
			2.0				
			SANTA RITA YL		16.7		
			(16.7)				

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 ON SANTA RITA DISTRICT.

At Hurley, trains and engines, except yard engines, must get clearance card when going on duty.

At Hurley, west wye switch normally lined for wye.

At Santa Rita, derail on main track 408 feet west of east switch No. 5 track and 82 feet west of east switch No. 4 track.

At Whitewater, Deming District junction switch normally lined for Santa Rita District. Speed 10 MPH on both legs of wye.

The use of retainers on movements from Santa Rita to Hurley will be as follows:

When it is known before movement is started that locomotive consist does not have operative dynamic brake, sufficient number of retainers must be set in high pressure position to control speed.

When total brake pipe reduction exceeds 18 lbs. to control speed, movement must be stopped immediately. Before air brakes are released, a sufficient number of retainers must be set in high pressure position to control movement. Brake system must be fully charged before proceeding.

After stopping and setting retainers, close observance of cars must be maintained to detect overheated wheels and cooling stops made when necessary. Each cooling stop must be for not less than ten minutes.

On the Fierro Industrial Spur, movements on descending grade must not be made if tonnage exceeds 85 tons per operative brake. Sufficient empty cars must be added to reduce average weight per car to 85 tons or less.

Average Poles Per Mile:
Whitewater to Hanover Jct. 30 poles/mile.
Hanover Jct. to Santa Rita No pole line.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Whitewater and M.P. 12.6	20
M.P. 12.6 and 16.7	10
Fierro Industrial Spur—	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
FIERRO INDUSTRIAL SPUR (6.5 mi.)	14.4	
Bullfrog Mine	0.2	576
Peru Mining Co.	2.4	1100
Hanover	3.3	2121
Fierro	5.7	511
U. V. Industries	6.5	2208
Star Shaft & Precipitate Spur	15.5	4383

TIME TABLE No. 8

October 25, 1981

WESTWARD First Class 3	Capacity of Siding in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables an Wyes	EASTWARD First Class 4
Leave Daily —PM—							Arrive Daily —PM—
3.35		21.1	T.C.S. A.B.S. Albuquerque YL DT — 12.6 —	26.4	902.4	T Y C R	s12.50
3.49 —PM—	3546	10.6	ISLETA — 7.4 —	26.4	915.0	B	12.30 —PM—
	4136	21.1	LOS LUNAS — 5.0 —	25.3	922.4		
	4014	19.0	CHLOE — 5.2 —	21.1	927.4		
			BELEN YL DT — 9.9 —	26.4	932.6	T Y C R	
	4004	21.1	SABINAL — 11.0 —	26.4	942.5	B	
	7790	15.8	LA JOYA — 10.0 —	25.3	953.5	B	
	4102	16.3	SAN ACACIA — 14.3 —	41.0	963.5	B	
	4147	19.5	SOCORRO YL — 10.4 —	26.4	977.8	Y R C	
	4128	26.4	SAN ANTONIO — 10.8 —	31.7	988.2	B	
	4132	31.7	ELMENDORF — 6.1 —	31.7	999.0	B	
	6004	0	SAN MARCIAL — 7.2 —	12.8	1005.1	B	
	2723	26.4	POPE — 9.1 —	26.4	1012.3	B	
	2774	26.4	LAVA — 10.1 —	26.4	1021.4	B	
	4044	26.4	CROCKER — 11.7 —	26.4	1031.5	B	
	6326	26.4	ENGEL — 8.2 —	26.4	1043.2	B	
	4121	26.4	CUTTER — 15.7 —	26.4	1051.4	B	
	4150	26.4	ALIVIO — 6.6 —	26.4	1067.1	B	
	2508	26.4	GRAMA — 5.9 —	63.4	1073.7	B	
		26.4	RINCON YL — 7.7 —	26.4	1079.6	Y R C	
	4194	26.4	TONUCO — 8.4 —	26.4	1087.3	B	
	2687	26.4	MEDLER — 5.4 —	26.4	1095.7	B	
	3110	21.5	LEASBURG — 5.8 —	26.4	1101.1	B	
	3132	16.5	DONA ANA — 5.6 —	26.4	1106.9	B	
		24.6	LAS CRUCES YL — 2.5 —	29.5	1112.5	C R	
		24.6	MESILLA PARK — 8.9 —	29.5	1115.0		
	4174	0	MESQUITE — 7.5 —	12.1	1123.9	B	
	1394	9.5	BERINO — 5.0 —	6.8	1131.4	B	
	2509	26.4	ANTHONY YL — 3.4 —	26.4	1136.4	C R	
		26.4	VINTON YL — 2.6 —	26.4	1139.8	B	
	1765	26.4	CANUTILLO — 2.9 —	26.4	1142.4	B	
	3224	26.4	MONTOYA — 10.7 —	26.4	1145.3	B	
			ABS EL PASO YL		1156.0	T C R	
Arrive Daily			(253.6)				Arrive Daily
54.0			Average speed per hour				37.8

Via Albuquerque Division

Via Albuquerque Division

Trains must get clearance card before leaving Albuquerque.

At Rincon, color light type train order signal in service and indication displayed will govern all trains on both El Paso and Deming Districts. In regard to Rules Operating Department, Rules 218 and 221(A), when movement between El Paso and Deming through Rincon is made on west leg of wye, it will be considered that any portion of train on west leg of wye is passing Rincon train order signal and crews must ascertain and be governed by indication of the Rincon train order signal for westward movement on El Paso and Deming Districts.

TCS IN EFFECT: On main track between end of Double Track, Albuquerque, M.P. 903.9, and east end of El Paso District siding at Isleta, Control Station at Winslow; at Belen, between end of Double Track, M.P. 933.7, and junction with First District, M.P. 934.4, on freight lead between M.P. 893.9 and M.P. 895.4, on Tracks 223 and 224 between sign indicating "End TCS" and New Mexico—Albuquerque Division junction, and on Albuquerque Division main tracks westward thereof.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit", except trains and engines may use these tracks in westward direction when authorized by control station.

DOUBLE TRACK—RULE 251 IN EFFECT: At Albuquerque, between M.P. 903.9 and eastward thereof to Hahn, M.P. 898.8, Colorado Division; at Belen, between M.P. 932.4 and M.P. 933.7.

RULE 94 IN EFFECT: At Albuquerque, between M.P. 901.13 and end of Double Track, 903.9; at Belen, on Double Track; at El Paso between M.P. 1153.8 and M.P. 1156.2.

Movements east of Albuquerque will be governed by Colorado Division Time Table.

At Hahn, the signals (without number plates) at M.P. 898.8, governing eastward movements on North and South Tracks, at end of Double Track, are other than controlled signals.

The signal governing eastward movements (against current of traffic) on North Track is located on field side of North Track. If this signal indicates "stop" and there are no conflicting movements evident, crew member must examine spring switch to see not obstructed, train or engine must be moved beyond signal to foul circuit, but must not foul South Track; after circuit has been fouled for 5 minutes, train or engine may proceed at restricted speed to next governing signal.

If signal governing eastward movement on South Track indicates "stop" and movement is to be made on main track, if no conflicting movements evident, be governed by Rule 321(D), reversing the spring switch. If movement is to be made to the so-called "siding," after "siding" switch is properly lined, train or engine may pass "stop" signal at restricted speed to enter "siding."

Trains or engines using the west switch of "siding" Hahn must be clear of "fouling circuit" signs before operating the switch.

At Belen, all movements within yard limits on El Paso District must be made at restricted speed regardless of signal indication.

At Belen, on Double Track, the track to the right as viewed from an Eastward El Paso Dist. train, is designated North Track; and the track to the left is designated South Track.

At Belen, maximum authorized speed 20 M.P.H. on South Track over Continental Oil Spur switch located at Signal 9321.

At Rincon, Deming District junction switch normally lined for Deming District.

At El Paso, main track switches west of M.P. 1155 will be left lined and locked as last used.

At El Paso, all eastward movements made within yard limits east of Block Signal 11532 must be made at restricted speed, regardless of Block Signal 11532 indicating "clear" (Rule 281).

At El Paso, block signal 11552 governing eastward movement on main track is located on left side of track.

At El Paso, trains or engines must approach levee track crossing, located approximately 195 feet south of the headblock of Santa Fe track to 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.

Average Poles Per Mile:
Albuquerque to Isleta 40 poles/mile.
Isleta to El Paso 30 poles/mile.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psgr.	Frt.
Albuquerque and Isleta	79	60*
Isleta and El Paso		49*

*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 5,000 tons ..... 45 MPH

(B) SPEED RESTRICTIONS - CURVES, & BRIDGES

Location	MPH
2 Curves, M.P. 905.2 to 905.4	70
Curve, M.P. 912.2 to 912.8	70
8 Curves, M.P. 932.3 to 932.9	15
18 Curves, M.P. 957.9 to 966.3	30
2 Curves, M.P. 973.1 to 973.5	45
2 Curves, M.P. 985.3 to 986.3	40
Curve, M.P. 987.5 to 987.7	30
Bridge, M.P. 1006.2, and 25 Curves M.P. 1006.2 to 1023.1	40
2 Curves, M.P. 1036.4 to 1037.0	45
13 Curves, M.P. 1075.8 to 1079.1	30
2 Curves, M.P. 1079.4 to 1079.8	20
2 Curves, M.P. 1079.9 to 1080.4	40
11 Curves, M.P. 1082.8 to 1086.0	40
2 Curves, M.P. 1088.4 to 1088.6	45
15 Curves, M.P. 1090.1 to 1092.9	20
6 Curves, M.P. 1093.3 to 1094.7	30
8 Curves, M.P. 1096.0 to 1101.6	45
15 Curves, M.P. 1147.5 to 1154.7	30

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocked Switch
"S"—Spring Switch

Station	Type	Location	MPH
Hahn	S	East End Double Track (Colo. Div.)	30
Albuquerque	I	End of Double Track (M.P. 903.9)	40
Isleta	I	Albuquerque Division Jct.: Westward El Paso Dist. trains	40
		Eastward El Paso Dist. trains	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd.)

Station	Type	Location	MPH
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen yard (M.P. 934.4)	15
	I	End Double Track (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	Crossover Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 223 and 224	30
	I	Crossover (Albq. Div. M.P. 0.5)	50
Rincon	S	Deming District Junction	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings in cities or towns named below:

Stations	Streets	MPH
Albuquerque	All crossings between Mountain Road, M.P. 901.8 and Trumbull Avenue, M.P. 903.4.	30
Las Cruces	All crossings between McClure Road, M.P. 1111.5 and Truck Bypass, M.P. 1114.4.	30
Anthony	All crossings between M.P. 1136.2 and M.P. 1138.0	35
El Paso	All crossings between M.P. 1147.5 and M.P. 1156.	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 951.5	Bridge, Rio Puerco
M.P. 961.3	Bridge, Rio Salado
M.P. 1006.2	Bridge, Rio Grande

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Home Planners, Inc.	905.9	1458
M. Lieberman	906.0	1404
Kinney	907.1	498
American Pipe & Constr. Co.	907.8	1583
Industrial Park	908.2	4018
Briner Rust Proofing Co.	908.5	1847
Industrial Wood Components	908.9	640
Bates Lumber Company	910.6	862
Edmunds Chemical Co.	935.3	373
Limitar	970.9	150
Tiffany Stock Yards	1002.1	1112
Aleman	1056.4	350
Hanes Knitting Mill	1118.2	580
Brazito Packing Co.	1120.6	566
Santo Tomas	1123.5	770
Vado	1127.8	2687
Anthony Growers, Inc.	1135.6	587
Mountain Pass Canning Co.	1137.5	815
W. Silver Co.	1138.3	3625
Border Steel Co.	1138.9	3647
Metal Processing, Inc.	1138.9	11653
Proler Steel Co.	1138.9	5471
Darbyshire Steel Co.	1141.1	1671

4. On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine.

Location of such hand-operated switches are as follows:

FIRST DISTRICT

M.P. 655.2 (South Track) Safeway Milk Plant
M.P. 668.0 (North Track) Grier.
M.P. 698.4 (Siding) East House Track Tolar.
M.P. 698.6 (Siding) West House Track Tolar.
M.P. 709.9 (Siding) East House Track LaLande.
M.P. 710.1 (Siding) West House Track LaLande.
M.P. 722.8 (Siding) East Spur Agudo.
M.P. 787.6 (South Track) East Water Track 1 Vaughn.
M.P. 788.1 (South Track) West Water Track 1 Vaughn.
M.P. 829.1 (Siding) East House Track Lucy.
M.P. 829.3 (Siding) West House Track Lucy.

PECOS DISTRICT

M.P. 189.1 Otis.

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from unit leading MPH
AMTRAK 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

6. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.

	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
All Classes	4	5

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0
				12 ..	5.0

7. Derricks, cranes, pile drivers, spreaders and similar machinery moving on its own running gear must not be moved in trains except on authority of Trainmaster. Trains or engines handling such equipment through a turnout must not exceed one-half the maximum authorized speed for that turnout and must not exceed speeds indicated below:

District	Wrecking derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT 199463 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 MPH
First, El Paso, Carlsbad, Rustler Springs, Deming, between Rincon and Deming	40	45	30
Deming, between Deming and M.P. 34	20	20	20
Deming, between M.P. 34 and Silver City, Pecos, Santa Rita	10	10	10

Locomotive crane AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in train immediately ahead of caboose at speed not exceeding 50 MPH.

8. YARD LIMITS

CARLSBAD DISTRICT
Clovis, M.P. 0.00 to 1.66
Portales, M.P. 16.76 to 18.61
Roswell, M.P. 106.00 to 110.00
Artesia, M.P. 146.90 to 151.00
Carlsbad, M.P. 178.81 to 183.18

DEMING DISTRICT
Rincon, MP. 1079.60 to 1081.16
Deming, M.P. 1131.18 to 1.97
Whitewater-Silver City, M.P. 30.30 to 46.60

EL PASO DISTRICT
Albuquerque, M.P. 894.27 to 901.13
Belen, M.P. 934.50 to 935.61
M.P. 931.27 to 932.30
Socorro, M.P. 977.20 to 978.70
Rincon, M.P. 1077.72 to 1080.86
Las Cruces, M.P. 1112.49 to 1113.37
Anthony-Vinton, M.P. 1136.00 to 1139.96
El Paso, M.P. 1147.19 to 1153.8

PECOS DISTRICT
Pecos Jct., M.P. 214.90 to 216.55
Pecos, M.P. 269.86 to 271.50

RUSTLER SPRINGS DISTRICT
Loving Jct.—Loving, M.P. 194.39 to 195.54
Pecos Jct., M.P. 214.70 to 1.00
Rustler Springs, M.P. 24.83 to 25.30

SANTA RITA DISTRICT
Entire District

9. BULLETIN BOOKS

Albuquerque	Carlsbad	El Paso
Anthony	Clovis	Hurley
Belen	Deming	Roswell

10. STANDARD CLOCKS

Albuquerque	Carlsbad	Deming	Hurley
Belen	Clovis	El Paso	Roswell
			Rincon

11. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT		
M.P. 684.3	Hot Box	Rotating white light—Eastward M.P. 684.3 and M.P. 682.4 * Westward M.P. 684.3 and M.P. 686.5 *
M.P. 713.6	Dragging Equipment Hot Box	Rotating White Light—Eastward M.P. 713.6 and M.P. 711.4*** Westward M.P. 713.6 and M.P. 715.8***
M.P. 722.3	Dragging Equipment	Eastward—Signal 7202 displays letter "E" in bottom unit
M.P. 725.5	Hot Box	Rotating White Light—Eastward M.P. 725.5 and M.P. 722.3* Westward M.P. 725.5 and M.P. 728.3*
M.P. 746.4	Hot Box	Rotating white light—Eastward M.P. 746.4 and M.P. 744.5 * Westward M.P. 746.4 and M.P. 748.5 *
M.P. 764.9	Hot Box	Rotating white light—Eastward M.P. 764.9 and M.P. 762.5 * Westward M.P. 764.9 and M.P. 766.9 *
M.P. 779.1 (South Track)	High Water	Eastward—Signal 7814 Westward—Signal 7783
M.P. 788.0 (North and South Tracks)	Hot Box	Rotating white light—North Track (Field Side) M.P. 786.3*—M.P. 788.0 and M.P. 789.1* South Track (Field Side) M.P. 786.3*—M.P. 788.0 and M.P. 789.1* Note: There are two readout devices in each direction—one for north track and one for south track. The readout must be checked that corresponds with track used when passing scanner at M.P. 788.0
M.P. 806.1	Hot Box	Rotating white light—Eastward M.P. 806.1-M.P. 804.1 and M.P. 802.9 * Westward M.P. 806.1-M.P.808.0 and M.P. 809.8*
Bridge M.P. 806.9	High Water	Eastward—Controlled signals east end siding Negra Westward—Signal 8051
M.P. 832.5	Hot Box	Rotating white light—Eastward M.P. 832.5 and M.P. 830.3 * Westward M.P. 832.5 and M.P. 834.7 *
M.P. 852.2	Hot Box	Rotating white light—Eastward M.P. 852.2 and M.P. 849.9 * Westward M.P. 852.2 and M.P. 853.5*
Bridge M.P. 870.4 and Bridge M.P. 871.2	High Water	Eastward—Signal 8712** Westward—Controlled signals west end siding Scholle
M.P. 870.9 M.P. 871.1	Rock Slide	Eastward—Signal 8712** and rotating red lights at M.P. 870.8 and M.P. 871.1. Westward—Controlled signals west end Scholle and rotating red lights at M.P. 870.8 and M.P. 871.7.
M.P. 871.5	Rock Slide	Eastward—Signal 8722 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8. Westward—Signal 8711 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8.
M.P. 872.1	Rock Slide	Eastward—Signal 8722 and rotating red light at M.P. 872.2. Westward—Signals 8711 and 8721; rotating red light at M.P. 872.2.
M.P. 872.7	Rock Slide	Eastward—Signal 8732 and rotating red lights at M.P. 872.5 and M.P. 872.8. Westward—Signal 8721 and rotating red lights at M.P. 872.5 and M.P. 872.8.
Bridge M.P. 875.0	High Water	Eastward—Controlled signals east end siding Sais Westward—Signal 8731
M.P. 878.1	Hot Box	Rotating white light—Eastward M.P. 878.1 and M.P. 876.8 * Westward M.P. 878.1 and M.P. 880.1 *

*Location of Hot Box Locator

**Note: Signal 8712 connected to both high water detector and slide detector fences.

***Note: Will get read out on both *dragging equipment* and *hot box* indication.

11. TRACK SIDE WARNING DEVICES (Cont'd)

Location		Type	Signals or Indicators Affected
EL PASO DISTRICT			
Bridge	M.P. 908.7	High Water	Eastward—Signal 9092 Westward—Controlled signal M.P. 906.4
Bridge	M.P. 979.4	High Water	Eastward—M.P. 982.1 (Rotating Red Light)
Track	M.P. 980.1	High Water	
Bridge	M.P. 981.3	High Water	Westward—M.P. 978.9 (Rotating Red Light)
Track	M.P. 982.9	High Water	Eastward—M.P. 987.9 (Rotating Red Light)
Bridge	M.P. 983.2	High Water	
Bridge	M.P. 983.5	High Water	Westward—M.P. 982.1 (Rotating Red Light)
Bridge	M.P. 984.6	High Water	
Track	M.P. 985.0	High Water	
Bridge	M.P. 985.1	High Water	
Bridge	M.P. 986.5	High Water	
Bridge	M.P. 986.9	High Water	
Track	M.P. 987.1	High Water	
Bridge	M.P. 987.4	High Water	
Bridges	M.P. 1050.1	High Water	Eastward—M.P. 1052.4 Westward—M.P. 1048.9 (Rotating Red Lights)
	M.P. 1050.9	High Water	
	M.P. 1051.3	High Water	
Bridges	M.P. 1052.6	High Water	Eastward—M.P. 1056.9 Westward—M.P. 1051.4 (Rotating Red Lights)
	M.P. 1053.3	High Water	
	M.P. 1053.7	High Water	
	M.P. 1054.3	High Water	
	M.P. 1055.7	High Water	
Bridges	M.P. 1065.2	High Water	Eastward—M.P. 1067.5 Westward—M.P. 1063.7 (Rotating Red Lights)
	M.P. 1066.3	High Water	
Bridges	M.P. 1069.7	High Water	Eastward—M.P. 1073.1 Westward—M.P. 1068.3 (Rotating Red Lights)
	M.P. 1071.6	High Water	
Bridge	M.P. 1081.9	High Water	Eastward—M.P. 1084.8 (Semaphore Type)
Bridge	M.P. 1082.5	High Water	
Track	M.P. 1082.7	High Water	Westward—M.P. 1080.9 (Semaphore Type)
Track	M.P. 1082.7	High Water	
Bridge	M.P. 1083.0	High Water	
Track	M.P. 1083.7	High Water	
Bridge	M.P. 1085.5	High Water	Eastward—M.P. 1086.2 (Semaphore Type) Westward—M.P. 1084.8 (Semaphore Type)
Bridge	M.P. 1088.4	High Water	Eastward—M.P. 1091.7 (Semaphore Type)
Track	M.P. 1088.7	High Water	
Bridge	M.P. 1089.2	High Water	Westward—M.P. 1087.5 (Semaphore Type)
Bridge	M.P. 1090.2	High Water	
Bridge	M.P. 1090.9	High Water	
Bridge	M.P. 1091.5	High Water	
Track	M.P. 1093.0	High Water	Eastward—M.P. 1095.0 (Semaphore Type)
Bridge	M.P. 1093.2	High Water	
Bridge	M.P. 1093.8	High Water	Westward—M.P. 1091.7 (Semaphore Type)
Bridge	M.P. 1094.4	High Water	

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

CARLSBAD DISTRICT			
Bridge	M.P. 176.2	High Water	Eastward—M.P. 178.1 (Semaphore Type)
Bridge	M.P. 176.9	High Water	Westward—M.P. 175.2 (Semaphore Type)

11. TRACK SIDE WARNING DEVICES (Cont'd)

RULE 105(A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamps or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

(a) it is snowing or sleeting; or,
(b) there is snow on ground which can be agitated by a moving train.

HIGH WATER DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; semaphore type indicators will have arm in horizontal position or a red light displayed; trains must not cross bridges or pass through areas so protected until a thorough inspection has been made to determine track safe for passage of train, unless otherwise instructed by train dispatcher.

DRAGGING EQUIPMENT DETECTORS

When actuated, letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

ROCK SLIDE DETECTORS

When actuated, block signals connected therewith will display their most restrictive indication and must be observed in usual manner; rotating red light type indicators will be illuminated; movement through area protected must be made at restricted speed.

12. HAZARDOUS MATERIALS.

I. It is the conductors responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

A. WAYBILL—The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

B. WHEEL REPORTS—The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

C. PLACARDS—Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

D. COMMODITY CODES—The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

(505) 762-1279

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

(1) Train identification, symbol, employee name and position.

(2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)

(3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.

(4) Waybill Information:
(a) Car number
(b) Proper shipping name of contents
(c) Hazard class of material
(d) Shipper and consignee
(e) Standard Transportation Commodity Code (49 Series number).

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
(7) Location of access roads.
(8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.
(9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

SURGEONS OF
THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION

DR. E. J. KLEINHOLZ, JR., Medical Director ..... Topeka
DR. S. KETTWICK, Medical Director ..... Albuquerque

TIME SERVICE

R. N. CROW, General Watch Supervisor ..... Topeka

SPECIAL CAR HANDLING INSTRUCTIONS 1-1-78

CD - Condemned
DH - Do Not Hump
DU - Do Not Uncouple
HE - Head End Only
HL - High Wide Load
HV - High Value
CB - Combustible
CL - Chlorine
CM - Corrosive
DG - Dangerous
(@) FG - Flammable Gas
FH - Flammable Gas
FL - Flammable
FS - Flammable Solid
FW - Flammable Solid W (Dangerous When Wet)
IP - Interchange Prohibited
RE - Rear End Only
(*) 25 - Speed Restriction (MPH)
WH - Weigh Heavy
WI - Waive Inspection-Set Direct
WL - Weigh Light
NG - Non Flammable Gas
(#) NP - No Placards Required
OM - Oxidizer
OP - Organic Peroxide
OX - Oxygen
PA - Poison Gas
PB - Poison
RM - Radioactive Material
XA - Explosive "A"
XB - Explosive "B"

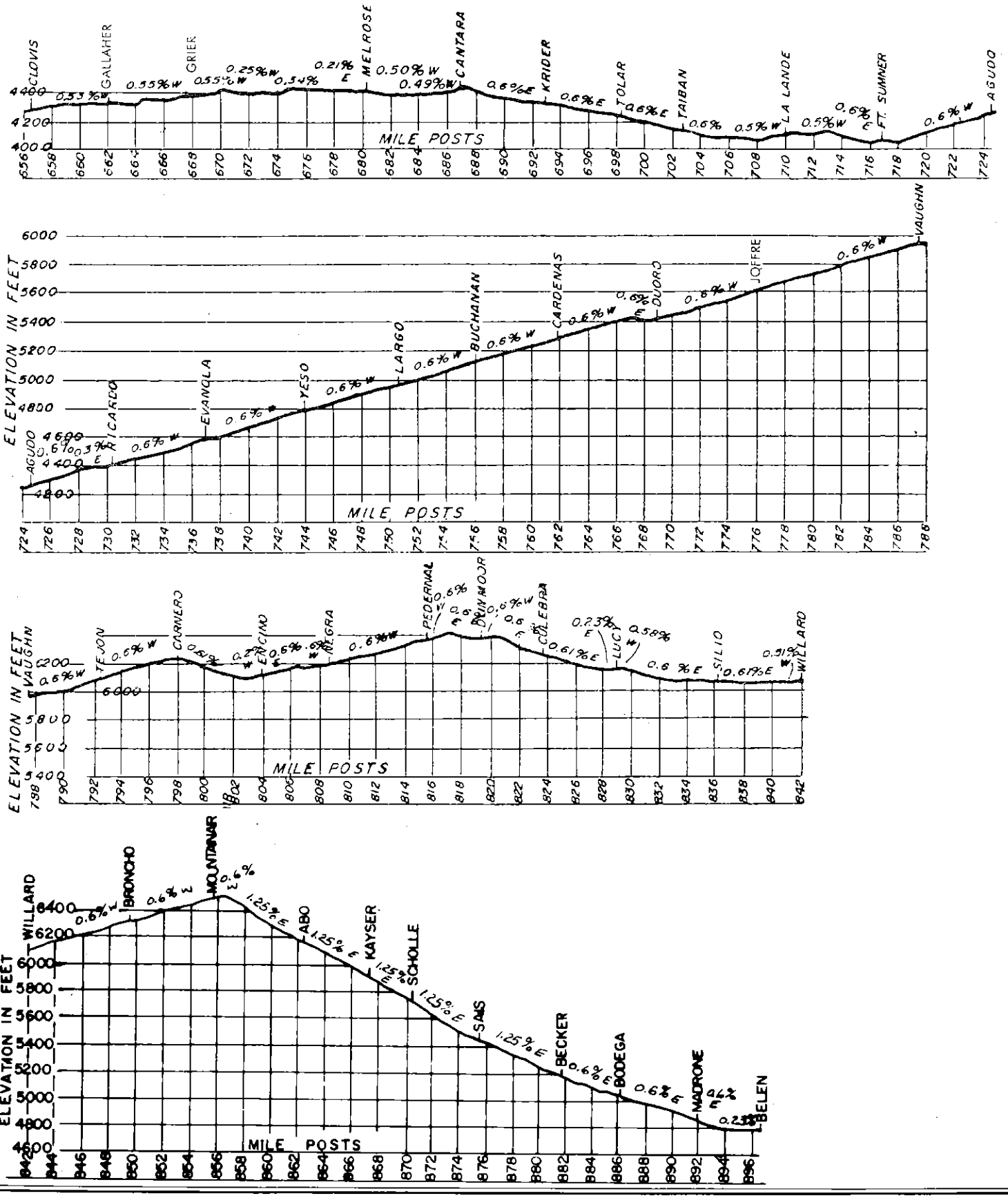
(*) Numeric MPH speed restriction, e.g., 25 for a car restricted to 25 MPH.

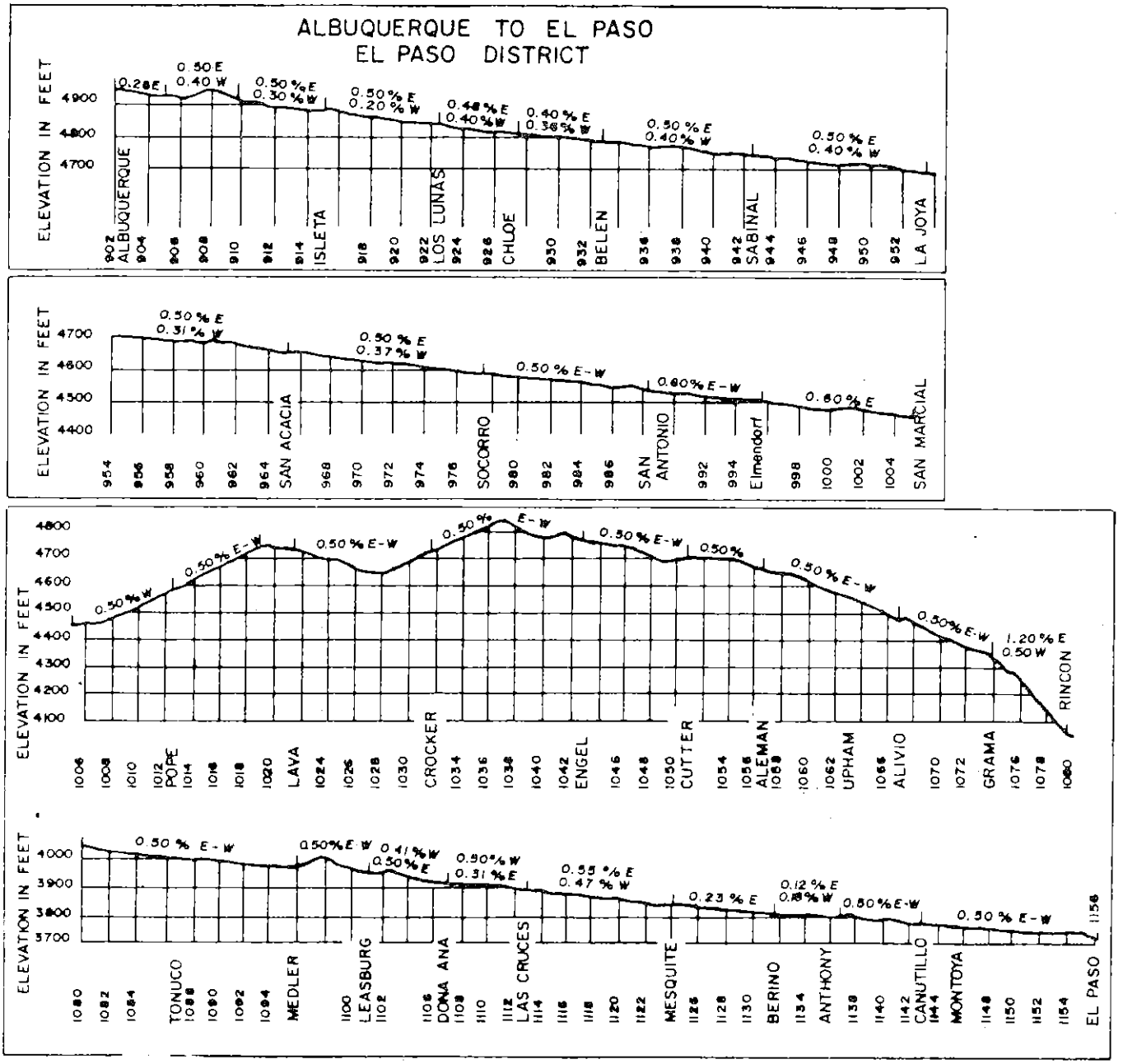
(@) Code FG for DOT 112A or 114A tank cars (without head shields) placarded Flammable Gas.

(#) Applies only to loaded or empty tank cars.

Codes will appear in the SCHI Field of a wheel report or PPSI Field of a waybill data report.

CLOVIS TO BELEN
FIRST DISTRICT




ALBUQUERQUE TO EL PASO
EL PASO DISTRICT
ELEVATION IN FEET
4900
4800
4700
0.28 E
0.50 E
0.40 W
0.50 % E
0.30 % W
0.50 % E
0.20 % W
0.48 % E
0.40 % W
0.40 % E
0.38 % W
0.50 % E
0.40 % W
0.50 % E
0.40 % W
902 ALBUQUERQUE
904
906
908
910
912
914 ISLETA
918
920
922 LOS LUNAS
924
926 CHLOE
930
932 BELEN
936
938
940
942 SABINAL
944
946
948
950
952 LA JOYA
ELEVATION IN FEET
4700
4600
4500
4400
0.50 % E
0.31 % W
0.50 % E
0.37 % W
0.50 % E-W
0.60 % E-W
0.60 % E
954
956
958
960
962
964 SAN ACACIA
968
970
972
974
976 SOCORRO
980
982
984
986 SAN ANTONIO
992
994 Elmendorf
998
1000
1002
1004 SAN MARCIAL
ELEVATION IN FEET
4800
4700
4600
4500
4400
4300
4200
4100
0.50 % W
0.50 % E-W
0.50 % E-W
0.50 % E-W
0.50 % E-W
0.50 %
0.50 % E-W
0.50 % E-W
1.20 % E
0.50 W
1006
1008
1010
1012 POPE
1014
1016
1018
1020 LAVA
1024
1026
1028
1030
CROCKER
1034
1036
1038
1040
1042 ENGEL
1046
1048
1050 CUTTER
1054
1056 ALEMAN
1058
1060
1062 UPHAM
1065 ALIVIO
1070
1072
GRAMA
1076
1078
1080 RINCON
ELEVATION IN FEET
4000
3900
3800
3700
0.50 % E-W
0.50 % E-W
0.41 % W
0.50 % E
0.90 % W
0.31 % E
0.55 % E
0.47 % W
0.23 % E
0.12 % E
0.80 % E-W
0.50 % E-W
1080
1082
1084
TONUCO
1088
1090
1092
1094
MEDLER
1100
LEASBURG
1102
1106
DONA ANA
1108
1110
1112
LAS CRUCES
1114
1116
1118
1120
1122
MESQUITE
1126
1128
1130
BERINO
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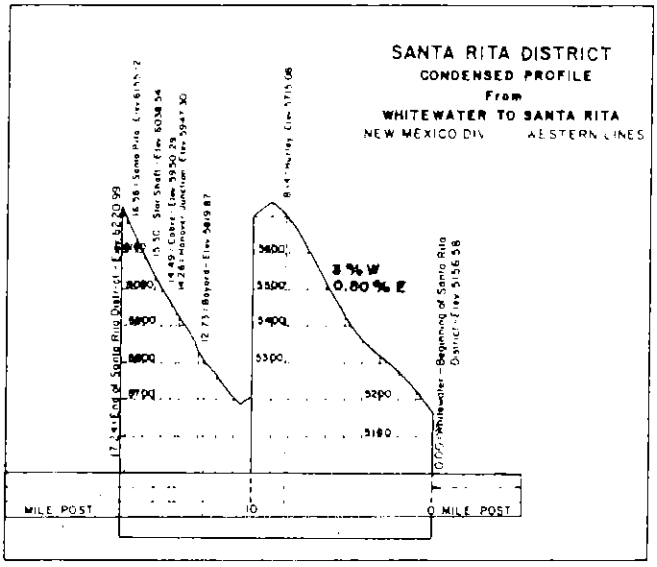
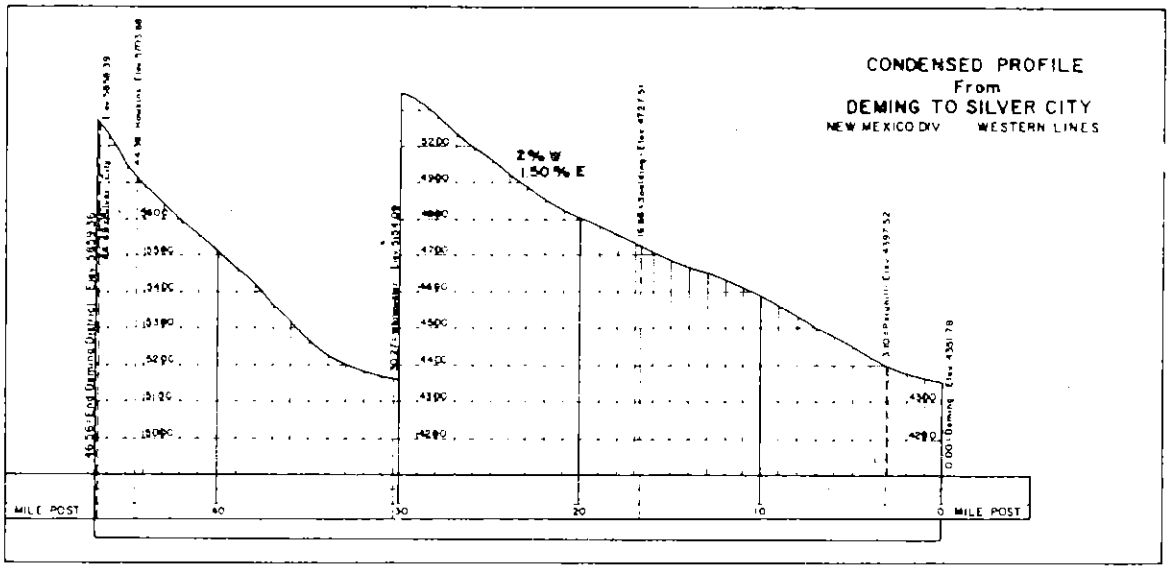
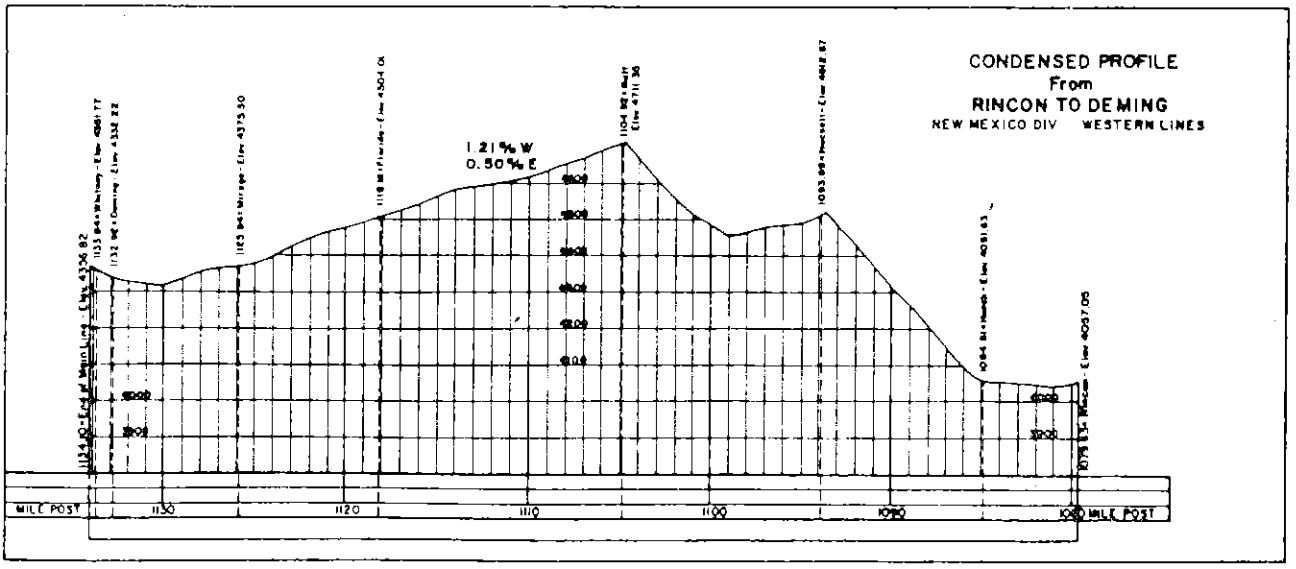
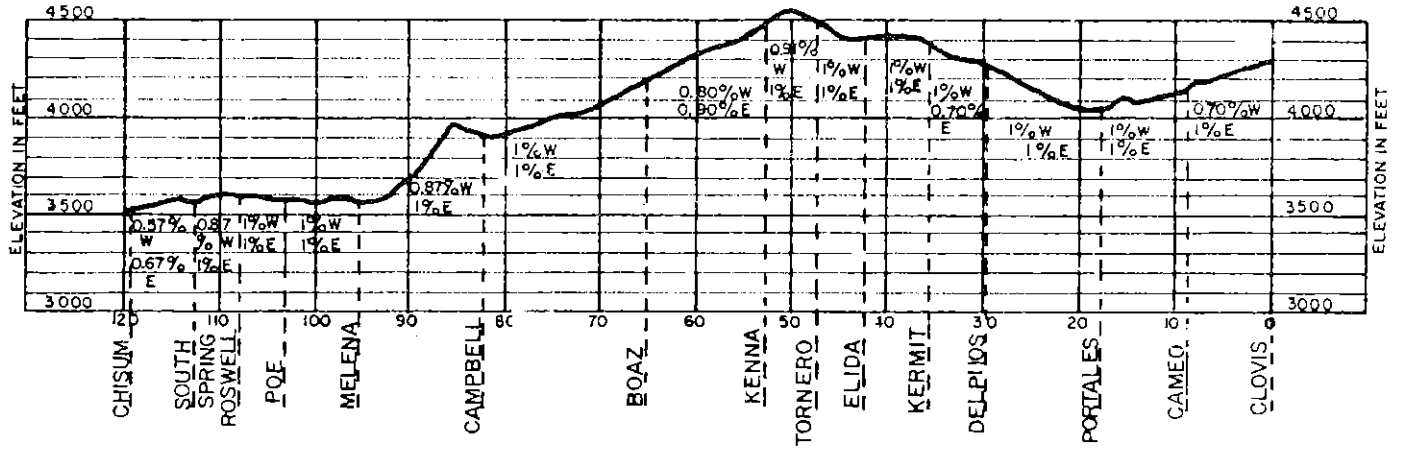
EL PASO
1156

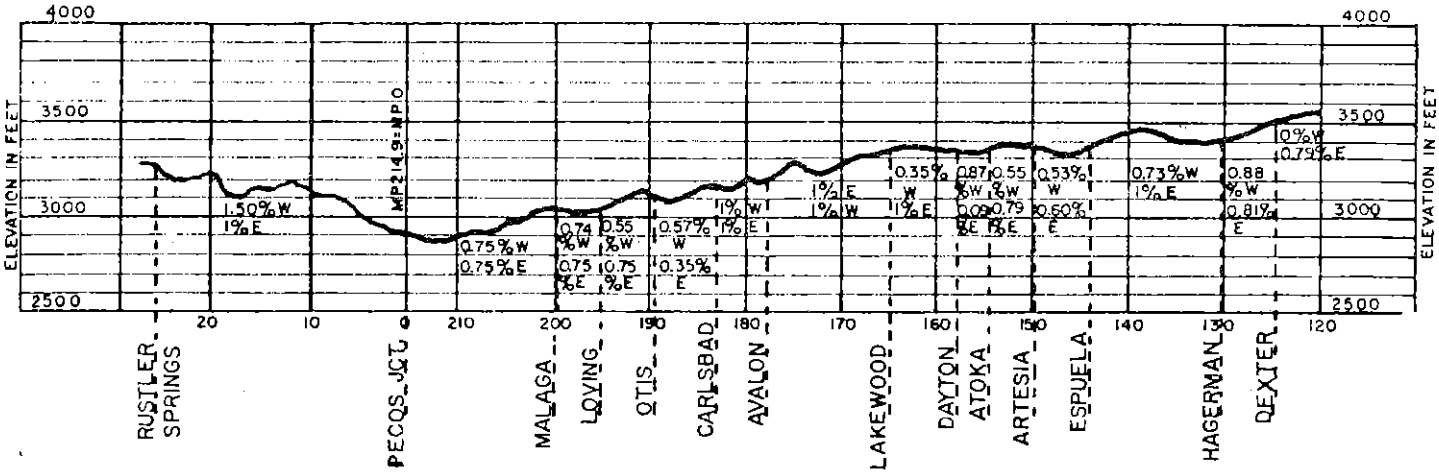

SANTA RITA DISTRICT
CONDENSED PROFILE
From
WHITEWATER TO SANTA RITA
NEW MEXICO DIV WESTERN LINES
3 % W
0.80 % E
MILE POST
10
0 MILE POST


CONDENSED PROFILE
From
DEMING TO SILVER CITY
NEW MEXICO DIV WESTERN LINES
2% W
1.50 % E
MILE POST
40
30
20
10
0 MILE POST


CONDENSED PROFILE
From
RINCON TO DEMING
NEW MEXICO DIV WESTERN LINES
1.21% W
0.50% E
MILE POST
1130
1120
1110
1100
1090
1080 MILE POST

CLOVIS TO RUSTLER SPRINGS
CARLSBAD, PECOS AND RUSTLER SPRINGS DISTRICTS





POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
-Determine the type of placard that is applied to the car. From Line 1.
-Determine the type of car to which the placard is applied from. Line 2
-Follow vertically down the chart and note which lines apply.
-The symbol "√" indicates wording at the side that applies.
See footnotes for explanation.

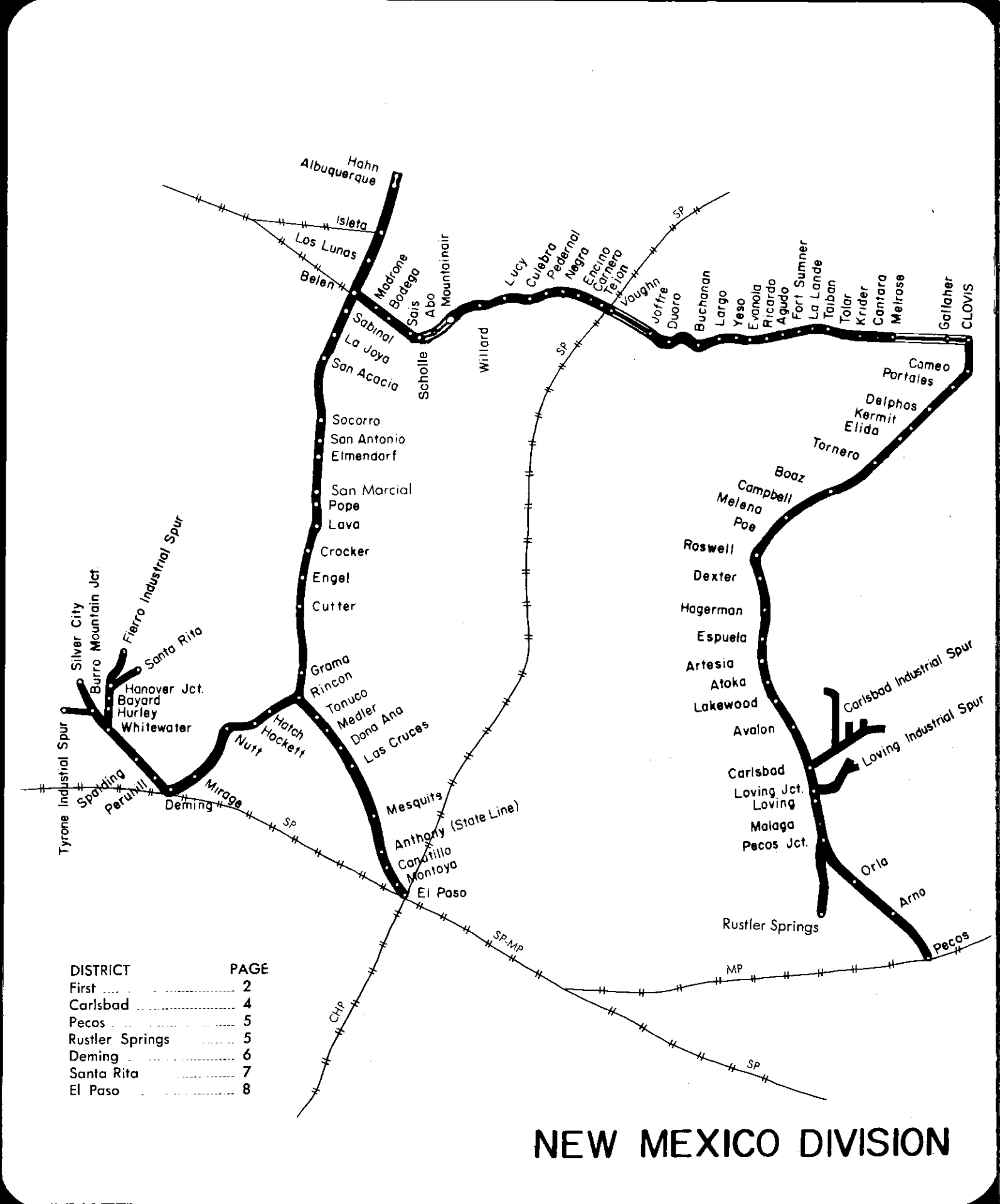
			PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
			TYPE OF CAR	ANY CARS (inc. flat car carrying trailers or containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3		RESTRICTIONS									
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	√	√			√			
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	√	√			√			
6	MUST NOT BE PLACED NEXT TO	LOADED FLAT CAR. A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	√ ①	√	√		√ ②			
7		*AN OPEN-TOP CAR* WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS:	√	√	√		√			
8		ENGINE	√	√	√	√	√		√	
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	√ ③	√ ③	√ ③	√	√	√ ④	√	
10		OCCUPIED CABOOSE	√ ③	√ ③	√ ③	√	√		√	
11		OCCUPIED GUARD CAR	√ ③	√ ③	√ ③		√			
12		UNDEVELOPED FILM				√				
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION:	√	√	√		√			
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS:	√	√	√					
15	CAR PLACARDED	EXPLOSIVES A		√	√	√	√	√		
16		POISON GAS	√			√	√	√		
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	√	√	√	√				
18		RADIOACTIVE	√	√	√		√	√		

FOOTNOTES:

① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

④ Applies only in mixed train service, see section 174.87



NEW MEXICO DIVISION