

EL PASO DIVISION TIMETABLE

1

EFFECTIVE SUNDAY, APRIL 10, 1994
AT 12:01 A.M.

G. P. MICHAEL

Vice President - Operations

A. M. HENSON

Vice President - Transportation

C. W. CALDER

General Manager

T. A. GIVENS

Superintendent

ROAD FOREMEN OF ENGINES

| | |
|--------------------|---------|
| D. R. Fox | El Paso |
| L. R. Hinkle | El Paso |

TRAINMASTERS — ROAD FOREMEN OF ENGINES

| | |
|----------------------|-----------|
| E. M. Anderson | Dalhart |
| W. G. Smith | Hutchison |

TRAINMASTERS

| | |
|--------------------|---------|
| C. E. Hansen | El Paso |
| L. S. Murray | El Paso |
| W. H. Tanner | El Paso |

TABLE OF CONTENTS

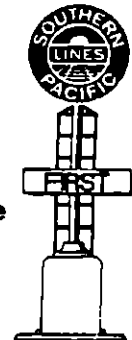
| | |
|---|----|
| Subdivisions | |
| Herington | 2 |
| Liberal | 5 |
| Dalhart | 8 |
| Carrizozo | 10 |
| Valentine | 14 |
| El Paso Division Special Instructions | |
| Adjusted Train Tonnage & Locomotive Tonnage Ratings | 22 |
| Load Limits | 22 |
| Radio Channel Assignments | 23 |
| PBX Radio Channel Assignments | 23 |
| El Paso Division Map | 24 |

EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- g — Gate, Normal Position against conflicting movement.
- G — Gate, Normal Position against this subdivision.
- G — Gate, Left in Position last used.
- M — Manual Interlocking
- Q — Radio Base Station
- R — Radio Controlled Dual-Control Switch
- S — Railroad Crossing Protected By Stop Sign
- T — Turning Facility
- Y — Yard Limits
- #MT— Multiple Main Tracks, # Represents Number of tracks.
- ABS — Automatic Block Signal System
- BRT — Block Register Territory
- CTC — Centralized Traffic Control
- DTC — Direct Traffic Control
- DT — Double Track



NO job is so important,
no service is so urgent,
that we cannot take the time
to perform all work safely.



HERINGTON SUBDIVISION

| WESTWARD ↓ | | STATIONS | | ↑ EASTWARD | |
|-----------------|-------------|----------------------|-------------|------------|-----------|
| Station Numbers | Siding Feet | Tucumcari Line | | | Mile Post |
| 60000 | | HERINGTON | RQTY | ABS | 171.4 |
| ... | | 6.1 ATSF CROSSING | A | | 177.5 |
| 59370 | 9072 | 2.0 RAMONA | | | 179.5 |
| 59360 | | 6.2 TAMPA | | | 185.7 |
| 59350 | | 6.1 DURHAM | | | 191.8 |
| 59340 | 9510 | 6.6 WALDECK | | | 198.4 |
| 59330 | | 6.1 CANTON | | D | 204.5 |
| 59320 | | 6.2 GALVA | | T | 210.7 |
| ... | | 4.0 ATSF CROSSING | A | C | 214.7 |
| 59105 | 7430 | 2.0 McPHERSON | | | 216.7 |
| ... | | 2.8 U.P. CROSSING | A | A | 219.3 |
| 59050 | | 5.0 GROVELAND | | B | 224.3 |
| 59040 | 9060 | 3.9 INMAN | | S | 228.2 |
| 59020 | | 14.2 SLADE | | | 242.4 |
| ... | | 1.2 ATSF CROSSING | M | | 243.6 |
| ... | | 1.3 U.P. CROSSING | A | | 244.9 |
| 59000 | | 0.5 HUTCHINSON | Q | | 245.4 |
| ... | | 0.6 U.P. CROSSING | g | | 246.0 |
| 41095 | 13713 | 4.5 WHITESIDE | R | | 250.5 |
| 41086 | | 11.9 ARLINGTON | | | 262.4 |
| 41082 | 9040 | 4.5 JANET | | | 266.9 |
| 41078 | | 4.2 LANGDON | | | 271.1 |
| 41074 | | 6.4 TURON | | | 277.5 |
| ... | | 0.3 U.P. CROSSING | A | | 277.8 |
| 41070 | 9360 | 7.6 PRESTON | | | 285.4 |
| ... | | 0.3 U.P. CROSSING | g | | 285.7 |
| 41000 | 7510 | 12.3 PRATT | Q | | 298.0 |
| | | (126.6) | (ROUTE RIT) | | |

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
HERINGTON and PRATT**

| LIMITS | ALL TRAINS | LIMITS | ALL TRAINS |
|-----------------------|------------|---------------------|------------|
| 171.8 and 177.5 | 60 | 242.0 and 247.3 | 30 |
| 177.5 (ATSF Crossing) | 50 | 247.3 and 277.8 | 70 |
| 177.5 and 214.7 | 60 | 277.8 (UP Crossing) | 60 |
| 214.7 (ATSF Crossing) | 50 | 277.8 and 285.7 | 70 |
| 214.7 and 219.3 | 60 | 285.7 (UP Crossing) | 60 |
| 219.3 (UP Crossing) | 50 | 285.7 and 297.2 | 70 |
| 219.3 and 242.0 | 60 | *297.2 and 299.0* | 45 |

* **RULE 5.5.** Speed may be increased when lead engine passes increase speed sign at these locations.

HERINGTON SUBDIVISION

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the table taking into account the train's tons per operative brake.

| Tons Per Operative Brake | Maximum Speed |
|--------------------------|---------------|
| 100 or less | 70 MPH |
| 100+ to 115 | 65 MPH |
| 115+ to 132 | 60 MPH |
| Over 132 | 45 MPH |

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by train's TPOB in the following table. Each speed restriction applies until engine passes signal location or until signal comes into view and signal is seen to display any aspect other than ADVANCE APPROACH (flashing yellow) or APPROACH (yellow).

| Signal Number | 80+ to 100+ TPOB | 100+ to 115 TPOB | Over 115 TPOB |
|-----------------|------------------|------------------|---------------|
| EASTWARD | | | |
| 2758 | | 60 | 55 |
| 2292 | | 55 | 55 |
| 2160 | 55 | 50 | 50 |
| 1806 | 55 | 55 | 50 |
| WESTWARD | | | |
| "A" MP 214.7 | | | 55 |

SPEED ON OTHER THAN MAIN TRACK:

| | |
|---|----|
| Sidings Waldeck, Whiteside, Janet and Preston | 25 |
| All other tracks Herington Subdivision | 10 |

ADDITIONAL STATIONS

| Mile Post | Station | Station Number | Mile Post | Station | Station Number |
|-----------|-----------------|----------------|-----------|----------|----------------|
| 219.4 | NCRA | 59095 | 240.2 | Kilowatt | 59025 |
| 228.0 | Mid Kansas Coop | 59045 | | | |

SPECIAL INSTRUCTIONS

RULE 6.12. FRA Excepted Track Rules apply on the following tracks:

- Tucumcari Line**
- Herington — Yard Tracks Nos. 110, 111 and 601
- Rip Tracks Nos. 1, 2 and 3
- Pole Yard Track
- Tampa — House Track and Elevator Track
- McPherson — House Track and Old City Lead

RULE 6.13. Location of Yard Limits:

| | | |
|-------|-----------|-------|
| 168.7 | Herington | 173.3 |
|-------|-----------|-------|

RULE 6.29.1. Trackside Detectors:

| MP | Type | MP | Type |
|-------|--------|-------|--------|
| 171.2 | E4 | 238.8 | E1, E2 |
| 176.8 | E1, E2 | 256.0 | E1, E2 |
| 189.7 | E1, E2 | 274.0 | E1, E2 |
| 205.6 | E1, E2 | 287.6 | E1, E2 |
| 223.6 | E1, E2 | | |

HERINGTON SUBDIVISION

RULE 9.5.8. Block signals with "P" plates:

| Eastward | Protection | Westward |
|-----------------------------|----------------------------------|----------|
| 2484 | High water detector bridge 246.5 | 2457 |
| 2360 | High water detector bridge 235.7 | 2335 |
| Absolute, East Switch Inman | High water detector bridge 225.3 | 2249 |
| 1950 | High water detector bridge 192.9 | 1923 |
| 1950 | High water detector bridge 192.3 | 1923 |
| 1922 | High water detector bridge 191.9 | 1891 |
| 1892 | High water detector bridge 188.9 | 1863 |
| 1864 | High water detector bridge 185.1 | 1837 |

RULE 9.12. All radio-controlled dual-control switches are equipped with radio receivers. Located in advance of each switch is a sign that displays a unique four-digit code which will activate that switch. When the unique four-digit command is transmitted by an approaching train within one mile after passing the approach sign, by use of the numerical buttons on an equipped radio or a hand-held encoder, the dual-control switch will line automatically for a diverging route. When switch is in the reverse position, the absolute signal governing movement will display Restricting aspect. If radio signal fails to operate switch train must stop and be governed by the instruction posted on side of signal control house located at switch.

In addition to utilizing the radio command to reverse a switch to allow a train on the main track to enter the siding, the command signal can also reverse the switch to allow a train in the siding to enter the main track.

When absolute signal governing movement over remote controlled dual-control switch displays Stop indication, train must stop and be governed by the instructions posted near the dual control switch control buttons on the signal house. **Rule 9.13.1 does not apply.**

The locations of the signs and the specific digital command codes are as follows:

| Remote Controlled Switch Location | Approach Sign Location | Reverse Switch Command No. |
|-----------------------------------|------------------------|----------------------------|
| West end Whiteside | MP 263.0 | 9850 |
| East end Whiteside | MP 242.5 | 9900 |
| Herington Connection | MP 163.3 | 9950 |

RULE 9.12.2. Hutchinson AT&SF Crossing. MP 243.6: Controlled by AT&SF Train Dispatcher. When signal displays Stop indication, and communication is not available with AT&SF Train Dispatcher, train or engine may proceed as follows: after stop has been made, and no conflicting movement is closely approaching, movement may be made by moving train or engine at least one car length into the interlocking limits, stopping before fouling any conflicting route or track. After the interlocking limits have been occupied, a member of the crew must observe signals on conflicting route or routes and know that they indicate Stop. All switches and derails in the route to be used must be examined. After waiting ten (10) minutes with the interlocking limits occupied, train or engine may proceed at Restricted Speed.

RULE 15.12. Conductor of train enroute to Pratt is responsible for delivery of track warrant and track bulletins to relieving crew. If not personally relieved, conductor will leave track warrant and track bulletins on control stand of lead locomotive.

RULE 16.1. Direct Traffic Control Designated Limits:

| WEST MP | BLOCK NAME | EAST MP | WEST MP | BLOCK NAME | EAST MP |
|---------|------------|---------|---------|------------|---------|
| 178.8 | Herington | 173.3 | 241.5 | Inman | 227.4 |
| 197.8 | Ramona | 178.8 | 248.5 | Hutchinson | 241.5 |
| 216.9 | Waldeck | 197.8 | 267.0 | Whiteside | 248.5 |
| 227.4 | McPherson | 216.9 | 283.6 | Janet | 267.0 |
| | | | 298.0 | Preston | 283.6 |

RULE 50.8. Instructions for Applying Hand Brakes on Locomotives: When engine is left unattended at Herington Yard, a sufficient number of handbrakes must be applied to the controlling end of consist to prevent movement when air brakes are released.

LIBERAL SUBDIVISION

| WESTWARD ↓ | | STATIONS | ↑ EASTWARD |
|-----------------|-------------|-----------------------|------------|
| Station Numbers | Siding Feet | Tucumcari Line | Mile Post |
| 41000 | 7510 | PRATT 9.1 | 298.0 |
| 40992 | | CULLISON 7.8 | 307.1 |
| 40988 | 9050 | WELLSFORD 13.7 | 314.9 |
| 40976 | | GREENSBURG 5.1 | 328.6 |
| 40974 | 9090 | JOY 5.2 | 333.7 |
| 40972 | | MULLINVILLE 9.0 | 338.9 |
| 40964 | 5845 | BUCKLIN 15.5 | 347.9 |
| 40956 | 9090 | BLOOM 17.0 | 363.4 |
| 40946 | 9080 | FOWLER 16.5 | 380.4 |
| 40938 | 9065 | MISSLER 16.0 | 396.9 |
| 40922 | 9070 | KISMET 17.7 | 412.9 |
| 40900 | 8700 | LIBERAL 9.3 | 430.6 |
| 40860 | 9080 | TYRONE 10.8 | 443.5 |
| 40855 | | HOOKER 9.7 | 454.3 |
| 40845 | 9060 | OPTIMA 9.6 | 464.0 |
| 40835 | | GUYMON 11.0 | 473.6 |
| 40825 | 9070 | GOODWELL 9.7 | 484.6 |
| 40816 | | TEXHOMA 10.2 | 494.3 |
| 40805 | 9095 | STEVENS 9.7 | 504.5 |
| 40320 | | STRATFORD 0.5 | 514.2 |
| ... | | ATSF CROSSING 10.9 | 514.7 |
| 40315 | 9075 | CONLEN 10.5 | 525.6 |
| 40310 | | CHAMBERLIN 9.3 | 536.1 |
| 40300 | 9754 | DALHART | 545.4 |

Line change equation: MP 430.6 = MP 434.2
(243.8) (ROUTE RIT)

MAXIMUM AUTHORIZED SPEED FOR TRAINS BETWEEN PRATT AND DALHART

| LIMITS | ALL TRAINS |
|-----------------------|------------|
| * 297.2 and 299.0* | 45 |
| 299.0 and 338.0 | 70 |
| 338.0 and 364.3 | 60 |
| 364.3 and 378.5 | 70 |
| 378.5 and 379.5 | 60 |
| 379.5 and 393.3 | 70 |
| 393.3 and 412.0 | 60 |
| 412.0 and 428.7 | 70 |
| 428.7 and 430.6 | 60 |
| * 430.6 (Kansas Ave.) | 30 |
| 434.2 and 443.7 | 60 |
| 443.7 and 444.4 | 45 |
| 444.4 and 513.5 | 60 |
| * 513.5 and 514.9* | 45 |
| 514.9 and 544.9 | 60 |
| (1) 544.9 and 546.3 | 35 |

***RULE 5.5.** Speed may be increased when lead engine passes increase speed sign.

LIBERAL SUBDIVISION

(1) KEY trains must not exceed 20 MPH between MP 544.9 and MP 546.3. To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

| Tons Per Operative Brake | Maximum Speed |
|--------------------------|---------------|
| 100 or less | 70 MPH |
| 100+ to 115 | 65 MPH |
| 115+ to 132 | 60 MPH |
| Over 132 | 45 MPH |

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by train's TPOB in the following table. Each speed restriction applies until engine passes signal location or until signal comes into view and signal is seen to display any aspect other than ADVANCE APPROACH (flashing yellow) or APPROACH (yellow).

| Signal Number | 80+ to 100 TPOB | 100+ to 115 TPOB | Over 115 TPOB |
|-----------------|-----------------|------------------|---------------|
| EASTWARD | | | |
| 4138 | 65 | | |
| 5054 | | 55 | 55 |
| WESTWARD | | | |
| 3139 | 65 | 60 | |
| 4425 | | | 55 |

SPEED ON OTHER THAN MAIN TRACK 10
Exception: Sidings Wellsford, Joy, Bloom, Fowler, Missler, Kismet, Liberal, Tyrone and Stevens 25

ADDITIONAL STATIONS

| Mile Post | Station | Station Number | Mile Post | Station | Station Number |
|-----------|-----------|----------------|-----------|----------|----------------|
| 318.6 | Haviland | 40984 | 401.3 | Collano | 40934 |
| 324.0 | Brenham | 40980 | 402.1 | Hobart | 40930 |
| 355.0 | Kingsdown | 40960 | 406.4 | Plains | 40926 |
| 370.0 | Minneola | 40952 | 419.9 | Shamrock | 40918 |
| 391.0 | Meade | 40942 | | | |

LIBERAL SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 6.13. Location of Yard Limits:

| | | |
|-------|---------|-------|
| 547.2 | Dalhart | 541.3 |
|-------|---------|-------|

RULE 6.29.1. Trackside Detectors:

| MP | Type | MP | Type | MP | Type |
|-------|--------|-------|--------|-------|--------|
| 302.0 | E1, E2 | 404.0 | E1, E2 | 480.1 | E1, E2 |
| 316.0 | E1, E2 | 410.5 | F1 | 496.0 | E1, E2 |
| 326.5 | E1, E2 | 422.9 | E1, E2 | 510.0 | E1, E2 |
| 341.0 | E1, E2 | 437.0 | E1, E2 | 521.8 | E1, E2 |
| 357.9 | E1, E2 | 449.9 | E1, E2 | 540.1 | E1, E2 |
| 372.0 | E1, E2 | 466.8 | E1, E2 | | |
| 386.1 | E1, E2 | | | | |

RULE 6.32.2. Liberal: All trains and engines using other than main track will not occupy Kansas Avenue crossing until the gates are down or member of crew has taken position at the crossing to afford warning to traffic.

RULE 9.5.8. Block signals with "P" plates:

| Eastward | Protects | Westward |
|----------|-----------------------------------|----------|
| 3278 | High water detector bridge 325.06 | 3245 |
| 4198 | Fire detector; bridge 418.4 | 4169 |

RULE 9.12. The radio-controlled dual-control switches at east and west ends Liberal are equipped with a radio receiver. Located in advance of the switch is a sign that displays the unique four-digit code which will activate that switch. When the unique four-digit command is transmitted by an approaching train within one mile after passing the approach sign, by use of the numerical buttons on an equipped radio or a hand-held encoder, the dual-control switch will line automatically for a diverging route. When switch is in the reverse position, the absolute signal governing movement will display Restricting aspect. If radio signal fails to operate switch train must stop and be governed by the instruction posted on side of signal control house located at switch.

In addition to utilizing the radio command to reverse a switch to allow a train on the main track to enter the siding, the command signal can also reverse the switch to allow a train in the siding to enter the main track.

When absolute signal governing movement over remote controlled dual-control switch displays Stop indication, train must stop and be governed by the instructions posted near the dual control switch control buttons on the signal house. **Rule 9.13.1 does not apply.** The location of the sign and the specific digital command code are as follows:

| Remote Controlled Switch Location | Approach Sign Location | Reverse Switch Command No. |
|-----------------------------------|------------------------|----------------------------|
| East end Liberal | MP 417.1 | 9800 |
| West end Liberal | MP 442.4 | 9750 |

RULE 15.12. Conductor of train enroute to Pratt is responsible for delivery of track warrant and track bulletins to relieving crew. If not personally relieved, conductor will leave track warrant and track bulletins on control stand of lead locomotive.

RULE 16.1. Direct Traffic Control Designated Limits:

| WEST MP | BLOCK NAME | EAST MP | WEST MP | BLOCK NAME | EAST MP |
|---------|------------|---------|---------|------------|---------|
| 314.0 | Pratt | 298.0 | 435.4 | Liberal | 426.3 |
| 332.8 | Wellsford | 314.0 | 442.7 | Okon | 435.4 |
| 346.8 | Joy | 332.8 | 463.3 | Tyrone | 442.7 |
| 362.6 | Bucklin | 346.8 | 483.3 | Optima | 463.3 |
| 379.6 | Bloom | 362.6 | 503.8 | Goodwell | 483.3 |
| 396.0 | Fowler | 379.6 | 524.7 | Stevens | 503.8 |
| 412.1 | Missler | 396.0 | 541.3 | Conlen | 524.7 |
| 426.3 | Kismet | 412.1 | | | |

DALHART SUBDIVISION

| WESTWARD ↓ | | STATIONS | | ↑ EASTWARD | |
|----------------|---------------|--------------------|-------------|------------|-----------|
| Station Number | Siding Length | Tucumcari Line | | | Mile Post |
| 40300 | 9754 | DALHART | QTY | A | 545.4 |
| ... | | BN CROSSING | M | B | 545.5 |
| 40270 | 9270 | KING | | S | 561.2 |
| 40260 | 9070 | ROMERO | | A | 578.4 |
| 40250 | | NARAVISA | | B | 590.8 |
| 40245 | 9075 | OBAR | | S | 597.9 |
| 40230 | | LOGAN | | D | 615.3 |
| 40215 | 9120 | MATER | | T | 621.3 |
| 40200 | | TUCUMCARI | QTY | C | 638.5 |
| | | (93.1) | (ROUTE RIT) | ABS | |

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN DALHART and TUCUMCARI**

| LIMITS | ALL TRAINS |
|---------------------|------------|
| (1) 544.9 and 546.3 | 35 |
| 546.3 and 568.5 | 60 |
| 568.5 and 636.6 | 70 |
| 636.6 and 637.6 | 60 |
| 637.6 and 638.5 | 30 |

(1) KEY Trains must not exceed 20 MPH between MP 544.9 and MP 546.3.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

| Tons Per Operative Brake | Maximum Speed |
|--------------------------|---------------|
| 80 or less | 70 MPH |
| 80+ to 115 | 65 MPH |
| 115+ to 132 | 60 MPH |
| Over 132 | 45 MPH |

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by trains' TPOB in the following table. Each speed restriction applies until engine passes signal location or until signal comes into view and signal is seen to display any aspect other than ADVANCE APPROACH (Flashing yellow) or APPROACH (yellow).

| Signal Number | 80+ to 100 TPOB | 100+ to 115 TPOB | Over 115 TPOB |
|-----------------|-----------------|------------------|---------------|
| EASTWARD | | | |
| 5490 | 55 | | |
| 6280 | | 60 | 55 |
| 6186 | | 60 | 50 |
| 5490 | | 55 | 55 |
| WESTWARD | | | |
| 5725 | | 55 | 50 |
| 6133 | | 60 | 55 |
| 6211 | | 60 | |

| | |
|---------------------------------------|-----------|
| SPEED ON OTHER THAN MAIN TRACK | 10 |
| Exceptions: Siding Mater | 25 |
| Balloon Track, Tucumcari | 5 |

**DALHART SUBDIVISION
SPECIAL INSTRUCTIONS**

RULE 6.13. Location of Yard Limits:

| | | | | | |
|-------|---------|-------|--------|-----------|-------|
| 547.2 | Dalhart | 541.3 | 1624.9 | Tucumcari | 636.8 |
|-------|---------|-------|--------|-----------|-------|

RULE 6.29.1. Trackside Detectors:

| MP | Type | MP | Type | MP | Type |
|-------|--------|-------|--------|-------|--------|
| 554.3 | E1, E2 | 605.0 | E1, E2 | 621.1 | F1 |
| 570.0 | E1, E2 | 613.0 | F1 | 630.0 | E1, E2 |
| 585.6 | E1, E2 | 616.6 | E1, E2 | | |

RULE 9.3. Unless otherwise instructed westward trains arriving Tucumcari will use track No. 2.

RULE 9.5.8. Block signal with "P" plates:

| Eastward | Protects | Westward |
|----------|---------------------------------|----------|
| 6186 | Fire Protection Bridge MP 616.5 | 6159 |

RULE 16.1. Direct Traffic Control Designated Limits:

| WEST MP | BLOCK NAME | EAST MP | WEST MP | BLOCK NAME | EAST MP |
|---------|------------|---------|---------|------------|---------|
| 560.5 | Dalhart | 547.2 | 621.2 | Obar | 597.1 |
| 577.2 | King | 560.5 | 636.8 | Mater | 621.2 |
| 597.1 | Romero | 577.2 | | | |

MISCELLANEOUS

Six-axle locomotives are prohibited on Atterbury Track, Worley Mills Track, Rip Track and Balloon Track at Tucumcari.

CARRIZOZO SUBDIVISION

| WESTWARD ↓ | | STATIONS | ↑ EASTWARD | |
|----------------|-------------------|-----------------------|------------|-----------|
| Station Number | Siding Feet | Tucumcari Line | | Mile Post |
| 40200 | | TUCUMCARI | ABS | 1627.4 |
| 40186 | | HARGIS | | 1621.9 |
| 40182 | 5380 | PALOMAS | | 1615.5 |
| 40176 | | MONTOYA | | 1606.7 |
| 40172 | 9000 | SIMMONS | | 1600.3 |
| 40168 | 4970 | NEWKIRK | | 1594.7 |
| 40164 | 4821 | CUERVO | | 1585.8 |
| 40162 | 9200 | LOS TANOS | | 1577.4 |
| 40156 | | SANTA ROSA | | 1568.3 |
| 40152 | 5026 | ARABELLA | | 1558.5 |
| 40148 | 9000 | PASTURA | D | 1547.2 |
| 40144 | 5148 | LEONCITO | T | 1533.3 |
| 40140 | 9000 | VAUGHN | C | 1525.4 |
| 39925 | 9000 | DURAN | | 1511.0 |
| 39923 | 9732 | EFAW | R | 1494.5 |
| 39920 | | CORONA | A | 1490.9 |
| 39915 | 9000 | GALLINAS | B | 1482.5 |
| 39910 | 9000 | ANCHO | S | 1463.5 |
| 39905 | 5073 | ROBSART | | 1446.9 |
| 39900 | 1-10400 2-9800 | CARRIZOZO | Q | 1439.9 |
| 39896 | | POLLY | | 1432.8 |
| 39892 | 9000 | THREE RIVERS | | 1412.9 |
| 39888 | 9426 | ALAMOGORDO | R | 1382.8 |
| 39884 | 5329 | OMLEE | | 1378.2 |
| 39880 | 9000 | DUNES | | 1366.0 |
| 39876 | 9100 | OROGRANDE | R | 1345.0 |
| 39872 | 9000 | DESERT | | 1332.1 |
| 39868 | 9000 | NEWMAN | | 1316.1 |
| 39856 | 8726 | PLANEPORT | RY | 1302.3 |
| 39854 | | FORT BLISS | C | 1301.5 |
| 30032 | | TOWER 47 | C | 1297.6 |
| 30000 | | EL PASO (Cotton Ave) | 2MT | 1297.6 |
| 30014 | | EL PASO (Union Depot) | CTC | 1295.9 |

(331.5) (Route B)

El Paso Terminal Instructions govern movements between Planeport, Anapra and Belen.

CARRIZOZO SUBDIVISION

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN TOWER 47 AND TUCUMCARI**

| LIMITS | ALL TRAINS | LIMITS | ALL TRAINS |
|-------------------|------------|-------------------|------------|
| 1297.6 and 1297.8 | 10 | 1492.0 and 1493.7 | 60 |
| 1297.8 and 1299.8 | 25 | 1493.7 and 1509.2 | 70 |
| 1299.8 and 1304.0 | 40 | 1509.2 and 1514.1 | 60 |
| 1304.0 and 1381.0 | 70 | 1514.1 and 1519.9 | 40 |
| 1381.0 and 1384.0 | 60 | 1519.9 and 1528.5 | 70 |
| 1384.0 and 1418.7 | 70 | 1528.5 and 1531.8 | 40 |
| 1418.7 and 1425.0 | 60 | 1531.8 and 1540.1 | 60 |
| 1425.0 and 1432.0 | 70 | 1540.1 and 1547.5 | 70 |
| 1432.0 and 1434.7 | 50 | 1547.5 and 1555.0 | 60 |
| 1434.7 and 1443.0 | 70 | 1555.0 and 1561.8 | 40 |
| 1443.0 and 1460.5 | 60 | 1561.8 and 1599.7 | 60 |
| 1460.5 and 1476.0 | 40 | 1599.7 and 1615.9 | 70 |
| 1476.0 and 1487.5 | 70 | 1615.9 and 1626.0 | 60 |
| 1487.5 and 1492.0 | 40 | 1626.0 and 1628.0 | 30 |

To provide adequate stopping capabilities within or signal system, freight trains must not exceed the speed specified in the table taking into account the train's tons per operative brake.

| Tons Per Operative Brake | Maximum Speed |
|--------------------------|---------------|
| 80 or less | 70 MPH |
| 80+ to 100 | 65 MPH |
| 100+ to 132 | 60 MPH |
| Over 132 | 45 MPH |

In addition to the above maximum speeds, freight trains exceeding 120 TPOB must not exceed speeds in the following table. Each speed restriction applies until engine passes signal location or until signal comes into view and signal is seen to display any aspect other than ADVANCE APPROACH (Flashing yellow) or APPROACH (yellow).

| Signal Number | Over 120 TPOB |
|-----------------|---------------|
| EASTWARD | |
| 14363 | 55 |
| 13159 | 55 |
| 13139 | 55 |
| 13093 | 55 |
| 13071 | 55 |
| 13055 | 55 |
| WESTWARD | |
| 14363 | 55 |

SPEED ON OTHER THAN MAIN TRACK:

| | |
|--|----|
| Sidings, Simmons, Los Tanos, Pastura, Vaughn, Duran, Gallinas, Ancho, Carrizozo No. 1 & 2 Tracks, Three Rivers, Dunes, Orogrande, Desert, Newman and Planeport | 25 |
| Balloon Track, Tucumcari | 5 |
| All other Tracks, Carrizozo Subdivision | 10 |

ADDITIONAL STATIONS

| Mile Post | STATION | Station Number |
|-----------|----------|----------------|
| 1312.6 | Bunsen | 39864 |
| 1402.6 | Temporal | |

CARRIZOZO SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 6.13. Location of yard limits:

| | | |
|--------|-----------|--------|
| 1302.2 | Planeport | 1304.4 |
| 1624.9 | Tucumcari | 636.8 |

RULE 6.29.1. Trackside detectors.

| MP | Type | MP | Type | MP | Type |
|--------|------------|--------|--------|--------|--------|
| 1305.9 | E1, E2, E5 | 1398.8 | F1 | 1476.5 | E1, E2 |
| 1322.0 | F1 | 1407.2 | E1, E2 | 1503.5 | E1, E2 |
| 1327.2 | E1, E2 | 1426.0 | E1 | 1530.3 | E1, E2 |
| 1355.5 | E1, E2 | 1428.5 | F1 | 1549.2 | E1, E2 |
| 1367.9 | E1 | 1441.3 | E1 | 1563.4 | E1, E2 |
| 1380.4 | E1, E2 | 1445.6 | E1, E2 | 1589.6 | E1 |
| 1394.8 | E1 | 1457.6 | F1 | 1622.6 | E1 |

RULE 8.10. Carrizozo: Switch point indicator will display green aspect when switch is in normal or reverse position and will display red indication if switch is not properly lined. Trains and engines making trailing movement over this switch may leave switch in position to which forced by trailing movement.

RULE 9.5.8. Block Signals with "P" plates.

| Eastward | Protection | Westward |
|----------------|--|-----------------------------------|
| Absolute | Barricade Detector for dead end Streets MP 1298.2 | 12989 |
| 12988 | Barricade detector for dead end streets at MP 1300.2 and MP 1300.4 | 13007 |
| 13486 | High water detector, bridge 1349.6 | 13509 |
| 13738 | High water detector, bridge 1374.2 | 13763 |
| 13788 | High water detector, bridge 1379.0 | 13805 |
| 13804 | High water detector, bridge 1381.5 | Absolute-West End Alamogordo |
| Absolute-East | | |
| End Alamogordo | High water detector, bridge 1384.4 | 13861 |
| 13882 | High water detector, bridge 1389.1 | 13901 |
| 13922 | High water detector, bridge 1393.4 | 13953 |
| 13984 | High water detector, bridge 1399.2 and bridge 1399.6 | 14017 |
| 14068 | High water detector, bridge 1407.2 | 14097 |
| 14096 | High water detector, bridge 1409.8 | Absolute-West End Three Rivers |
| 14364 | High water detector, bridge 1436.8 | Absolute-West End Carrizozo |
| 14540 | High water detector, bridge 1454.0 | 14559 |
| 14796 | High water detector, bridge 1479.9 | Absolute-West End Gallinas |
| 15070 | High water detector, bridge 1508.1 | 15091 |
| 15616 | High water detector, bridge 1561.7 | 15621 |
| 15616 | Fire detector, bridge 1561.7 | 15621 |
| 15838 | High water detector, bridge 1584.0 | 15855 |
| 15956 | High water detector, bridge 1595.8 | 15979 |
| 16040 | High water detector, bridge 1605.9 | 16063 |
| 16072 | High water detector, bridge 1607.4 | 16087 |
| 16172 | High water detector, bridge 1618.4 | 16197 |
| 16232 | High water detector, bridge 1623.3 | 16249 |

RULE 9.12. Radio-controlled dual-control switches are equipped with radio receivers. Located in advance of each switch is a sign that displays the unique four-digit code which will activate that switch. When the unique four-digit command is transmitted by an approaching train within one mile after passing the approach sign, by use of the numerical buttons on an equipped radio or a hand-held encoder, the dual-control switch will line automatically for a diverging route. When switch is in the reverse position, the absolute signal governing movement will display Restricting aspect. If radio signal fails to operate switch train must stop and be governed by the instruction posted on side of signal control house located at switch.

In addition to utilizing the radio command to reverse a switch to allow a train on the main track to enter the siding, the command signal can also reverse the switch to allow a train in the siding to enter the main track.

CARRIZOZO SUBDIVISION

When absolute signal governing movement over remote controlled dual-control switch displays Stop indication, train must stop and be governed by the instructions posted near the dual control switch control buttons on the signal house. **Rule 9.13.1 does not apply.** The locations of the signs and the specific digital command codes are as follows:

| Remote Controlled Switch Location | Approach Sign Location | Reverse Switch Command No. |
|-----------------------------------|------------------------|----------------------------|
| East end Planeport | MP 1312.5 | 9050 |
| West end Orogrande | MP 1334.6 | 9100 |
| West end Alamogordo | MP 1375.2 | 9150 |
| East end Alamogordo | MP 1392.3 | 9200 |
| West end Gallinas | MP 1471.7 | 9250 |
| East end Gallinas | MP 1491.6 | 9300 |
| West end Elaw | MP 1482.5 | 9350 |
| East end Elaw | MP 1504.5 | 9400 |

RULE 16.1. Direct Traffic Control Designated Limits:

| West MP | Block Name | East MP | West MP | Block Name | East MP |
|---------|--------------|---------|---------|------------|---------|
| 1304.4 | Newman | 1317.6 | 1493.6 | Duran | 1512.4 |
| 1317.6 | Desert | 1332.6 | 1512.4 | Vaughn | 1526.5 |
| 1332.6 | Orogrande | 1346.1 | 1526.5 | Leoncito | 1533.8 |
| 1346.1 | Dunes | 1366.4 | 1533.8 | Pastura | 1547.5 |
| 1366.4 | Omlee | 1378.7 | 1547.5 | Arabella | 1558.9 |
| 1378.7 | Alamogordo | 1383.7 | 1558.9 | Los Tanos | 1578.8 |
| 1383.7 | Three Rivers | 1413.5 | 1578.8 | Cuervo | 1586.4 |
| 1413.5 | Carrizozo | 1440.2 | 1586.4 | Newkirk | 1595.6 |
| 1440.2 | Robsart | 1447.4 | 1595.6 | Simmons | 1601.8 |
| 1447.4 | Ancho | 1463.6 | 1601.8 | Palomas | 1615.9 |
| 1463.6 | Gallinas | 1483.5 | 1615.9 | Tucumcari | 1624.9 |
| 1483.5 | Elaw | 1493.6 | | | |

RULE 51.9. Applies at El Paso on trains to or from Kansas City.

MISCELLANEOUS

1. Tucumcari to El Paso.

Trains without helpers between Tucumcari and Gallinas must not exceed 11,000 tons.

Trains with helpers, must not exceed 120 cars, 14,000 tons, or 12,000 feet.

2. Tucumcari. Trains arriving; Eastward use main track, Westward No. 2 Track unless otherwise instructed.

3. Six-axle locomotives are prohibited on Atterbury Track, Worley Mills Track, Rip Track and Balloon Track at Tucumcari and on all industry tracks between Planeport, MP 1304.4, and Alamogordo, MP 1384.0.

VALENTINE SUBDIVISION

| WESTWARD ↓ | | STATIONS | | ↑ EASTWARD | |
|---------------------|-------------|----------------|---|------------|--|
| Station Numbers | Siding Feet | | | Mile Post | |
| 30700 | 9061 | SANDERSON | Q | 515.9 | |
| 30660 | 8470 | EMERSON | | 524.9 | |
| 30650 | 8361 | LONGFELLOW | | 533.0 | |
| 30645 | 8386 | ROSENFELD | | 540.4 | |
| 30640 | 8535 | MAXON | | 546.0 | |
| 30635 | 8322 | TESNUS | | 552.4 | |
| 30630 | 8268 | HAYMOND | | 560.8 | |
| 30625 | 8209 | WARWICK | | 567.5 | |
| 30620 | 8385 | MARATHON | | 577.6 | |
| 30615 | 8377 | LENOX | C | 584.3 | |
| 30610 | 8757 | ALTUDA | T | 591.8 | |
| 30605 | 8056 | STROBEL | C | 600.6 | |
| 30405 | | ALPINE (Depot) | Q | 607.2 | |
| 30406 | | ALPINE JCT | | 608.5 | |
| 30403 | 8314 | ALPINE SIDING | | 609.8 | |
| | | PAISANO JCT | | 619.6 | |
| 30225 | 8647 | PAISANO | | 620.1 | |
| 30220 | 8375 | MARFA | | 631.0 | |
| 30215 | 8410 | ARAGON | | 642.9 | |
| 30210 | 8362 | RYAN | | 651.8 | |
| 30205 | 8399 | QUEBEC | | 660.0 | |
| 30200 | 8071 | VALENTINE | | 667.8 | |
| (151.9) (ROUTE THE) | | | | | |

Mileage equation because of line change:
MP 507.0 (Sanderson) = MP 515.9

VALENTINE SUBDIVISION

| WESTWARD ↓ | | STATIONS | | ↑ EASTWARD | |
|---------------------|-------------|-------------------------|----|------------|---------|
| Station Numbers | Siding Feet | | | Mile Post | |
| 30200 | 8071 | VALENTINE | | 667.8 | |
| 30195 | 8366 | WENDELL | | 679.9 | |
| 30192 | 8394 | LOBO | | 691.1 | |
| 30189 | 8661 | COLLADO | | 703.7 | |
| 30186 | 9368 | HOT WELLS | | 714.6 | |
| 30180 | 8375 | MALLIE | C | 726.1 | |
| | | U. P. CONNECTION | T | 737.2 | |
| 30173 | 10425 | SIERRA BLANCA | Q | 738.2 | C |
| 30169 | 8507 | LASCA | | 746.1 | |
| 30165 | 8479 | SMALL | | 751.3 | |
| 30155 | 7835 | FINLAY | | 760.9 | |
| 30149 | 8306 | McNARY | | 770.1 | |
| 30140 | 9978 | ISER | | 783.6 | |
| 30133 | 8589 | TORNILLO | | 794.0 | |
| 30128 | | FABENS | | 800.2 | |
| 30122 | 8705 | CLINT | | 808.0 | |
| 30110 | | BELEN | | 815.2 | |
| 30075 | | ALFALFA | Y | 822.8 | DT ABS |
| 30032 | | TOWER 47 | Q | 827.5 | |
| 30000 | | EL PASO (Cotton Avenue) | QT | 827.7 | 2MT CTC |
| | | EL PASO (Union Depot) | Q | 829.3 | |
| (157.4) (ROUTE THE) | | | | | |

El Paso Terminal Instructions govern movements between Planeport, Anapara and Belen.
Mileage equation because of line change:
MP 752.6 = MP 756

VALENTINE SUBDIVISION

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
SANDERSON and EL PASO**

| LIMITS | PSGR | FRT | LIMITS | PSGR | FRT |
|-----------------|------|-----|-----------------|------|-----|
| 515.9 and 517.0 | 30 | 30 | 616.6 and 621.1 | 50 | 50 |
| 517.0 and 532.0 | 50 | 50 | 621.1 and 624.2 | 70 | 70 |
| 532.0 and 536.7 | 70 | 70 | 624.2 and 625.3 | 55 | 55 |
| 536.7 and 536.9 | 45 | 45 | 625.3 and 628.0 | 79 | 70 |
| 536.9 and 542.7 | 55 | 50 | 628.0 and 629.0 | 70 | 70 |
| 542.7 and 547.1 | 50 | 50 | 629.0 and 629.1 | 45 | 45 |
| 547.1 and 547.5 | 40 | 40 | 629.1 and 630.2 | 45 | 45 |
| 547.5 and 551.8 | 50 | 50 | 630.2 and 633.7 | 60 | 60 |
| 551.8 and 554.8 | 70 | 70 | 633.7 and 636.8 | 75 | 70 |
| 554.8 and 559.0 | 79 | 70 | 636.8 and 638.1 | 70 | 70 |
| 559.0 and 559.9 | 40 | 40 | 638.1 and 640.4 | 50 | 50 |
| 559.9 and 566.6 | 70 | 70 | 640.4 and 641.9 | 70 | 70 |
| 566.6 and 573.0 | 79 | 70 | 641.9 and 698.1 | 79 | 70 |
| 573.0 and 575.3 | 70 | 70 | 698.1 and 701.2 | 75 | 70 |
| 575.3 and 575.7 | 40 | 40 | 701.2 and 704.6 | 70 | 70 |
| 575.7 and 579.9 | 70 | 70 | 704.6 and 706.5 | 60 | 60 |
| 579.9 and 584.9 | 60 | 60 | 706.5 and 736.5 | 79 | 70 |
| 584.9 and 587.3 | 70 | 70 | 736.5 and 742.7 | 75 | 70 |
| 587.3 and 589.1 | 40 | 40 | 742.7 and 756.5 | 70 | 70 |
| 589.1 and 590.3 | 70 | 70 | 756.5 and 760.1 | 55 | 55 |
| 590.3 and 593.7 | 79 | 70 | 760.1 and 763.6 | 70 | 70 |
| 593.7 and 598.6 | 70 | 70 | 763.6 and 767.2 | 75 | 70 |
| 598.6 and 601.5 | 50 | 50 | 767.2 and 815.0 | 70 | 70 |
| 601.5 and 604.9 | 40 | 40 | 815.0 and 815.3 | 50 | 50 |
| 604.9 and 609.7 | 50 | 50 | 815.3 and 823.0 | 60 | 60 |
| 609.7 and 613.1 | 75 | 60 | 823.0 and 823.2 | 30 | 30 |
| 613.1 and 616.6 | 60 | 60 | | | |

AGAINST CURRENT OF TRAFFIC

**BOTH MAIN TRACKS BETWEEN TOWER 47
(MP 827.5) AND MP 815.3** 20

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

| Tons Per Operative Brake | Maximum Speed |
|--------------------------|---------------|
| 100 or less | 70 MPH |
| 100+ to 120 | 65 MPH |
| 120+ to 132 | 60 MPH |
| Over 132 | 45 MPH |

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by train's TPOB in the following table.

| Signal Number | 80+ to 100 TPOB | 100+ to 120 TPOB | Over 120 TPOB |
|-----------------------|-----------------|------------------|---------------|
| EASTWARD | | | |
| 8108 | | | 55 |
| "A" signal (MP 808.8) | 65 | 55 | 50 |
| 7968 | | 60 | |
| "A" signal (MP 784.6) | | 60 | 55 |
| 7636 | | | 55 |
| WESTWARD | | | |
| "A" signal (MP 745.3) | 65 | 55 | 50 |
| "A" signal (MP 746.9) | | | 55 |
| 7483 | | | 55 |
| 7635 | | | 55 |
| 8053 | 65 | 60 | |
| #1 Track, signal 8189 | | | 55 |
| #1 Track, signal 8225 | | | 55 |

Each speed restriction applies until engine passes signal location or until the signal comes into view and signal is seen to display any aspect other than ADVANCE APPROACH (flashing yellow) or APPROACH (yellow) aspect.

VALENTINE SUBDIVISION

SPEED ON OTHER THAN MAIN TRACK:

| | |
|--|----|
| Remotely controlled turnouts and sidings | 25 |
| Exception: Sanderson Siding | 20 |
| All other tracks Valentine Subdivision | 10 |

ADDITIONAL STATIONS

| MP | Station | Station Number |
|-------|---------|----------------|
| 813.7 | Bulford | 30115 |

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

| MP | Description |
|-------|-------------|
| 619.1 | Rock Cut |
| 618.8 | Rock Cut |

RULE 6.29.1. Trackside Detectors:

| MP | Type | MP | Type | MP | Type |
|-------|--------|-------|--------|-------|--------|
| 811.5 | E1, E5 | 671.0 | F1 | 597.7 | F1 |
| 788.8 | E1, E2 | 665.0 | F1 | 587.9 | F1 |
| 765.5 | E1, E2 | 663.0 | F1 | 580.7 | E1, E2 |
| 748.4 | F1 | 656.0 | E1, E2 | 571.1 | E1, E2 |
| 734.5 | E1, E2 | 648.5 | F1 | 564.2 | F1 |
| 729.4 | F1 | 646.1 | F1 | 557.3 | E1, E2 |
| 721.5 | E1, E2 | 640.1 | F1 | 549.1 | F1 |
| 711.5 | F1 | 635.0 | F1 | 543.2 | F1 |
| 706.8 | E1, E2 | 627.9 | F1 | 536.8 | F1 |
| 700.2 | F1 | 626.0 | E1, E2 | 530.0 | F1 |
| 694.2 | F1 | 623.0 | F1 | 527.9 | F1 |
| 688.2 | E1, E2 | 617.0 | F1 | 521.5 | E1, E2 |
| 682.6 | F1 | 612.9 | F1 | 519.5 | F1 |
| 676.4 | F1 | 605.3 | E1, E2 | | |

RULE 7.6. Instructions for applying hand brakes on each cut of cars:

| | |
|---------------------------------|--|
| Sierra Blanca All tracks | Not less than five brakes on east end. |
| Valentine | Not less than four brakes on west end. |
| Alpine Junction Transfer Tracks | Not less than ten brakes on east end. |
| Sanderson | Not less than ten brakes on east end. |

RULE 9.5.8. Block signals with "P" plates:

| Eastward | Protection | Westward |
|----------|---|----------|
| 7912 | High water detector Bridges 790.6, 788.5 and 787.3 | 7865 |
| 7866 | High water detector Bridge 786.4 (West Switch siding Iser) | Absolute |
| Absolute | (West Switch siding Iser) High water detector Bridge 784.1 (East Switch siding Iser) | Absolute |
| Absolute | (East Switch siding McNary) High water detector Bridge 767.5 | 7671 |
| 7672 | High water detector Bridges 766.9 and 766.9 | 7635 |
| 7636 | High water detector Bridge 762.8 (West Switch siding, Finlay) | Absolute |
| Absolute | (East Switch siding, Finlay) High water detector Bridge 760.1 | 7579 |
| 7578 | High water detector Bridge 756.6 (West Switch siding Small) | Absolute |
| 7320 | High water detector Bridges 731.6 and 731.5 | 7293 |
| 7202 | High water detector Bridges 719.7 and 718.7 | 7181 |
| 7180 | High water detector Bridges 717.5, 716.4, 716.1 and 715.9 (West switch siding Hot Wells) | Absolute |
| Absolute | (West switch siding Hot Wells) High water detector Bridge 714.6 (East switch siding Hot Wells) | Absolute |
| Absolute | (East switch siding Hot Wells) High water detector Bridges 713.6 and 713.2 | 7115 |
| 7114 | High water detector Bridges 709.1 and 710.8 | 7091 |
| 7092 | High water detector Bridges 707.6 and 707.1 | 7067 |
| 7068 | High water detector Bridges 706.3, 705.9 and 705.3 (West switch siding, Collado) | Absolute |
| Absolute | (West switch siding, Collado) High water detector Bridges 704.3 and 703.2 (East switch siding, Collado) | Absolute |
| Absolute | (East switch siding, Collado) High water detector Bridges 702.5, 702.1 and 700.9 | 7003 |
| 7002 | High water detector Bridges 700.1, 699.3, 698.7, 698.2, 697.9 and 697.8 | 6975 |
| 6854 | High water detector Bridges 684.5 and 683.8 | 6827 |
| 6546 | High water detector Bridge 653.9 (West switch siding Ryan) | Absolute |

VALENTINE SUBDIVISION

| Eastward | Protection | Westward |
|----------|---|---------------|
| Absolute | (West switch siding Ryan) High water detector Bridges 651.8 and 651.0 (East switch siding, Ryan) | Absolute 6485 |
| Absolute | (East switch siding, Ryan) High water detector Bridges 650.5 and 649.9 | Absolute 6401 |
| Absolute | (West switch siding, Aragon) High water detector Bridge 643.1 (East switch siding, Aragon) | Absolute 6369 |
| Absolute | (East switch siding, Aragon) High water detector Bridge 641.8 | Absolute 6343 |
| 6400 | High water detector Bridge 637.0 | Absolute |
| 6370 | High water detector Bridge 636.4 | Absolute |
| 6230 | High water detector Bridge 622.5 (West switch siding, Paisano) | Absolute |
| Absolute | (West switch siding, Paisano) High water detector Bridge 620.3 siding Paisano (East switch siding, Paisano) | Absolute |
| Absolute | (West switch siding, Paisano) Bridge 620.3 (Santa Fe Jct.) | Absolute |
| Absolute | (East switch siding, Paisano) High water detector Bridges 618.1 and 617.3 | Absolute |
| 6130 | High water detector Bridges 612.7 and 610.7 (West switch siding Alpine Junction) | Absolute |
| Absolute | (Absolute Signal MP 606.2) High water detector Bridge 605.3 | Absolute |
| Absolute | (East switch siding, Strobel) High water detector Bridge 597.8 | Absolute |
| Absolute | (East switch siding, Altuda) High water detector Bridges 590.6 and 588.8 | Absolute |
| 5880 | High water detector Bridge 585.83 (West switch siding, Lenox) | Absolute |
| Absolute | (West switch siding, Marathon) High water detector Bridge 577.6 (East switch siding, Marathon) | Absolute |
| Absolute | (East switch siding, Warwick) High water detector Bridge 564.5 | Absolute |
| Absolute | (East switch siding, Haymond) High water detector Bridge 559.3 | Absolute |
| 5578 | High water detector 556.6 | Absolute |
| Absolute | (East switch siding, Tesnus) High water detector Bridges 551.4, 551.5, 550.9 and 550.5 | Absolute |
| 5492 | High water detector Bridges 548.0 and 547.4 (West switch siding, Maxon) | Absolute |
| Absolute | (West switch siding, Maxon) High water detector Bridge 546.9 (West switch siding, Maxon) | Absolute |
| 5430 | High water detector Bridge 542.7 (West switch siding, Rosenfeld) | Absolute |
| Absolute | (East switch siding, Rosenfeld) High water detector Bridge 536.8 | Absolute |
| 5368 | High water detector Bridges 534.9 and 534.8 (West switch siding, Longfellow) | Absolute |
| Absolute | (West switch siding, Longfellow) High water detector Bridge 532.8 (East switch siding, Longfellow) | Absolute |
| Absolute | (East switch siding, Longfellow) High water detector Bridges 531.9 and 531.1 | Absolute |
| 5300 | High water detector Bridge 528.6 | Absolute |
| 5278 | High water detector Bridges 527.3 and 526.5 (West switch siding, Emerson) | Absolute |
| Absolute | (West switch siding, Emerson) High water detector Bridge 525.0 (East switch siding, Emerson) | Absolute |
| 5216 | High water detector, Bridge 521.0 | Absolute |
| 5196 | High water detector, Bridges 519.5 and 518.4 (West switch siding, Sanderson) | Absolute |

RULE 9.14. Applies between east interlocking limit Tower 47 and Belen.

RULE 10.1. CTC in effect on main track and sidings between end of double track Belen and east switch Sanderson.

RULE 15.1. UP trains enroute movement on Valentine Subdivision must obtain SP track warrant and track bulletins before leaving El Paso or Toyah.

MISCELLANEOUS

1. When inbound crew is advised that the Border Patrol will search train at Sanderson, inbound crew will remain on duty and in charge of the train until advised that the Border Patrol has completed search. Train must not be moved until advised by Border Patrol that search has been completed.

Exception: If Hours of Service limitations prevent inbound crew from remaining on duty and outbound crew is on duty upon arrival, outbound crew MUST be advised by inbound crew of the Border Patrol search.

2. Six-axle units must not be operated into No. 3 track at Sanderson and House Track at Clint.

VALENTINE SUBDIVISION

**EL PASO TERMINAL INSTRUCTIONS
MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN ALL TRAINS

ANAPRA AND TOWER 47

| EASTWARD | All TRAINS | WESTWARD |
|------------------------------|------------|------------------------------|
| NO. 2 TRACK | | NO. 1 TRACK |
| 1289.9 and 1292.9 | 40 | Tower 47 (1297.6) and 1295.5 |
| 1292.5 and 1295.9 | 30 | 1295.5 and 1289.6 |
| 1295.9 and Tower 47 (1297.6) | 20 | NO. 3 TRACK |
| Switch, 1297.6 (Tower 47) | 10 | 1295.6 and 1293.6 |
| NO. 3 TRACK | | NO. 2 TRACK |
| 1293.6 and 1295.6 | 25 | Switch, 1297.6 (Tower 47) |
| NO. 1 TRACK | | 1297.6 and 1295.5 |
| 1289.9 and 1295.5 | 40 | 1295.5 and 1292.9 |
| 1295.5 and 1297.6 (Tower 47) | 20 | 1292.9 and 1289.9 |

BETWEEN PLANEPORT AND TOWER 47

| | |
|-------------------|----|
| 1297.6 and 1297.8 | 10 |
| 1297.8 and 1299.8 | 25 |
| 1299.8 and 1302.3 | 40 |

BETWEEN BELEN AND TOWER 47

| EASTWARD | | WESTWARD |
|----------------------------|----|----------------------------|
| NO. 2 TRACK | | NO. 1 TRACK |
| Over switch Tower 47 | 10 | 815.3 and 823.0 |
| 827.7 and 826.9 | 20 | 823.0 and 826.9 |
| 826.9 and 823.0 | 30 | 826.9 and 827.7 |
| 823.0 and 815.3 | 60 | AGAINST CURRENT OF TRAFFIC |
| AGAINST CURRENT OF TRAFFIC | | NO. 2 TRACK |
| NO. 1 TRACK | | 815.3 and 1295.9 |
| Tower 47 and 815.3 | 20 | Over switch Tower 47 |

SPEED ON OTHER THAN MAIN TRACK

Industry tracks, repair, store and material tracks, shop yard, Diesel service facility tracks, Rip track, all Zone 10 tracks, over Track Scales in Cotton Ave. and all tracks, Chamizal Yard

| | |
|---|----|
| On and off turntable diesel facility | 3 |
| All Union Pacific Tracks | 10 |
| Remotely controlled turnouts and crossovers | 10 |
| Exception West End No. 3 Main Track | 25 |
| All other tracks, El Paso Terminal | 10 |

RULE 1.46. Freight trains must not enter receiving yard tracks unless proceed signal is received, or oral instructions from yardmaster or his representative.

RULE 6.3. El Paso: When interlocking signal Tower 47 displays proceed indication for movement to eastward main track, such signal will authorize engines to move from Tower 47 to Alfalfa unit, El Paso Yard.

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

- 103, 104, and 106 (A Yard);
- 207 and 209 (B Yard);
- 439, 441, 442, and 443
- 544, 545, 546, 547, 548, 549, 550, 551, 552, and 553 (D Yard);
- 602, 603, 604 and Shop Lead (Locomotive Facility);
- 790 (MW Spur D Yard);
- 0203, 0206, 0212, 0213, 0214 and 0215 (Old Ramp);
- Ft. Bliss main and all industrial tracks north of I-10 overpass;
- All industrial tracks in Zone 10

VALENTINE SUBDIVISION

RULE 6.13. Location of yard limits:

| West MP | | East MP |
|----------------------|--|------------------|
| 826.9 (Tower 47) ... | El Paso (No. 1 and No. 2 Tracks) | Alfalfa... 820.0 |
| 1293.7 | El Paso (No. 3 Track) | 1295.5 |
| 1302.2 | Planeport | 1304.4 |

RULE 6.16. Railroad crossings.

Joint SP-Santa Fe Levee Track crossing Santa Fe connection to International Bridge located 387 feet North of the center of the Santa Fe International Bridge. Stop signs are located on both sides of the Santa Fe connection to the International Bridge. Movements over this crossing may be made after stopping and flagman has preceded the movement.

RULE 7.6. Instructions for applying hand brakes:

El Paso Terminal:

- Dallas St. Yard
 - Over 15 Cars 5 hand brakes or sufficient number to prevent movement on descending end.
- Alfalfa Yard 2 hand brakes or sufficient number to prevent movement.
- Union Depot Yard ... 2 hand brakes or sufficient number to prevent movement. In addition, wheel of lead car in descending direction, must be placed on a rail skate. (Rail skates are stored on pole adjacent to Tower 196).

Requirement to apply hand brakes will not apply when advised by yardmaster he will protect car from uncontrolled movement.

Hand brakes on outbound trains must not be released until engine and caboose or telemetry device are on train, and it is known that air is through train.

RULE 8.3. Alfalfa: Eastward trains departing from Alfalfa Yard may leave main track switches lined and locked for other than normal movement.

RULE 9.1.12. When signal 8226 displays red aspect an eastward train or engine must not proceed until proceed signal is received from yardman, or oral authorization from yardmaster or his representative.

RULE 9.12.4. Westward trains or engines stopped by Signal MP 823.1 must actuate push button, wait 45 seconds and if signal does not display a proceed indication, movement may proceed at restricted speed.

Westward trains or engines leaving Alfalfa from drill track and stopped by signal MP 823.3, provided no westward movement is approaching on Westward Track, may actuate push button and, if after waiting 2 minutes and 50 seconds, signal does not display a proceed indication, may proceed after first complying with Rule 9.17.

The following absolute signals will display green aspect for movement against current of traffic on No. 1 Track only when route is selected by Tower 47 operator and switch key activator is operated by a member of train crew:

- from No. 2 Track over crossover No. 3 to No. 1.
- from Dead Main over crossover No. 3 to No. 1.
- from Track 31 over crossover No. 3 to No. 1.
- from (D) Yard over crossover No. 3 to No. 1.
- from Diesel House Track over crossover No. 3 to No. 1.
- for movement on No. 1.

RULE 10.1. CTC in effect on main track between MP 1297.8 (east limit Tower 47), El Paso, and MP 1302.2 (west end siding), Planeport; on No. 1 and No. 2 Tracks between Anapra, MP 1289.9 and Tower 196, MP 1295.5 and on No. 3 track between MP 1293.7 and Tower 196, MP 1295.5. Signals at Anapra are controlled by WR-57 train dispatcher and other signals on No. 1 and No. 2 Tracks between Anapra and Tower 47 are controlled by Tower 47 control operator who will issue track and time authority within these limits.

VALENTINE SUBDIVISION

Tower 47: Limits extend on No. 1 and No. 2 Tracks between MP 1295.5 and MP 1298.2 just west of San Marcial Street; No. 3 track between absolute signal MP 1296.1 east end Union Depot yard and absolute signal MP 1296.6 Campbell Street overpass; and on the Carrizozo Subdivision to absolute signal MP 1297.8.

Tidwell Alley and Azar Nut: Limits extend from eastward absolute signal at MP 1298.0 on UP Main to westward absolute signals at MP 1298.2 on UP Main and River track. On Tidwell Alley track from eastward absolute signals MP 1298.1 to westward absolute signals MP 1298.1. On Azar Nut track from eastward absolute signals MP 1298.0 to westward absolute signals MP 1298.1.

UP Yard: Limits extend from eastward absolute signals MP 1298.4 to westward absolute signals MP 1298.0.

UP Main Lead & Hussman Spur: Limits extend from westward absolute signal MP 1297.9 on UP Main to eastward absolute signal MP 1298.0. On Hussman Spur from westward absolute signal MP 1297.9 to eastward absolute signal MP 1298.0.

Because dwarf signal governing movements from Tracks 203 or 206 does not indicate position of inside switch 206, observance of points must be made to assure proper lineup for movement.

A.B. RULE 50.8. Applies when setting out units in No. 12 Track at El Paso Union Depot yard. In addition, wheel of lead unit in descending direction must be placed up on a rail skate. (Rail skates are stored on pole adjacent to Tower 196).

A. B. RULE 51.9. Applies at El Paso only on trains operating to or from Kansas City.

MISCELLANEOUS

1. When notified by Yardmaster of Border Patrol Inspection, trains must not exceed 5 MPH at location specified. Track speed must not be resumed until inspecting officers notify train that inspection has been completed.

2. The following tables are to be used to determine El Paso and Southwestern (EP&SW) and Texas and Louisiana (T&L) mile posts as they relate to present SP Western Lines mile posts in the El Paso terminal.

| MILE POST EQUATION TABLES | | | |
|---------------------------|--------------------|--------------------------------|--------------------|
| EP&SW MILE POST | SP MILE POST | EP&SW MILE POST | SP MILE POST |
| 1317.7 (Anapra) | 1289.9 | 1322.0 | 1294.23 |
| 1318.0 | 1290.23 | 1322.85 (Equation Break) | 1295.49 |
| 1319.0 | 1291.23 | 1323.0 | 1295.6 |
| 1320.0 | 1292.23 | 1324.0 | 1296.6 |
| 1321.0 | 1293.23 | 1325.0 (Tower 47) | 1297.6 |
| T&L MILE POST | SP MILE POST | T&L MILE POST | SP MILE POST |
| 832.24 | | 830.0 | 1295.24 |
| (Rio Grande River) | 1293.0 | 829.0 | 1296.24 |
| 832.0 | 1293.35 | 828.0 | 1297.24 |
| 831.0 | 1294.24 | 827.7 (Tower 47) | 1297.6 |

3. Sign reading "WHEN NOTIFIED STOP HERE" is located at MP 826.4. When westward train is directed to stop at Copia street, train must stop short of sign at MP 826.4 and not proceed until permission is received.

**EL PASO DIVISION
SPECIAL INSTRUCTIONS**

Section A. ADJUSTED TRAIN TONNAGE AND LOCOMOTIVE TONNAGE RATINGS:

To determine the recommended power requirements for a train, first calculate the adjusted tonnage for a train by multiplying the adjustment factor for the applicable territory times the number of cars in the train. When the train contains articulated cars, use System Special Instructions Section D SPEED RESTRICTIONS — TRAINS, to compute equivalent cars. This figure is then added to the actual train tonnage. This total is the adjusted tonnage for the train.

When calculating the adjusted tonnage of a train, the weight of any dead locomotives in engine consist must be added to the actual train tonnage.

After adjusted tonnage for a train is calculated, use the following locomotive tonnage ratings to determine the power requirements. The total locomotive tonnage ratings should exceed the train's adjusted tonnage. The locomotive tonnage ratings are guideline only.

| FROM | TO | GP-30 GP-35 GP-38 | GP-40 B-30-7 B-30 B-36-7 | GP-60 GP-40m B-40-8 B-39-8 | SD-40 SD-40T2 SD-45 SD-45T2 | SD-50 SD-60 SD-60m C-40-8 DRGW 5341- 5413 (PTC) | Adjust- ment Factor |
|-----------|-----------|-------------------------|-----------------------------------|-------------------------------------|--------------------------------------|--|---------------------------|
| | | | | | | | |
| Dalhart | Herington | 2600 | 3500 | 4550 | 5100 | 5800 | 3 |
| Dalhart | El Paso | 1575 | 1850 | 2550 | 2900 | 3200 | 3 |
| El Paso | Dalhart | 1575 | 1850 | 2550 | 2900 | 3200 | 3 |
| El Paso | Sanderson | 1575 | 1850 | 2550 | 2900 | 3200 | 3 |
| Sanderson | El Paso | 1575 | 1850 | 2550 | 2900 | 3200 | 3 |

SD-40 type locomotives equipped with Positive Traction Control (PTC) are rated the same as SD-50's.

When GP-type locomotives are used in a mixed consist, their short-time rating will govern all other locomotives in the same consist.

Locomotives equipped with PTC will have a short-time rating plate denoting short-time rating for that locomotive. This short-time rating plate is to be used instead of the short-time rating on the loadmeter.

Section B. LOAD LIMIT

1. Unless authorized, heavier loads will not be handled where load limit is shown.

When load limit is 132 tons or higher and load limit of car is not exceeded, the following load limits apply.

6 axle car — 197 ton
8 axle car — 263 ton

2. Unless authorized, all relief outfit cranes, locomotive cranes, cranes and pile drivers must not operate over branches listing a load limit less than 132 tons.

3. Load limit will not apply to articulated cars.

4. Load Limit Lines 158 tons
Exception:
Tucumcari 132 tons
(Except Tops car codes CJG, C4C, CXC, CJC and CXG) 145 tons

**EL PASO DIVISION
SPECIAL INSTRUCTIONS**

Section C. RADIO CHANNEL ASSIGNMENT

Radio channel assignment for locomotives and other radios is Road 1 which is F-1 or 96-96 on all channel radios, or Road 2 which is F-2 or 14-14 on all channel radios.

The following list shows where Road 1 or Road 2 is used.

When entering or leaving assigned channel areas, wayside signs are placed reading "CHECK YOUR RADIO CHANNEL".

Trackside detectors will transmit on the channel assigned to the territory in which they are located.

Train Dispatcher will monitor only the Road channel which is assigned to the territory in which the train is operating.

| | |
|----------------------------------|--------|
| DALHART AND LIBERAL SUBDIVISIONS | Road 2 |
| HERINGTON SUBDIVISION | Road 1 |
| CARRIZOZO SUBDIVISION | |
| El Paso-Newman | Road 2 |
| Newman-Tucumcari | Road 1 |
| VALENTINE SUBDIVISION | Road 2 |

| Yard | Yard | 4 | All |
|---------|---------|---------|---------|
| | Channel | Channel | Channel |
| El Paso | 1 | F-3 | 66-66 |

Section D. PBX RADIO

To use set channels as indicated. Use * plus code number to connect. Use # plus code number to disconnect.

| Channel # | Code # | Area |
|-----------|--------|---------------------------------|
| 70/56 | 11 | Alta Vista to Durham |
| 70/56 | 16 | El Paso to Newman |
| 62/52 | 11 | Fabens to 10 miles east of Lobo |
| 70/56 | 11 | 20 miles west of Lobo to Aragon |
| 62/52 | 16 | Maxon to Sanderson |

SYSTEM SPECIAL INSTRUCTIONS

Section N. AMTRAK TRAIN SCHEDULES:

Scheduled times for AMTRAK trains to be used for information purposes only except AMTRAK trains must observe station stops and time(s) shown.

Within yard limits trains and engines will keep posted as to expected arrival of AMTRAK trains and must not delay them.

| 1 Leave Monday Wednesday Saturday ↓ | NEW ORLEANS — LOS ANGELES | 2 Arrive Tuesday Thursday Sunday ↑ |
|--|------------------------------------|---|
| 1:20 pm | NEW ORLEANS, (UPT) LA | 7:35 pm |
| 2:39 pm | SCHRIEVER, LA | 5:24 pm |
| 4:02 pm | NEW IBERIA, LA | 3:58 pm |
| 4:28 pm | LAFAYETTE, LA | 3:33 pm |
| 5:52 pm | LAKE CHARLES, LA | 2:06 pm |
| 7:15 pm | BEAUMONT, TX | 12:42 pm |
| 9:40 pm | HOUSTON, TX | 10:55 am |
| 2:55 am | SAN ANTONIO, TX | 6:10 am |
| 5:57 am | DEL RIO, TX | 1:42 am |
| 8:25 am | SANDERSON, TX | 11:15 pm |
| 10:30 am | ALPINE, TX | 9:34 pm |
| 2:25 pm | EL PASO, TX (CENTRAL TIME) | 5:00 pm |
| 1:45 pm | EL PASO, TX (MOUNTAIN TIME) | 4:40 pm |
| 3:11 pm | DEMING, NM | 2:37 pm |
| 4:00 pm | LORDSBURG, NM | 1:49 pm |
| 5:55 pm | BENSON, AZ | 11:53 am |
| 6:55 pm | TUCSON, AZ | 10:35 am |
| 7:59 pm | COOLIDGE, AZ | 9:27 am |
| 9:00 pm | TEMPE, AZ | 8:29 am |
| 10:40 pm | PHOENIX, AZ | 8:08 am |
| 1:48 am | YUMA, AZ (MOUNTAIN TIME) | 3:58 am |
| 2:39 am | INDIO, CA (PACIFIC TIME) | 1:09 am |
| 4:36 am | POMONA, CA | 11:14 pm |
| 6:10 am | LOS ANGELES, CA (LAUPT) | 10:30 pm |
| Arrive Monday Wednesday Friday | STATIONS | Leave Sunday Tuesday Friday |

(Revised 5/1/94)

SYSTEM SPECIAL INSTRUCTIONS

| 22 Leave Tuesday Thursday Sunday ↓ | KERR JCT — SAN ANTONIO | 21 Arrive Monday Wednesday Saturday ↑ |
|--|-------------------------------|--|
| 7:05 am | SAN ANTONIO, TX | 11:40 pm |
| | KERR JCT, TX | 10:50 pm |
| 22 Arrive Tuesday Thursday Sunday ↓ | STATION | 21 Leave Monday Wednesday Saturday ↑ |

| 521 Leave Monday Wednesday Saturday ↓ | DALLAS — HOUSTON | 522 Arrive Tuesday Thursday Sunday ↑ |
|---|-------------------------|---|
| 3:15 pm | DALLAS | 2:20 pm |
| 4:45 pm | CORSICANA | 12:25 pm |
| 6:50 pm | COLLEGE STATION | 10:20 am |
| 9:15 pm | HOUSTON | 8:25 am |
| 521 Arrive Monday Wednesday Saturday ↓ | STATIONS | 522 Leave Tuesday Thursday Sunday ↑ |

| DAILY ↓ | | | | PORT CHICAGO — OAKLAND | DAILY ↑ | | | |
|-----------------------------|---------|---------|----------|-------------------------------|----------------|----------|---------|---------|
| 705 | 709 | 703 | 711 | STATIONS | 702 | 708 | 704 | 710 |
| 11:31 pm | 7:58 pm | 4:06 pm | 9:55 am | PORT CHICAGO | 8:26 am | 12:01 pm | 2:31 pm | 6:26 pm |
| 11:44 pm | 8:10 pm | 4:18 pm | 10:09 am | MARTINEZ | 8:11 am | 11:46 am | 2:16 pm | 6:11 pm |
| SEE CAPITOL CORRIDOR | | | | | | | | |
| 705 | 709 | 703 | 711 | STATIONS | 702 | 708 | 704 | 710 |

(Revised 5/1/94)

SYSTEM SPECIAL INSTRUCTIONS

| 777 DAILY ↓ | 787 SAT SUN & HOL ONLY | 773 MON ↓ THRU FRI | 14 DAILY ↓ | 783 DAILY ↓ | LOS ANGELES— SAN LUIS OBISPO | 774 DAILY ↑ | 11 DAILY ↑ | 780 DAILY ↑ | 786 DAILY ↑ |
|----------------|------------------------------------|--------------------------------|---------------|----------------|---------------------------------|----------------|---------------|----------------|----------------|
| 2:00 pm | 9:15 am | 9:40 am | 9:55 am | 8:10 pm | LOS ANGELES (LAUPT) | 10:25 am | 8:10 pm | 4:25 pm | 8:40 pm |
| 2:14 pm | 9:30 am | 9:55 am | 10:13 am | 8:25 pm | GLENDALE | 9:56 am | D7:25 pm | 4:01 pm | 8:06 pm |
| 2:24 pm | 9:41 am | 10:06 am | | 8:36 pm | BURBANK AIRPORT | 9:45 am | | 3:50 pm | 7:55 pm |
| 2:31 pm | 9:49 am | 10:14 am | | 8:44 pm | VAN NUYS | 9:36 am | | 3:43 pm | 7:48 pm |
| 2:42 pm | 10:02 am | 10:27 am | | 8:57 pm | CHATSWORTH | 9:26 am | | 3:31 pm | 7:36 pm |
| 2:55 pm | 10:15 am | 10:40 am | 10:54 am | 9:10 pm | SIMI VALLEY | 9:11 am | 6:40 pm | 3:16 pm | 7:25 pm |
| 3:13 pm | 10:29 am | 10:54 am | | 9:24 pm | MOORPARK | 8:56 am | | 2:58 pm | 7:05 pm |
| 3:33 pm | 10:49 am | 11:14 am | 11:26 am | 9:44 pm | OXNARD | 8:35 am | 5:50 pm | 2:35 pm | 6:40 pm |
| 3:47 pm | 11:03 am | 11:28 am | | 9:58 pm | VENTURA | 8:21 am | | 2:21 pm | 6:26 pm |
| 4:35 pm | 11:50 am | 12:15 pm | 12:25 pm | 10:45 pm | SANTA BARBARA | 7:45 am | 5:00 pm | 1:45 pm | 5:50 pm |
| | | | 3:05 pm | | SAN LUIS OBISPO, CA | | 2:30 pm | | |
| 777 ↓ | 787 ↓ | 773 ↓ | 14 ↓ | 783 ↓ | STATIONS | 774 ↑ | 11 ↑ | 780 ↑ | 786 ↑ |

D — Discharge Passengers Only — Train May Leave Ahead of Schedule

| 14 SLO-Port Daily ↓ | LOS ANGELES — PORTLAND | 11 Port-SLO Daily ↑ |
|-----------------------------|------------------------|------------------------|
| 3:15 pm | SAN LUIS OBISPO, CA | 2:20 pm |
| 6:05 pm | SALINAS | 11:01 am |
| SEE CAPITOL CORRIDOR | | |
| 11:59 pm | SACRAMENTO | 5:30 am |
| 1:03 am | MARYSVILLE | 3:50 am |
| 1:47 am | CHICO | 3:06 am |
| 3:02 am | REDDING | 1:49 am |
| 4:52 am | DUNSMUIR | 11:59 pm |
| 7:52 am | KLAMATH FALLS, OR | 9:39 pm |
| 9:05 am | CHEMULT | 7:52 pm |
| 12:10 pm | EUGENE | 4:52 pm |
| 12:55 pm | ALBANY | 4:02 pm |
| 1:30 pm | SALEM | 3:30 pm |
| 3:30 pm | PORTLAND, OR | 2:15 pm |

(Revised 5/1/94)

SYSTEM SPECIAL INSTRUCTIONS

AMTRAK CALIFORNIA CAPITOL CORRIDOR SCHEDULES

| STATIONS | DAILY ↓ | | | | | | | | | |
|------------------|-----------|----------|---------|----------|----------|----------|-----------|----------|---------|---------|
| | 705 | 709 | 725 | 703 | 5 | 723 | 711 | 721 | 11 | DH727 |
| ROSEVILLE | | | | | 1:43 pm | | | 6:45 am | | |
| SACRAMENTO | | | 5:55 pm | | 2:35 pm | 12:15 pm | | 7:15 am | 5:50 am | |
| DAVIS | | | 6:16 pm | | D2:55 pm | 12:36 pm | | 7:36 am | 6:10 am | |
| SUISUN-FAIRFIELD | | | 6:42 pm | | D3:19 pm | 1:02 pm | | 8:02 am | | |
| MARTINEZ | 11:44 pm | 8:10 pm | 7:04 pm | 4:18 pm | D3:41 pm | 1:24 pm | 10:09 am | 8:24 am | 7:05 am | |
| RICHMOND | 12:14 am | 8:41 pm | 7:33 pm | 4:49 pm | D4:10 pm | 1:53 pm | 10:40 am | 8:53 am | 7:35 am | |
| BERKELEY | 12:22 am | 8:49 pm | 7:40 pm | 4:57 pm | | 2:02 pm | 10:48 am | 9:00 am | | |
| EMERYVILLE | D12:36 am | D9:03 pm | 7:48 pm | D5:11 pm | D4:40 pm | 2:08 pm | D11:00 am | 9:08 am | 7:55 am | |
| OAKLAND | 12:45 am | 9:15 pm | 7:53 pm | 5:20 pm | 4:55 pm | 2:13 pm | 11:15 am | 9:13 am | 8:00 am | 4:15 am |
| FREMONT | | | 8:34 pm | | | 2:54 pm | | 9:54 am | | |
| GREAT AMERICA | | | 8:49 pm | | | 3:09 pm | | 10:09 am | | |
| SAN JOSE | | | 9:20 pm | | | 3:40 pm | | 10:40 am | 9:35 am | 5:30 am |

| STATIONS | DAILY ↑ | | | | | | | | | |
|------------------|---------|----------|----------|----------|---------|----------|---------|---------|----------|----------|
| | 702 | 722 | 6 | 708 | 704 | 724 | 710 | 726 | 14 | DH728 |
| ROSEVILLE | | | 12:44 pm | | | | | 9:05 pm | | |
| SACRAMENTO | | 10:00 am | 12:17 pm | | | 4:00 pm | | 8:25 pm | 11:59 pm | |
| DAVIS | | 9:25 am | 11:43 am | | | 3:25 pm | | 8:00 pm | 11:01 pm | |
| SUISUN-FAIRFIELD | | 8:59 am | 11:15 am | | | 2:59 pm | | 7:34 pm | | |
| MARTINEZ | 8:11 am | 8:39 am | 10:53 am | 11:46 am | 2:16 pm | 2:39 pm | 6:11 pm | 7:14 pm | 10:11 pm | |
| RICHMOND | 7:39 am | 8:08 am | 10:21 am | 11:14 am | 1:44 pm | 2:08 pm | 5:39 pm | 6:43 pm | 9:38 pm | |
| BERKELEY | 7:30 am | 8:00 am | | 11:05 am | 1:35 pm | 1:58 pm | 5:30 pm | 6:35 pm | | |
| EMERYVILLE | 7:25 am | 7:55 am | 10:10 am | 11:00 am | 1:30 pm | 1:55 pm | 5:25 pm | 6:30 pm | 9:23 pm | |
| OAKLAND | 7:20 am | 7:47 am | 10:05 am | 10:55 am | 1:25 pm | 1:47 pm | 5:20 pm | 6:22 pm | 9:13 pm | 10:40 pm |
| FREMONT | | 7:02 am | | | | 1:02 pm | | 5:37 pm | | |
| GREAT AMERICA | | 6:47 am | | | | 12:47 pm | | 5:22 pm | | |
| SAN JOSE | | 6:35 am | | | | 12:35 pm | | 5:10 pm | 8:05 pm | 9:25 pm |

(Revised 5/1/94)

D — Discharge Passengers Only — Train May Leave Ahead of Schedule

| 5 DAILY ↓ | DENVER — SALT LAKE | 6 DAILY ↑ |
|---|--------------------|--------------|
| 9:10 am | DENVER, CO | 7:40 pm |
| 11:05 am | FRASER, CO | 4:55 pm |
| 11:35 am | GRANBY, CO | 4:30 pm |
| 2:50 pm | GLENWOOD, CO | 1:20 pm |
| 4:50 pm | GRAND JCT., CO | 11:35 am |
| F6:05 pm | THOMPSON, UT | F9:35 am |
| 7:55 pm | HELPER, UT | 8:00 am |
| 10:00 pm | PROVO, UT | 5:55 am |
| 11:31 pm | SALT LAKE CITY, UT | 5:05 am |
| Operation between Salt Lake City, UT and Elko, NV is over the trackage of UP RR | | |
| 3:43 am | ELKO, NV | |
| 5:50 am | WINNEMUCCA, NV | 7:55 pm |
| 7:25 am | LOVELOCK, NV | 6:40 pm |
| 9:10 am | SPARKS, NV | 5:15 pm |
| 9:25 am | SPARKS, NV | 5:00 pm |
| 9:36 am | RENO, NV | 4:40 pm |
| 10:29 am | TRUCKEE, CA | 3:45 pm |
| 12:37 pm | COLFAX, CA | 1:34 pm |
| 1:43 pm | ROSEVILLE, CA | 12:44 pm |
| 2:30 pm | SACRAMENTO, CA | 12:17 pm |
| SEE CAPITAL CORRIDOR | | |
| 5 ↓ | STATIONS | 6 ↑ |

(Revised 5/1/94)

F — Flag Stop

**SYSTEM SPECIAL INSTRUCTIONS
SPCSL AMTRAK SERVICE**

| ↓ 21 | ↓ 305 | ↓ 303 | ↓ 311 | STATIONS | | ↑ 300 | ↑ 302 | ↑ 22 | ↑ 312 | ↑ 304 |
|------------|-------------|--------------|---------------------|-------------|--------|------------------|-------------|------------|---------------------|--------------|
| Eagle | State House | Ann Rutledge | The Loop | JOLIET | DWIGHT | State House | State House | Eagle | The Loop | Ann Rutledge |
| Daily | Daily | Daily | Daily except Sunday | | | Daily except Sun | Sun Only | Daily | Daily except Sunday | Daily |
| S 6:40 pm | S 4:20 pm | S 11:20 am | S 9:10 am | | | S 8:58 am | S 10:23 am | S 12:15 pm | S 5:25 pm | S 6:43 pm |
| | S 4:54 | | S 9:44 | | | S 8:23 | S 9:48 | | S 4:45 | # 6:08 |
| S 7:32 | S 5:11 | | S 10:03 | PONTIAC | | S 8:06 | S 9:31 | | S 4:27 | |
| S 8:05 | S 5:40 | S 12:40 pm | S 10:30 | NORMAL | | S 7:38 | S 9:03 | S 11:00 | S 4:00 | S 5:23 |
| S 8:40 | S 6:13 | S 1:10 | S 10:59 | LINCOLN | | S 7:05 | S 8:30 | S 10:13 | S 3:28 | S 4:48 |
| S 9:17 | S 6:50 | S 1:45 | A 11:50 am | SPRINGFIELD | | S 6:35 | S 8:00 | S 9:43 | 3:00 pm | S 4:18 |
| | S 7:30 | S 2:25 | | CARLINVILLE | | S 5:50 | S 7:15 | | | S 3:35 |
| S 10:27 | S 8:00 | S 2:55 | | ALTON | | S 5:20 | S 6:45 | S 8:23 | | S 3:05 |
| A 11:30 pm | A 9:05 pm | A 4:00 pm | | ST LOUIS | | 4:30 am | 5:55 am | 7:35 am | | 2:15 pm |

A — Arrive S — Station Stop # — Station Stop Sunday Only
(Revised 5/1/94)



COLORADO

KANSAS

NEW MEXICO

OKLAHOMA

TEXAS

N

EL PASO DIVISION

HERINGTON
RAMONA
TAMPA
DORHAM
WALDECK
CANLON
GALVY
MCPHERSON
GROVELAND
MIDWAY
SLADE
HUTCHINSON
ARLINGTON
LANGDON
PRESTON

MULLINVILLE
BUCLIN
KINGSDOWN
MINEOLA
BLOOM
FOWLER
MEADE

MISSLER
PLAINS
KISMET
HAYNE
LIBERAL
TYRONE
HOOKER
GUYMON
OPTIMA

GOODWELL
TEXHOMA
STEVENS
STRATFORD
CHAMBERLIN
CONLEN
DALHART

ROMERO
NARAVISA
OBAR
LOGAN
MATER
TUCUMCARI

HARGIS
PALOMAS
MONTROYA
NEWKIRK
CUERVO
LOS TANOS
SANTA ROSA
ARABELLA
PASTURA
VAUGHN

CORONA
GALLINAS
ANCHO
ROBSART
CARRIZOZO
POLLY

THREE RIVERS
TULAROSA
ALAMOGORDO
OMLEE
DUNES

OROGRANDE
DESERT
NEWMAN
BLUNSEN
TOBIN
PLANEPORT
FORT BLISS
YSLETA

EL PASO
BELEN
BUFORD
FABENS
TORWILLO
ISER
FORT HANCOCK
MC MARY
FINLAY
SMALL
LASCA
SIERRA BLANCA

MALLIE
HOT WELLS
COLLADO
LOBO
WENDELL
VALENTINE
DUEBEC
RYAN
ARAGON
MARFA

PAISANO
ALPINE JCT
STROBEL
ALTUDA
LENOX
MARATHON
WARWICK
HAYMOND
TESHINS
WESLON
JOSENFELD
LONGFELLOW
EMERSON
SANDERSON