

RULE 455, VERBAL AUTHORIZATION  
BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman \_\_\_\_\_ (of Gang No. \_\_\_\_\_) using Track Bulletin No. \_\_\_\_\_ Line no. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

- (a) **Movement Beyond Red Flag**  
To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:  
" \_\_\_\_\_ (train) \_\_\_\_\_ may pass red flag located at MP \_\_\_\_\_ (or enter limits) without stopping".  
Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.
- (b) **Movement at Speed Greater Than Restricted Speed**  
To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:  
" \_\_\_\_\_ (train) \_\_\_\_\_ may proceed through the limits at \_\_\_\_\_ MPH (or at "maximum authorized speed.")  
Train may proceed through the limits at the prescribed speed unless otherwise restricted.
- (c) **Movement at Speed Less Than Restricted Speed**  
To require train or engine to move at a speed less than restricted speed, the following will be added:  
" \_\_\_\_\_ (train) \_\_\_\_\_ may proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (adding if necessary "until reaching MP \_\_\_\_\_.")  
Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above

SPEED TABLE					
Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	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	5 —	12.0
— 56	64.2	1 36	37.5	6 —	10.0
— 57	63.2	1 38	36.8	12 —	5.0



SANTA FE SAFETY FIRST



The  
Atchison, Topeka and Santa Fe  
Railway Co.

WESTERN REGION  
NEW MEXICO DIVISION

TIMETABLE No.

1

IN EFFECT

Sunday, May 15, 1988

At 12:01 A.M.  
Mountain Time

Q.W. TORPIN  
General Manager  
LOS ANGELES, CALIF.

Assistant General Managers  
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A.K. POTTORFF, LOS ANGELES, CALIF.  
J.J. HODGES, LOS ANGELES, CALIF.

R.P. BENSON  
Division Manager  
ALBUQUERQUE, NEW MEXICO

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ASSISTANT DIVISION MANAGER — EQUIPMENT

H.L. MORROW . . . . . Albuquerque, NM

ASSISTANT DIVISION MANAGER — MAINTENANCE

D.A. MORRIS . . . . . Albuquerque, NM

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L.D. EIDSON . . . . . Amarillo, TX

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**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**

**Report all crimes against the  
Santa Fe by contacting the railroad  
Police Communication Center:  
1 - 800 - 333 - 2383**

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### EXPLANATION OF CHARACTERS

- A - Automatic Interlocking
- B - General Orders/Circulars
- g - Gate, normal position against conflicting route
- G - Gate, normal position against this Subdivision
- ∅ - Gate, left in position last used
- M - Manual Interlocking
- P - Telephone
- R - Radio communication
- S - Crossing protected by stop signs
- T - Turning facility
- X - Crossover (DT)
- Y - Yard Limits
- MT - Main Track

### EXPLANATION OF ROADWAY SIGNS

- Temporary Restrictions - Red, Yellow and Green flags or discs
- Permanent Speed Sign - Square or rectangular in shape, Yellow with numerals or Green
- Permanent Stop Sign - Rectangular in shape, Red
- Whistle Sign - Square in shape, White with letter "W"

	WEST- WARD ↓	HEREFORD SUBDIVISION	↑ EAST- WARD
Station Numbers	Siding Feet	STATIONS	Mile Post
53200		AMARILLO BPRT	ABS DT 554.3
53180		4.5 ZITA	558.8
53170		4.2 HANEY	CTC 2MT 563.0
53160	5436	7.4 CANYON PT	570.4
53140	23460	10.1 UMBARGER	580.5
53130	10827	8.0 DAWN	586.5
53120	11006	6.8 JOEL	593.3
53100	s5641 n7894	6.2 HEREFORD BPR	CTC 599.5
53090	10806	8.3 SUMMERFIELD	607.8
53080	11953	6.9 BLACK	614.7
53070	8276	7.1 FRIONA	621.8
53060	19337	6.5 PARMERTON	628.3
53050	8179	5.8 BOVINA	634.1
53040	11959	6.9 WILSEY	641.0
53030	6903	6.4 TEXICO PT	CTC 2MT 647.4
41300		8.3 CLOVIS BRT	656.7
		(102.4)	

**DOUBLE TRACK:** At Amarillo, between East Tower and M.P. 555.8.

**TWO TRACKS:** Between Amarillo, M.P. 555.8 and Canyon, M.P. 572.2; between Texico, M.P. 646.0 and Clovis, M.P. 655.8; and at Clovis, from M.P. 657.6 west thereof.

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

**RULE 94 IN EFFECT:** At Amarillo, between East Tower, and M.P. 555.8.

**CTC IN EFFECT:** On main tracks at Clovis; on east Leg of Wye at Texico; on main tracks and sidings between Clovis and Amarillo, M.P. 555.8, except on siding Texico.

At Clovis, speed limit 20 MPH 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.

At Amarillo, maximum speed permitted on east and west Freight Leads, 20 MPH.

## HEREFORD SUBDIVISION

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS (A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
Hereford Subdivision	70	55*
(Canyon siding)	40	40

\* Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses, and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 8,500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

#### (B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per operative brake or total consist exceeds 7,000 tons.

#### (C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
5 Curves	M.P. 552.0 to 553.7	20
*Crossings	M.P. 569.5 to 571.0	55
Curve	Plainview Subdiv. main track, M.P. 470.9 to 571.2	30
*Crossings	M.P. 597.8 to 599.7	45
2 Curves	M.P. 647.2 to 647.6 (South Track)	30
2 Curves	M.P. 647.0 to 647.6 (North Track)	30

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossings.

#### (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings between Amarillo and Clovis, except those listed below, 40 MPH; other main track switches, except those listed below, 15 MPH.

Switches at each end of sidings on Hereford Subdivision are dual control.

"D" - Dual Control Switch

Station	Type	Location	MPH
Amarillo	D	Turnouts to yard, M.P. 555.8	10
	D	Crossover M.P. 555.8	40
Zita	D	Crossover M.P. 558.3	40
	D	Turnout to east end storage track	15
Haney	D	Crossover M.P. 561.2	40
Canyon	D	Crossover M.P. 569.4	40
	D	East end siding	40
	D	West end siding	15
	D	Crossover M.P. 570.8	40
	D	Crossover M.P. 570.9	30
	D	Crossover between South Track and Plainview Subdiv., M.P. 570.9	30
	D	Turnouts to or from North or South Tracks at end of Two Tracks, M.P. 572.2	60
Umbarger	D	Crossover M.P. 578.9	40
Hereford	D	Both ends North Siding	30
Parmerton	D	Crossover M.P. 628.3	40

(continued on next page)

## HEREFORD SUBDIVISION

### (D) SPEED RESTRICTIONS - SWITCHES (Cont'd.)

"D" - Dual Control Switch

Station	Type	Location	MPH
Texico	D	Turnout to or from South Track at end of Two Tracks, M.P. 646.0	40
	D	Both ends siding	20
	D	Turnout to Lubbock Subdiv. M.P. 647.3	20
	D	Double Crossover, M.P. 649.1	40
	D	Turnouts to East Leg of Wye	10
Clovis	D	Turnout from North Track to industry lead	15
	D	Turnouts from South Track to yard	30
	D	Crossovers between North and South Tracks	40
	D	Turnouts from South Track to Track 0103	40
	D	Turnout from South Track, west of Hull Street, to 199 lead	15

### 2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Hereford Feed Yards	595.9	1950
Spencer Chemical Co.	596.7	450
Chemical Co. of Texas	597.1	450
A&P	601.6	4700
Reinauer & Sons	604.3	1152
TOFC Ramp	604.5	2350
Armour & Co.	604.7	1000
Cattleman's Grain	610.0	1182
Holly Sugar Corp.	623.6	2000
West Friona Grain Co.	623.6	1000
Riverside Chemical Co.	635.4	605
Holly Sugar Corp.	652.6	2004

### 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 574.3	Hot Box	Radio Readout (Reporter) Type
M.P. 595.7	Hot Box	Radio Readout (Reporter) Type
M.P. 618.7	Hot Box	Radio Readout (Reporter) Type
Bridge 636.6	High Water	Eastward-Signal 6372 Westward-Controlled signals west end siding Bovina
M.P. 637.6	Hot Box	Radio Readout (Reporter) Type

WEST- WARD ↓		CLOVIS SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
41300		CLOVIS 5.9	BRT	CTC 3MT	656.7
41195		GALLAHER 18.2		CTC	662.6
41185		MELROSE 6.8	R	2MT	680.8
41179	10953	CANTARA 5.8			687.6
41176	10978	KRIDER 5.1			693.4
41170	8221	TOLAR 4.3			698.5
41165	13154	TAIBAN 7.3			702.8
41160	10187	LA LANDE 6.7			710.1
41155	7359	FORT SUMNER 6.8	PT	CTC	716.8
41153	11845	AGUDO 5.7			723.6
41145	10944	RICARDO 7.3			729.3
41142	11120	EVANOLA 7.3			736.6
41136	11905	YESO 5.7	P		743.9
41130	11118	LARGO 6.5			749.6
41125	11171	BUCHANAN 5.3			756.1
41120	11126	CARDENAS 7.6			761.4
41114	11960	DUORO 6.7			769.0
41109		JOFFRE 11.8		CTC	775.7
40130		VAUGHN 5.2	R	2MT	787.5
40122	10665	TEJON 6.0			792.7
40118	9081	CARNERO 5.1			798.7
40114	5740	ENCINO 5.0	P		803.8
40110	11911	NEGRA 6.7			808.8
40106	11417	PEDERNAL 4.0	P		815.5
40102	5638	DUNMOOR 4.5		CTC	819.5
40098	9786	CULEBRA 4.8	P		824.0
40094	10593	LUCY 7.3			828.8
40090	7968	SILIO 6.0			836.1
40086	6409	WILLARD 6.4	P		842.1
40082	12416	BRONCHO 7.2			848.5
40078	6376	MOUNTAINAIR 6.7	P		855.7
40074		ABO 5.0			862.4
		KAYSER 2.9		CTC 2MT	867.4
40066		SCHOLLE 5.6			870.3
40062	8465	SAIS 5.7			875.9
40058	9247	BECKER 5.0		CTC	881.6
40054	9460	BODEGA 4.7			886.6
40050	9452	MADRONE 6.1			891.3
40000		BELEN	BRT	CTC ABS 4MT	932.6
		(240.7)			

## CLOVIS SUBDIVISION

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.

FOUR TRACKS: At Belen, CLIC Tracks 7223 and 7224 are designated Track 23 and 24, respectively; between M.P. 933.7, El Paso Subdivision and New Mexico-Arizona Division Junction the track to the right as viewed from eastward El Paso Subdivision train is designated NORTH TRACK, signalled for eastward movements only and track to the left is designated SOUTH TRACK, signalled for westward movements only.

RULE 94 in effect at Belen, on North Track and South Track. On Track 23 and Track 24 between sign indicating "End CTC" and switches at the east end of these tracks, however trains or engines must not move west of sign indicating "Preliminary Section" on Track 23 or Track 24 unless authorized by control station.

CTC in effect at Clovis on Main Tracks; on Main Tracks and sidings between Clovis and Belen, M.P. 933.7; at Belen on freight lead between M.P. 893.9 and M.P. 895.4; on Track 23 and Track 24 between New Mexico-Arizona Division Junction and sign indicating "END CTC"; and on Arizona Division Main Tracks westward from New Mexico-Arizona Division Junction.

Normal position of switches at east end Track 23 and Track 24 will be left lined as last used.

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.

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

Clovis Subdivision	MPH	
	Psg.	Frt.
	70	55*

\* Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses, and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

##### (B) SPEED RESTRICTIONS - TONNAGE

- (1) 45 MPH when averaging 90 tons or over per operative brake, or when total consist exceeds 7000 tons.
- (2) 35 MPH for westward trains consisting of 6000 tons or more between Mountainair and Becker.

##### (C) SPEED RESTRICTIONS - VARIOUS

	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	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
4 Curves	M.P. 932.3 to 932.9	15
Freight Lead	M.P. 893.9 to 895.4	40
Freight Lead	M.P. 895.4 to 7223 Switch	30
Tracks 7223 and 7224 Belen		30

## CLOVIS SUBDIVISION

### (D) SPEED RESTRICTIONS - SWITCHES

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

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

"D" - Dual Control Switch

Station	Type	Location	MPH
Clovis	D	Turnout from North Track to industry lead	15
	D	Turnouts from South Track to yard	30
	D	Crossovers between North and South Tracks	40
	D	Turnouts from Middle Track to South Track	40
	D	Turnout from South Track, west of Hull Street, to 199 lead	15
M.P. 669.7	D	Crossovers between North and South Tracks	50
Melrose	D	End Two Tracks, M.P. 681.2	60
Joffre	D	Turnout End Two Tracks, M.P. 773.6	50
	D	Crossover between North and South Tracks	40
Vaughn	D	Crossover between North and South Tracks east end yard	30
	D	Turnout End Two Tracks, M.P. 788.5	50
	D	West switch, Tail Track	10
	D	East switch, Tail Track	10
Encino	D	Both ends siding	30
Dunmoor	D	Both ends siding	30
Willard	D	Both ends siding	30
Mountainair	D	Turnout End of Two Tracks M.P. 854.8	50
Abo	D	Crossovers between North and South Tracks	50
Kayser	D	Crossovers between North and South Tracks	45
Scholle	D	End Two Tracks, M.P. 870.3	45
Belen	D	East end freight lead	40
	D	East end storage yard	15
	D	To El Paso (M.P. 934.4)	30
	D	Entering Belen Yard (M.P. 934.4)	15
	D	End Double Track (M.P. 933.7)	30
	D	Arizona Division Jct.	30
	D	To Albuquerque (M.P. 932.4)	15
	D	Crossover Arizona Division Jct. (M.P. 932.4)	15
	D	West end Tracks 7223 and 7224	30
	D	Crossover (Arizona Div. M.P. 0.5)	50

### 2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Gallaher Air Base	662.8	4041
Grier	668.0	4058

## CLOVIS SUBDIVISION

### 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 684.3	Hot Box	Radio Readout (Reporter) Type
M.P. 713.6	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 725.5	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 746.4	Hot Box	Radio Readout (Reporter) Type
M.P. 764.9	Hot Box	Radio Readout (Reporter) Type
M.P. 779.1 (South Track)	Highwater	Eastward Signal 7814 Westward Signal 7783
M.P. 788.0 (North and South Tracks)	Hot Box	Radio Readout (Reporter) Type
M.P. 806.1	Hot Box	Radio Readout (Reporter) Type
Bridge M.P. 806.9	Highwater	Eastward-Controlled signals east end siding Negra. Westward-Signal 8051
M.P. 832.5	Hot Box	Radio Readout (Reporter) Type
M.P. 852.2	Hot Box	Radio Readout (Reporter) Type
Bridges M.P. 870.4 M.P. 871.2	Highwater	Eastward Signal 8712 Westward-Controlled signals Scholle.
M.P. 870.9 M.P. 871.1	Rock Slide	Eastward-Signal 8712 Westward-Controlled signals Scholle. Red indicators M.P. 870.8 and 871.1.
M.P. 871.5	Rock Slide	Eastward-Signal 8722 Westward-Signal 8711 Indicators M.P. 871.5, 871.7 and 871.8
M.P. 872.1	Rock Slide	Eastward-Signal 8722 Westward-Signals 8711 and 8721. Red indicator M.P. 872.2
M.P. 872.7	Rock Slide	Eastward-Signal 8732 Westward-Signal 8721 Red indicators M.P. 872.5 and 872.8
Bridge M.P. 875.0	Highwater	Eastward-Controlled signals east end siding Sais. Westward-Signals 8731
M.P. 878.1	Hot Box	Radio Readout (Reporter) Type

WEST- WARD ↓		LUBBOCK SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
42300		SLATON	BPRT		690.0
42280	4916	<sup>10.2</sup> BURRIS		CTC	679.8
		<sup>3.2</sup> B.N. Crossing	M		676.6
42200		<sup>2.0</sup> LUBBOCK	BPRX		674.6
		<sup>1.1</sup> LUBBOCK JCT.	TX	DT	88.6
41665	5326	<sup>10.5</sup> SHALLOWATER			78.1
41655	5292	<sup>12.5</sup> ANTON			65.6
41645	7341	<sup>12.6</sup> LITTLEFIELD			53.0
41635	4757	<sup>14.9</sup> SUDAN		CTC	38.1
41630	5416	<sup>8.0</sup> MILL			30.1
41625	11630	<sup>7.9</sup> MULESHOE			22.2
41615	11721	<sup>12.4</sup> LARIAT			9.8
53030	6903	<sup>9.8</sup> TEXICO	PT		0.0
		(105.1)			

DOUBLE TRACK: Lubbock, between Lubbock Jct. and B.N. crossing.

CTC IN EFFECT: On main track between Slaton and B.N. crossing; between Lubbock Jct. and Texico; on Plainview Subdivision main track between Lubbock Jct. and wye switch, M.P. 673.1; and on west leg of wye, Lubbock Jct.; on siding Lariat and on east leg of wye, Texico.

RULE 94 IN EFFECT: At Lubbock, on Double Track.

Trains will be governed by Hereford Subdivision Timetable rules at Texico, to and including Clovis.

## LUBBOCK SUBDIVISION

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

	MPH
Lubbock Subdivision	55
(Southwestern Public Service Industrial Spur. M.P. 27.1):	
M.P. 27.1 to gate	20
On Loop	10
Through Dumper	2

##### (B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per operative brake or total consist exceeds 7,000 tons.

##### (C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
Curve	M.P. 0.1 to 0.7	30
*Crossings	M.P. 20.6 to 23.0	45
*Crossing	M.P. 50.4 to 51.8	45
*Crossings	M.P. 51.8 to 53.9	30
*Crossings	M.P. 53.9 to 55.6	45
*Crossings	M.P. 77.8 to 79.3	45
*Crossings	M.P. 86.5 to 88.6	30
RR Crossing	M.P. 676.6	40
Track	M.P. 689.5 to 690.2	30

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossings.

##### (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Lubbock Subdivision, except those listed below, 30 MPH; other main track switches, except those listed below, 15 MPH.

Switches at each end of sidings on Lubbock Subdivision are dual control.

"D" - Dual Control Switch

Station	Type	Location	MPH
Slaton	D	Turnouts to yard	30
	D	Turnout to Track 4315	15
Burriss	D	Both ends siding	15
Lubbock	D	East end Double Track	40
	D	Turnout from North Track to east end lower yard	10
Lubbock Jct.	D	West end Double Track	40
	D	Turnout to west leg of wye	15
	D	Crossover between North and South Tracks	30
	D	Turnout from North Track to Plainview Subdivision	30
	D	Turnout to Seagraves Subdivision	15
	D	Turnout from North Track to yard	15
	D	Wye switch on Plainview Subdivision	15
M.P. 27.1	D	Southwestern Public Service Industrial Spur	20

# LUBBOCK SUBDIVISION

## 2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Monsanto Chemical	2.9	311
Progress	15.6	919
Custom Farm Service, Inc.	18.5	495
Shamrock-Blackwater	18.9	370
Baker Fertilizer Co.	20.9	436
Valley Grain Corp.	23.9	800
Protein Processors	26.0	900
Southwestern Public Service Ind. Spur (4.6 miles)	27.1	1600
Sudan Livestock Co.	39.3	986
Amherst	45.5	7600
Tide Products Co.	50.2	558
American Cotton Growers	55.1	2347
Littlefield Industrial Foundation	55.2	659
Bainer	59.5	4775
Roundup	69.9	5204
White's Stores	79.2	700
Broadview	83.6	5504
Helena Chemical Co.	84.5	606
Caprock Paint Co.	84.8	98
Keeton Cattle Co.	681.7	2125
Sunray Grain Co.	682.2	2544
Great Plains Distributors	682.4	503
Godbold Inc.	683.5	654
Posey Beer Track	684.8	1277

## 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 26.1	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type
Bridge M.P. 34.5	Highwater	Eastward-Signal 341 Westward-Controlled signals at West end of siding Sudan
MP. 56.7	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type

WEST-WARD ↓		SLATON SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
42900		SWEETWATER	BPRT		793.7
		1.1	ORIENT JCT.		792.6
	12253	5.3	GANNON		787.3
42415	7106	12.0	PYRON		775.3
42410	4878	6.7	HERMLEIGH	CTC	768.6
42400	5701	11.7	SNYDER		756.9
42390	4754	10.1	DERMOTT		746.8
42380	7543	6.2	FULLERVILLE		740.6
42370	5154	11.6	JUSTICEBURG		729.0
42365	5482	8.7	AUGUSTUS		720.3
42360	6911	6.5	POST		713.8
42355	5400	10.2	BUENOS		703.6
42350	9497	6.3	SOUTHLAND		697.3
42300		7.3	SLATON		BPRT
		(103.7)			

CTC IN EFFECT: On main track between Slaton and Sweetwater and on sidings Gannon, Pyron, Fullerville and Southland.  
At Sweetwater, speed limit 10 MPH on all auxiliary tracks and on Sayard Subdivision, main track within yard limits.

## SPECIAL INSTRUCTIONS

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

Slaton Subdivision	MPH
(Snyder Industrial Spur, M.P. 751.9)	10

#### (B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per operative brake or total consist exceeds 7,000 tons.

#### (C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
Track	M.P. 689.5 to 690.2	30
9 Curves	M.P. 700.7 to 705.6	45
*Crossings	M.P. 712.7 to 714.3	50
*Crossings	M.P. 755.7 to 759.2	50
Curve	M.P. 777.9 to 778.0	45
Curve	M.P. 460.4 to 460.6	40

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.



# SLATON SUBDIVISION

## (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches, 10 MPH; each end of sidings Slaton Subdivision, except those listed below, 30 MPH; other main track switches, except those listed below, 15 MPH.

Switches at each end of sidings on Slaton Subdivision are dual control.

"D" - Dual Control Switch

Station	Type	Location	MPH
Sweetwater	D	Tail Track	10
	D	East end Track 5201	20
	D	Turnout from Main Track to west end Track 5201	20
	D	East and west legs of Wye	10
	D	Orient Jct.	10
Hermleigh	D	Both ends siding	15
Dermott	D	Both ends siding	15
Slaton	D	Turnout to yard	30
	D	Turnout to Lamesa Subdivision	15

## 2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Chevron Oil Co.	751.0	1682
Brand	751.4	5280
Snyder Industrial Spur (11.2 Miles)	751.9	7456
Halliburton Co.	752.2	792
Sun Oil Co.	752.8	9241

## 3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 709.0	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 743.4	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 766.1	Hot Box	Radio Readout (Reporter) Type
Bridge 785.9	Highwater	Eastward-Controlled signals east end siding Pyron and Signal 7831. Westward-Controlled signals west end siding Gannon.
M.P. 791.7	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type

# PLAINVIEW SUBDIVISION

Station Numbers	Siding Feet	STATIONS	Mile Post
53160		CANYON PT	570.4
42140	5450	5.1 CLETA	575.5
42130	5150	8.6 OGG	582.1
42120	5150	8.3 HAPPY	588.4
42110	5150	8.0 KAFFIR	596.4
42100	5200	8.9 TULIA	603.3
41935	5200	12.0 KRESS	615.3
41930	11500	6.5 FINNEY	621.8
41900	9700	5.8 PLAINVIEW BPRT	627.6
		0.6 PLAINVIEW JCT.	
		0.2 B.N. Crossing A	628.4
41880	5200	5.6 FURGUSON	634.0
41875	5150	8.9 HALE CENTER	640.9
41870	5050	5.8 UNDERWOOD	646.5
41865	5100	4.9 ALLEY	651.4
41855	5200	5.8 ABERNATHY	657.0
41850	5280	6.3 MONROE	663.3
	6200	8.6 MARNELS Y	671.9
		1.6 LUBBOCK JCT. T	673.5
42200		1.1 LUBBOCK BPRX	674.6
		(104.2)	

TWC IN EFFECT: Between Canyon and Marnels.

CTC IN EFFECT: On Plainview Subdivision main track between Lubbock Jct. and wye switch, M.P. 673.1, and on west leg of wye Lubbock Jct.

Between Lubbock Jct. and Lubbock, trains will be governed by Lubbock Subdivision timetable rules.

At Canyon, trains and engines will be governed by Hereford Subdivision timetable rules.

### YARD LIMITS

Marnels, M.P. 670.6 to 673.1

# PLAINVIEW SUBDIVISION

## SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS  
(A) MAXIMUM AUTHORIZED SPEED

Plainview Subdivision	MPH 49
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- (B) SPEED RESTRICTIONS - TONNAGE

45 MPH when averaging 90 tons or over per operative brake or total consist exceeds 7,000 tons.

- (C) SPEED RESTRICTIONS - VARIOUS

LOCATION	MPH
Curve M.P. 570.9 to 571.2	30
Curves and Crossings M.P. 626.6 to 628.8	20
RR Crossing M.P. 628.4	20
Curve and Crossing M.P. 629.5 to 630.1	45
Curve M.P. 668.6 to 668.8	45
Curve M.P. 673.1 to 673.5	20

- (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH, except as listed below.

"D" - Dual Control Switch

Station	Type	Location	MPH
Lubbock Jct.	D	Turnout from North Track to Plainview Subdivision	30
	D	Turnout to west leg of wye, Lubbock Subdivision	15
	D	Crossover between North and South Tracks	30
	D	Turnout to west leg of wye, Plainview Subdivision	15

## 2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Eunice	607.8	5900
Houston Elevator, Inc.	609.9	2250
Riverside Chemical	613.9	400
Burson & Wilson	616.3	1900
BFW Grain Co.	617.0	1200
Six Point Grain Co.	637.9	1250
Tuco Grain Co.	653.7	1400
Western Warehouse Co.	654.8	1150

## 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 618.1	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type
M.P. 584.9	Hot Box & Dragging Equipment	Radio Readout (Reporter) Type

WEST-WARD ↓		RATON SUBDIVISION		↑ EAST-WARD		
First Class	STATIONS					First Class
3						4
Leave Daily	Station Number	Sliding Feet			Mile Post	Arrive Daily
AM 9:13	56700		LA JUNTA	BRTY	554.9	PM 8:42
	56660	4650	TIMPAS	P	572.3	8:09
	56650	6000	MINDEMAN		583.0	
9:43	56640	6250	DELHI	P	591.5	7:54
	56630	6250	SIMPSON		604.7	
	56620	4750	MODEL	P	615.0	
10:16	56610	6150	HOEHNES		626.3	
10:25			B.N. Crossing	MPY	635.8	7:15
s 10:30	56600		TRINIDAD		636.7	s 7:12
	56590		JANSEN	P	638.6	
			STARKVILLE		642.0	
			GALLINAS		647.3	
	56565		MORLEY	P	648.1	
	56555		WOOTTON	P	651.8	
	56535		LYNN	P	652.8	
	56510	9300	KEOTA		655.2	
s 11:36 AM	56500	4500	RATON	BR	659.5	6:09 PM
Arrive Daily			(104.6)			Leave Daily

TWC IN EFFECT: Between La Junta and B.N. Crossing.

CTC IN EFFECT: On main tracks between Raton and B.N. Crossing, and on sidings at Keota and Raton.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signals 5552-5554.

Time of trains at B.N. Crossing applies at end of Two Tracks.

### YARD LIMITS

La Junta, M.P. 555.4 to 556.4  
B.N. Crossing, M.P. 634.8 to 635.8

# RATON SUBDIVISION

## SPECIAL INSTRUCTIONS

### 1. SPEED REGULATIONS (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Fr.
La Junta and Trinidad	90	55*
Trinidad and Raton	79	55

- \* Maximum authorized speed for freight trains is: 70 MPH provided:
- (1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses, and flat cars loaded with empty trailers, containers or container chassis are considered loads).
  - (2) Train does not exceed 5500 tons.
  - (3) Train does not exceed 8500 feet.
  - (4) Train does not average more than 80 tons per operative brake.
  - (5) Locomotive can control speed to 70 MPH without use of air brakes.

### (B) SPEED RESTRICTION - TONNAGE

Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

### (C) SPEED RESTRICTIONS - VARIOUS

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON RATON SUBDIVISION. (See Special Instructions 22 and 23)

LOCATION	MPH	
Curve	M.P. 555.6 to 555.8 * **	30
Curve	M.P. 556.2 to 556.4	50
Curve	M.P. 557.2 to 557.4	85
Curve	M.P. 560.2 to 560.4	85
Curve	M.P. 575.5 to 576.0	75
2 Curves	M.P. 576.2 to 577.2	70
3 Curves	M.P. 578.7 to 580.4	80
Curve	M.P. 581.2 to 581.4	75
Curve	M.P. 582.1 to 582.3	85
Curve	M.P. 584.4 to 584.5	80
3 Curves	M.P. 587.1 to 589.2	70
3 Curves	M.P. 589.5 to 590.6	80
Curve	M.P. 591.0 to 591.3	70
2 Curves	M.P. 593.2 to 594.1	70
2 Curves	M.P. 595.1 to 596.6	70
Curve	M.P. 597.9 to 598.1	85
Curve	M.P. 599.1 to 599.3	80
Curve	M.P. 600.1 to 600.8	85
Curve	M.P. 602.1 to 602.6	85
Curve	M.P. 605.1 to 605.4	70
Curve	M.P. 606.7 to 607.2	75
Curve	M.P. 608.7 to 608.8	80
Curve	M.P. 615.6 to 615.8	70
Curve	M.P. 618.1 to 618.4	70
Curve	M.P. 619.6 to 619.7 *	35
4 Curves	M.P. 620.2 to 622.4	35
6 Curves	M.P. 622.9 to 624.7 **	35
Curve	M.P. 629.7 to 629.8	80
Curve	M.P. 632.8 to 633.3	80
Curve	M.P. 633.6 to 633.8	70
RR Crossing	M.P. 635.8 Interlocking	50
Crossings and Curves	M.P. 636.2 to 637.5	20
2 Curves	M.P. 637.9 to 638.5	35
10 Curves	M.P. 639.0 to 643.0	30
39 Curves	M.P. 643.0 to 652.1 **	20
Tunnel	M.P. 652.1 to 652.5	20
33 Curves	M.P. 652.5 to 659.5 *	20

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

# RATON SUBDIVISION

## (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control Switch \* - Rigid Switch  
"S" - Spring Switch

Station	Type	Location	MPH
Timpas	S	Both ends siding	25
Mindeman	S	Both ends siding	30
Delhi	S	Both ends siding	30
Simpson	S	Both ends siding	30
M.P. 605.56	*	Turnout to Pinon Canyon	15
Model	S	Both ends siding	30
Hoehnes	S	Both ends siding	30
B.N. Crossing	D	Turnout South track	30
	D	East end No. 6 track	15
Trinidad	D	West end No. 6 track	20
Jansen	D	Both ends of two crossovers	30
	D	Connection, Jansen yard	10
Gallinas	D	Both ends of two crossovers	20
Wootton	D	End of two tracks	20
Keota	D	Both ends siding	20
Raton	D	Both ends siding	30
	D	East yard both ends freight lead	10

## 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 566.6	Highwater	Signals 5692 and 5661
Bridge 576.6	Highwater	Signals 5772 and 5741
Bridge 581.3	Highwater	Signals 5822 and 5801
Bridge 585.3	Highwater	Signals 5862 and 5831
Bridge 586.9	Highwater	Signals 5882 and 5861
Bridge 589.6	Highwater	Signals 5902 and 5881
Bridge 591.6	Highwater	Signals 5922 and 5901
Bridge 594.3	Highwater	Signals 5942 and 5921
Bridge 600.1	Highwater	Signals 6022 and 5991
Bridge 600.5	Highwater	Signals 6022 and 5991
Bridge 611.2	Highwater	Signals 6122 and 6101
Bridge 615.4	Highwater	Signals 6152 and 6141
M.P. 618.5	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 633.7	Highwater	Signals 6342 and 6311
Bridge 638.6	Highwater	Eastward and Westward controlled signals at Jansen
M.P. 649.8	Dragging Equipment	Rotating white light at detector (M.P. 649.8)
M.P. 657.0	Dragging Equipment	Rotating white light at detector (M.P. 657.0)

**WEST-  
WARD** ↓

**LAS VEGAS  
SUBDIVISION**

↑ **EAST-  
WARD**

First Class	STATIONS			First Class
3				4
Leave Daily	Station Number	Siding Feet		Mile Post
AM 11:38	56500	4500	RATON TBR 11.8	659.5
	56490	5650	HEBRON 7.5	671.3
	56480	5900	SCHOMBERG CTC 12.2	678.8
	56450	6050	FRENCH PT 8.4	691.0
PM 12:08	56445	6300	SPRINGER 10.6	699.4
	56440	6250	COLMOR 9.7	710.0
	56430	6100	LEVY P 5.6	719.7
12:34	56425	3800	WAGON MOUND P 17.0	725.3
	56420	4650	SHOEMAKER P 7.9	742.3
	56415	6250	WATROUS P 8.3	750.2
1:17	56410	7602	ONAVA 10.5	759.5
s 1:35 PM	56400	5700	LAS VEGAS BPY	770.1
Arrive Daily			(110.6)	4:12 PM Leave Daily

TWC IN EFFECT: Between Springer and Las Vegas.

CTC IN EFFECT: On main track Raton to and including switch west end siding Springer, and on sidings Raton, Hebron, French and Springer.

Train and engine crews will leave track bulletins and messages on engine and caboose of through trains at Las Vegas.

**YARD LIMITS**

Las Vegas, M.P. 767.2 to 771.1

**SPECIAL INSTRUCTIONS**

1. SPEED REGULATIONS  
(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
Las Vegas Subdivision	79	55*

\* Maximum authorized speed for freight trains is: 70 MPH provided:

- Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses, and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5500 tons.
- Train does not exceed 8500 feet.
- Train does not average more than 80 tons per operative brake.
- Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
2 Curves	M.P. 660.0 to 660.4 **	40
2 Curves	M.P. 660.8 to 661.7	60
6 Curves	M.P. 663.1 to 666.3	65
5 Curves	M.P. 667.1 to 670.7	70
4 Curves	M.P. 676.7 to 679.8	70
Curve	M.P. 682.4 to 682.8	70
Curve	M.P. 683.9 to 684.1	70
4 Curves	M.P. 686.4 to 688.1	70
Curve	M.P. 689.1 to 689.4	70

(continued on next page)

**LAS VEGAS SUBDIVISION**

(C) SPEED RESTRICTIONS - VARIOUS (continued)

	LOCATION	MPH
Curve	M.P. 690.3 to 690.4 ***	45
Curve	M.P. 690.9 to 691.1	50
Curve	M.P. 691.6 to 692.0	55
Curve	M.P. 692.2 to 692.4	65
Curve	M.P. 693.3 to 693.9	70
Curve	M.P. 695.0 to 695.2	70
Curve	M.P. 696.0 to 696.2	55
2 Curves	M.P. 698.3 to 700.3	55
Curve	M.P. 700.6 to 700.9	70
Curve	M.P. 703.6 to 703.8	75
3 Curves	M.P. 706.5 to 709.0	70
Curve	M.P. 710.7 to 711.0	70
4 Curves	M.P. 715.2 to 718.4	70
Curve	M.P. 719.1 to 719.3	65
Curve	M.P. 723.9 to 724.3	70
Curve	M.P. 725.9 to 726.0	70
Curve	M.P. 730.8 to 731.6	65
3 Curves	M.P. 732.0 to 734.2	70
26 Curves	M.P. 736.1 to 747.2 ***	40
Curve	M.P. 747.6 to 748.1 ***	35
4 Curves	M.P. 748.2 to 749.1 ***	40
Curve	M.P. 749.2 to 749.4 ***	35
Curve	M.P. 754.0 to 754.1	75
Curve	M.P. 754.7 to 754.9	65
2 Curves	M.P. 757.9 to 759.1	70
6 Curves	M.P. 763.7 to 768.6	70
Crossings	M.P. 769.3 to 770.3	30

\* Equipped with Westward ATS Inert Inductors

\*\* Equipped with Eastward ATS Inert Inductors

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control Switch "S" - Spring Switch

Station	Type	Location	MPH
Raton	D	Both ends siding	30
	D	East yard both ends freight lead	10
Hebron	D	Both ends siding	30
Schomberg	S	Both ends siding	30
French	D	Both ends siding	30
	D	York Canyon Subdiv. Jct. Switch	40
Springer	D	Both ends siding	30
Colmor	S	Both ends siding	10
Levy	S	Both ends siding	10
Wagon Mound	S	Both ends siding	10
Shoemaker	S	Both ends siding	10
Watrous	S	Both ends siding	10
Onava	S	Both ends siding	30
Las Vegas	S	East end siding	30
	S	West end siding	10

2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet	Switch Connection
Montana de Fibre	765.5	1280	East

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 691.3	Highwater	Eastward controlled signals at York Canyon Jct. & westward controlled signals at French
M.P. 702.1 Eastward	Hot Box & Dragging Equipment	Rotating white lights at scanner and at locator (M.P. 700.3)
M.P. 702.1 Westward	Hot Box & Dragging Equipment	Rotating white lights at scanner and at locator (M.P. 704.0)
Bridge 727.1	Highwater	Signals 7272 and 7251
M.P. 753.6	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 753.7	Highwater	Signals 7562 and 7531

# GLORIETA SUBDIVISION

## SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
- (A) MAXIMUM AUTHORIZED SPEED

MPH	
Psgr.	Frt.
79	55*
90	55*
15	15

### BETWEEN:

Las Vegas and Lamy	79	55*
Lamy and Albuquerque	90	55*
Rosario Industrial Spur	15	15

\* Maximum authorized speed for freight trains is:  
70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, double stack cars, and flat cars loaded with empty trailers, containers or container chassis are considered load(s)).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

### (B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains is:  
45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

### (C) SPEED RESTRICTIONS - VARIOUS

RULES GOVERNING TRAIN OPERATION ON HEAVY  
DESCENDING GRADES APPLY ON GLORIETA SUBDIVISION.  
(See Special Instructions 22 and 23).

	LOCATION	MPH
Crossings	M.P. 769.3 to 770.3	30
3 Curves	M.P. 770.7 to 772.0 *	60
Curve	M.P. 772.6 to 772.8 *	35
16 Curves	M.P. 772.9 to 779.4 *	45
4 Curves	M.P. 779.6 to 781.9	50
4 Curves	M.P. 782.3 to 784.1	45
Curve	M.P. 784.7 to 784.9	40
Curve	M.P. 786.1 to 786.3	50
2 Curves	M.P. 786.5 to 787.0 ***	45
7 Curves	M.P. 788.4 to 790.5	45
9 Curves	M.P. 790.8 to 793.9	40
Curve	M.P. 794.3 to 794.5	30
13 Curves	M.P. 794.8 to 799.9 ***	20
4 Curves	M.P. 800.4 to 802.8 ***	45
2 Curves	M.P. 804.0 to 805.1 ***	50
9 Curves	M.P. 805.2 to 808.8 ***	45
Curve	M.P. 809.4 to 809.7	60
Curve	M.P. 811.1 to 811.5	60
2 Curves	M.P. 812.3 to 812.9	50
3 Curves	M.P. 813.0 to 813.7 ***	45
2 Curves	M.P. 813.8 to 814.1 ***	40
Curve	M.P. 814.3 to 814.4	55
Curve	M.P. 815.0 to 815.6	60
Curve	M.P. 816.9 to 817.1	60
2 Curves	M.P. 818.6 to 818.9	50
2 Curves	M.P. 819.2 to 819.5 ***	40
Curve	M.P. 819.6 to 819.7 ***	35
8 Curves	M.P. 819.8 to 822.6 ***	40
3 Curves	M.P. 822.7 to 824.6 ***	45
Curve	M.P. 824.7 to 824.8 ***	30
32 Curves	M.P. 825.0 to 829.5 ***	20
4 Curves	M.P. 830.3 to 831.8 ***	30
6 Curves	M.P. 832.1 to 832.9 ***	20
2 Curves	M.P. 833.1 to 835.0	50
Curve	M.P. 836.0 to 836.2	70
4 Curves	M.P. 838.2 to 842.2	70
2 Curves	M.P. 842.7 to 844.2	80
3 Curves	M.P. 845.4 to 847.3	70
2 Curves	M.P. 849.8 to 850.4	70
2 Curves	M.P. 850.7 to 851.5	55
Curve	M.P. 852.5 to 852.7 *	45
2 Curves	M.P. 852.9 to 853.2 *	50

(continued on next page)

WEST-WARD ↓		GLORIETA SUBDIVISION		↑ EAST-WARD	
First Class	STATIONS				First Class
3					4
Leave Daily	Station Number	Siding Feet			Mile Post
Arrive Daily					Arrive Daily
PM 1:37	56400	5700	LAS VEGAS	BPY	770.1
			8.4		PM 4:10
	56390	4850	OJITA		778.5
			10.3		3:56
	56380	5400	CHAPELLE		788.8
			4.8	TWC ABS	
2:07	56370	4500	BLANCHARD		793.6
			9.7		3:36
	56360	6385	SANDS		803.3
			7.7		
	56340	6632	GISE		811.0
			5.0		
2:44	56330	4050	ROWE	P	816.0
			4.4		3:01
		8500	FOX		820.4
			4.8		
	56320	5800	GLORIETA	P	825.2
			4.8	CTC	
	56310	4850	CANYONCITO		830.0
			5.2		
s 3:23	56190	7500	LAMY	T	835.2
			19.4		s 2:20
	56180	4750	WALDO		854.6
			10.7		
3:55	56160	4400	DOMINGO		865.3
			11.3	TWC ABS ATS	1:51
	56150	6750	NUEVE		876.6
			9.4		
4:15	56140	6250	BERNALILLO		886.0
			12.8		1:33
4:27	56120		HAHN	Y	898.8
			3.6	DT ABS TWC ATS	
s 4:47 PM	56100		ALBUQUERQUE	BRTY	902.4
			(132.3)		1:15 PM
Arrive Daily					Leave Daily

TWC IN EFFECT: Between Las Vegas and Rowe, and between Lamy and Albuquerque.

CTC IN EFFECT: On main track between switch at east end siding Rowe and switch at west end siding Lamy; and on sidings Fox, Glorieta and Canyoncito.

Double Track in effect between Albuquerque and Hahn.

RULE 94 IN EFFECT: At Albuquerque between M.P. 901.13 and end of Double Track M.P. 903.9.

Train and engine crews will leave track bulletins and messages on engine and caboose of through trains at Las Vegas.

Time of trains at Hahn applies at the end of Double Track and time of westward trains at Lamy applies at switch west end siding.

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 examine 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 examine spring switch on Main Track. 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.
- (3) For movement South Track to siding - Member of crew must examine and line siding switch, then proceed at restricted speed.

#### YARD LIMITS

Las Vegas, M.P. 767.2 to 771.1  
M.P. 894.3 to Albuquerque, M.P. 901.1

# GLORIETA SUBDIVISION

## (C) SPEED RESTRICTIONS - VARIOUS (continued)

	LOCATION	MPH
2 Curves	M.P. 853.3 to 853.7 *	30
2 Curves	M.P. 854.2 to 856.2	75
2 Curves	M.P. 860.1 to 860.9	75
Curve	M.P. 861.3 to 862.2	60
Curve	M.P. 863.6 to 863.7	75
Curve	M.P. 865.9 to 866.0	75
7 Curves	M.P. 866.8 to 871.1	70
Curve	M.P. 871.9 to 872.1	80
3 Curves	M.P. 873.9 to 875.6	70
Curve	M.P. 877.5 to 877.7	75
3 Curves	M.P. 878.2 to 879.6	70
Curve	M.P. 880.8 to 881.0	80
3 Curves	M.P. 883.5 to 885.0	80
Curve	M.P. 888.8 to 889.2	80
Curve	M.P. 890.9 to 891.1	80
Curve	M.P. 895.7 to 896.1	80
Crossings	M.P. 898.8 to 901.5	60
Crossings	M.P. 901.5 to 903.4	30

\* Equipped with Westward ATS Inert Inductors

\*\* Equipped with Eastward ATS Inert Inductors

## (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control Switch "S" - Spring Switch

Station	Type	Location	MPH
Las Vegas	S	East end siding	30
	S	West end siding	10
Ojita	S	Both ends siding	10
Chapelle	S	Both ends siding	10
Blanchard	S	Both ends siding	15
Sands	S	Both ends siding	30
Gise	S	Both ends siding	30
Rowe	S	Both ends siding	30
Fox	D	Both ends siding	30
Glorieta	D	Both ends siding	20
Canyoncito	D	Both ends siding	25
Lamy	S	Both ends siding	30
Waldo	S	Both ends siding	15
Domingo	S	Both ends siding	30
Nueve	S	Both ends siding	25
Bernalillo	S	Both ends siding	25
Hahn	S	End of double track eastward	30

## 2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet	Switch Connection
Rosario Industrial Spur (2.4 miles)	860.7	14500	West
Plains Electric	878.4	2000	East
Public Service	895.7	12850	East
Tewa Moulding Corp.	896.3	700	East
Rio Grande Steel	896.8	1750	East
Associated Grocers	898.5	1200	West

## 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 809.2 Eastward	Hot Box & Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 807.2)
M.P. 809.2 Westward	Hot Box & Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 810.7)
M.P. 826.7 to 826.9	Slide Detector Fence	Signals 8272 & controlled signals governing westward movement at west siding switch Glorieta
Bridge 852.4	Highwater	Signals 8542 and 8511
Bridge 869.2	Highwater	Signals 8702 and 8671
Bridge 870.8	Highwater	Signals 8702 and 8701
Bridge 872.7	Highwater	Signals 8732 and 8701
Bridge 874.2	Highwater	Signals 8754 and 8731
Bridge 878.3	Highwater	Signals 8782 and 8771

# WEST-WARD ↓

# EL PASO SUBDIVISION

# ↑ EAST-WARD

First Class	STATIONS				First Class
3	Station Number	Siding Feet			4
Leave Daily				Mile Post	Arrive Daily
PM 5:07	56100		ALBUQUERQUE BRTY 12.6	DT ABS	902.4 PM 12:55
	40015	3546	ISLETA 7.4	CTC	915.0
	40010	4136	LOS LUNAS 5.0	TWC	922.4
	40005	4014	CHLOE 5.2		927.4
	40000		BELEN BRTY 9.9	CTC ABS 4MT	932.6
	29785	4004	SABINAL 11.0	P	942.5
	29780	7790	LA JOYA 10.0	P	953.5
	29775	4102	SAN ACACIA 14.3	P	963.5
	29765	4147	SOCORRO 10.4	RT	977.8
	29760	4128	SAN ANTONIO 10.8	P	988.2
	29755	4132	ELMENDORF 6.1	P	999.0
	29745	6004	SAN MARCIAL 7.2	P	1005.1
	29740	2723	POPE 9.1	P	1012.3
	29735	2774	LAVA 10.1	P	1021.4
	29730	4044	CROCKER 11.7	P	1031.5
	29725	6326	ENGEL 8.2	P TWC	1043.2
	29720	4121	CUTTER 15.7	P	1051.4
	29710	4150	ALIVIO 6.6	P	1067.1
	29705	2508	GRAMA 5.8	P	1073.7
	29700		RINCON 7.7	RTY	1079.6
	29660	4194	TONUCO 8.4	P	1087.3
	29645	2687	MEDLER 5.4	P	1095.7
	29630	2050	LEASBURG 5.8	P	1101.1
	29615	3132	DONA ANA 5.6	P	1106.9
	29600		LAS CRUCES 2.5	R	1112.5
	29590		MESILLA PARK 8.9		1115.0
	29580	4174	MESQUITE 7.5	P	1123.9
	29560	1394	BERINO 5.0	P	1131.4
	29550	2509	ANTHONY 3.4	P	1136.4
	29540		VINTON 2.6	P	1139.8
	29530	1765	CANUTILLO 2.9	P	1142.4
	29520	3224	MONTOYA 10.7	P	1145.3
	29500		EL PASO BRY	TWC ABS	1156.0
Arrive Daily			(253.6)		Leave Daily

TWC in effect between El Paso and Clovis Subdivision Junction, M.P. 934.4; between Arizona Division Junction, M.P. 932.4, and east end of El Paso Subdivision siding at Isleta.

(continued on next page)

# EL PASO SUBDIVISION

CTC in effect on Main Track between end of Double Track, Albuquerque, M.P. 903.9, and east end of El Paso Subdivision siding at Isleta, Control Station at Winslow; at Belen, between end of North Track and South Track M.P. 933.7, and junction with Clovis Subdivision, M.P. 934.4; on Clovis Subdivision from Junction M.P. 934.4 eastward thereof; on Freight Lead between M.P. 893.9 and M.P. 895.4; on Track 7223 and Track 7224 between New Mexico-Arizona Division Junction and sign indicating "END CTC"; and on Arizona Division Main Tracks westward from New Mexico-Arizona Division Junction.

FOUR TRACKS: At Belen; CLIC Tracks 7223 and 7224 are designated Track 23 and 24 respectively; between M.P. 933.7, El Paso Subdivision, and New Mexico-Arizona Division Junction, track to the right as viewed from eastward El Paso Subdivision train is designated NORTH TRACK, signalled for eastward movements only and track to the left is designated SOUTH TRACK, signalled for westward movements only.

DOUBLE TRACK: At Albuquerque, between M.P. 903.9 and eastward thereof to Hahn, M.P. 898.8.

RULE 94 in effect at Albuquerque, between M.P. 901.1 and end of Double Track, M.P. 903.9; at Belen on North Track and South Track and, on Track 23 and Track 24 between sign "End CTC" and switches at east end of these tracks, however trains or engines must not move west of sign indicating "Preliminary Section" on Track 23 or 24 unless authorized by control station; at El Paso between M.P. 1153.8 and M.P. 1156.2.

At Belen, normal position of switches at east end of Track 23 and Track 24 will be left lined as last used.

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

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

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 230).

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 M.P.H.

## YARD LIMITS

Albuquerque, M.P. 894.3 to 901.1  
 Belen, M.P. 934.5 to 935.6  
 M.P. 931.2 to 932.3  
 Rincon, M.P. 1078.4 to 1080.8  
 El Paso, M.P. 1147.2 to 1153.8

## SPECIAL INSTRUCTIONS

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Albuquerque and Isleta	79	55*
Isleta and El Paso		49*

#### (B) SPEED RESTRICTIONS - TONNAGE

\*45 MPH when averaging 90 tons or over per operative brake, or when total consist exceeds 7000 tons.

# EL PASO SUBDIVISION

## (C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
*Crossings	M.P. 901.5 to 903.4	30
2 Curves	M.P. 905.2 to 905.4	70
Curves	M.P. 912.2 to 912.8	70
4 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 and		
24 Curves	M.P. 1006.2 to M.P. 1022.2	40
Curve	M.P. 1022.9 to M.P. 1023.1	30
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
Crossings	M.P. 1111.5 to 1114.4	30
*Crossings	M.P. 1136.2 to 1138.0	35
*Crossing	M.P. 1144.6	20
15 Curves and Crossings	M.P. 1147.5 to 1156.0	30

\* Speed restriction applies only while head end of train is passing over crossings.

## (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below 15 MPH.

Station	Type	Location	MPH
Hahn	S	East End Double Track	30
Albuquerque	D	End of Double Track (M.P. 903.9)	40
Isleta	D	Arizona Division Jct.: Westward El Paso Subdivision trains	40
		Eastward El Paso Subdivision trains	20
Belen	D	East end freight yard	40
	D	East end storage yard	15
	D	To El Paso (M.P. 934.4)	30
	D	Entering Belen yard (M.P. 934.4)	15
	D	End Double Track (M.P. 933.7)	30
	D	Arizona Division Jct.	30
	D	To Albuquerque (M.P. 932.4)	15
	D	Crossover Arizona Division Jct. (M.P. 932.4)	15
	D	West end Tracks 7223 and 7224	30
D	Crossover (Arizona Div. M.P. 0.5)	50	
Rincon	S	Deming Subdivision Junction	15

## 2. TRACKS BETWEEN STATIONS

Name	Location	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

(continued on next page)

# EL PASO SUBDIVISION

## 2. TRACKS BETWEEN STATIONS (continued)

Name	Location	Capacity in Feet
Industrial Wood Components	908.9	640
Bates Lumber Company	910.6	862
Edmunds Chemical Co.	935.3	373
Limiter	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

## 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Detector Location	Location of Indicator
Bridge M.P. 908.7	Eastward — Signal 9092 Westward — Controlled signal M.P.906.4
* Bridge M.P. 979.4	Eastward — M.P. 982.1
Track M.P. 980.1	(Rotating Red Light)
Bridge M.P. 981.3	Westward — M.P. 978.9
	(Rotating Red Light)
Track M.P. 982.9	Eastward — M.P. 987.9
Bridge M.P. 983.2	(Rotating Red Light)
Bridge M.P. 983.5	Westward — M.P. 982.1
Bridge M.P. 984.6	(Rotating Red Light)
Track M.P. 985.0	
Bridge M.P. 985.1	
Bridge M.P. 986.5	
Bridge M.P. 986.9	
Track M.P. 987.1	
* Bridge M.P. 987.4	
Bridges M.P. 1050.1	Eastward — M.P. 1052.4
M.P. 1050.9	Westward — M.P. 1048.9
M.P. 1051.3	(Rotating Red Lights)
Bridges M.P. 1052.6	Eastward — M.P. 1056.9
M.P. 1053.3	Westward — M.P. 1051.4
M.P. 1053.7	(Rotating Red Lights)
M.P. 1054.3	
M.P. 1055.7	
Bridges M.P. 1065.2	Eastward — M.P. 1067.5
M.P. 1066.3	Westward — M.P. 1063.7
	(Rotating Red Lights)
Bridges M.P. 1069.7	Eastward — M.P. 1072.8
M.P. 1071.6	Westward — M.P. 1068.3
	(Rotating Red Lights)
Bridge M.P. 1081.9	Eastward — M.P. 1084.8
Bridge M.P. 1082.5	(Semaphore Type)
Track M.P. 1082.7	Westward — M.P. 1080.9
Bridge M.P. 1083.0	(Semaphore Type)
Track M.P. 1083.7	
Bridge M.P. 1085.5	Eastward — M.P. 1086.2
	(Semaphore Type)
	Westward — M.P. 1084.8
	(Semaphore Type)
Bridge M.P. 1088.4	Eastward — M.P. 1091.7
Track M.P. 1088.7	(Semaphore Type)
Bridge M.P. 1089.2	Westward — M.P. 1087.5
Bridge M.P. 1090.2	(Semaphore Type)
Bridge M.P. 1090.9	
Bridge M.P. 1091.5	
Track M.P. 1093.0	Eastward — M.P. 1095.0
Bridge M.P. 1093.2	(Semaphore Type)
Bridge M.P. 1093.8	Westward — M.P. 1091.7
Bridge M.P. 1094.4	(Semaphore Type)

\* On El Paso Subdivision, 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. 978.4 if detector has been actuated.

WEST- WARD ↓		CARLSBAD SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
41300		CLOVIS	BRTY	656.8	
41310	5786	CAMEO	P	7.5	
41315	6754	PORTALES	RY	17.6	
41325	5765	DELPHOS	P	29.8	
41330	5809	KERMIT	P	37.2	
41335	2677	ELIDA	P	42.2	
41350	5747	TORNERO	P	47.6	
41355		KENNA	P	52.5	
41360	10246	BOAZ	P	65.5	
41370	5740	CAMPBELL	P	82.2	
41380	5635	MELENA	P	94.9	
41390	5764	POE	P	103.0	
41400	3186	ROSWELL	RTY	107.8	
41420		SOUTH SPRING	P	112.6	
41425	5658	CHISUM	P	118.8	
41430	2727	DEXTER		124.2	
41440		HAGERMAN	P	130.5	
41450	10223	ESPUJELA	P	143.8	
41460	3355	ARTESIA	RY	149.9	
41470	5788	ATOKA	P	155.1	
41480		DAYTON	P	157.7	
41490	5693	LAKEWOOD	P	165.2	
41495	3180	AVALON		177.5	
41500		CARLSBAD	BRTY	183.0	
		(183.3)			

TWC in effect on Carlsbad Subdivision.

At Clovis, trains will be governed by Clovis Subdivision timetable rules.

### YARD LIMITS

Clovis, M.P. 0.0 to 2.2  
Portales, M.P. 16.7 to 18.6  
Roswell, M.P. 105.5 to 110.0  
Artesia, M.P. 146.9 to 151.0  
Carlsbad, M.P. 175.0 to 183.0

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Clovis and M.P. 181.3	49*
Carlsbad Industrial Spur	30

##### (B) SPEED RESTRICTIONS - TONNAGE

\* 45 MPH when averaging 90 tons or over per operative brake, or when total consist exceeds 7000 tons.



# CARLSBAD SUBDIVISION

## (C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
Curve	M.P. 0.0 to 0.2	5
Curve	M.P. 8.7 to 9.0	45
Curve	M.P. 49.9 to 50.2	45
11 Curves	M.P. 84.1 to 90.9	30
Crossings	M.P. 123.9 to 124.6	40
Curve	M.P. 128.9 to 129.2	40
2 Curves & Bridge	M.P. 167.2 to 168.2	35
Main track	M.P. 181.3 to 183.0	20

## (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; main track switches, except those listed below 15 MPH.

"S" - Spring Switch

Station	Type	Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	10
Carlsbad Industrial Spur	S	Jct. switch, Getty wye	10

## 2. TRACKS BETWEEN STATIONS

Name	Location	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
<b>CARLSBAD INDUSTRIAL SPUR</b>		
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
Eddy Mine - Getty	13.6	5110
Lindberg Industries, Ltd.	19.2	22893
Run around track	18.5	3109
Amax Potash Company	6.1	10802
Run around track	5.4	3100
Western Agri. Minerals Refinery	7.1	18158
DuPont Spur	2.6	278
New Mexico Potash	4.2	19649
National Potash Company	8.9	11185
Run around track	8.5	2204

## 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge M.P. 176.2	Highwater	Eastward - M.P. 178.1 (Semaphore Type)
Bridge M.P. 176.9	Highwater	Westward - M.P. 175.2 (Semaphore Type)

# WEST-WARD ↓ RUSTLER SPRINGS SUBDIVISION ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
41500		CARLSBAD	BRTY	183.0
41510		OTIS		189.1
		LOVING JCT.	PTY	194.4
41515		LOVING	Y	195.3
41520		MALAGA		199.8
41525		PECOS JCT.	TY	0.0
41530		RUSTLER SPRINGS	TY	25.5
		(57.4)		

TWC in effect on Rustler Springs Subdivision.

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

## YARD LIMITS

Carlsbad, M.P. 183.0 to 186.5  
 Loving Jct., Loving, M.P. 194.3 to 195.5  
 Pecos Jct., M.P. 214.7 to 1.0  
 Rustler Springs, M.P. 24.8 to 25.3

## SPECIAL INSTRUCTIONS

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

	MPH
Rustler Springs Subdivision	45
Loving Industrial Spur	30

## (C) SPEED RESTRICTIONS - VARIOUS

	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
Pennzoil track scale	M.P. 20.8 to 20.9	2
All tracks beyond M.P. 25.5		5
<b>LOVING INDUSTRIAL SPUR</b>		
Track, M.P. 4.3 to west switch Mississippi		10
Chemical yard		10

## (D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnouts 10 MPH.

"S" - Spring Switch

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

## 2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Continental Spur	183.4	733
Carlsbad Industrial Block Co.	183.9	349
Elmac Spur	184.7	683
West Storage Track No. 1	184.9	3289
West Storage Track No. 2	184.9	2882
Ashland Chemical	184.9	1359
<b>LOVING INDUSTRIAL SPUR</b>		
Mississippi Chemical	4.3	18215
Western Agricultural Minerals - Nash Draw	8.6	10533
International Minerals & Chemicals Corporation	14.4	17129

WEST-WARD ↓		PECOS SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
41525		PECOS JCT.	TY	TWC	214.9
41540		ORLA			230.7
41550		ARNO			251.3
41555		PECOS	TY		271.5
		(56.6)			

TWC in effect on Pecos Subdivision

**YARD LIMITS**

Pecos Jct., M.P. 214.9 to 220.9  
Pecos, M.P. 269.8 to 271.5

**SPECIAL INSTRUCTIONS**

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Pecos Subdivision	10

(C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
Main track	M.P. 264.4 to 264.7	5
Bridge	M.P. 260.4 to 260.6	10
Bridge	M.P. 263.9 to 264.1	10

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnouts 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Gulf Oil Corporation	222.4	681
Northwestern Refinery	236.4	605

WEST-WARD ↓		DEMING SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
29700		RINCON	RTY	TWC	1079.6
29325		HATCH			1084.8
29320	2962	HOCKETT			1093.9
29315	1894	NUTT			1104.9
29305	3100	MIRAGE			1125.8
29100		DEMING	BRY		1132.9
29110	2060	PERUHILL			3.1
29115	2725	SPALDING			16.7
29120		WHITWATER	TY		30.3
29140		BURRO MT. JCT.	Y		34.0
		(88.2)			

TWC in effect between Rincon and Whitewater.

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

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

At Whitewater, derail on Deming Subdivision Main Track 180 feet west of Santa Rita Subdivision junction switch. Derail will be locked in nonderailing position except when equipment is left on track west thereof.

**YARD LIMITS**

Rincon, M.P. 1079.6 to 1081.1  
Deming, M.P. 1131.1 to 1.9  
Whitewater-Burro Mountain Jct., M.P. 29.3 to 34.0

**SPECIAL INSTRUCTIONS**

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Rincon and Deming	45
Deming and Burro Mountain Jct.	30
Tyrone Industrial Spur	30

(C) SPEED RESTRICTIONS - VARIOUS

	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 0.1	20
Bridge	M.P. 16.0 to 16.2	20
TYRONE INDUSTRIAL SPUR		
Curve	M.P. 0.00 to 0.02	10

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnouts 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Asarco Mill	1.1	3523
TYRONE INDUSTRIAL SPUR (11 Mi.)	34.0	
Phelps-Dodge	11.0	2489

WEST-WARD ↓		SANTA RITA SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
29120		WHITWATER	TY	30.3	
29200		HURLEY	BRTY	8.3	
29205	1516	BAYARD	Y	RULE 93	12.9
29210		HANOVER JCT	Y		14.4
29230	1132	COBRE	Y		14.7
29240		SANTA RITA	Y		15.7
		(16.3)			

At Whitewater, Deming Subdivision junction switch normally lined for Santa Rita Subdivision. 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 made 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 operative brake to 85 tons or less.

**YARD LIMITS**  
Entire Subdivision

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**  
**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH
Whitewater and M.P. 12.6	20
M.P. 12.6 and 16.3	10
Fierro Industrial Spur	10

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnouts 10 MPH.

**2. TRACKS BETWEEN STATIONS**

Name	Location	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
Sharon Steel	6.5	2208

WEST-WARD ↓		SANTA FE SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
56190		LAMY	T	RULE 94	18.1
56200		SANTA FE	B		
		(18.1)			

Between Lamy and Santa Fe, movements will be made in accordance with Rule 94.

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**  
**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH
Lamy and Santa Fe	10

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

WEST-WARD ↓		YORK CANYON SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
56450		FRENCH	TY	TWC	13.3
56460		COLFAX			
56465		YORK CANYON	Y		
		(36.1)			

TWC IN EFFECT: Between French and York Canyon.

**YARD LIMITS**  
French, M.P. 0.0 to 2.5  
York Canyon, M.P. 33.8 to 36.1

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**  
**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH
M.P. 0 and 1.76	
Westward	40
Eastward	35
M.P. 1.9	
Over Electronic Scales	10
M.P. 1.93 and 17	
Westward	40
Eastward	35
M.P. 17 and 35.2	
Westward	25
Eastward	20

Speed limit on loop track York Canyon 5 MPH.

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"D" - Dual Control Switch "S" - Spring Switch

Station	Type	Location	MPH
French	D	Raton Subdivision junction switch	40
York Canyon	S	Loop track switch	10

**2. TRACKS BETWEEN STATIONS**

Name	Location	Capacity in Feet	Switch Connection
Scale run around	1.8	500	East & West

WEST- WARD ↓		CROSBYTON SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
42200		LUBBOCK	BPRXY		
		8.7			
		B.N. Crossing			8.0
		3.3			
42215		IDALOU			11.3
		8.3			
42220		LORENZO		TWC	19.6
		8.8			
42225		RALLS			28.4
		9.4			
42230		CROSBYTON			37.8
		0.7			
		End Of Track			38.5
		(39.2)			

TWC IN EFFECT: On Crosbyton Subdivision.

At Lubbock, trains will be governed by Lubbock Subdivision Timetable rules.

**YARD LIMITS**

Lubbock, M.P. 0.0 to 3.5

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Crosbyton Subdivision	20

**(C) SPEED RESTRICTIONS - VARIOUS**

	LOCATION	MPH
Curve	M.P. 0.0 to 0.2	10
RR Crossing	M.P. 8.0 Stop. Rule 98	10
*Crossing	M.P. 38.9	10

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnout of all switches, 10 MPH.

WEST- WARD ↓		FLOYDADA SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
		End of Track			27.0
		0.4			
41925		FLOYDADA	T		26.6
		6.4			
41920		MUNCY			20.2
		4.8			
41915	2400	LOCKNEY		TWC	15.4
		0.9			
		B.N. Crossing			14.5
		4.3			
41910		AIKEN			10.2
		8.0			
		B.N. Crossing			2.2
		2.1			
		PLAINVIEW JCT.	TY		0.0
		(26.9)			

TWC IN EFFECT: On Floydada Subdivision.

**YARD LIMITS**

Plainview Jct., M.P. 4.4 to 0.0

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Floydada Subdivision	30

**(C) SPEED RESTRICTIONS - VARIOUS**

	LOCATION	MPH
RR Crossing	M.P. 2.2 Stop. Rule 98	20
RR Crossing	M.P. 14.5 Stop. Rule 98	20
4 Curves	M.P. 26.5 to 26.7	10
*Crossings	Floydada, Hwy 70 (Stop and flag).	5

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnout of all switches, 10 MPH.

WEST- WARD ↓		LAMESA SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
42300		SLATON 10.0	BPRTY	0.0	
42310		WILSON 11.3		10.0	
42315		TAHOKA 14.8		21.3	
42320	2800	O'DONNELL 11.7		TWC	36.1
42330		ARVANA 5.9			47.8
42335		LAMESA 0.4	TY		53.7
		End Of Track			54.1
(54.2)					

TWC IN EFFECT: On Lamesa Subdivision.

At Slaton, trains will be governed by Slaton Subdivision timetable rules.

**YARD LIMITS**

Slaton, M.P. 0.0 to 0.9

Lamesa, M.P. 50.7 to 54.1

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Lamesa Subdivision	20

**(C) SPEED RESTRICTIONS - VARIOUS**

LOCATION	MPH
*Crossing M.P. 21.2	10

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnout of all switches, 10 MPH.

**2. TRACKS BETWEEN STATIONS**

Name	Location	Capacity in Feet
Texas P&B	50.8	599
Farm Grain & Warehouse Co.	51.1	1050

WEST- WARD ↓		LEHMAN SUBDIVISION		↑ EAST- WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
41675		DOUD 6.0	TY	0.0	
41680		HURLWOOD 7.2		6.0	
41684		SMYER 12.5		TWC	13.2
41686		LEVELLAND 7.3			25.7
41690		COBLE 8.2			33.0
41692		WHITEFACE 0.8			39.2
		End Of Track			39.8
(39.8)					

TWC IN EFFECT: On Lehman Subdivision.

**YARD LIMITS**

Doud, M.P. 0.0 to 0.9

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Lehman Subdivision	30
(Pan American Spur, M.P. 36.2)	20

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnout of all switches, 10 MPH.

**2. TRACKS BETWEEN STATIONS**

Name	Location	Capacity in Feet
Carlisle Grain Co.	2.1	1100
Phillips Petroleum Co.	8.0	1344
Levelland Vegetable Oil Co., Inc.	23.3	1050
AMOCO Production Co.	28.4	1950
Pan American Petroleum Corp.	28.5	2700
Pan American Spur (9.3 miles)	36.3	10500

WEST-WARD ↓		SEAGRAVES SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
42200		LUBBOCK	BPRX	DT	674.6
		LUBBOCK JCT.	TY		0.0
41675		DOUD	TY	TWC	5.9
41705		WOLFFORTH			11.3
41715		ROPES			22.1
41720		MEADOW			27.9
41725		BROWNFIELD			39.7
41730		WELLMAN			52.3
41735		SEAGRAVES	TY		62.9
		End Of Track			63.9
		(65.0)			

TWC IN EFFECT: Between Lubbock Jct. and Seagraves.

At Lubbock, and between Lubbock and Lubbock Jct., trains will be governed by Lubbock Subdivision timetable rules.

**YARD LIMITS**

Lubbock Jct.-Doud, M.P. 0.0 to 6.0  
Seagraves, M.P. 59.3 to 63.9

**SPECIAL INSTRUCTIONS**

1. SPEED REGULATIONS  
(A) MAXIMUM AUTHORIZED SPEED

Seagraves Subdivision	MPH 30
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(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Farm Center Gin and Grain Co.	16.9	900
Riverside Chemical	20.4	450
Brownfield Co-Op	40.9	281
California Chemical	41.0	386
Goodpasture Grain Co.	42.0	921
Columbian Carbon Spur	59.4	1900

WEST-WARD ↓		HAMLIN SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
42600		ALTUS	PY	TWC	467.3
		M.K.T. Crossing			467.6
		B.N. Crossing	A		468.1
42586	2650	ELMER			478.3
42578	2020	ODELL			488.3
		B.N. Crossing	M		497.3
42574	1800	CHILLICOTHE	P		497.5
42570	2700	MEDICINE MOUND			504.3
42566	2300	MARGARET			514.6
42562	3800	CROWELL			521.3
42558	1600	FOARD CITY			529.1
42554	2250	TRUSCOTT			538.4
42550	2400	BENJAMIN			551.1
42546	1150	KNOX CITY			563.1
42542	1600	O'BRIEN		565.7	
42538	2050	ROCHESTER		570.5	
42534	1650	RULE		580.1	
42530	3650	SAGERTON		588.4	
42522		HAMLIN	PY	605.8	
		(138.5)			

TWC IN EFFECT: On Hamlin Subdivision.

**YARD LIMITS**

Altus, M.P. 446.1 to 468.6  
Hamlin, M.P. 603.8 to 606.9

**SPECIAL INSTRUCTIONS**

1. SPEED REGULATIONS  
(A) MAXIMUM AUTHORIZED SPEED

Hamlin Subdivision	MPH 30
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(C) SPEED RESTRICTIONS - VARIOUS

	LOCATION	MPH
*Crossing	M.P. 467.4	10
RR Crossing	M.P. 467.6 Stop. Rule 98	10
RR Crossing	M.P. 468.1	20
Bridge	M.P. 479.7 to 480.2	20
RR Crossing	M.P. 497.3 Interlocking controlled by B.N. dispatcher	20
*Crossing	M.P. 605.9	20

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of all switches, 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Location	Capacity in Feet
Riverside Chemical Co.	564.1	250

WEST-  
WARD ↓

**SAYARD  
SUBDIVISION**

↑ EAST-  
WARD

Station Numbers	Siding Feet	STATIONS		Mile Post
42522		HAMLIN	PY	605.8
		13.3		
42514	2650	SYLVESTER		619.1
		7.4		
42510		LONGWORTH		626.5
		10.6		
		ORIENT JCT.	Y	637.3
		0.7		
42900		SWEETWATER	BPRTY	638.0
		7.4		
42915		SHAUFLER		645.4
		11.9		
42920	5000	MARYNEAL	TY	657.3
		1.3		
		End Of Track		658.6
		(104.2)		

TWC IN EFFECT: On Sayard Subdivision.

At Sweetwater, trains will be governed by Slaton Subdivision timetable rules.

At Sweetwater, speed limit 10 MPH on all auxiliary tracks and on Sayard Subdivision, main track within yard limits.

**YARD LIMITS**

Hamlin, M.P. 603.8 to 606.9  
 Orient Jct., M.P. 636.0 to 637.3  
 Sweetwater, M.P. 637.3 to 642.4  
 Maryneal, M.P. 655.4 to 658.6

**SPECIAL INSTRUCTIONS**

**1. SPEED REGULATIONS**  
**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Hamlin to M.P. 657.7	30
M.P. 657.7 to End of Track, M.P. 658.6	10
(Celotex Industrial Spur, M.P. 609.6)	10
(Maryneal Industrial Spur, M.P. 657.7)	20

**(C) SPEED RESTRICTIONS - VARIOUS**

LOCATION	MPH
*Crossings M.P. 637.3 to 641.6 (Sayard Subdiv.)	10

\* City ordinance, speed restriction applies over street or highway crossings only while head end of train is passing over crossing.

**(D) SPEED RESTRICTIONS - SWITCHES**

Maximum speed permitted through turnout of all switches, 10 MPH, except as listed below.

"D" - Dual Control Switch

Station	Type	Location	MPH
Sweetwater	D	Tail Track	10
	D	East end Track 5201	20
	D	Turnout from Main Track to west end Track 5201	20
	D	East and west legs of Wye	10
	D	Orient Jct.	10

**2. TRACKS BETWEEN STATIONS**

Name	Location	Capacity in Feet
Celotex Industrial Spur (1.6 miles)	609.6	3080
Lone Star Cement	620.6	4400
Celotex Rock Loading	626.4	1590
Lone Star Cement	656.1	14500
Maryneal Industrial Spur (12.1 miles)	657.7	7450
(Lone Star Sand)	11.9	1850

**ALL SUBDIVISIONS**

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employees governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph page 30 amended to read: Testing does not include visual observations made by an employe positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph page 32 amended to read: ON A MAIN TRACK - A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1 1/2 miles
50 MPH or over	2 miles

Rule 102(2) amended to read: Trains not exceeding 5,000 tons must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. If train exceeds 5,000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail before proceeding. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed where required or brake pipe pressure has been restored where applicable.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

# ALL SUBDIVISIONS

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 153 supplemented by adding: 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, and 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 230 through 242 modified as follows: See page 72.

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins, regular trains will be designated by number, as No. 10, adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with items (5) and (14) omitted, (16) revised, (18) and (19) added.

Mechanically transmitted track warrants must indicate total number of track bulletins (Item 16), track condition messages (Item 18) and items checked (Item 19). In Items (16) and (18), if none show "no". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that 'items marked' correspond with those indicated in Item 19.

Rule 408(2) is amended to read: When authorized to WORK BETWEEN two specific points, movement may be made in either direction between those points without flag protection.

Rule 450 is supplemented by adding: Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with the number indicated.

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 928. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

5. Trains or engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).

# ALL SUBDIVISIONS

## 6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	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 is 45 MPH.

\*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

### MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (Inches)	Maximum speed (MPH)
All Classes Except Amtrak	3	5
Amtrak	2	2

8. Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of Superintendent, and trains handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 AT-199466 AT-199467 and Jordan Spreaders MPH	Locomotive Crane AT-199720 and Other Machines MPH
Clovis, El Paso, Carlsbad, Rustler Springs, Deming between Rincon and Deming, Raton, Las Vegas, Glorieta, Hereford, Lubbock, Plainview and Slaton	40	45	30
York Canyon	30	30	30
Floydada, Sayard and Seagraves	25	25	25
Crosbyton, Hamlin, Lamesa, Lehman and Deming between Deming and M.P. 34	20	20	20
Santa Rita, Pecos	10	10	10

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

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

All foreign line scale test cars must be handled in trains immediately ahead of caboose or as rear car at speed not exceeding 50 MPH.



## ALL SUBDIVISIONS

### 9. RULE 109(C) TRACKSIDE WARNING DETECTORS:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When train is stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding over bridge.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

#### INSTRUCTIONS APPLICABLE TO ALL TYPES:

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. EXCEPTION: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of 10-Pack equipment after second detector stop.

3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.

Use yellow crayon marker to write date and letter "X" above each journal indicated or found to be overheated and the date and letter "W" above each wheel indicated, found to be defective or overheated.

5. Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by detector, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

6. Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:
  - (a) it is snowing or sleeting; or
  - (b) there is snow on ground which can be agitated by a moving train.

#### INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

1. After train passes the detector:
  - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
  - B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.

## ALL SUBDIVISIONS

2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
  - A. If such message or tone is not received, train may proceed at prescribed speed.
  - B. If such message or tone is received, train must be governed by Item 4.
3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
  - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
  - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

5. If a train received 4 defective car\* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

\*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

#### INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

1. When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Trains must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective axle and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
2. When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

#### 10. Joint Track Facilities:

BN CROSSING — JANSEN

BN, C&W and D&RGW trains will use AT&SF tracks and will be governed by AT&SF timetable, rules and regulations.

11. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82(A): Clearances not required on New Mexico Division.

13. Rule 450: Track bulletins will be used on New Mexico Division.

14. Rule 403: An incorrect engine number shown on an address on a track warrant must be reported by a crew member and, if authorized by the train dispatcher, may be changed to show the correct engine number.

## ALL SUBDIVISIONS

15. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTION EFFORT	HORSE POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
**4000	EMD	GP60	274,500	57,500	3800	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF-40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5705	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7410	GE	B40-8	283,000	69,200	4000	4EF
7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

\* Amtrak passenger units.

\*\* For the purpose of calculating dynamic braking effort, Units 4000 - 4019 and 7400 - 7429 must be considered as having six axles.

\*\*\* Information relating to dynamic brake is designated as follows:  
 Number indicates number of axles.  
 Type is indicated by B - Basic, E - Extended Range.  
 System is indicated by F - Flat, T - Taper.

## ALL SUBDIVISIONS

### 16. SPECIAL CAR HANDLING INSTRUCTIONS

One or any combination of two of the following codes may be shown in the SCHI field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Columns of switch lists and yard inventories.

CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
B1	Bad Order
BO	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not Uncouple
EQ	Union Equity Elevator or Equity Export, Houston
FG	Flammable Gas (Hazardous)
FL	Flammable (Hazardous)
FS	Flammable Solid (Hazardous)
FW	Flammable Solid 'W' (Dangerous When Wet)
HE	Head End Only
HL	High Wide Load (Excessive Dimensions)
HV	High Value
IP	Interchange Prohibited (See NOTE 1)
IPSW	Intracant Switch (Respot Car)
MRXX	Mechanical Refrigeration Maintain "XX" Degrees
MCNR	Mechanical Car or Trailer-No Refrigeration Required
ND	Work Indicated Not Done
NG	Nonflammable Gas (Hazardous)
NIT	Car Not in Train or not on Track
NP	No Placards Required
OM	Oxidizer (Hazardous)
OP	Organic Peroxide (Hazardous)
OR	Other Regulated Material
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not placed
OX	Oxygen
PA	Poison Gas (Hazardous)
PB	Poison
PE	Houston Public Elevator
PULL	Car Pulled, Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RM	Radioactive Material
RSPT	Respot Due to Railroad Error
SPOT	Car Spotted, time and date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection - Set Direct
WL	Weigh Light
XA	Explosives "A"
XB	Explosives "B"
XX	Do Not Move This Car
ZZ	Do Not Hump or Cut Off While in Motion

NOTE 1. The "CD" Condemned and "IP" Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). This does not relieve employees of the responsibility of reporting these codes when appropriate.

NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. This does not relieve employees of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.

# ALL SUBDIVISIONS

17. Maximum authorized speed of following equipment:

	MPH																																										
(a) Trains handling continuous welded or jointed rail, except 25 MPH on all curves of 6° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40																																										
(b) Trains handling ACFX tank cars 17451 thru 17495 Trains handling NATX tank cars 10841 thru 10865	45																																										
(c) Trains handling gondolas: PC 598500 thru 598599, CR 598500 thru 598999 or SP 345000 thru 345699	45																																										
(d) Trains handling ATSF tank and work equipment cars: 100301 thru 101099      189000 thru 189999 192770 thru 192875      199880 thru 199899 202750 thru 202999      209000 thru 209999	45																																										
(e) Trains handling following tank cars: DVLX 4001 thru 4190 and the following UTLX cars:  <table style="margin-left: 20px;"> <tr><td>76517</td><td></td><td></td></tr> <tr><td>76539</td><td>76556</td><td>76558</td></tr> <tr><td>76568</td><td>76595</td><td>76649</td></tr> <tr><td>76656</td><td>76696</td><td>76733</td></tr> <tr><td>76736 thru</td><td>76738</td><td></td></tr> <tr><td>76742 thru</td><td>76745</td><td>76747</td></tr> <tr><td>76748</td><td>76750</td><td>76751</td></tr> <tr><td>78256 thru</td><td>78269</td><td>78272</td></tr> <tr><td>78274</td><td>78278</td><td>78281</td></tr> <tr><td>78285</td><td>78287 thru</td><td>78293</td></tr> <tr><td>78326</td><td>78328 thru</td><td>78333</td></tr> <tr><td>78336 thru</td><td>78340</td><td>78343</td></tr> <tr><td>78344</td><td>78347</td><td>78348</td></tr> <tr><td>78350</td><td>78353</td><td></td></tr> </table>	76517			76539	76556	76558	76568	76595	76649	76656	76696	76733	76736 thru	76738		76742 thru	76745	76747	76748	76750	76751	78256 thru	78269	78272	78274	78278	78281	78285	78287 thru	78293	78326	78328 thru	78333	78336 thru	78340	78343	78344	78347	78348	78350	78353		40
76517																																											
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78336 thru	78340	78343																																									
78344	78347	78348																																									
78350	78353																																										
(f) Trains handling EMPTY "Schnabel" type cars:  <table style="margin-left: 20px;"> <tr><td>APWX 1004</td><td>GEX 40010, 80002, 80003</td></tr> <tr><td>BBCX 1000</td><td>GPWX 100</td></tr> <tr><td>CAPX 1001</td><td>HEPX 200</td></tr> <tr><td>CEBX 100, 101</td><td>KWUX 10</td></tr> <tr><td>CPOX 820</td><td>WECX 101, 102, 200-203,</td></tr> <tr><td>CWEX 1016</td><td>301</td></tr> </table>	APWX 1004	GEX 40010, 80002, 80003	BBCX 1000	GPWX 100	CAPX 1001	HEPX 200	CEBX 100, 101	KWUX 10	CPOX 820	WECX 101, 102, 200-203,	CWEX 1016	301	40																														
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CEBX 100, 101	KWUX 10																																										
CPOX 820	WECX 101, 102, 200-203,																																										
CWEX 1016	301																																										
All cars listed in (f) must be handled on or near the rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.																																											
(g) Trains handling LOADED "Schnabel" type cars listed in (f), also CEBX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.																																											
(h) Trains handling solid consists of military equipment	55																																										
(i) Trains handling empty gondola cars KCS 801011 thru 802930	45																																										
(j) Trains handling hopper cars WFX 84654 thru 84700	45																																										
(k) Solid trains of empty trailers and/or empty containers	55																																										
(l) Trains RSGV handling loaded sulphur cars	40																																										
(m) Trains GVRS handling empty sulphur cars	40																																										
(n) Amtrak engines of the 500, 600 and 700 class are restricted to 50 MPH on curves of 2° or greater.  When Amtrak trains are detoured, train dispatcher will give crews a list of these curves where restriction applies if not so indicated in timetable.																																											

# ALL SUBDIVISIONS

18. Rule 104(B): Trains operating without cabooses must not leave siding switch used to enter siding lined and locked for siding unless authorized to do so by the train dispatcher.

19. Within Track Warrant Control limits, any track warrant received with only Box 13, 14 and 17 marked requiring speed or other restriction must be retained and complied with on all trips during the tour of duty on which they were received.

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

21. Rule 104(M): Spring switches equipped with facing point locks - east leg of wye at Carlsbad and west siding switch Wagon Mound.

22. TRAIN OPERATIONS ON DESCENDING GRADES BETWEEN M.P. 643 AND RATON AND BETWEEN GLORIETA AND M.P. 833.

- A. Unless it is known by conductor and engineer that prescribed brake pipe pressure is indicated on gauges, trains must stop before passing summit of grade and make air brake test. This does not apply to quality service network trains operating with an ETM or inoperative ETD.
- B. Trains, including those operating with RCE, must not exceed speed of 15 MPH when average tons per operative brake is 90 or more, 20 MPH when average is less than 90.
  - (1) When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 pounds, train may proceed.
  - (2) When total brake pipe reduction exceeds 18 pounds to control speed, train must be stopped immediately and brake system fully recharged before proceeding; first setting handbrakes on 75% of cars in train consist.

In addition, if train separation has occurred, handbrakes 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, and locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. In the event total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system fully recharged, first setting all handbrakes. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of cars must be maintained to detect overheated wheels.
- D. On passenger trains and light engines, a running test of the air brakes must be made as prescribed by Rule 916 at Lynn eastward and at Wootton and Glorieta westward.

23. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN M.P. 643 AND RATON, AND GLORIETA AND M.P. 833.

- 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%	25 MPH
2.0% or more	15 MPH

## HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Manager Operations Planning by the quickest means possible. If Railroad communications fail or is not available, call long distance collect -- (505) 762-2905 Clovis; (303) 384-3720 La Junta; (806) 379-3363 Amarillo. Tell him:
  - (1) Your name and title.
  - (2) Train identification symbol.
  - (3) Specific location of the incident (station, mile post location, nearest street or highway crossing).
  - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent:
  - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
  - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
  - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Manager Operations Planning with as much of the following information as possible after you have inspected the train.
  - (1) Initial and number of cars involved.
  - (2) Location of hazardous material in derailment.
  - (3) Description of hazardous materials from shipping papers.
  - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
  - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
  - (6) Location of nearby stream, river, pond, lake or other body of water.
  - (7) Location of access roads.
  - (8) Any other information that will help the Manager understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

# Position in train of placarded cars containing hazardous materials

**NOTE:** Cars with same placards may be placed next to each other.

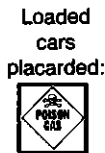
Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

### HOW TO USE THIS CHART:

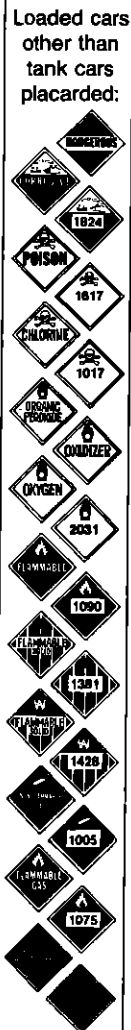
To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.



Empty tank cars placarded:  
RESIDUE\*:  
Corrosive  
Poison  
Chlorine  
Organic Peroxide  
Oxidizer  
Oxygen  
Flammable  
Flammable Solid  
Flammable Solid W  
Non Flammable Gas  
Flammable Gas  
Poison Gas



## RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

	X	X		X		
Engine, occupied caboose or passenger car	X	X	X	X	X	
Car occupied by guard or escort	X (1)	X (1)		X (1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X (2)	X (2)		X (2)		
Loaded TOFC/COFC flat car	X	X (3)		X (4)		
Flat Car loaded with vehicles	X	X		X (5)		
Open top car with shiftable load	X (2)	X (2)		X (2)		
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
Car placarded EXPLOSIVES A	X		X	X		X
Car placarded POISON GAS		X	X	X		X
Car placarded RADIOACTIVE	X	X		X		X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

NO RESTRICTIONS

MUST NOT BE NEXT TO:

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

\* Examples of Residue Placards are shown on following page.

## SWITCHING RESTRICTIONS

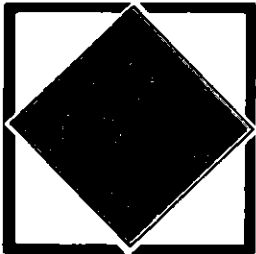
THE FOLLOWING CARS MUST NOT BE:  
CUT OFF IN MOTION, NOR BE  
IMPACTED BY CARS ROLLING UNDER  
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE  
DISPLAYING ANY PLACARD

OR

DOT CLASS 113

TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED  
PLACARDS TO DISTINGUISH TANK  
CARS PLACARDED FLAMMABLE GAS  
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2

FLAMMABLE GAS

NUMBER 3

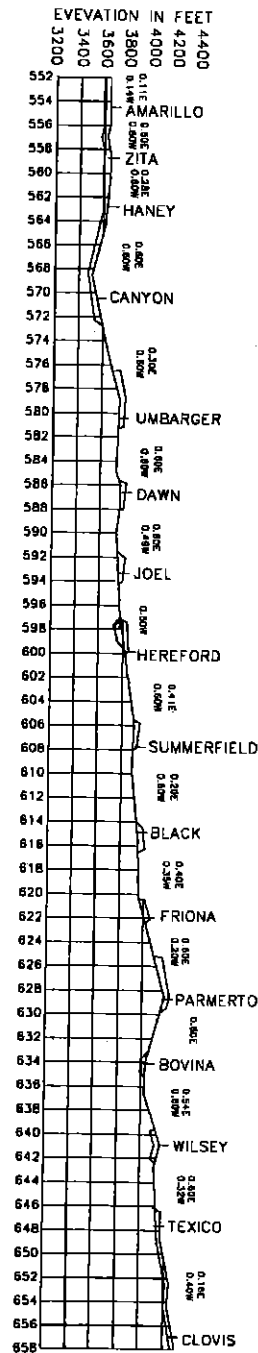
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE  
TO IDENTIFY COMBUSTIBLE PLACARDS  
NO SWITCHING RESTRICTIONS APPLY



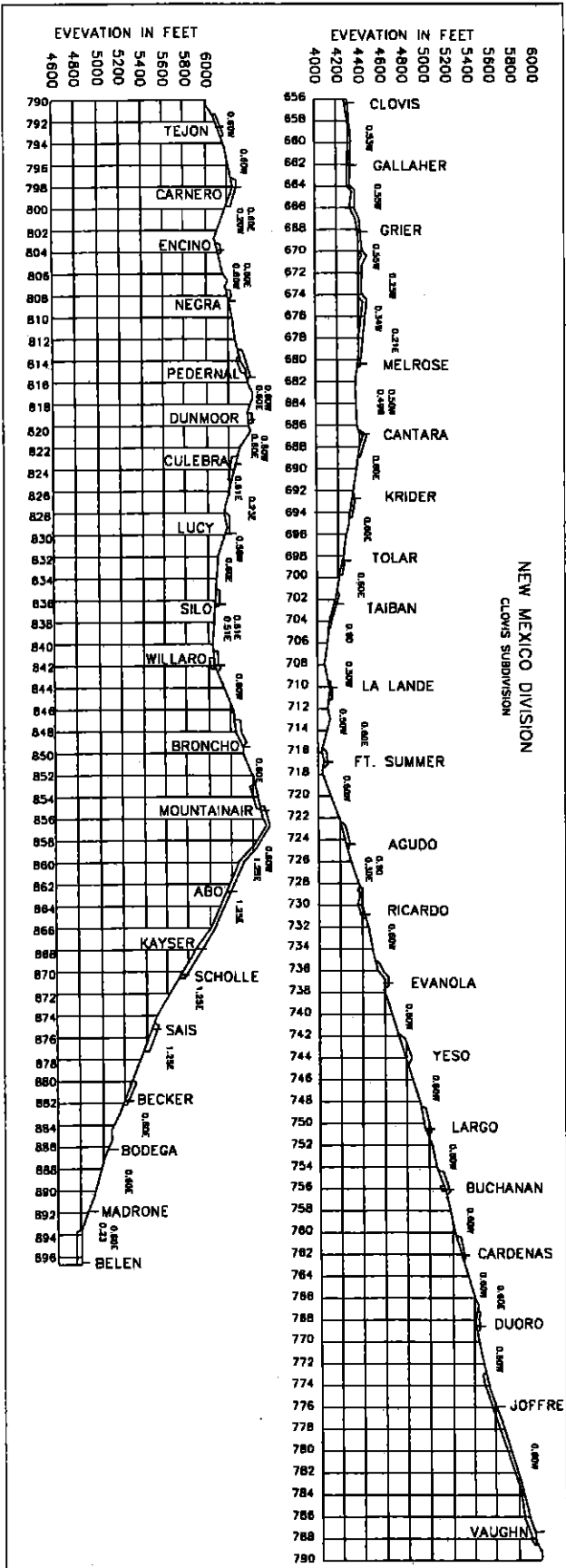
Examples of Residue Placards

## CONDENSED PROFILE HEREFORD SUBDIVISION

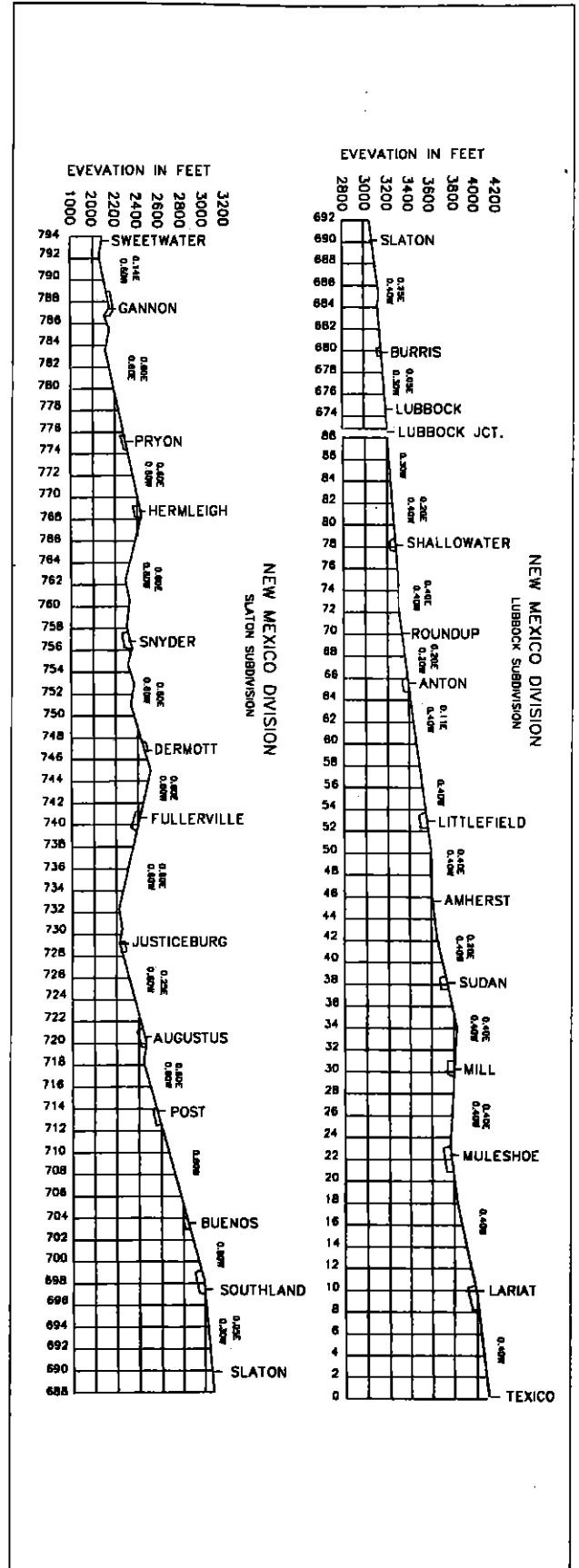


NEW MEXICO DIVISION  
HEREFORD SUBDIVISION

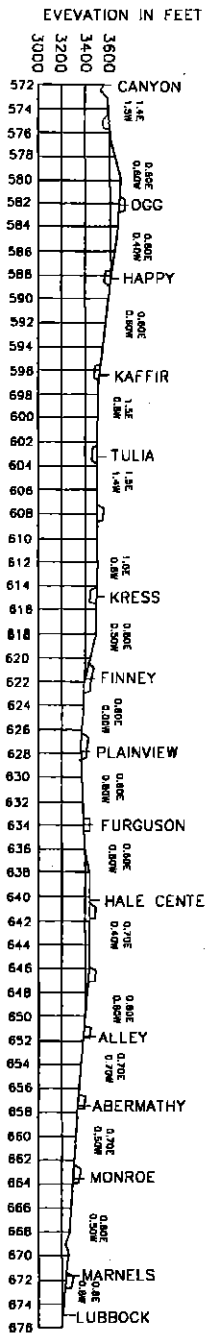
# CONDENSED PROFILE CLOVIS SUBDIVISION



# CONDENSED PROFILE LUBBOCK AND SLATON SUBDIVISIONS

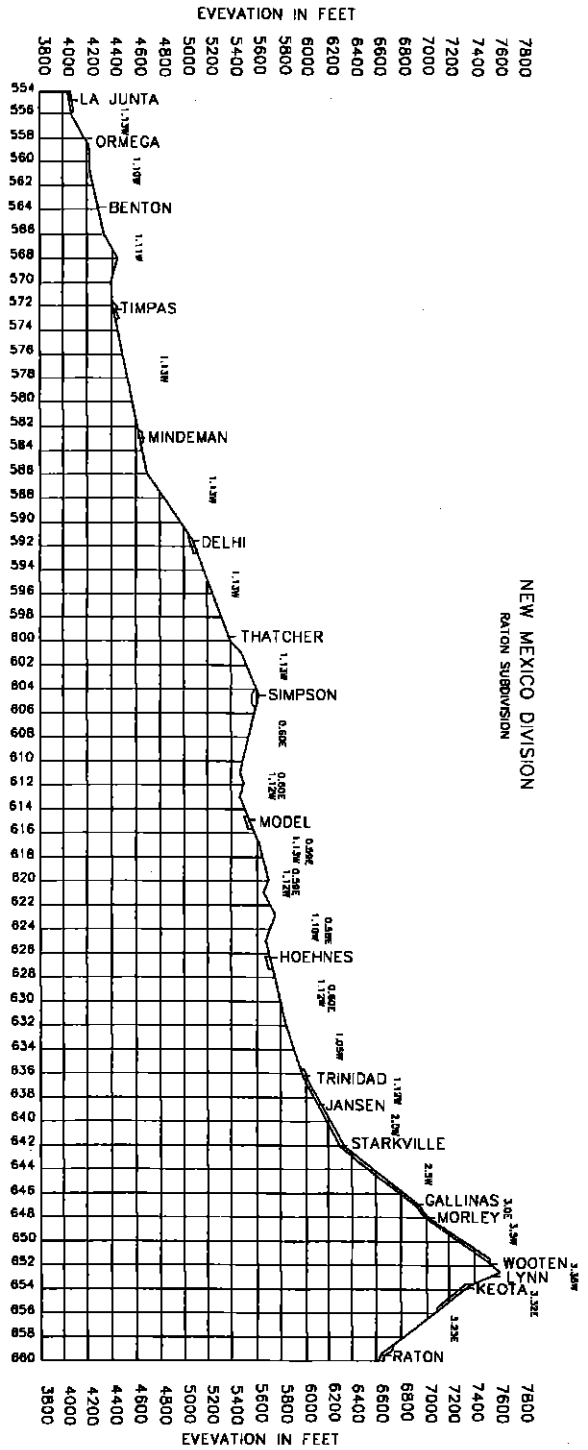


# CONDENSED PROFILE PLAINVIEW SUBDIVISION



NEW MEXICO DIVISION  
PLAINVIEW SUBDIVISION

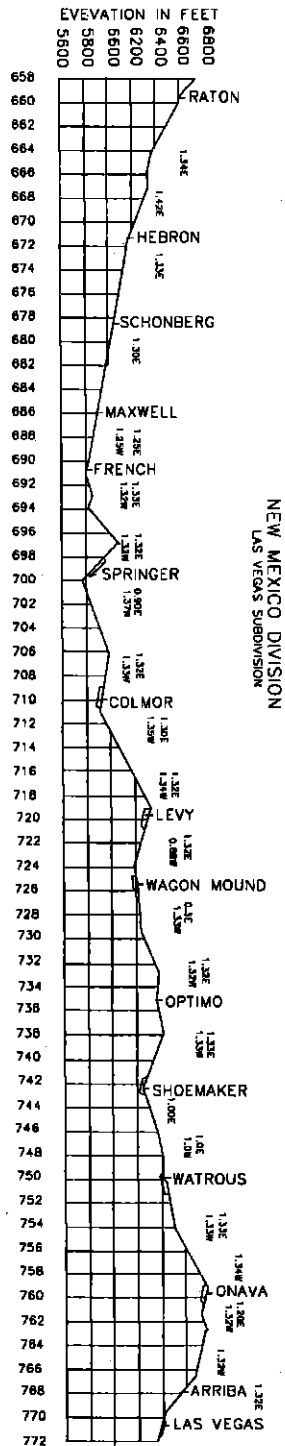
# CONDENSED PROFILE RATON SUBDIVISION



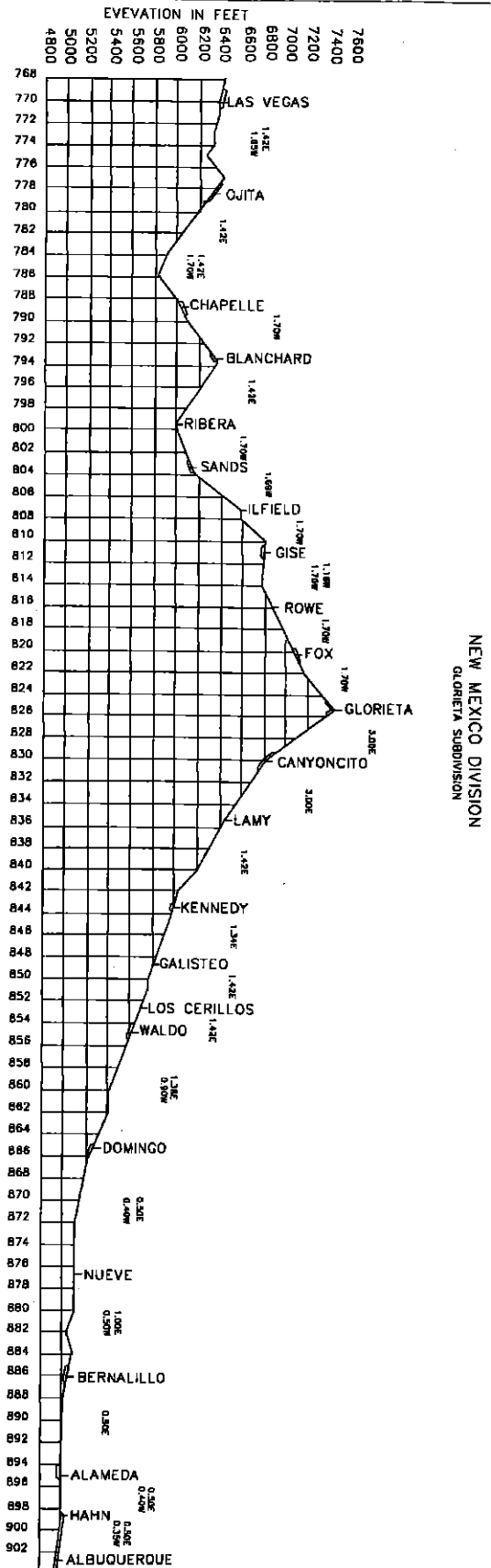
NEW MEXICO DIVISION  
RATON SUBDIVISION



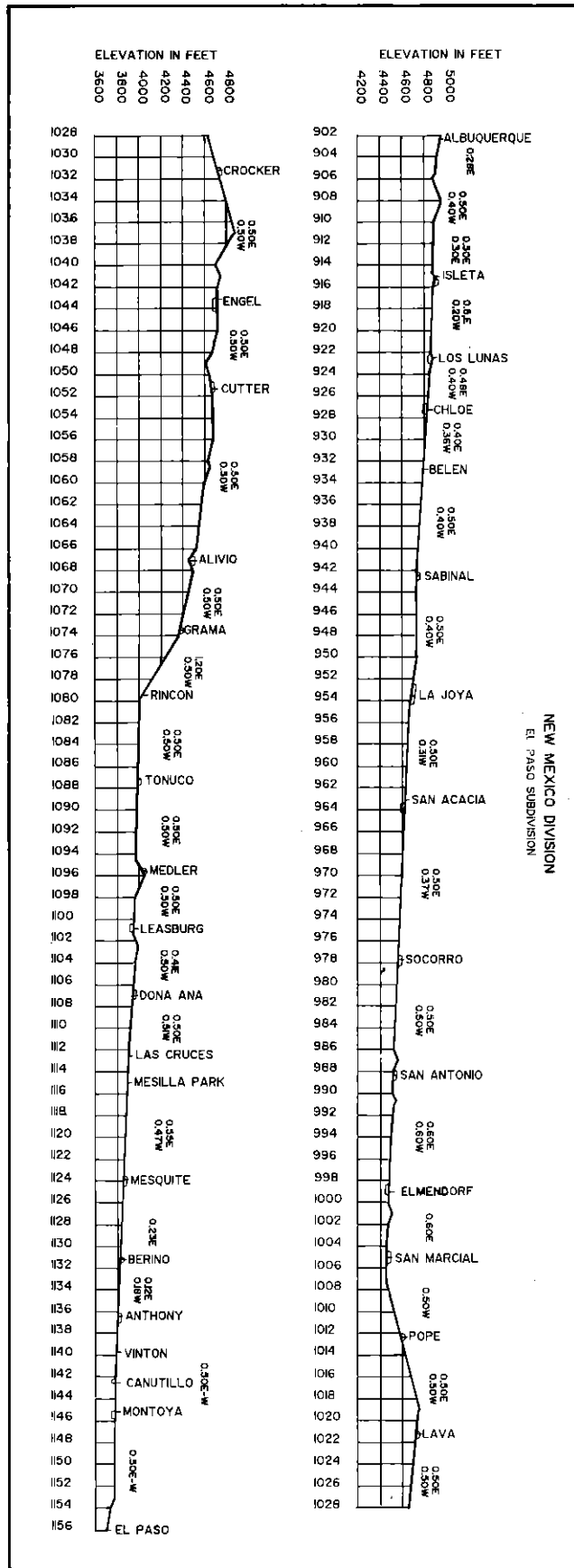
# CONDENSED PROFILE LAS VEGAS SUBDIVISION



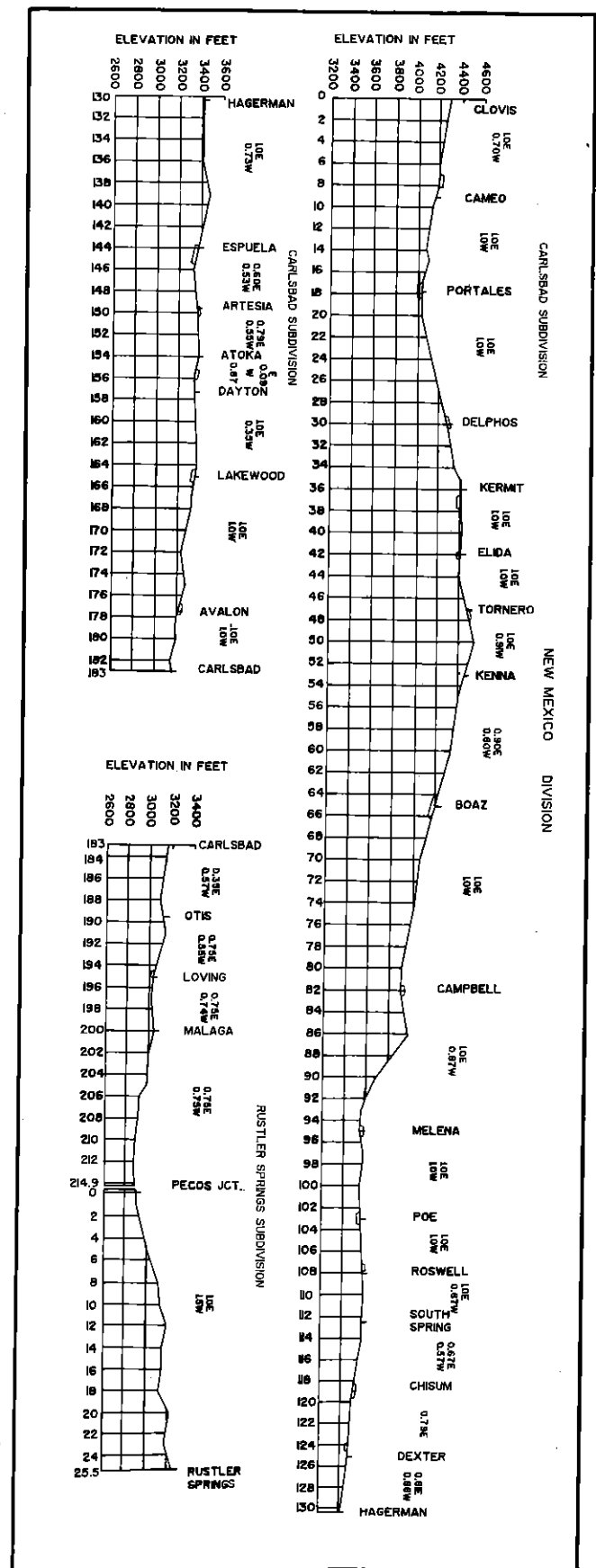
# CONDENSED PROFILE GLORIETA SUBDIVISION



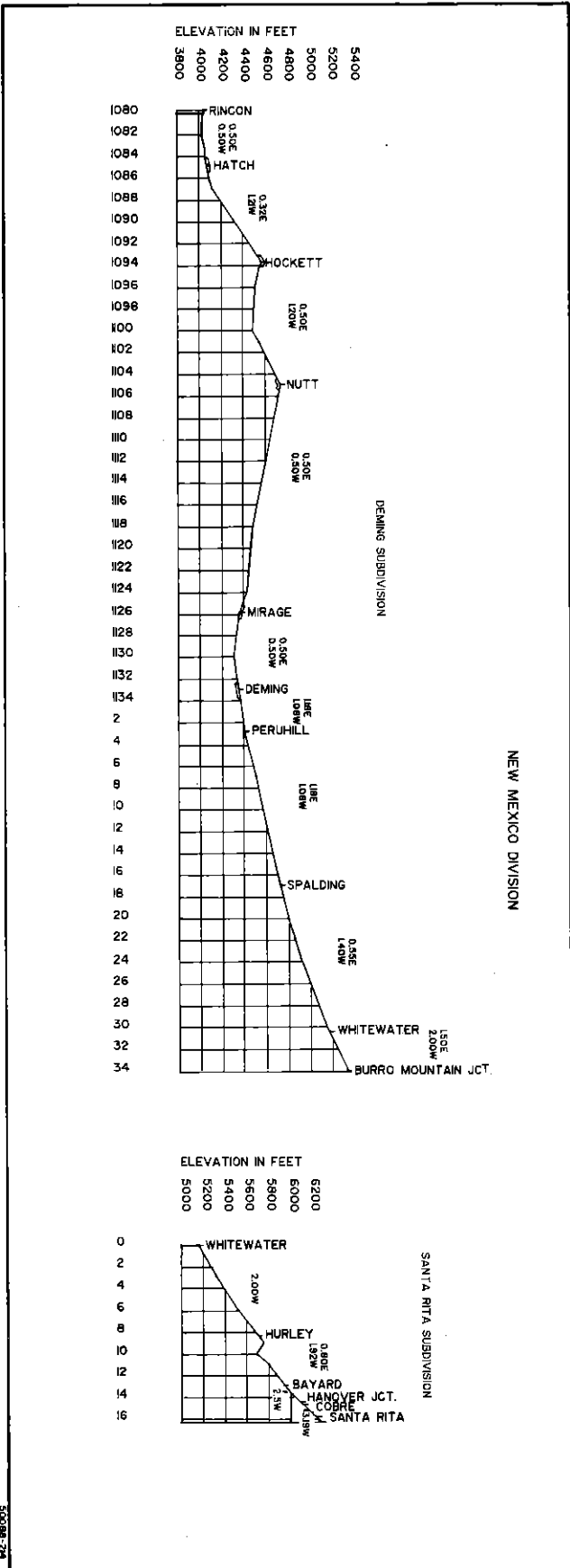
# CONDENSED PROFILE EL PASO SUBDIVISION



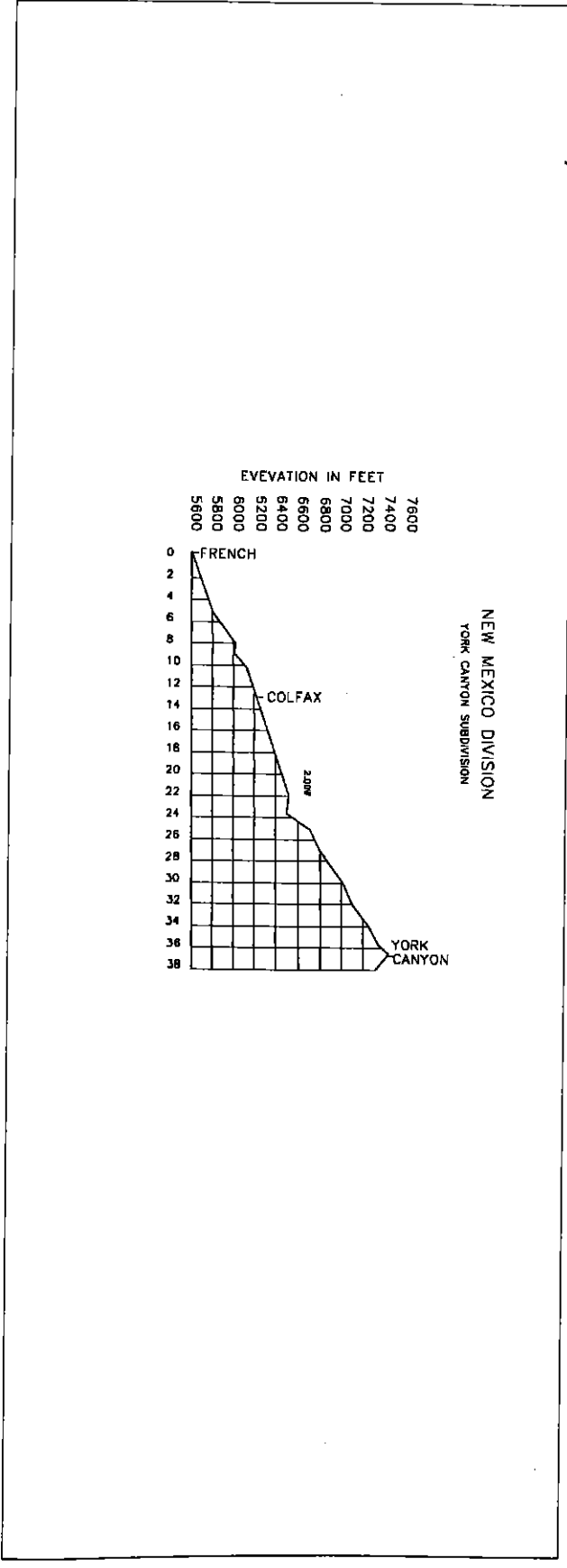
# CONDENSED PROFILE CARLSBAD AND RUSTLER SPRINGS SUBDIVISIONS

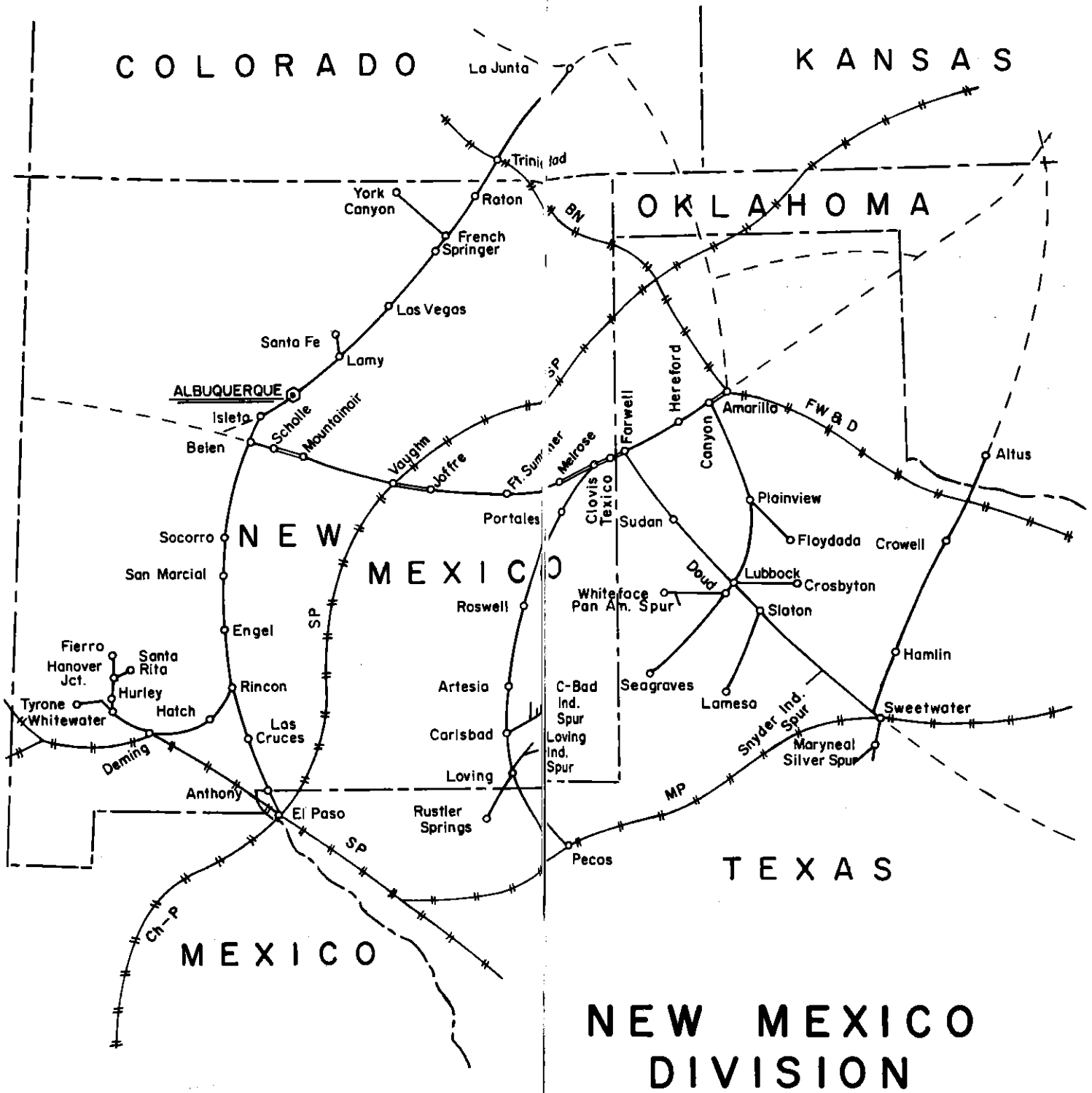


# CONDENSED PROFILE DEMING AND SANTA RITA SUBDIVISIONS



# CONDENSED PROFILE YORK CANYON SUBDIVISION





COLORADO

KANSAS

OKLAHOMA

NEW MEXICO

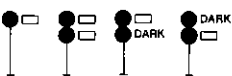
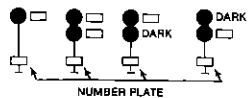
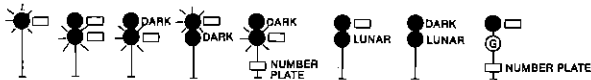
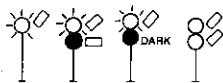
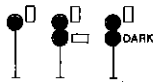
TEXAS

MEXICO

NEW MEXICO  
DIVISION

- LEGEND:
- New Mexico Division
  - - - - - Other Divisions
  - +--+ Other Railroads

**ASPECTS OF  
COLOR LIGHT  
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed.
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop.