

SOUTHERN PACIFIC COMPANY



RIO GRANDE DIVISION SPECIAL INSTRUCTIONS

No. 6

EFFECTIVE SUNDAY, MAY 1, 1955

AT 12:01 A. M.,

MOUNTAIN STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 5

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

J. M. HATCHER,
Superintendent of Transportation.

W. R. ADAIR,
Superintendent.

⊙ This symbol indicates change, except changes on rating of engines pages are not so indicated.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including May 1, 1955 are shown on pages 1 and 2 of Book of Rules. Employees must have revised pages covering these revisions in their copy of Book of Rules.

RULE M. Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employees must be familiar with their location and avoid personal injury.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

⊙**RULE 19.** Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Signals displaying indication in both upper and lower quadrants are in service. Upper quadrant signal arm extending upward parallel to signal mast indicates "proceed".

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Press push button until pilot light appears, then release, after time-release has operated signal will clear.

Trains required to enter sidings where signals are arranged as above must not pass home signal until switch has been lined for siding.

⊙When signals are found in stop position, under any condition, operate push button governing route desired.

Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within interlocking limits signal operator's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed and switch returned to normal position and locked. Within interlocking limits signal operator must also be notified by telephone when completed.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release is to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

⊙Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch padlock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when lock is unlocked.

AIR BRAKE RULES

⊙**RULE 3.** On diesel locomotives of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

RULE 13. Should all power units of a diesel engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

MISCELLANEOUS

4. Pushing trains out of yards:

- (a) Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- (c) Air must not be coupled through the pusher engine.
- (d) Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

- (a) Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- (c) Not more than one helper engine will be placed behind steel underframe cabooses.

⊙When steam engine is coupled next behind diesel engine on head end of either a freight or passenger train, dynamic brakes must not be used.

⊙In passenger service DF-1 to 12 class engine of not more than four units may be coupled ahead of steam engine; DF-1 to 12 class engine of not more than four units may be coupled ahead of DF-1 to 12 class engine; and steam engine may be coupled ahead of DP or DF-1 to 12 class engine. When so coupled dynamic brakes must not be used.

Helper or doubleheader engines must not be placed on head end of freight trains powered by DF-1 to 12 class engines.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks or chains, and power plants and steam generators, if any, on diesel engine shut down.

⊙SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
AC.....	60	55	25
C.....	40	40	30
DF-1 to 12, except.....	55	55	*30
Units 6138, 6146, 6161 to 6163, 6167, 6169, 6175 to 6185, 6241, 6242, 6249, 6253, 6256, 6266, 6267, 6296 to 6299, 6306, 6342, 6343, 6346 to 6350, 6352, 6353, 6356, 6362 to 6364, 6366, 6367, 6372 to 6377, 6406 to 6423, 6425, 6426, 6428 to 6433, 6436 to 6439, 8022, 8026, 8029, 8032, 8039, 8040, 8042, 8043, 8045, 8047, 8048, 8050, 8060 to 8063, 8065, 8067, 8071 to 8075, 8077, 8078, 8080 to 8085, 8140 to 8145, 8147 to 8152, 8156 to 8158, 8161, 8167, 8196 to 8197, 8199, 8214, 8219, 8225, 8230, 8234, 8235, 8242, 8243, 8247 to 8249, 8253, 8256, 8262 to 8289.....	65	65	*30
Units 6190 to 6193, 6202, 6203, 6206 to 6208, 6210, 6214 to 6219, 6222 to 6229, 6232 to 6239, 6378 to 6382, 6394 to 6405, 6440 to 6461, (T&NO) 338 to 353, 8090 to 8093, 8102, 8103, 8106 to 8111, 8114 to 8119, 8122 to 8126, 8139, 8290 to 8303, (T&NO) 526 to 541.....	70	70	*30
DF-100, 114 to 120, 122, 123, except.....	65	65	65
Units 5279 to 5287, 5290 to 5293, 5309 to 5315.....	55	55	55
DF-101 to 112.....	60	60	60
DF-121.....	70	70	70
DF-200 to 205.....	55	55	55
DF-300 to 306.....	65	65	65
DF-500, 501.....	70	70	70
DF-603, 605, 606.....	70	70	70
DP.....	79	79	*30
DS-1, 4, 5.....	45	45	45
DS-2, 3, 6, 7, 8, 9.....	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117, 118, 119.....	60	60	60
DS-109.....	65	65	65
DS-200, 201.....	35	35	35
F.....	50	50	30
GS.....	75	55	30
M.....	50	50	25
MK-2, 4.....	40	40	30
Mk-5, 6, 9.....	50	50	30
Mt.....	75	55	30
P-5 (T&NO), 6 (2453).....	65	55	30
P-6 (2454, 2458), 8, 10.....	75	55	30
RDC.....	79	79	*30
S, SE.....	20	20	20
SP.....	55	55	30
T-1, 23, 28, 31.....	50	50	30
T-32.....	60	55	30
TW-8.....	40	40	30
Any engine not listed.....	35	35	25

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

⊙Steam engines running backward, and DF-1 to 12 and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers.....	20 MPH
When all weight has been removed from only one wheel of any pair of drivers.....	30 MPH
When engine truck is removed.....	20 MPH
When main rod only is removed.....	30 MPH
When side rod only is removed.....	30 MPH
When both main and side rods are removed...	20 MPH

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

⊙Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

⊙Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind the engine handling the train; and dead steam engines weighing 150,000 pounds or more on drivers must be placed with 8 to 15 cars between it and engine handling the train. If weight is less than 150,000 pounds, dead diesel or steam engines must be placed near rear of train. Dead steam engines should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Cars and loads with height, width or weight greater than shown in Line Clearance Circular (when movement is authorized).....	40	25
⊙ Double or triple loads.....	40	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick, except:..... (Relief outfits 7014 and 7025 must not be operated on any branch)	35*	25*
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:..... SPMW-4044.....	35* 25*	25* 25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars (except SPMW 5100 to 5189 loaded or empty).....	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks.....	60	55
Trains of deadhead equipment, with caboose..	55	..
Passenger trains, with caboose.....	55	..
Engine and caboose only, except:..... must not exceed speed for same engine running forward light.	..	55
Engine, flanger and caboose only, except:.....	..	40
On curves.....	..	30
Logs loaded on flat or logging cars, except:...	..	25
On curves.....	..	20
Over truss bridges, through tunnels, and passing stations.....	..	15

⊙SPMW cars not equipped with AB brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers, if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in military or naval mixed trains.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

○**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

RULE 14(d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Mescal.....Trains on Mescal Subdivision.

RULE 14(e). As specified below, — — — — — sounds will be indication that flagman may return from east:

Mescal.....Trains on Mescal Subdivision.

○**RULE 21-C.** Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at Douglas.

RULES 30 and 31. Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1022.89	Mescal (Pantano-Benson line).....	1024.13
1021.24	“ (Marsh-Fairbank line).....	1023.13
1046.32	Fairbank.....	1048.89
	“ (Tombstone Br.).....	1049.42
1050.33	“ (Benson-Fairbank Br.).....	
	“ (Patagonia Br.).....	1052.32
1058.30	Lewis Springs.....	1059.88
1084.27	Bisbee Jct.....	1085.78
	“ (Don Luis Branch).....	End of track
	“ (Bisbee Branch).....	End of track
1106.02	Douglas.....	1109.06
1068.00	Garden Canon.....	1071.55
1071.55	Ft. Huachuca.....	1073.01
1081.48	Sonoita.....	1082.63
1094.49	Patagonia.....	1095.71
1031.60	Benson (Tucson Div.).....	1034.01
	“ (Benson-Fairbank Br.).....	1034.00
1039.29	Curtiss.....	1040.28

RULE 98. Railroad crossings at grade not interlocked: Lowell..... Phelps Dodge narrow gauge track crossings as follows:

- Fixed crossing on loading tracks 1 and 2 at tipple at Junction shaft;
- Movable crossing on track leading to Denn Mine, 20 feet west of Naco highway crossing;
- Movable crossing on Campbell shaft loading track, 240 feet west of Naco highway crossing;
- Movable crossing on Campbell shaft lumber spur, 190 feet west of No. 1 loading track switch;

The movable type crossings are narrow gauge turnback rails, normally clear of SP track and locked when not in use. See that turn-back rails are in normal position clear of SP track, and crossing clear of obstructions before operating over crossing location. Stop signs are located each side of locations designated.

RULE 103-A. Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

- Curtiss..... Crossing track leading to Apache Powder plant;
- Calumet..... Crossings at Phelps Dodge smelter on tracks 1 and 2; on track 5 near office; on lead to acid loading plant; and on lead to calcine track;
- Douglas..... Crossing of main track and Nacozari lead at 16th St., when bell is not operating;
- All crossings on Queen track;
- Park, 9th and 14th St., crossing on Nacozari lead.
- Ft. Huachuca. All crossings in Fort Huachuca.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

- Benson..... Benson-Fairbank Br., for track 2;
- Benson Jct.... Benson-Fairbank Br., for Mescal line;
- Fairbank..... Patagonia Br., for Mescal line;
- Fairbank..... Tombstone Br., for Mescal line;
- Lewis Springs. Ft. Huachuca Br., for Mescal line;
- Bisbee Jct.... Bisbee Br., for Mescal line;
- Bisbee Jct.... East end of west leg of wye must be left lined for east leg of wye;
- Naco..... PdeMRR, for Mescal line;
- Douglas..... Nacozari RR, for SP yard track;
- Corta..... Bisbee Br., for Bisbee Branch;
- Derails in main track:
- Benson Jct.... On Benson-Fairbank Br., 284 feet west of junction switch;
- Fairbank..... On Patagonia Br., 260 feet east of junction switch;
- Fairbank..... On Tombstone Br., 300 feet east of junction switch;
- Tombstone... 165 feet west of Standard Oil spur;
- Lewis Springs. On Ft. Huachuca Br., 237 feet east of junction switch;
- Corta..... 212 feet east of Corta switch.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RULE 605. INTERLOCKING

Mescal: Interlocking signals may display indication in upper quadrant. Signal arm extending upward parallel to signal mast indicates "proceed".

Limits are between home signals at east switch of east crossover and west switch of west crossover on Marsh-Fairbank line, and home signals at east and west ends of north and south sidings on Pantano-Benson line. Switches are under control of signal operator, except switches leading from north siding to outfit spur, and from south siding to spur and to west end of coal track.

Switch and derail, east end coal track, (derail is equipped with electric lock) are hand thrown, but must not be used until permission is secured from signal operator. North and south sidings have no signal control between fouling points.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in the event remote control appliance is inoperative.

Westward interlocking dwarf signal on east crossover from Marsh-Fairbank line to No. 2 Track at Mescal will display yellow aspect when serving as an approach indication for next home signal on No. 2 Track; or as a caution signal for diverging route when switch is lined for south siding. When so displayed, movement must be made with caution until fouling point at east end of south siding has been passed.

WHISTLE SIGNALS

- Eastward trains to Tucson Division, o o — o o,
- Eastward trains to Rio Grande Division, — o o o o,
- Eastward trains to south siding, o — o,
- Eastward trains south siding to Tucson Division, o o — o,
- Eastward trains south siding to Rio Grande Division, o — o o,
- Westward trains north siding to No. 1 Track, — — o o,
- Westward trains Tucson Division to No. 1 Track, o — —,
- Westward trains Tucson Division to north siding, o o — —,
- Westward trains Rio Grande Division to No. 1 Track, — o —,
- Westward trains from Rio Grande Division through east crossover and Tucson Division to No. 1 Track, o — — o.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

- Sonoita..... Eastward and westward,
- Tombstone..... Westward,
- Ft. Huachuca..... Westward.

RULE 33. Air brakes must be used on all cars in all operations on Bisbee Branch, Don Luis Branch, Ft. Huachuca Branch, Tombstone Branch and all tracks at Curtiss Powder plant.

Naco: Air brakes must be used when switching pumping plant track.

Forrest: Air brakes must be used on all cars in switching Paul's spur.

Douglas: Phelps Dodge smelter: Air brakes must be used on all cars placed on unloading trestles at P. D. smelter. Air brakes must be used and rear end test made as per Air Brake Rule 25 on all operations between Douglas yard and the P. D. smelter.

PASSENGER TRAINS

RULE 38. At Douglas incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

MISCELLANEOUS

9. Naco: Opening of five car lengths must be left each side of crossing west of passenger station.

10. TRACK AND CAR RESTRICTIONS

Bisbee Branch: Campbell shaft track and Denn spur track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations".

Shop spur in Junction Mine yard at Lowell, engines must not pass sign reading: "Engines Must Not Pass This Point."

Lowell: Engines must not operate over trestle 1091.38 on approach to ore bin, Shattuck Denn mine.

Look out for fallen rocks on curve between MP 1053.00 and MP 1053.80, west of Charleston.

Engines weighing over 126,000 pounds on drivers may use Patagonia and Tombstone branches from junction switch at Fairbank, to a point opposite sign restricting such movement.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mescal heavier than 178,000 lbs. on drivers...	Calumet.... Trestle to ore bins at smelter.
All engines.....	Don Luis.... White Tail Deer spur, beyond impaired clearance sign.

11. Load limit (car and contents):

Mescal-Douglas.....	251,000 pounds
Benson-Fairbank.....	169,000 pounds
Fairbank-Patagonia.....	169,000 pounds
Fairbank-Tombstone.....	169,000 pounds
Lewis Springs-Ft. Huachuca.....	210,000 pounds
Corta-Galena.....	169,000 pounds
Bisbee Jct.-Bisbee.....	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
1048.20	Fairbank.....	Water column—main and siding..	Side
1051.90	Fairbank.....	Storage and transfer tracks.....	Side
1069.00	Hereford.....	Water column—main and siding..	Side
1069.00	Hereford.....	Stock spur.....	Side
1081.20	Naco.....	Stock spur.....	Side
1085.00	Bisbee Jct.....	Water column—main and siding..	Side
1089.00	Crook Tunnel.....	.....	Over and side
1107.00	Douglas.....	East water column—main and siding.....	Side
1107.00	Douglas.....	Stock corral track.....	Side

○BENSON BRANCH

1042.40	Land.....	Stock corral.....	Side
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PATAGONIA BRANCH

1051.90	Fairbank.....	Bridge over San Pedro River.....	Over
1055.30	Bridge over Babacomari Creek.....	Over
1067.40	.....	Bridge over Babacomari Creek.....	Over
1073.80	Elgin.....	Platform.....	Side

FT. HUACHUCA BRANCH

1059.00	Lewis Springs.....	Bridge over San Pedro River.....	Over and side
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DON LUIS BRANCH

1089.80	Don Luis.....	Ore loading ramp on White Tail Deer spur.....	Side
1090.80	Galena.....	Dallas Shaft spur.....	Side

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 3, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY		*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES			
					RUNNING FORWARD	RUNNING BACKWARD						RUNNING FORWARD	RUNNING BACKWARD		
MP	MP	Column:	A	1	2	3	4	MP	MP	Column:	A	1	2	3	4
EASTWARD, MESCAL TO DOUGLAS:							WESTWARD, DOUGLAS TO MESCAL:								
⊙ 1022.94 to 1023.85			70	65	55	55	30	⊙ 1107.00 to 1106.71			30	30	30	30	30
⊙ 1023.85 to 1028.85			79	70	55	55	30	⊙ 1106.71 to 1097.27			79	70	55	55	30
⊙ 1028.85 to 1030.25			65	65	55	55	30	1097.27 to 1095.20			60	50	45	45	30
⊙ 1030.25 to 1034.25			75	70	55	55	30	1095.20 to 1094.95			50	50	45	45	30
⊙ 1034.25 to 1040.56			70	70	55	55	30	1094.95 to 1093.15			60	50	45	45	30
⊙ 1040.56 to 1040.91			65	65	55	55	30	1093.15 to 1092.70			45	40	35	35	30
⊙ 1040.91 to 1042.05			70	70	55	55	30	1092.70 to 1088.50			45	45	40	40	30
⊙ 1042.05 to 1044.75			75	70	55	55	30	1088.50 to 1085.05			60	55	45	45	30
1044.75 to 1045.95			60	60	50	50	30	1085.05 to 1082.75			75	70	50	50	30
⊙ 1045.95 to 1049.10			75	70	55	55	30	1082.75 to 1082.50			70	70	50	50	30
⊙ 1049.10 to 1053.10			65	60	55	55	30	1082.50 to 1081.00			75	70	50	50	30
1053.10 to 1054.15			35	35	35	35	30	1081.00 to 1080.75			45	40	35	35	30
1054.15 to 1056.20			60	60	50	50	30	1080.75 to 1077.75			55	50	45	45	30
1056.20 to 1059.15			65	60	50	50	30	1077.75 to 1075.65			75	70	50	50	30
1059.15 to 1060.40			55	50	50	50	30	1075.65 to 1075.35			65	60	50	50	30
1060.40 to 1063.90			70	65	50	50	30	1075.35 to 1071.25			79	70	50	50	30
1063.90 to 1066.10			65	60	50	50	30	1071.25 to 1069.70			65	60	50	50	30
1066.10 to 1066.35			55	50	50	50	30	1069.70 to 1068.95			55	55	50	50	30
1066.35 to 1068.35			75	70	50	50	30	1068.95 to 1068.35			50	50	45	45	30
1068.35 to 1068.95			50	50	45	45	30	1068.35 to 1066.35			75	70	50	50	30
1068.95 to 1069.70			55	55	50	50	30	1066.35 to 1066.10			55	50	50	50	30
1069.70 to 1071.25			65	60	50	50	30	1066.10 to 1063.90			65	60	50	50	30
1071.25 to 1075.35			79	70	50	50	30	1063.90 to 1060.40			70	65	50	50	30
1075.35 to 1075.65			65	60	50	50	30	1060.40 to 1059.15			55	50	50	50	30
1075.65 to 1077.75			75	70	50	50	30	1059.15 to 1056.20			65	60	50	50	30
1077.75 to 1080.75			55	50	45	45	30	1056.20 to 1054.15			60	60	50	50	30
1080.75 to 1081.00			45	40	35	35	30	1054.15 to 1053.10			35	35	35	35	30
1081.00 to 1082.50			75	70	50	50	30	⊙ 1053.10 to 1049.10			65	60	55	55	30
1082.50 to 1082.75			70	70	50	50	30	⊙ 1049.10 to 1045.95			75	70	55	55	30
1082.75 to 1085.05			75	70	50	50	30	1045.95 to 1044.75			60	60	50	50	30
1085.05 to 1088.50			60	55	45	45	30	⊙ 1044.75 to 1042.05			75	70	55	55	30
1088.50 to 1092.70			45	45	40	40	30	⊙ 1042.05 to 1040.91			70	70	55	55	30
1092.70 to 1093.15			45	40	35	35	30	⊙ 1040.91 to 1040.56			65	65	55	55	30
1093.15 to 1094.95			60	50	45	45	30	⊙ 1040.56 to 1034.25			70	70	55	55	30
1094.95 to 1095.20			50	50	45	45	30	⊙ 1034.25 to 1030.25			75	70	55	55	30
1095.20 to 1097.27			60	50	45	45	30	⊙ 1030.25 to 1028.85			65	65	55	55	30
⊙ 1097.27 to 1106.71			79	70	55	55	30	⊙ 1028.85 to 1023.85			79	70	55	55	30
⊙ 1106.71 to 1107.00 (Douglas)			30	30	30	30	30	⊙ 1023.85 to 1022.94			70	65	55	55	30
								1022.94 to 1021.29 (Mescal)			50	50	35	35	30

*Streamlined passenger trains are **GOLDEN STATE** and **SUNSET LIMITED** with diesel passenger engines.

Passenger trains with GS-4 to 6 or Mt-4 class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Mescal to Naco	Naco to Bisbee Jct.	Bisbee Jct. to Douglas Bisbee Jct. to Fairbank	Douglas to Bisbee Jct.	Fairbank to Mescal	Lewis Springs to Ft. Huachuca	Ft. Huachuca to Lewis Springs
DP-4, 7	6000 to 6004, 6017, 6018	1750	2925	3750	2300	3750	.....	.....
DP-5, 6	6005 to 6016	.....	.....	.....	.....	.....	.....	.....
DP-8 to 10	6019 to 6033	4075	4425	16575	4075	10100	.....	.....
DP-11	6034 to 6045	4200	7625	16575	5750	10400	.....	.....
DP-12	6046 to 6054	.....	.....	.....	.....	.....	.....	.....
DF-1 to 12	6138 to 6461, except	6400	6925	24225	6400	15175	.....	.....
	units with 61:16 gear ratio	5500	5975	21050	5500	13175	.....	.....
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	.....	.....	.....	.....	.....	.....	.....
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....	.....	.....	.....
DF-114, 116, 117, 118, 120, 121, 122	5279 to 5293, 5308 to 5335, 5340 to 5444	2600	2650	10000	2600	6600	.....	.....
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5345 to 5348	3050	3325	7000	3050	7000	.....	.....
DF-200 to 204	5100 to 5118	850	925	3000	.....	2050	570	3000
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	3000	3250	10000	3000	7125	1625	10000
DF-603, 605, 606	5600 to 5625	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	645	720	4000	660	1650	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	975	1100	4000	1025	2475	.....	.....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	1500	4000	1300	3250	.....	.....
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....	.....	.....	.....
M-4	1629, 1713	825	1050	2500	875	1675	475	2500
M-6, 8	1726 to 1801, 1824, 1825	975	1250	3000	1050	1975	525	3000
M-9	1805 to 1817	1025	1325	3000	1100	2100	600	3000
M-11	1833	1075	1375	3000	1150	2175	625	3000
T-1	2248, 2252	700	900	2500	750	1450	400	2500
T-23	2302, 2303	1000	1300	3000	1100	2075	600	3000
T-28, 31	2312 to 2361	1125	1450	4000	1225	2300	650	4000
T-32	2366 to 2384	1150	1475	4000	1225	2325	650	4000
P-6	2453, 2454, 2458	1125	1450	4000	1225	2325	625	4000
P-7	2476, 2477	1200	1550	4000	1300	2475	675	4000
P-8, 10	2461 to 2473, 2479 to 2483	1225	1600	4000	1325	2575	Ⓢ675	Ⓢ5000
P-8, 10	2475, 2484 to 2491	1300	1675	4000	1400	2700	Ⓢ725	Ⓢ4000
C-8, 9, 10	2513 to 2598, 2700 to 2854	1250	1600	4000	1350	2550	735	4000
C-18	3400, 3406	1175	1500	4000	1250	2350	675	4000
C-19	3420, 3423, 3426	1200	1550	4000	1300	2425	715	4000
TW-8	2914	1050	1325	3500	1125	2125	600	3500
Mk-2, 4	3203 to 3236	1375	1775	4000	1500	2825	850	5000
Mk-5, 6	3247 to 3275	1575	2025	4000	1700	3200	925	5000
Mk-9	3322	1750	2225	4000	1900	3525	1035	5000
F-1	3614 to 3652	1850	2375	5000	2000	3725	1095	5000
F-3, 4, 5	3653 to 3769	2450	2700	5000	2450	5000	Ⓢ1245	Ⓢ5000
AC-4, 5	4107 to 4114	3275	4200	7000	3550	6500	.....	.....
AC-6 to 12	3804 to 3810, 4133 to 4294	Ⓢ3700	Ⓢ4350	7000	Ⓢ3750	6750	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	1900	2425	5000	2050	3850	Ⓢ985	Ⓢ5000
GS-1, 2	4410 to 4415, 4470 to 4473	1750	2275	5000	1900	3675	.....	.....
GS-3, 4, 5, 6	4416 to 4469	2000	2550	5000	2150	4025	.....	.....
GS-7, 8	4475 to 4481, 4485 to 4487	.....	.....	.....	.....	.....	.....	.....
SP-2	5021	2675	3150	5000	2875	5000	Ⓢ1475	Ⓢ5000

④Applies to engs. 4133 to 4294 only.

⑤Must not operate east of MP 1072.00.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Gorda to Galena Bisbee Jct. to Warren	Bisbee Jct. to Bisbee Fairbank to Tombstone	Bisbee to Bisbee Jct. Tombstone to Fairbank	Galena to Gorda Warren to Bisbee Jct.	Fairbank to Sonoita Patagonia to Elgin	Elgin to Fairbank Sonoita to Patagonia	Benson and Benson Jct.
DF-100	5200 to 5202.....	.....	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502.....	.....	.....	.....	.....	.....	.....	.....
DF-109, 111	5250 to 5252, 5503 to 5505.....	.....	.....	.....	.....	.....	.....	.....
DF-114, 116, 117, 118, 120, 121, 122	5279 to 5293, 5308 to 5335, 5340 to 5444.....	.....	.....	.....	.....	.....	.....	.....
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5345 to 5348.....	.....	.....	.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	⑤570	3000	.....	③1075	3000	④740
DF-300 to 304	4600 to 4623, 4700 to 4703.....	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633.....	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815.....	.....	.....	.....	.....	.....	.....	.....
DF-603, 605, 606	5600 to 5625.....	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	.....	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528.....	.....	.....	.....	.....	.....	.....	.....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	.....	⑥570	⑦3000	.....	.....	.....	.....
DS-113, 117	1486 to 1491, 1529 to 1538.....	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903.....	.....	.....	.....	.....	.....	.....	.....
M-4	1629, 1713.....	475	475	2500	2500	575	2500	575
M-6, 8	1726 to 1801, 1824, 1825.....	525	525	3000	3000	.....	.....	680
M-9	1805 to 1817.....	600	600	3000	3000	.....	.....	725
M-11	1833.....	625	625	3000	3000	.....	.....	750
T-1	2248, 2252.....	400	400	2500	2500	500	2500	500
T-23	2302, 2303.....	600	600	3000	3000	.....	.....	725
T-28, 31	2312 to 2361.....	650	650	4000	4000	.....	.....	800
T-32	2366 to 2384.....	650	650	4000	4000	.....	.....	825
P-6	2453, 2454, 2458.....	625	625	4000	4000	.....	.....	800
P-7	2476, 2477.....	675	675	4000	4000	.....	.....	850
P-8, 10	2461 to 2473, 2479 to 2483.....	675	.....	.....	4000	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	725	.....	.....	4000	.....	.....	.....
C-8, 9, 10	2513 to 2598, 2700 to 2854.....	735	735	4000	4000	.....	.....	885
C-18	3400, 3406.....	675	675	4000	4000	.....	.....	825
C-19	3420, 3423, 3426.....	715	715	4000	4000	.....	.....	850
TW-8	2914.....	600	600	3500	3500	.....	.....	750
Mk-2, 4	3203 to 3236.....	850	①850	①5000	5000	.....	.....	①975
Mk-5, 6	3247 to 3275.....	925	①925	①5000	5000	.....	.....	①1125
Mk-9	3322.....	1035	.....	.....	5000	.....	.....	.....
F-1	3614 to 3652.....	1095	.....	.....	5000	.....	.....	.....
F-3, 4, 5	3653 to 3769.....	1245	⑥1245	.....	5000	.....	.....	.....
AC-4, 5	4107 to 4114.....	2000	.....	.....	5000	.....	.....	.....
AC-6 to 12	3804 to 3810, 4133 to 4294.....	②2100	.....	.....	②5000	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	985	.....	.....	5000	.....	.....	.....
GS-1, 2	4410 to 4415, 4470 to 4473.....	1000	.....	.....	5000	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	1075	.....	.....	5000	.....	.....	.....
GS-7, 8	4475 to 4481, 4485 to 4487.....	.....	.....	.....	.....	.....	.....	.....
SP-2	5021.....	1485	.....	.....	5000	.....	.....	.....

- ① Applies to engs. 3203 to 3206, 3224, 3227, 3229, 3236, 3247, 3251, 3253, 3255, 3259, 3266 and 3272 only.
- ② Applies to engs. 4133 to 4294 only.
- ③ Applies Fairbank to Sonoita only, rating Patagonia to Elgin 720 tons.
- ④ Applies Benson to Benson Jct. only, rating Benson Jct. to Benson 825 tons.
- ⑤ Applies Fairbank to Tombstone only.
- ⑥ Applies Bisbee Jct. to Bisbee only.
- ⑦ Applies Bisbee to Bisbee Jct. only.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

○**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUN-SET LIMITED with diesel passenger engine.

RULE 14(d). As specified below, — — — — o sounds will be indication that flagman may return from west:
Anapra, trains on Hachita Subdivision.

RULE 14(e). As specified below, — — — — — sounds will be indication that flagman may return from east:
Anapra, trains on Hachita Subdivision.

○**RULE 21-C.** Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at Douglas.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP	East MP
1106.02 Douglas.....	1109.06

RULE 103-A. Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

Douglas.... Crossing of main track and Nacozari lead at 16th St., when bell is not operating;
All crossings on Queen track;
Park, 9th and 14th St., crossings on Nacozari lead.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

Douglas.... Nacozari RR, for SP yard track;
Anapra.... East end of west crossover, and west end of east crossover, for Deming line; these switches will be handled by operator.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-13174	Spring switch, west end west crossover, Anapra.....	{P-13175 P-13177
	Spring switch, east end east crossover, Anapra.....	P-13189

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Anapra.....	West end west crossover..... No. 2 Track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Anapra.....	East end east crossover..... No. 2 Track

Anapra: Spring switch at east end east crossover is equipped with switch-point indicator. Rule D-539 will apply, except that speed over this switch when moving against the current of traffic must not exceed 25 MPH.

RULE 827. Passenger trains making station stops at Columbus, Hachita and Douglas must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 38. At Douglas incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

MISCELLANEOUS

10. TRACK AND CAR RESTRICTIONS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Diesel engines except, DF-100 to 109, 112, 200 to 204 ...	Hermanas—Stock track; Long track beyond 100 feet from fouling point.

○**11. Load limit (car and contents):**

Douglas-Anapra..... 251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

Look out for drifted sand between Columbus and Anapra.

○**15. Lowell:** Main track and yard track between switch leading to Phelps Dodge Corporation and end of branch and yard track are interchange tracks with Phelps Dodge Corporation.

Derail installed 150 feet from initial switch on track leading to Phelps Dodge Corporation track.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
1107.00	Douglas...	East water column—main and siding.....	Side
1107.00	Douglas...	Stock corral track.....	Side
1130.60	Bernardino	Stock corral track.....	Side
1158.70	Rodeo.....	Water tank—main track.....	Side
1206.30	Hachita...	Stock corral track.....	Side
1230.90	Hermanas..	Water tank—main track.....	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	
Through slip switches.....	15
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
On wye tracks at Douglas.....	10
On wye tracks at stations not listed above.....	6
On all turnouts listed below:	
Douglas.. Nacozari Connection.....	20
Machine shop and industry tracks..	10

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 3, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
						RUNNING FORWARD	RUNNING BACKWARD							RUNNING FORWARD	RUNNING BACKWARD
MP	MP	Column:	A	1	2	3	4	MP	MP	Column:	A	1	2	3	4
EASTWARD, DOUGLAS TO ANAPRA:								WESTWARD, ANAPRA TO DOUGLAS:							
Douglas, over 16th St. crossing.....								Anapra, thru west crossover.....							
⊙ 1107.00 to 1108.10.....								1317.70 to 1317.40.....							
1108.10 to 1115.00.....								1317.40 to 1314.30.....							
1115.00 to 1116.20.....								1314.30 to 1312.40.....							
1116.20 to 1126.20.....								⊙ 1312.40 to 1292.90.....							
1126.20 to 1128.40.....								1292.90 to 1291.80.....							
1128.40 to 1129.75.....								⊙ 1291.80 to 1290.00.....							
1129.75 to 1133.30.....								⊙ 1290.00 to 1289.75.....							
1133.30 to 1134.50.....								⊙ 1289.75 to 1285.15.....							
1134.50 to 1135.25.....								1285.15 to 1282.85.....							
⊙ 1135.25 to 1139.65.....								⊙ 1282.85 to 1272.30.....							
1139.65 to 1140.20.....								1272.30 to 1272.05.....							
1140.20 to 1141.25.....								⊙ 1272.05 to 1269.75.....							
1141.25 to 1146.50.....								⊙ 1269.75 to 1269.55.....							
⊙ 1146.50 to 1164.55.....								⊙ 1269.55 to 1266.25.....							
1164.55 to 1169.10.....								1266.25 to 1264.10.....							
⊙ 1169.10 to 1183.39.....								⊙ 1264.10 to 1251.00.....							
1183.39 to 1185.87.....								1251.00 to 1245.30.....							
1185.87 to 1193.07.....								1245.30 to 1243.35.....							
1193.07 to 1193.30.....								1243.35 to 1230.95.....							
1193.30 to 1199.63.....								1230.95 to 1226.95.....							
1199.63 to 1201.45.....								⊙ 1226.95 to 1209.80.....							
1201.45 to 1209.55.....								1209.80 to 1209.55.....							
1209.55 to 1209.80.....								1209.55 to 1201.45.....							
⊙ 1209.80 to 1226.95.....								1201.45 to 1199.63.....							
1226.95 to 1230.95.....								1199.63 to 1193.30.....							
1230.95 to 1243.35.....								1193.30 to 1193.07.....							
1243.35 to 1245.30.....								1193.07 to 1185.87.....							
1245.30 to 1251.00.....								1185.87 to 1183.39.....							
⊙ 1251.00 to 1264.10.....								⊙ 1183.39 to 1169.10.....							
1264.10 to 1266.25.....								1169.10 to 1164.55.....							
⊙ 1266.25 to 1269.55.....								⊙ 1164.55 to 1146.50.....							
⊙ 1269.55 to 1269.75.....								1146.50 to 1141.25.....							
⊙ 1269.75 to 1272.05.....								1141.25 to 1140.20.....							
1272.05 to 1272.30.....								1140.20 to 1139.65.....							
⊙ 1272.30 to 1282.85.....								⊙ 1139.65 to 1135.25.....							
1282.85 to 1285.15.....								1135.25 to 1134.50.....							
⊙ 1285.15 to 1289.75.....								1134.50 to 1133.30.....							
⊙ 1289.75 to 1290.00.....								1133.30 to 1129.75.....							
⊙ 1290.00 to 1291.80.....								1129.75 to 1128.40.....							
1291.80 to 1292.90.....								1128.40 to 1126.20.....							
⊙ 1292.90 to 1312.40.....								1126.20 to 1116.20.....							
1312.40 to 1314.30.....								1116.20 to 1115.00.....							
1314.30 to 1317.40.....								1115.00 to 1108.10.....							
1317.40 to 1317.70 (Anapra).....								⊙ 1108.10 to 1107.00.....							
								Douglas, over 16th St. crossing.....							

★Regulated by City ordinance.

#See Rule 536.

*Streamlined passenger trains are **GOLDEN STATE** and **SUNSET LIMITED** with diesel passenger engine.

Passenger trains with GS-4 to 6 or Mt-4 class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Douglas to Anapra	Anapra to Douglas
DP-4, 7	6000 to 6004, 6017, 6018.....	1750	2300
DP-5, 6	6005 to 6016.....	.....	.....
DP-8 to 10	6019 to 6033.....	4075	4075
DP-11	6034 to 6045.....	4200	5750
DP-12	6046 to 6054.....	.....	.....
DF-1 to 12	6138 to 6461, except.....	6400	6400
	units with 61:16 gear ratio.....	5500	5500
DF-100	5200 to 5202.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502.....	2525	2525
DF-109, 111	5250 to 5252, 5503 to 5505.....	.....	.....
DF-114, 116, 117, 118, 120, 121, 122	5279 to 5293, 5308 to 5335, 5340 to 5444.....	2600	2600
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5345 to 5348.....	3050	3050
DF-200 to 204	5100 to 5118.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703.....	1325	1325
DF-305, 306	4624 to 4633.....	.....	.....
DF-500, 501	4800 to 4815.....	3000	3000
DF-603, 605, 606	5600 to 5625.....	.....	.....
DS-1 to 8	1000 to 1032.....	660	660
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528.....	1025	1025
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	1300	1300
DS-113, 117	1486 to 1491, 1529 to 1538.....	.....	.....
DS-200, 201	1900 to 1903.....	.....	.....
M-4	1629, 1713.....	825	875
M-6, 8	1726 to 1801, 1824, 1825.....	975	1050
M-9	1805 to 1817.....	1025	1100
M-11	1833.....	1075	1150
T-1	2248, 2252.....	700	750
T-23	2302, 2303.....	1000	1100
T-28, 31	2312 to 2361.....	1125	1225
T-32	2366 to 2384.....	1150	1225
P-6	2453, 2454, 2458.....	1125	1225
P-7	2476, 2477.....	1200	1300
P-8, 10	2461 to 2473, 2479 to 2483.....	1225	1325
P-8, 10	2475, 2484 to 2491.....	1300	1400
C-8, 9, 10	2513 to 2598, 2700 to 2854.....	1250	1350
C-18	3400, 3406.....	1175	1250
C-19	3420, 3423, 3426.....	1200	1300
TW-8	2914.....	1050	1125
Mk-2, 4	3203 to 3236.....	1375	1500
Mk-5, 6	3247 to 3275.....	1575	1700
Mk-9	3322.....	1750	1900
F-1	3614 to 3652.....	1850	2000
F-3, 4, 5	3653 to 3769.....	2450	2450
AC-4, 5	4104 to 4114.....	3275	3550
AC-6 to 12	3804 to 3810, 4133 to 4294.....	③3700	③3750
Mt-1, 3, 4, 5	4300 to 4376.....	1900	2050
GS-1, 2	4400 to 4415, 4470 to 4473.....	1750	1900
GS-3, 4, 5, 6	4416 to 4469.....	2000	2150
GS-7, 8	4475 to 4481, 4485 to 4487.....	.....	.....
SP-2	5021.....	2675	2875

③Applies to engs. 4133 to 4294 only.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

RULE 14(d). As specified below, — — — — o sounds will be indication that flagman may return from west:
Anapra, Trains on Hachita Subdivision.

RULE 14(e). As specified below, — — — — — sounds will be indication that flagman may return from east:
Anapra, Trains on Hachita Subdivision.

RULE 14(l). Whistle Signal 14(l) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

⊙**RULE 21-C.** Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at El Paso (except those arriving Union Depot).

RULE 27. Light will not be displayed in switch lamps on Clifton Branch at night.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1147.19	Lordsburg	1151.38
	" (Lawrence Br.)	1148.38
	" (Clifton Br.)	1148.52
1206.88	Deming	1209.71
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Alamogordo Subdivision)	1300.54
	" (T&NO tracks)	820.00
1183.67	Duncan	1184.81
1215.32	Clifton	1216.70

RULE 98. Railroad crossings at grade not interlocked:
El Paso: T&P yard track crossing of River track near foundry. Movement over this crossing may be made only after flagman has preceded movement.

⊙**RULE 99-C.** Will apply on Clifton Branch.

RULE 103-A. Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

⊙**Deming:** Airport spur crossing Highway 80.

El Paso: Flashing light type crossing warning signal on No. 2 Track at Globe Mills is not connected with the two industry tracks at Globe Mills, and flagman must precede any movement over crossing on either of these two tracks.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

- Anapra..... East end of west crossover, and west end of crossover, for Deming line; these switches will be handled by operator;
- Lordsburg ... Lawrence Br., for Deming line;
- Lordsburg ... Ladder track at east end, must be left lined for tail track;
- Lordsburg ... Clifton Br., for yard track.
- Derails in main track:
- Lordsburg ... On Lawrence Br., 295 ft. east of junction switch.

⊙**RULE 292.** Eastward trains and engines en route Alfalfa unit, of El Paso yard, must not pass Signal 8232 while flashing white light is displayed.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end siding, Separ.....	P-11683
P-11874	Spring switch, west end siding, Gage.....	{P-11873 P-11875
P-11884	Spring switch, east end siding, Gage.....	P-11887
P-11886		
P-12196	Spring switch, east end siding, Deming....	P-12093
P-12198	Spring switch, east end siding, Carne	P-12199
P-12186	Spring switch, west end siding, Carne	{P-12185 P-12187
⊙P-12374	Spring switch, west end siding, Dona.....	{P-12375 P-12377
⊙P-12384	Spring switch, east end siding, Dona.....	P-12387
⊙P-12386		
⊙P-12482	Spring switch, east end siding, Aden.....	P-12485
⊙P-12484		
⊙P-12596	Spring switch, east end siding, Afton.....	P-12599
⊙P-12598		
⊙P-12786	Spring switch, west end siding, Strauss....	{P-12787 P-12789
⊙P-12798	Spring switch, east end siding, Strauss	P-12801
P-12800		
P-13174	Spring switch, west end west crossover,	{P-13175 P-13177
	Anapra	
	Spring switch, east end east crossover,	
	Anapra	P-13189
P-13188	Dragging equipment detectors, Bowen	
P-13194		

⊙The two indication light type indicators attached to the masts of Signals P-13188 and P-13194 are designated as dragging equipment detectors. They will display red aspect, stop indication, when actuated and lunar white aspect, proceed indication, when not actuated by dragging equipment.

Trains stopped by dragging equipment detectors, Bowen, may clear signals by pushing buttons on signals P-13188 or P-13194 after first complying with the provisions of Rule 306.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

⊙Signals 8231 and 8233 located on signal bridge west end Alfalfa unit, El Paso yard.

Signal 8231 governs movements on T&NO westward main track.

Signal 8233 governs movements from drill track to T&NO westward main track.

Westward trains or engines stopped by Signal 8231 will actuate push button and signal should display proceed indication after prescribed time limit has expired. If signal fails to display proceed indication after prescribed time limit has expired, train or engine may proceed under provisions of Rule 509(d).

Westward trains or engines leaving Alfalfa Unit from drill track and stopped by Signal 8233 must wait 10 minutes and then if signal fails to display proceed indication, actuate push button and signal should display proceed indication after prescribed time limit has expired. If signal fails to display proceed indication after prescribed time limit has expired, train or engine may proceed under the provisions of Rule 509(d) after first complying with the provisions of Rule 513.

Following tracks are not protected by automatic block signals:

Tracks within limits of El Paso Union Depot Company's yard.

Signals 12162, 12163 and 12164 on P. D. track, Clifton, govern movements on P. D. track only.

RULE 516. Overlap posts:

Bowen: 292 feet west of Signal 13194, westward trains.
18 feet west of Signal 13188, eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Separ. East end siding	Main track
Gage West end siding	Main track
Gage East end siding	Main track
Deming East end siding	Main track
Carne East end siding	Main track
Carne West end siding	Main track
Dona West end siding	Main track
Dona East end siding	Main track
Aden East end siding	Main track
Afton East end siding	Main track
Strauss West end siding	Main track
Strauss East end siding	Main track
Anapra West end west crossover	No. 2 Track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Anapra East end east crossover	No. 2 Track

Anapra: Spring switch at east end east crossover is equipped with switch-point indicator. Rule D-539 will apply, except that speed over this switch when moving against the current of traffic must not exceed 25 MPH.

⊙**Alfalfa:** West switch of drill track is a spring switch. Normal position for westward T&NO main track.

RULE 605. INTERLOCKING.

Tower 196, El Paso: Limits extend on No. 1 Track and No. 2 Track from MP 1297.00 to Signal 8299 on No. 1 Track and to Signal 13229 on No. 2 Track and within limits of SA signals, near MP 1320.60, at west switch Icehouse Crossover.

Switch at west end Icehouse Crossover is a remote controlled switch operated from Tower 196. Light type unit on semi-automatic signal 40 feet west of this switch governs movement over Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and be governed by his instructions. If instructed to throw switch by hand follow instructions in telephone box on instrument case opposite signal 40 feet west of switch.

Upper unit of eastward high Searchlight type signal will govern routes into Union depot, and lower unit will govern crossover and diverging route.

When signals are not cleared or switches not set for route required, trainmen and enginemen will communicate with signal operator at Tower 196 by telephone.

Whistle signals:

Main track movements in either direction with current of traffic, —,

Main track movements between Pacific Lines No. 2 Track and T&NO double track in either direction, o — o,

Other main track movements in either direction against current of traffic, o — —.

Switches just east of Union Depot yard governing movements in and out of Union Depot tracks in crossover movements from main tracks Nos. 1, 2 and 3, are interlocked and operated from Tower 196. Yardmaster or engine foreman will communicate with signal operator as to the route to be used into Union Depot yard tracks.

Yardmaster or engine foreman in charge of switching in Union Depot yard will inform signal operator by telephone when he is ready to start switching over Union Depot connections and signal operator will set the switches and clear signal.

Yardmaster, Union Depot, will inform signal operator at Tower 196 by telephone when passenger trains are ready to leave. When yardmaster is not available, conductors must furnish this information.

⊙**Tower 47, El Paso:** Limits extend from MP 1297.00 on No. 1 Track and No. 2 Track to absolute signal at MP 1297.60 on Alamogordo Subdivision and to (T&NO) MP 827.40 on (T&NO) El Paso Subdivision. Trains and engines must not exceed 10 MPH between Dallas St., MP 1297.50, and absolute signal at MP 1297.60 on Alamogordo Subdivision and (T&NO) MP 827.40 on (T&NO) El Paso Subdivision.

Light type signal, Tower 47, located at (T&NO) MP 827.40 on (T&NO) El Paso Subdivision, governs westward movements to all units of El Paso yard, including route into T&PRy yard. Upper unit governs movement on main track; lower unit governs movement on diverging route.

Yellow aspect in either upper or lower unit requires movement to be made with caution prepared to stop at next home signal.

⊙Light type signal located just east of Wyoming St. underpass on Alamogordo Subdivision, governs westward movements as follows:

Upper unit—On No. 1 Track.

Middle unit—Eastward through connection to T&NO main tracks.

Lower unit—To other diverging routes.

Yellow aspect in any unit requires movement to be made with caution prepared to stop at next home signal.

⊙Light type signal, located just west of fouling point of connection with T&NO main tracks, governs eastward movements as follows:

Upper unit—On T&NO westward main track against current of traffic.

Lower unit—Through crossover to T&NO eastward main track.

⊙Light type signal, located on T&NO eastward main track, MP 827.60, governs westward movements as follows:

Upper unit—Continue on westward main track.

Lower unit—To Alamogordo Subdivision.

⊙Light type dwarf signal, located on T&NO eastward main track, MP 827.60, governs westward movements as follows:

Upper unit—Continue on eastward main track.

Lower unit—Through crossover to diverging routes.

⊙Light type dwarf signal, located on T&NO westward main track, MP 827.60, governs eastward movements as follows:

Upper unit—Continue on westward main track against current of traffic.

Lower unit—Through crossover to eastward main track.

⊙Crossover between shop lead and roundhouse lead is within interlocking limits. East switch is dual-control switch and west switch is spring switch with normal position for shop lead. Switch connecting oil track with roundhouse lead is within interlocking limits and must be left in normal position and locked.

Movements out of Southwestern Sash and Door Co. tracks must stop short of signal, unlock and line derail and switch before interlocking signal will display proceed indication. After movement completed switch and derail must be returned to normal position and locked.

Westward trains or engines approaching Signal 8263, Copia Street, sound —, and if Signal 8263 still displays stop indication call signal operator by telephone for instructions.

When signals are not cleared or switch not set for the route required, trainmen or enginemen will communicate with the signal operator Tower 47, by telephone located in box on each signal case in vicinity of interlocking signal.

Instructions for operating switches by hand, when so authorized by signal operator, are located in telephone box.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

Whistle signals:

Main track movements in either direction with current of traffic, — o,

Main track movements in either direction against current of traffic, — o,

C unit, eastward, — o — o,

C unit, westward, — o —,

D unit, eastward, o — — o,

D unit, westward, o o — —,

To T&PRy main track, o o — o,

Westward to A and B units, o — o o,

To E unit, — — o o,

Eastward to A and B units, o — o,

From C and D units to Alamogordo Subdivision, — o o —,

From A and B units to Alamogordo Subdivision, — — — o,

○ From T&NO westward main track to Alamogordo Subdivision, o o o —,

○ From Alamogordo Subdivision to T&NO eastward main track, o o o — o,

From Alamogordo Subdivision to C and D unit, o — —,

From Alamogordo Subdivision to A and B units, o o — — o,

From any point to SP Shop lead, eastward, o o — — o o,

From SP roundhouse lead, eastward, o — — o o.

Clear interlocking signal for movement to T&NO eastward main track will authorize engines to move Tower 47 to Alfalfa unit of El Paso yard.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Indicator	Signal	Approaching	Authorizes and Requires Movement as Follows
M	11507 . .	Lordsburg . .	Proceed to train-order office.
S	11507 . .	Lordsburg . .	Call yard office for instructions.

When indicator on Signal 11507 is not illuminated, trains, except first-class, must stop at Signal 11495 and call yard office for instructions.

GENERAL REGULATIONS

RULE 827. Passenger trains making station stop at Deming must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Lordsburg, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear end test. Changing crews, caboose, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After terminal test outlined in Air Brake Rule 22 has been made at originating terminals Rear End test outlined in Air Brake Rule 25 will be made at intermediate terminal Lordsburg on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines may be changed. Under these conditions, rolling inspection by car inspectors will be made on freight trains arriving and leaving the intermediate terminal.

Rear end test shall be made by freight and mixed trains immediately before leaving:

South Siding.

○ **RULE 38.** At Lordsburg incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

MISCELLANEOUS

5. When more than one engine is used on a train over Bridge 1205.01, over Gila River, at Guthrie, on Clifton Branch, engines must be spaced at least five car lengths apart.

10. **Clifton Branch:** Tunnels between MP 1212.10 and MP 1214.50 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

El Paso: Engines larger than "C" class must not use crossover from T&PRy main track to R ver track at Texas Street.

○ Look out for drifted sand between Anapra and tunnel, MP 1319.50 and between Deming and Anapra.

Look out for rocks and caving banks in cut east of tunnel, MP 1319.60 to MP 1319.90.

○ 11. Load limit (car and contents):

Lordsburg-El Paso	251,000 pounds
Lordsburg-Clifton	210,000 pounds
Lordsburg-Lawrence	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

28. EL PASO TERMINAL

The main tracks between Tower 47 and Tower 196, are designated: North track as No. 1, middle track as No. 2, and south track, between Campbell St. and West Main St. as No. 3.

Main tracks Nos. 1 and 2 between Tower 47 and Tower 196, and main track No. 3 between Campbell St. and West Main St. are within interlocking limits and are signaled for movements in either direction. Interlocking signals will govern the use of either of these routes.

Trains and engines must not exceed 20 MPH between west limit Tower 196 and Dallas St. (MP 1297.50) and must not exceed 15 MPH through crossovers within these limits.

Trains and engines must not exceed 10 MPH between Dallas St. (MP 1297.50 and MP 1297.76 (east limit Tower 47 via Alamogordo Subdivision) and to the east limit Tower 47 via T&NO at MP 827.40.

Conductor of eastward or westward freight train advise signal operator by telephone when train is ready to leave.

Spring switch on east end track 29, normal position for westward movement to track 30 in D unit of El Paso yard.

Spring switch on west end of crossover to T&PRy just north of Texas Street and normal position for River track.

Normal position of spring switch at west end of track No. 11, Union Depot yard, is for No. 7 and No. 9 lead. Reverse movement must not be made until switch has been lined by hand.

Tracks 13 and 14, El Paso Union Depot, are not within interlocking limits and automatic block signals will govern movements over these tracks.

Upper unit of eastward interlocking signals governs routes into Union Depot, and lower unit governs crossover or diverging route.

Before engine is detached in A, B, C, and D units of El Paso yard, at least 5 hand brakes must be set on east and west ends of trains and cuts of cars. Any employee releasing any of these brakes must set as many others to replace them.

Hand brakes on cars on rear of outbound trains must not be released until engine is coupled to train.

Split point derails in service in B, C and D units of El Paso yard on west end of tracks 16, 17, 18, 29, 33 and 34, and west end of lead opposite PFE salt house.

Sufficient hand brakes must be set on all trains arriving Union Depot when portion of train is left beyond the apex of the grade at east end of Union Depot yard.

Cars handled by yard engines and left standing on grade must be protected by hand brakes.

29. Within the limits of El Paso Union Depot Company's yard, employees are subject to the Rules and Regulations of that Company.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
1148.30	Lordsburg	East end High No. 4 track	Side
1168.00	Separ	House track	Side
1208.00	Deming	Stock corral track	Side
1208.00	Deming	Stem of wye	Side
1319.50	Rio Grande	Tunnel	Over and side
CLIFTON BRANCH			
1205.10	Guthrie	Gila River bridge	Over and side
		Water column—main track	Side
1216.30	Clifton	San Francisco River bridge	Over and side
		Chase Creek bridge	Side
1189.20 to 1216.40		Rock cuts	Side
1212.10 to 1214.50		Tunnels 1, 2, 3, 4, 5 and 6	Over and side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
○ On wye track at Lordsburg and on wye and Airport spur tracks Deming	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Bowen East turnout of siding	20
El Paso West turnout Icehouse Crossover	30
“ “ East turnout Icehouse Crossover	20
“ “ West lead EP&NE yard	10
“ “ Industry tracks	10
“ “ Repair, store and material tracks, shop yard	10
“ “ Both ends wye track	10
“ “ Slip (puzzle) switches	10
○ Strauss Turnouts of siding	25
○ Aden East turnout of siding	25
○ Dona West turnout of siding	25
Carne East turnout of siding	20
“ West turnout of siding	20
Gage East turnout of siding	20
“ West turnout of siding	20

El Paso: Trains must approach junction switches of Icehouse Crossover with caution.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 3, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
MP	MP	Column:			RUNNING FORWARD	RUNNING BACKWARD
1	2	3	4	5	6	
EASTWARD, LORDSBURG TO CLIFTON:						
1146.40 (1148.30) to 1157.18			30	30	30	20
⊙ 1157.18 to 1160.72, except with DF-101 to 108, 110, 112, 300 to 304 engs. in multiple units			30	30	30	20
1160.72 to 1171.20			30	30	30	20
⊙ 1171.20 to 1180.90, except with DF-101 to 108, 110, 112, 300 to 304 engs. in multiple units			30	30	30	20
1180.90 to 1184.30			25	25	25	20
1184.30 to 1193.47			25	25	25	15
1193.47 to 1193.55			20	20	20	15
1193.55 to 1195.51			25	25	25	15
1195.51 to 1195.62			20	20	20	15
1195.62 to 1197.86			25	25	25	15
1197.86 to 1200.46			20	20	20	15
1200.46 to 1202.50			25	25	25	15
1202.50 to 1204.95			20	20	20	15
⊙ 1204.95 to 1205.10			10	10	10	10
⊙ 1205.10 to 1214.20			20	20	20	15
1214.20 to 1216.69, except Into street intersection, Clifton			15	15	15	15
			5	5	5	5
WESTWARD, CLIFTON TO LORDSBURG:						
1216.69 to 1214.20, except Into street intersections, Clifton			15	15	15	15
⊙ 1214.20 to 1205.10			5	5	5	5
⊙ 1205.10 to 1204.95			20	20	20	15
1204.95 to 1202.50			10	10	10	10
1202.50 to 1200.46			20	20	20	15
1200.46 to 1197.86			25	25	25	15
1197.86 to 1195.62			20	20	20	15
1195.62 to 1195.51			25	25	25	15
1195.51 to 1193.55			20	20	20	15
1193.55 to 1193.47			25	25	25	15
1193.47 to 1184.30			20	20	20	15
1184.30 to 1180.90			25	25	25	20
⊙ 1180.90 to 1171.20, except with DF-101 to 108, 110, 112, 300 to 304 engs. in multiple units			30	30	30	20
1171.20 to 1160.72			25	25	25	20
⊙ 1160.72 to 1157.18, except with DF-101 to 108, 110, 112, 300 to 304 engs. in multiple units			30	30	30	20
1157.18 to 1146.40 (1148.30)			25	25	25	20
			30	30	30	20
EASTWARD, LORDSBURG TO LAWRENCE:						
1148.30 to 1147.80 (1147.41)			15	15	15	15
1147.41 to 1147.74			8	8	8	8
1147.74 to 1148.30 (1146.90)			15	15	15	15
1146.90 to 1147.90			8	8	8	8
1147.90 to 1148.79			8	8	8	8
1148.79 to 1148.97			15	15	15	15
1148.97 to 1149.75			8	8	8	8
1149.75 to 1149.96			15	15	15	15
1149.96 to 1150.26			8	8	8	8
1150.26 to 1150.33			15	15	15	15
1150.33 to 1150.44			8	8	8	8
1150.44 to 1150.78			15	15	15	15
			8	8	8	8
WESTWARD, LAWRENCE TO LORDSBURG:						
1150.78 to 1150.44			8	8	8	8
1150.44 to 1150.33			15	15	15	15
1150.33 to 1150.26			8	8	8	8
1150.26 to 1149.96			15	15	15	15
1149.96 to 1149.75			8	8	8	8
1149.75 to 1148.97			15	15	15	15
1148.97 to 1148.79			8	8	8	8
1148.79 to 1147.90			15	15	15	15
1147.90 to 1147.74			8	8	8	8
1147.74 to 1146.90 (1148.30)			15	15	15	15
1146.90 to 1147.41			8	8	8	8
1147.41 (1147.80) to 1148.30			15	15	15	15

In emergencies one unit of DF-1 to 12 class engines may be operated on Clifton Branch but must not exceed 15 MPH between:

- MP 1147.12 and MP 1149.33
- MP 1157.16 and MP 1160.72
- MP 1170.38 and MP 1188.70
- MP 1189.90 and MP 1204.40
- MP 1206.23 and MP 1206.34
- MP 1208.59 and MP 1215.69

and 10 MPH between Oil Siding and Lawrence.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)						
		Lordsburg to Wilma El Paso to Aden	Wilma to El Paso	Aden to Lordsburg	Lordsburg to Lawrence	Lordsburg to Guthrie So. Siding to Lordsburg	Guthrie to So. Siding Clifton to So. Siding	So. Siding to Clifton Lawrence to Lordsburg
DP-4, 7	6000 to 6004, 6017, 6018	3025	3750	3750	....	....	....	....
DP-5, 6	6005 to 6016	....	....	....	....	....	....	....
DP-8 to 10	6019 to 6033	5175	7600	6450	....	....	....	....
DP-11	6034 to 6045	5925	7825	9050	....	....	....	....
DP-12	6046 to 6054	....	....	....	....	....	....	....
DF-1 to 12	6138 to 6461, except	8850	11575	9875	....	....	....	....
DF-100	units with 61:16 gear ratio	7675	10025	8550	....	....	....	....
DF-101 to 108, 110, 112	5200 to 5202	2100	....	2300	....	②1875	②740	③4000
DF-109, 111	5203 to 5249, 5253 to 5278, 5500 to 5502	3025	4800	3400	....	2925	1225	③5000
DF-114, 116, 117, 118, 120, 121, 122	5250 to 5252, 5503 to 5505	4450	....	4975	....	....	....	....
DF-115, 119, 123	5279 to 5293, 5308 to 5335, 5340 to 5444	3700	4950	4150	....	....	....	....
DF-200 to 204	5294 to 5307, 5336 to 5339, 5345 to 5348	4275	5600	4570	....	3525	1525	①7000
DF-300 to 304	5100 to 5118	....	....	....	....	....	....	....
DF-305, 306	4600 to 4623, 4700 to 4703	1850	2450	2075	....	1525	650	③4000
DF-500, 501	4624 to 4633	....	....	....	....	....	....	....
DF-603, 605, 606	4800 to 4815	4150	5425	4625	....	....	....	....
	5600 to 5625	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	950	1250	1050	....	....	....	....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1425	1875	1600	....	....	....	....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1825	2425	2200	....	....	....	....
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....
M-4	1629, 1713	1375	1825	1550	190	875	430	2500
M-6, 8	1726 to 1801, 1824, 1825	1625	2150	1825	235	960	490	3500
M-9	1805 to 1817	1725	2275	1825	260	1100	550	3000
M-11	1833	1775	2350	2000	270	1125	575	3000
T-1	2248, 2252	1175	1550	1325	160	750	365	2500
T-23	2302, 2303	1700	2250	1900	240	1075	525	3000
T-28, 31	2312 to 2361	1875	2475	2100	275	1200	600	4000
T-32	2366 to 2384	1900	2525	2150	280	1225	600	4000
P-6	2453, 2454, 2458	1900	2525	2125	250	1200	575	4000
P-7	2476, 2477	2025	2675	2275	285	1275	625	4000
P-8, 10	2461 to 2473, 2479 to 2483	2075	2775	2350	....	....	....	....
P-8, 10	2475, 2484 to 2491	2200	2925	2475	....	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2854	2075	2750	2325	310	1320	675	4000
C-18	3400, 3406	1925	2525	2150	300	1225	625	4000
C-19	3420, 3423, 3426	2000	2625	2225	310	1265	655	4000
TW-8	2914	1750	2300	1950	260	1100	550	3500
Mk-2, 4	3203 to 3236	2325	3075	2600	④325	④1475	④765	④4500
Mk-5, 6	3247 to 3275	2625	3450	2925	④375	④1550	④825	④5000
Mk-9	3322	2900	3825	3250	....	....	....	....
F-1	3614 to 3652	3050	4025	3425	....	....	....	....
F-3, 4, 5	3653 to 3769	3500	4600	3900	....	....	....	....
AC-4, 5	4107 to 4114	5400	7000	6000	....	....	....	....
AC-6 to 12	3804 to 3810, 4133 to 4294	6000	7600	6250	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	3150	4150	3525	....	....	....	....
GS-1, 2	4410 to 4415, 4470 to 4473	2975	3975	3350	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	3325	4350	3700	....	....	....	....
GS-7, 8	4475 to 4481, 4485 to 4487	....	....	....	....	....	....	....
SP-2	5021	4425	5350	4550	....	....	....	....

①Applies South Siding to Clifton only.

②Rating Lordsburg to Guthrie 1975, Clifton to South Siding 970.

③Applies South Siding to Clifton only.

④Applies to engs. 3203 to 3206, 3224, 3227, 3229, 3236, 3247, 3251, 3253, 3255, 3259 3266 and 3272 only.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

○**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

RULE 14(l). Whistle Signal 14(l) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

○**RULE 21-C.** Train indicators on incoming trains may be displayed until arrival of engines on enginehouse track at Carrizozo, and at El Paso (except those arriving Union Depot).

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	“ (No. 1 Track)	
	“ (Alamogordo Subdivision)	1300.54
	“ (T&NO tracks)	820.00
○1381.05	Alamogordo	1441.90
1438.53	Carrizozo	1441.90

RULE 103-A. Alamogordo: Automatic crossing gates at Eighth St., will operate for continuous movement on main track or siding, but if stop is made within 150 feet of crossing, or movement is slow in switching, crossing must not be obstructed until it is known that crossing gates are down, or traffic has been protected by member of the crew. Movements on coal chute track or crossover to Lumber track must stop with lead wheels opposite “STOP” marker, 30 feet from crossing, and wait until crossing gates are down before occupying the crossing. Movements on Holloman Lumber spur must not be made over Eighth St. crossing until member of crew has protected traffic at the crossing.

○**Newman, Alvarado, Desert and Orogrande:** Look out for U. S. Army Vehicles at grade crossings this area.

○**RULE 292.** Eastward trains and engines en route Alfalfa unit, of El Paso yard, must not pass Signal 8232 while flashing white light is displayed.

RULE 306. The following block signals equipped with triangular plate displaying the letter “P” have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
○P-SA	Spring switch, west end siding, Planeport.	{ P-A
P-14364	High water detector, Arch 1436.76	P-14379

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

○Signals 8231 and 8233 located on signal bridge west end Alfalfa unit, El Paso yard.

Signal 8231 governs movements on T&NO westward main track.

Signal 8233 governs movements from drill track to T&NO westward main track.

Westward trains or engines stopped by Signal 8231 will actuate push button and signal should display proceed indication after prescribed time limit has expired. If signal fails to display proceed indication after prescribed time limit has expired, train or engine may proceed until provisions of Rule 509(d).

Westward trains or engines leaving Alfalfa Unit from drill track and stopped by Signal 8233 must wait 10 minutes and then if signal fails to display proceed indication, actuate push button and signal should display proceed indication after prescribed time limit has expired. If signal fails to display proceed indication after prescribed time limit has expired, train or engine may proceed under the provisions of Rule 509(d) after first complying with the provisions of Rule 513.

Following tracks are not protected by automatic block signals:

Tracks within limits of El Paso Union Depot Company's yard.

RULE 535. SPRING SWITCHES

○Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Planeport	West end siding
	Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
El Paso . . . Shop yard . . .	West switch outbound engine track on inbound oil track.
	West switch outbound coal track on inbound oil track.
	East end crossover outbound and inbound coal tracks.
	West end crossover outbound and inbound coal tracks.

○**Alfalfa:** West switch of drill track is a spring switch. Normal position for westward T&NO main track.

RULE 605. INTERLOCKING

Tower 196, El Paso: Limits extend on No. 1 Track and No. 2 Track from MP 1297.00 to Signal 8299 on No. 1 Track and to Signal 13229 on No. 2 Track and within limits of SA Signals, near MP 1320.60, at west switch Icehouse Crossover.

Switch at west end Icehouse Crossover is a remote controlled switch operated from Tower 196. Light type unit on semi-automatic signal 40 feet west of this switch governs movement over Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and be governed by his instructions. If instructed to throw switch by hand follow instructions in telephone box on instrument case opposite signal 40 feet west of switch.

Upper unit of eastward high Searchlight type signal will govern routes into Union depot, and lower unit will govern crossover and diverging route.

When signals are not cleared or switches not set for route required, trainmen and enginemen will communicate with signal operator at Tower 196 by telephone.

Switches just east of Union Depot yard governing movements in and out of Union Depot tracks in crossover movements from main tracks Nos. 1, 2 and 3, are interlocked and operated from Tower 196. Yardmaster or engine foreman will communicate with signal operator as to the route to be used into Union Depot yard tracks.

Yardmaster or engine foreman in charge of switching in Union Depot yard will inform signal operator by telephone when he is ready to start switching over Union Depot connections and signal operator will set the switches and clear signal.

Yardmaster, Union Depot, will inform signal operator at Tower 196 by telephone when passenger trains are ready to leave. When yardmaster is not available, conductors must furnish this information.

Whistle signals:

Main track movements in either direction with current of traffic, —,

Main track movements between Pacific Lines No. 2 Track and T&NO double track in either direction, o — o,

Other main track movements in either direction against current of traffic, o — —.

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

⊙ **Tower 47, El Paso:** Limits extend from MP 1297.00 on No. 1 Track and No. 2 Track to absolute signal at MP 1297.60 on Alamogordo Subdivision and to (T&NO) MP 827.40 on (T&NO) El Paso Subdivision. Trains and engines must not exceed 10 MPH between Dallas St., MP 1297.50, and absolute signal at MP 1297.60 on Alamogordo Subdivision and (T&NO) MP 827.40 on (T&NO) El Paso Subdivision.

Light type signal, Tower 47, located at (T&NO) MP 827.40 on (T&NO) El Paso Subdivision, governs westward movements to all units of El Paso yard, including route into T&PRy yard. Upper unit governs movement on main track; lower unit governs movement on diverging route.

Yellow aspect in either upper or lower unit requires movement to be made with caution prepared to stop at next home signal.

⊙ Light type signal, located just east of Wyoming St. underpass on Alamogordo Subdivision, governs westward movements as follows:

Upper unit—On No. 1 Track.

Middle unit—Eastward through connection to T&NO main tracks.

Lower unit—To other diverging routes.

Yellow aspect in any unit requires movement to be made with caution prepared to stop at next home signal.

⊙ Light type signal, located just west of fouling point of connection with T&NO main tracks, governs eastward movements as follows:

Upper unit—On T&NO westward main track against current of traffic.

Lower unit—Through crossover to T&NO eastward main track.

⊙ Light type signal, located on T&NO eastward main track, MP 827.60, governs westward movements as follows:

Upper unit—Continue on westward main track.

Lower unit—To Alamogordo Subdivision.

⊙ Light type dwarf signal, located on T&NO eastward main track, MP 827.60, governs westward movements as follows:

Upper unit—Continue on eastward main track.

Lower unit—Through crossover to diverging routes.

⊙ Light type dwarf signal, located on T&NO westward main track, MP 827.60, governs eastward movements as follows:

Upper unit—Continue on westward main track against current of traffic.

Lower unit—Through crossover to eastward main track.

⊙ Crossover between shop lead and roundhouse lead is within interlocking limits. East switch is dual-control switch and west switch is spring switch with normal position for shop lead. Switch connecting oil track with roundhouse lead is within interlocking limits and must be left in normal position and locked.

Movements out of Southwestern Sash and Door Co. tracks must stop short of signal, unlock and line derail and switch before interlocking signal will display proceed indication. After movement completed switch and derail must be returned to normal position and locked.

Westward trains or engines approaching Signal 8263, Copia Street, sound —, and if Signal 8263 still displays stop indication call signal operator by telephone for instructions.

When signals are not cleared or switch not set for the route required, trainmen or enginemen will communicate with the signal operator Tower 47, by telephone.

Instructions for operating switches by hand, when so authorized by signal operator, are located in telephone box.

Main track movements in either direction with current of traffic, — — —,

Main track movements in either direction against current of traffic, — o —,

C unit, eastward, — o — o,

C unit, westward, — o —,

D unit, eastward, o — — o,

D unit, westward, o o — —,

To T&PRy main track, o o — o,

Westward to A and B units, o — — o o,

To E unit, — — o o,

Eastward to A and B units, o — o —,

From C and D unit to Alamogordo Subdivision, — o o —,

From A and B units to Alamogordo Subdivision, — — — o,

⊙ From T&NO westward main track to Alamogordo Subdivision, o o o —,

⊙ From Alamogordo Subdivision to T&NO eastward main track, o o o — o,

From Alamogordo Subdivision to C and D unit, o — —,

From Alamogordo Subdivision to A and B units, o o — — o,

From any point to SP Shop lead, eastward, o o — — o o,

From SP roundhouse lead, eastward, o — — o o.

Clear interlocking signal for movement to T&NO eastward main track will authorize engines to move Tower 47 to Alfalfa unit of El Paso yard.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Indicator	Signal	Approaching	Authorizes and Requires Movement as Follows
⊙ M	SA	Planeport	Proceed to east end siding.
⊙ S	SA	Planeport	Enter siding.
⊙ M	13029	Planeport	Proceed to west end siding.
⊙ S	13029	Planeport	Enter siding.
M	13808	Alamogordo	Proceed to east end siding.
S	13808	Alamogordo	Enter siding.
M	13853	Alamogordo	Proceed to west end siding.
S	13853	Alamogordo	Enter siding.

⊙ RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Limits extend between MP 1297.60, (east limit Tower 47) El Paso, and MP 1301.90, (west end siding) Planeport.

Main track crossover switch at MP 1301.60, Planeport, equipped with electric switch lock. Before lock box door is opened permission must be obtained from signal operator at Tower 47 then inside switch may be lined. If Signal 13017 displays stop indication after switches are lined, train may proceed as prescribed by Rules 509 or 510, as the case may be, as applied to single track.

Signal 13017, on drill track, governs westward movements through crossover to main track only, and will remain dark until crossover switch is opened.

RULE 742. If, for any reason, proceed indication of an absolute signal cannot be acted upon at once, signal operator Tower 47 must be notified immediately.

RULE 744. When absolute signals display stop indication, signal operator Tower 47 must be contacted by telephone for permission to proceed in accordance with this rule.

GENERAL REGULATIONS

⊙ **RULE 825. Alamogordo:** Sufficient hand brakes must be set to prevent uncontrolled movement of cars set out on track serving Holloman Air Force Base and brakes must not be released until couple to by engine with or without cars.

RULE 827. Passenger trains making station stops at Alamogordo and Carrizozo must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Carrizozo except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End test. Changing crews, caboose, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After terminal test outlined in Air Brake Rule 22 has been made at originating terminals Rear End test outlined in Air Brake Rule 25 will be made at intermediate terminal Carrizozo on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines may be changed. Under these conditions, rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

PASSENGER TRAINS

RULE 38. At Carrizozo incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

MISCELLANEOUS

10. Alamogordo: Cars set out on pocket No. 5 must be left west of house track switch and this switch left lined for house track.

○On track serving Holloman Air Force Base cars must not be moved beyond derail located 2635 feet from main track switch without proper authority.

Look out for drifted sand between Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines larger than "C" class	El Paso Crossover from T&PRy main track to River track at Texas Street.
All engines and cars	Turquoise Extension of spur, except to store outfit cars. Engine must not go beyond 300 feet from derail.
All engines and cars	Escondida Extension of spur, except to store outfit cars. Engine must not go beyond 300 feet from switch.

○**11. Load limit (car and contents):**
 El Paso-Carrizozo 251,000 pounds
 Unless authorized by Superintendent, heavier loads must not be handled.

28. EL PASO TERMINAL

Trains and engines must not exceed 10 MPH between Dallas St. (MP 1297.50) and MP 1297.76 (east limit Tower 47 via Alamogordo Subdivision) and to east limit Tower 47 via T&NO at MP 827.40.

Conductor of eastward or westward freight train advise signal operator by telephone when train is ready to leave.

Spring switch at east end track 29, normal position for westward movement to track 30 in D unit of El Paso yard.

Spring switch on west end of crossover to T&PRy just north of Texas Street and normal position for River track.

Before engine is detached in A, B, C, and D units of El Paso yard, at least 5 hand brakes must be set on east and west ends of trains and cuts of cars. Any employe releasing any of these brakes must set as many others to replace them.

Hand brakes on cars on rear of outbound trains must not be released until engine is coupled to train.

Split point derails in service in B, C, and D units of El Paso yard on west end of tracks 16, 17, 18, 29, 33, and 34, and west end of lead opposite PFE salt house.

Sufficient hand brakes must be set on all trains arriving Union Depot when portion of train is left beyond the apex of the grade at east end of Union Depot yard.

Cars handled by yard engines and left standing on grade must be protected by hand brakes.

29. Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that Company.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
1382.10	Alamogordo	Stock corral—siding	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:		15
Through slip switches		10
Through turnouts on other than sidings		10
On branches		10
Through all sidings, yard tracks and other tracks with engine running backward		10
On wye tracks at Orogrande, Carrizozo		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
El Paso West turnout Icehouse Crossover		30
" East turnout Icehouse Crossover		20
" West lead E unit of El Paso yard		10
" Industry tracks		10
" Repair, store and material tracks, shop yard		10
" Both ends wye track		10
" Slip (puzzle) switches		10
Planeport Water spur		10
Alamogordo West turnout of siding		20
" Other tracks, except turnouts from main track and excluding west turnout of siding		10

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 3, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 4 of Special Instructions of All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

EASTWARD, EL PASO TO CARRIZOZO:						WESTWARD, CARRIZOZO TO EL PASO:									
TERRITORY			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
MP	MP	Column:				RUNNING FORWARD	RUNNING BACKWARD	MP	MP	Column:				RUNNING FORWARD	RUNNING BACKWARD
A	1	2	3	4	A	1	2	3	4						
1295.52 to 1297.50			20	20	20	20	20	1439.90 to 1439.08			75	70	50	50	30
1297.50 to 1297.76			10	10	10	10	10	1439.08 to 1434.70			79	70	50	50	30
★1297.76 to 1298.83 (Wyoming and Piedras St.)			25	25	25	25	20	1434.70 to 1434.40			60	55	50	50	30
1298.83 to 1300.94			50	45	35	35	30	1434.40 to 1432.30			75	70	50	50	30
★1300.94 to 1300.95 (Tompkins Ave.)			25	25	25	25	20	1432.30 to 1432.10			55	55	50	50	30
1300.95 to 1302.17			50	45	35	35	30	1432.10 to 1414.89			79	70	50	50	30
1302.17 to 1302.18 (Wilson Road)			25	25	25	25	20	1414.89 to 1414.10			75	70	50	50	30
⊙1302.18 to 1344.29			79	70	55	55	55	1414.10 to 1402.00			79	70	50	50	30
⊙1344.29 to 1345.51			50	50	40	40	30	⊙1402.00 to 1387.00			79	70	55	55	30
⊙1345.51 to 1374.00			79	70	55	55	30	1387.00 to 1383.80			79	70	50	50	30
								1383.80 to 1382.00			50	50	30	30	30
1374.00 to 1382.00			79	70	50	50	30	1382.00 to 1374.00			79	70	50	50	30
1382.00 to 1383.80			50	50	30	30	30	⊙1374.00 to 1345.51			79	70	55	55	30
1383.80 to 1387.00			79	70	50	50	30	⊙1345.51 to 1344.29			50	50	40	40	30
⊙1387.00 to 1402.00			79	70	55	55	30	⊙1344.29 to 1302.18			79	70	55	55	30
1402.00 to 1414.10			79	70	50	50	30	1302.18 to 1301.17 (Wilson Road)			25	25	25	25	20
1414.10 to 1414.89			75	70	50	50	30	1302.17 to 1300.95			50	45	35	35	30
1414.89 to 1432.10			79	70	50	50	30	★1300.95 to 1300.94 (Tompkins Ave.)			25	25	25	25	20
1432.10 to 1432.30			55	55	50	50	30	1300.94 to 1298.83			50	45	35	35	30
1432.30 to 1434.40			75	70	50	50	30	★1298.83 to 1297.76 (Piedras and Wyoming St.)			25	25	25	25	20
1434.40 to 1434.70			60	55	50	50	30	1297.76 to 1297.50			10	10	10	10	10
1434.70 to 1439.08			79	70	50	50	30	1297.50 to 1295.52			20	20	20	20	20
1439.08 to 1439.90			75	70	50	50	30								

★Regulated by City ordinance.

City ordinance requires trains and engines must not exceed 25 MPH between T&NO MP 827.40 and Alfalfa unit of El Paso yard, T&NO MP 822.79.

*Streamlined passenger trains are **GOLDEN STATE** and **SUNSET LIMITED** with diesel passenger engine.

Passenger trains with GS-4 to 6 or Mt-4 class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	El Paso to Carrizozo	Carrizozo to El Paso
DP-4, 7 DP-5, 6 DP-8 to 10 DP-11 DP-12	6000 to 6004, 6017, 6018..... 6005 to 6016..... 6019 to 6033..... 6034 to 6045..... 6046 to 6054.....	1750 4075 4200	3750 7250 12450
DF-1 to 12 DF-100 DF-101 to 108, 110, 112 DF-109, 111 DF-114, 116, 117, 118, 120, 121, 122 DF-115, 119, 123 DF-200 to 204 DF-300 to 304 DF-305, 306 DF-500, 501 DF-603, 605, 606	{ 6138 to 6461, except..... units with 61:16 gear ratio..... 5200 to 5202..... 5203 to 5249, 5253 to 5278, 5500 to 5502..... 5250 to 5252, 5503 to 5505..... 5279 to 5293, 5308 to 5335, 5340 to 5444..... 5294 to 5307, 5336 to 5339, 5345 to 5348..... 5100 to 5118..... 4600 to 4623, 4700 to 4703..... 4624 to 4633..... 4800 to 4815..... 5600 to 5625.....	6400 2650 2600 3050 1325 3000	11075 3925 4700 5350 2350 5200
DS-1 to 8 DS-100 to 109, 111, 115 DS-110, 114, 118 DS-113, 117 DS-200, 201	1000 to 1032..... 1300 to 1441, 1464 to 1485, 1514 to 1528..... 1442 to 1463, 1492 to 1513, 1539 to 1550..... 1486 to 1491, 1529 to 1538..... 1900 to 1903.....	660 1025 1300	1225 1850 2500
M-4 M-6, 8 M-9 M-11 T-1 T-23 T-28, 31 T-32	1629, 1713..... 1726 to 1801, 1824, 1825..... 1805 to 1817..... 1833..... 2248, 2252..... 2302, 2303..... 2312 to 2361..... 2366 to 2384.....	900 1050 1125 1175 775 1125 1225 1250	1600 1875 1975 2050 1350 1950 2150 2200
P-6 P-7 P-8, 10 P-8, 10	2453, 2454, 2458..... 2476, 2477..... 2461 to 2473, 2479 to 2483..... 2475, 2484 to 2491.....	1225 1325 1350 1425	2175 2325 2400 2550
C-8, 9, 10 C-18 C-19 TW-8	2513 to 2598, 2700 to 2854..... 3400, 3406..... 3420, 3423, 3426..... 2914.....	1350 1275 1325 1150	2375 2200 2275 2000
Mk-2, 4 Mk-5, 6 Mk-9	3203 to 3236..... 3247 to 3275..... 3322.....	1525 1725 1925	2675 3025 3325
F-1 F-3, 4, 5 AC-4, 5 AC-6 to 12	3614 to 3652..... 3653 to 3769..... 4107 to 4114..... 3804 to 3810, 4133 to 4294.....	2000 2450 3600 3600	3475 4475 6200 6250
Mt-1, 3, 4, 5 GS-1, 2 GS-3, 4, 5, 6 GS-7, 8 SP-2	4300 to 4376..... 4410 to 4415, 4470 to 4473..... 4416 to 4469..... 4475 to 4481, 4485 to 4487..... 5021.....	1825 1925 2075 2050 2700	3225 3450 3700 3750 5125

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

⊙**RULE 21-C.** Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at Carrizozo and Tucumcari.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1438.53	Carrizozo	1441.90
1523.65	Vaughn	1526.55
1567.79	Santa Rosa	1569.69
1624.95	Tucumcari	1629.19
	(Roy Br.)	1629.29
1695.08	Roy	1696.86
1740.34	French	1741.67

RULE 99-C. Will apply on Roy Branch.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

Tucumcari Roy Br., for stock track.

⊙**RULE 221.** Unit for display of flashing white light installed at the following location:

Station	Location	Direction
Santa Rosa	On train-order signal mast	Westward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-14792	High water detector, Arch 1479.90	P-14805
P-14900	Spring switch, west end siding, Corona	
	Spring switch, east end siding, Corona	P-14911
P-15578	Spring switch, west end siding, Arabella	
	Spring switch, east end siding, Arabella	P-15589
P-15616	Fire detector, bridge 1561.65	P-15621
P-15682	Spring switch, west end westward siding, Santa Rosa	
	Spring switch, east end westward siding, Santa Rosa	P-15693
	Spring switch, east end siding, Los Tanos	P-15781
P-15798	Spring switch, west end siding Alcor	
	Spring switch, east end siding, Montoya	P-16073
P-16260	Spring switch, west end yard track, Tucumcari	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Corona West end siding	Main track
Corona East end siding	Main track
Arabella West end siding	Main track
Arabella East end siding	Main track
Santa Rosa West end westward siding	Main track
Santa Rosa East end westward siding	Main track
Los Tanos East end siding	Main track
Montoya East end siding	Main track
Alcor West end siding	Main track
Tucumcari West end yard track	Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Tucumcari West switch of West lead, Track No. 9.	

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at east end of siding at: Arabella

When necessary to leave cars on siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Freight and mixed trains on descending grade will stop at Medio and Campana for inspection.

Passenger trains making station stops at Carrizozo and Vaughn must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

RULE 3. Westward trains between Mosquero and Campana must use 90 pounds brake pipe pressure.

RULE 17. Retaining valves must be used on all cars on westward trains Mosquero to Campana.

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Carrizozo, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End test. Changing crews, caboose, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

Mosquero Westward.

After Terminal test outlined in Air Brake Rule 22 has been made at originating terminals Rear End test outlined in Air Brake Rule 25 will be made at intermediate terminal Carrizozo on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines may be changed. Under these conditions, rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

PASSENGER TRAINS

RULE 38. At Carrizozo incoming engineer will apply the brakes when stop is made and outgoing engineer will release them. Trainmen must determine that brakes on rear car of train properly apply and release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

RULE 39. Running test shall be made:

MP 1488.85 . . . Eastward and westward passenger trains,
MP 1672.00 . . . Westward trains.

MISCELLANEOUS

1. Promptly report to chief train dispatcher any leak observed in water service pipeline between Carrizozo and Pastura.

5. When more than one engine is used on a train over Bridges 1631.50, 1638.93 and 1740.80, Roy Branch, engines must be spaced at least five car lengths apart or run singly over these bridges.

10. Look out for drifted sand between switches at Leoncito; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and MP 1574.00.

Roy Branch: Look out for drifted sand between Tucumcari and MP 1640.00 and between MP 1715.60 and French, and fallen rocks and trees between MP 1640.00 and MP 1672.00.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Luna..... West spur. 100 feet east of derail.
Engines heavier than 178,000 pounds on drivers	Tucumcari .. Roy yard, repair and coal storage tracks, water and reclamation spurs.

⊙11. Load limit (car and contents):

Carrizozo-Tucumcari..... 251,000 pounds
 Tucumcari-French..... 210,000 pounds
 Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
1525.40	Vaughn.....	West water column at station—main and siding.....	Side
1547.20	Pastura.....	Water column—main and siding.....	Side
1627.40	Tucumcari ..	Roy yard.....	Side

ROY BRANCH

1639.00	Bridge	1638.93..... Bridge over Canadian River	Side
1696.10	Roy.....	Stock track.....	Side

NOTE—Look out for narrow rock cuts between Tucumcari and MP 1672.00.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 3, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
MP	MP	Column:				3	4	MP	MP	Column:				3	4
EASTWARD, CARRIZOZO TO TUCUMCARI:						WESTWARD, TUCUMCARI TO CARRIZOZO:									
1439.90 to 1440.90			75	70	50	50	30	1627.40 to 1626.00			30	30	30	30	30
1440.90 to 1455.50			79	70	50	50	30	1626.00 to 1618.80			79	70	50	50	30
1455.50 to 1463.70			70	65	50	50	30	1618.80 to 1618.50			70	70	50	50	30
1463.70 to 1473.85			50	50	40	40	30	1618.50 to 1601.20			79	70	50	50	30
1473.85 to 1476.00			70	65	50	50	30	1601.20 to 1596.70			70	65	50	50	30
⊙ 1476.00 to 1487.60			79	70	55	55	30	1596.70 to 1590.65			79	70	50	50	30
1487.60 to 1488.80			40	40	40	40	20	1590.65 to 1588.65			70	65	50	50	30
1488.80 to 1490.41			50	50	40	40	30	1588.65 to 1582.40			79	70	50	50	30
1490.41 to 1492.00			55	50	45	45	30	1582.40 to 1581.15			70	65	50	50	30
1492.00 to 1493.60			70	70	50	50	30	1581.15 to 1571.10			79	70	50	50	30
1493.60 to 1507.10			79	70	50	50	30	1571.10 to 1567.00			60	60	50	50	30
1507.10 to 1507.35			70	65	50	50	30	1567.00 to 1564.25			75	70	50	50	30
1507.35 to 1514.10			79	70	50	50	30	1564.25 to 1561.75			70	65	50	50	30
1514.10 to 1519.35			60	60	50	50	30	1561.75 to 1561.65 (Pintado bridge)			45	45	40	40	30
1519.35 to 1519.85			55	50	50	50	30	1561.65 to 1558.80			50	45	40	40	30
1519.85 to 1524.85			79	70	50	50	30	1558.80 to 1555.00			55	50	40	40	30
1524.85 to 1525.45			60	60	50	50	30	1555.00 to 1538.20			79	70	50	50	30
1525.45 to 1529.30			70	70	50	50	30	1538.20 to 1537.80			70	70	50	50	30
1529.30 to 1531.80			50	50	40	40	30	1537.80 to 1534.45			79	70	50	50	30
1531.80 to 1534.10			75	70	50	50	30	1534.45 to 1534.10			70	70	50	50	30
1534.10 to 1534.45			70	70	50	50	30	1534.10 to 1531.80			75	70	50	50	30
1534.45 to 1537.80			79	70	50	50	30	1531.80 to 1529.30			50	50	40	40	30
1537.80 to 1538.20			70	70	50	50	30	1529.30 to 1525.45			70	70	50	50	30
1538.20 to 1555.00			79	70	50	50	30	1525.45 to 1524.85			60	60	50	50	30
1555.00 to 1558.80			55	50	40	40	30	1524.85 to 1519.85			79	70	50	50	30
1558.80 to 1561.65			50	45	40	40	30	1519.85 to 1519.35			55	50	50	50	30
1561.65 to 1561.75 (Pintado bridge)			45	45	40	40	30	1519.35 to 1514.10			60	60	50	50	30
1561.75 to 1564.25			70	65	50	50	30	1514.10 to 1507.35			79	70	50	50	30
1564.25 to 1567.00			75	70	50	50	30	1507.35 to 1507.10			70	65	50	50	30
1567.00 to 1571.10			60	60	50	50	30	1507.10 to 1493.60			79	70	50	50	30
1571.10 to 1581.15			79	70	50	50	30	1493.60 to 1492.00			70	70	50	50	30
1581.15 to 1582.40			70	65	50	50	30	1492.00 to 1490.41			55	50	45	45	30
1582.40 to 1588.65			79	70	50	50	30	1490.41 to 1488.80			50	50	40	40	30
1588.65 to 1590.65			70	65	50	50	30	1488.80 to 1487.60			40	40	40	40	30
1590.65 to 1596.70			79	70	50	50	30	⊙ 1487.60 to 1476.00			79	70	55	55	30
1596.70 to 1601.20			70	65	50	50	30	1476.00 to 1473.85			70	65	50	50	30
1601.20 to 1618.50			79	70	50	50	30	1473.85 to 1463.70			50	50	40	40	30
1618.50 to 1618.80			70	70	50	50	30	1463.70 to 1455.50			70	65	50	50	30
1618.80 to 1626.00			79	70	50	50	30	1455.50 to 1440.90			79	70	50	50	30
1626.00 to 1627.40			30	30	30	30	30	1440.90 to 1439.90			75	70	50	50	30

*Streamlined passenger trains are **GOLDEN STATE** and **SUNSET LIMITED** with diesel passenger engine.

Passenger trains with GS-4 to 6 or Mt-4 class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 3, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
					RUNNING FORWARD	RUNNING BACKWARD						RUNNING FORWARD	RUNNING BACKWARD
MP	MP	Column:	1	2	3	4	MP	MP	Column:	1	2	3	4
EASTWARD, TUCUMCARI TO FRENCH:							WESTWARD, FRENCH TO TUCUMCARI:						
⊙ 1627.40 to 1631.49			30	30	30	20	⊙ 1741.67 to 1740.89			30	30	30	20
1631.49 to 1631.54 (bridge)		#	15	15	15	15	1740.89 to 1740.79 (bridge)		#	15	15	15	15
⊙ 1631.54 to 1635.53			30	30	30	20	⊙ 1740.79 to 1673.00			30	30	30	20
1635.53 to 1635.73			20	20	20	20	1673.00 to 1661.70			15	15	15	15
⊙ 1635.73 to 1637.81			30	30	30	20	⊙ 1661.70 to 1658.99			30	30	30	20
1637.81 to 1637.98			20	20	20	20	1658.99 to 1656.56			20	20	20	20
⊙ 1637.98 to 1638.31			30	30	30	20	⊙ 1656.56 to 1651.58			30	30	30	20
1638.31 to 1638.32 (bridge)		#	15	15	15	15	1651.58 to 1651.35			20	20	20	20
⊙ 1638.32 to 1638.92			30	30	30	20	⊙ 1651.35 to 1648.63			30	30	30	20
1638.92 to 1639.07 (bridge)		#	15	15	15	15	1648.63 to 1648.56 (bridge)		#	15	15	15	15
⊙ 1639.07 to 1644.14			30	30	30	20	⊙ 1648.56 to 1647.86			30	30	30	20
1644.14 to 1644.20 (bridge)		#	15	15	15	15	1647.86 to 1647.81 (bridge)		#	15	15	15	15
⊙ 1644.20 to 1644.72			30	30	30	20	⊙ 1647.81 to 1647.53			30	30	30	20
1644.72 to 1645.42			20	20	20	20	1647.53 to 1647.24			20	20	20	20
⊙ 1645.42 to 1647.24			30	30	30	20	⊙ 1647.24 to 1645.42			30	30	30	20
1647.24 to 1647.53			20	20	20	20	1645.42 to 1644.72			20	20	20	20
⊙ 1647.53 to 1647.81			30	30	30	20	⊙ 1644.72 to 1644.20			30	30	30	20
1647.81 to 1647.86 (bridge)		#	15	15	15	15	1644.20 to 1644.14 (bridge)		#	15	15	15	15
⊙ 1647.86 to 1648.56			30	30	30	20	⊙ 1644.14 to 1639.07			30	30	30	20
1648.56 to 1648.63 (bridge)		#	15	15	15	15	1639.07 to 1638.92 (bridge)		#	15	15	15	15
⊙ 1648.63 to 1651.35			30	30	30	20	⊙ 1638.92 to 1638.32			30	30	30	20
1651.35 to 1651.58			20	20	20	20	1638.32 to 1638.31 (bridge)		#	15	15	15	15
⊙ 1651.58 to 1656.56			30	30	30	20	⊙ 1638.31 to 1637.98			30	30	30	20
1656.56 to 1658.99			20	20	20	20	1637.98 to 1637.81			20	20	20	20
⊙ 1658.99 to 1661.70			30	30	30	20	⊙ 1637.81 to 1635.73			30	30	30	20
1661.70 to 1673.00			20	20	20	20	1635.73 to 1635.53			20	20	20	20
⊙ 1673.00 to 1740.79			30	30	30	20	⊙ 1635.53 to 1631.54			30	30	30	20
1740.79 to 1740.89 (bridge)		#	15	15	15	15	1631.54 to 1631.49 (bridge)		#	15	15	15	15
⊙ 1740.89 to 1741.67			30	30	30	20	⊙ 1631.49 to 1627.40			30	30	30	20
#Trains with DS-105 class engine			30	30	30	20	#Trains with DS-105 class engine			30	30	30	20

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	
Through slip switches	15
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On wye tracks at Carrizozo, Vaughn and Tucumcari	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Robsart... East and west turnouts of siding	20
Luna... Pumphouse spur	10
Corona... East and west wye	10
Pastura... West turnout of siding	20
Tucumcari... West turnout No. 1 track	20
" East lead of west yard	10
" East and west leads east yard	10
" Roy yard tracks	10
Campana... Wye tracks	10
Roy... Track No. 2 and industry tracks	10

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)					
		Carrizozo to Elda Santa Rosa to Tucumcari Tucumcari to Gallinas	Elda to Santa Rosa	Gallinas to Carrizozo	Campaña to MP 1672.00	French to Taylor Mills to Canadian	Tucumcari to Campaña MP 1672.00 to French Taylor to Mills Canadian to Tucumcari
DP-4, 7	6000 to 6004, 6017, 6018	①1750	3300	3750	.....	.....	.....
DP-5, 6	6005 to 6016	.....	.....	.....	.....	.....	.....
DP-8 to 10	6019 to 6033	4075	4950	7250	.....	.....	.....
DP-11	6034 to 6045	4200	8500	12450	.....	.....	.....
DP-12	6046 to 6054	.....	.....	.....	.....	.....	.....
DF-1 to 12	6138 to 6461, except	6400	7700	11075	.....	.....	.....
DF-100	units with 61:16 gear ratio	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	5200 to 5202	.....	.....	.....	.....	.....	.....
DF-109, 111	5203 to 5249, 5253 to 5278, 5500 to 5502	2150	2600	3925	800	4000	2150
DF-114, 116, 117, 118, 120, 121, 122	5250 to 5252, 5503 to 5505	.....	.....	.....	.....	.....	.....
DF-115, 119, 123	5279 to 5293, 5308 to 5335, 5340 to 5444	2600	3200	4700	.....	.....	.....
DF-200 to 204	5294 to 5307, 5336 to 5339, 5345 to 5348	3050	3750	5350	1225	7000	3050
DF-300 to 304	5100 to 5118	.....	.....	.....	.....	.....	.....
DF-305, 306	4600 to 4623, 4700 to 4703	1325	1600	2350	.....	.....	.....
DF-500, 501	4624 to 4633	.....	.....	.....	.....	.....	.....
DF-603, 605, 606	4800 to 4815	3000	3600	5200	.....	.....	.....
	5600 to 5625	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	660	800	1225	.....	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1025	1225	1850	370	4000	1025
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	1700	2500	480	4000	1300
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....	.....	.....
M-4	1629, 1713	900	1075	1600	330	1925	950
M-6, 8	1726 to 1801, 1824, 1825	1050	1250	1875	400	2250	1100
M-9	1805 to 1817	1125	1325	1975	425	2375	1175
M-11	1833	1175	1400	2050	455	2475	1225
T-1	2248, 2252	775	900	1350	280	1625	800
T-23	2302, 2303	1125	1325	1950	415	2350	1175
T-28, 31	2312 to 2361	1225	1450	2150	465	2600	1300
T-32	2366 to 2384	1250	1475	2200	475	2650	1300
P-6	2453, 2454, 2458	1225	1475	2175	445	2625	1300
P-7	2476, 2477	1325	1575	2325	490	2800	1375
P-8, 10	2461 to 2473, 2479 to 2483	1350	1600	2400	.....	.....	.....
P-8, 10	2475, 2484 to 2491	1425	1700	2550	.....	.....	.....
C-8, 9, 10	2513 to 2598, 2700 to 2854	1350	1625	2375	500	2825	1425
C-18	3400, 3406	1275	1500	2200	485	2625	1425
C-19	3420, 3423, 3426	1325	1575	2275	510	2750	1450
TW-8	2914	1150	1350	2000	435	2400	1200
Mk-2, 4	3203 to 3236	1525	1800	2675	580	3360	1655
Mk-5, 6	3247 to 3275	1725	2075	3025	660	3625	1810
Mk-9	3322	1925	2275	3325	725	4000	1900
F-1	3614 to 3652	2000	2375	3475	.....	.....	.....
F-3, 4, 5	3653 to 3769	2450	2975	4475	.....	.....	.....
AC-4, 5	4107 to 4114	3600	4250	6200	.....	.....	.....
AC-6 to 12	3804 to 3810, 4133 to 4294	3600	4400	6250	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	1825	2200	3225	.....	.....	.....
GS-1, 2	4410 to 4415, 4470 to 4473	1925	2300	3450	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469	2075	2475	3700	.....	.....	.....
GS-7, 8	4475 to 4481, 4485 to 4487	2050	2525	3750	.....	.....	.....
SP-2	5021	2700	3500	5125	.....	.....	.....

①Rating Santa Rosa to Tucumcari—2100.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.