



SANTA FE
SAFETY FIRST



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

TRAINMASTERS

W. W. MATZEN Clovis, N.M.
R. P. GARCIA El Paso, TX.
R. N. WADE Carlsbad, N.M.
J. N. ISCH Belen, N.M.

ASST. TRAINMASTERS

A. F. AGUILAR, JR. Clovis, N.M.
C. A. ROBERTS Clovis, N.M.
R. M. GASKIN Belen, N.M.

RULES INSTRUCTOR

L. R. MITCHELL Clovis, N.M.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

M. B. SPEARS Amarillo, TX

ROAD FOREMAN OF ENGINES

D. BAILEY Clovis, N.M.
R. D. DUBCAK Belen, N.M.

SAFETY SUPERVISOR

D. E. SMITH Clovis, N.M.

CHIEF DISPATCHER

O. N. HALE Clovis, N.M.

ASST. CHIEF DISPATCHER

K. L. MILLER Clovis, N.M.
T. H. SPRADLEY Clovis, N.M.
S. T. HAMBRIGHT Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

R. E. COOPER	O. D. JUSTUS
D. L. ALDERMAN	H. D. BEEVERS
I. F. PHILLIPS	M. E. ROGERS
C. M. BONARDEN	C. E. DODD
J. A. MAIZE	R. W. RATCLIFFE
H. E. BOYDSTON	J. J. HILL
T. G. CURRY	
J. L. REYNOLDS	
D. G. McCONNELL	

AVOID DAMAGE —

SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

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

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE

**The Atchison, Topeka and Santa Fe
Railway Co.**

WESTERN LINES

NEW MEXICO DIVISION

TIME TABLE No.



IN EFFECT

Sunday, October 28, 1984

At 12:01 A. M.

Mountain Standard Time

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

D. P. VALENTINE,
General Manager
Amarillo, Texas.

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

R. P. BENSON
Superintendent
Clovis, New Mexico.

WEST- WARD ↓	Length of Siding in Feet	TIME TABLE No. 11 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		CLOVIS } Three Tracks	656.7	T Y C R	
		5.9 GALLAHER } Two Tracks	662.6		
		18.2 MELROSE	680.8	C R	
	10953	6.8 CANTARA	687.6		
	10978	5.8 KRIDER	693.4		
	8221	5.1 TOLAR	698.5		
	13154	4.3 TAIBAN	702.8		
	10187	7.3 LA LANDE	710.1		
	7359	6.7 FORT SUMNER	716.8	Y B	
	11845	5.8 AGUDO	723.6		
	10944	5.7 RICARDO	729.3		
	11120	7.3 EVANOLA	736.6		
	11905	5.7 YESO	743.9	B	
	11118	5.7 LARGO	749.6		
	11171	5.5 BUCHANAN	756.1		
	11126	5.3 CARDENAS	761.4		
	11960	7.5 DUORO	769.0		
		6.7 JOFFRE	775.7		
		11.8 VAUGHN } Two Tracks	787.5	C R	
	10665	5.2 TEJON	792.7		
	9081	6.0 CARNERO	798.7		
	5740	5.1 ENCINO	803.8	B	
	11911	5.0 NEGRA	808.8		
	11417	6.7 PEDERNAL	815.5	B	
	5638	4.0 DUNMOOR	819.5		
	9786	4.5 CULEBRA	824.0	B	
	10593	4.8 LUCY	828.8		
	7968	7.3 SILIO	836.1		
	6409	6.0 WILLARD	842.1	B	
	12416	6.4 BRONCHO	848.5		
	6376	7.2 MOUNTAINAIR } Two Tracks	855.7	B	
		6.7 ABO	862.4		
		5.0 KAYSER	867.4		
		2.9 SCHOLLE	870.3		
	8465	5.6 SAIS	875.9		
	9247	5.7 BECKER	881.6		
	9460	5.0 BODEGA	886.6		
	9452	4.7 MADRONE	891.3		
		6.1 BELEN } Four Tracks	932.6	T Y C R	
		(240.7)			

Trains must get clearance card before leaving Clovis and Belen.
THREE TRACKS: At Clovis, between M.P. 655.8 and M.P. 657.6.

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

FOUR TRACKS: At Belen; CLIC Tracks 0223 and 0224 are designated Track 223 and Track 224 respectively; between M.P. 933.7, El Paso District, and New Mexico—Albuquerque Division Junction, track to the right as viewed from Eastward El Paso District trains is designated North Track, and track to the left designated South Track.

RULE 251 and RULE 94 IN EFFECT: At Belen, on North Track and South Track.

RULE 94 IN EFFECT: At Belen, on Track 223 and Track 224 between sign indicating "End TCS" and switches at the East end of these tracks, however trains or engines must not move West of sign indicating "Preliminary Section" on Track 223 or Track 224 unless authorized by control station.

TCS IN EFFECT: At Clovis on Main Tracks; on Main Tracks and sidings between Clovis and Belen, M.P. 933.7; at Belen, on Track 223 and Track 224 between West end of the tracks to sign indicating "End TCS"; on freight lead between M.P. 893.9 and M.P. 895.4; and on Albuquerque Division Main Tracks Westward from New Mexico—Albuquerque Division Junction.

Normal position of switches at East end Track 223 and Track 224 will be left lined as last used.

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

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

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
First District	70	55*

*Maximum authorized speed for freight trains.

70 MPH provided:

- (1) Train does not contain empty cars, (ten-pak cars, cabooses and flat cars loaded with empty trailers, containers, or container chassis are considered loads.)
- (2) Train does not exceed 5,500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - TONNAGE

- (1) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.
- (2) 35 MPH for westward trains consisting of 6,000 tons or more between Mountainair and Becker.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
3 Curves, M.P. 717.5 to 720.6	65
Curve, M.P. 726.8 to 727.6	65
4 Curves, M.P. 750.9 to 757.5	65
3 Curves, M.P. 762.9 to 764.6	65
2 Curves, M.P. 769.5 to 771.3	65
3 Curves, M.P. 778.8 to 780.5 North Track	60
Curve, M.P. 786.6 to 787.2 North Track	60
Curve, M.P. 786.6 to 787.2 South Track	60
8 Curves, M.P. 788.6 to 796.7	60
Curve, M.P. 843.9 to 844.7	65
9 Curves, M.P. 856.3 to 865.8 North Track	55
18 Curves, M.P. 854.8 to 865.8 South Track	55
6 Curves, M.P. 865.8 to 870.1 North Track	45
8 Curves, M.P. 865.8 to 870.1 South Track	45
7 Curves, M.P. 870.5 to 872.8	40
2 Curves, M.P. 873.6 to 875.0	50
2 Curves, M.P. 893.1 to 894.6	60
Curve, M.P. 894.9 to 895.6	40
8 Curves, M.P. 932.3 to 932.9	15
Tracks 223 and 224 Belen	30
Freight lead M.P. 893.9 to 895.4	40

(D) SPEED RESTRICTIONS - SWITCHES

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

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

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

"I"—Interlocked Switch

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 932.8 Overhead foot bridge Belen Yard

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

Listed on page 13.

WESTWARD ↓	Length of Siding in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		No. 11				
		October 28, 1984				
		STATIONS				
		CLOVIS	YL	656.8	T Y C R	
		8.1 CAMEO		7.5	B	
	5786	10.1 PORTALES	YL	17.6	C R	
	6754	12.1 DELPHOS		29.8	B	
	5765	7.4 KERMIT		37.2	B	
	5809	5.0 ELIDA		42.2	B	
	2677	5.5 TORNERO		47.6	B	
	5747	4.8 KENNA		52.5	B	
	10246	13.0 BOAZ		65.5	B	
	5740	16.7 CAMPBELL		82.2	B	
	5635	12.7 MELENA		94.9	B	
	5764	8.0 POE		103.0	B	
	3186	4.8 ROSWELL	YL	107.8	Y C R	
		4.8 SOUTH SPRING		112.6	B	
	5658	6.2 CHISUM		118.8	B	
	2727	5.4 DEXTER		124.2		
		6.3 HAGERMAN		130.5	B	
	10223	13.2 ESPUELA		143.8	B	
	3355	6.1 ARTESIA	YL	149.9	C R	
	5788	5.2 ATOKA		155.1	B	
		2.7 DAYTON		157.7	B	
	5693	7.5 LAKEWOOD		165.2	B	
	3180	12.2 AVALON		177.5		
		5.5 CARLSBAD	YL	183.0	Y C R	
		(183.3)				

TWC IN EFFECT: On Carlsbad District.
Trains must get clearance card before leaving their originating point.

At Clovis, trains will be governed by First District time table rules.
At Carlsbad, engines must get clearance card when going on duty.
Average Poles Per Mile:

Clovis to Carlsbad 30 poles/mile.

YARD LIMITS
CARLSBAD DISTRICT

- Clovis, M.P. 0.00 to 2.26
- Portales, M.P. 16.76 to 18.61
- Roswell, M.P. 105.50 to 110.00
- Artesia, M.P. 146.90 to 151.00
- Carlsbad, M.P. 178.81 to 183.18

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTIONS - TONNAGE

(1)*45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Curve, M.P. 0.00 to 0.20	5
Curve, M.P. 8.7 to 9.0	45
11 Curves, M.P. 84.1 to 90.9	30
2 Curves & Bridge, M.P. 167.2 to 168.2	35
Main track, M.P. 181.3 to 183.0	20

(D) SPEED RESTRICTIONS - SWITCHES

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

"S"—Spring Switch

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

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

RUSTLER SPRINGS DISTRICT

WEST-WARD ↓	Length of Siding in Feet	TIME TABLE No. 11 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		STATIONS				
	TWC	CARLSBAD	YL	183.0	YCR	
		6.1				
		OTIS		189.1		
		5.3				
		LOVING JCT.	YL	194.4	YB	
		0.9				
		LOVING	YL	195.3		
		4.5				
	MALAGA		199.8			
	15.1					
	PECOS JCT.	YL	0.0	Y		
	25.5					
	RUSTLER SPRINGS	YL	25.5	Y		
			(57.4)			

At Carlsbad, trains must get clearance card before leaving.
TCS IN EFFECT: Between Carlsbad, M.P. 183.2, and Loving Jct., M.P. 194.3.

TWC IN EFFECT: Between Loving Jct. and Rustler Springs.
At Loving Jct., maximum authorized speed 20 MPH over spring switch east leg of wye.
At Loving Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

At Pecos Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.
Train register at Carlsbad will be accepted to indicate that eastward trains shown therein have arrived and left Loving Jct.

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

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

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Rustler Springs District	45
Loving Industrial Spur	30

(B) SPEED RESTRICTIONS - TONNAGE
(1) None.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Main track, M.P. 183.0 to 185.6	20
Bridge, M.P. 198.9 to 199.0	30
3 Curves, M.P. 201.5 to 202.4	35
7 Curves, M.P. 209.9 to 212.1	35
Duval track scale, M.P. 20.8 to 20.9	2
All tracks beyond M.P. 25.5	5

LOVING INDUSTRIAL SPUR
Track, M.P. 4.3 to west switch Mississippi Chemical yard 10

(D) SPEED RESTRICTIONS - SWITCHES

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

"S"—Spring Switch

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

RUSTLER SPRINGS DISTRICT
M.P. 198.9 Bridge, Black River
M.P. 14.4 LOVING INDUSTRIAL SPUR
Conveyor over KCL loading track
International Minerals & Chemical Co.

3. TRACKS BETWEEN STATIONS

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

4. TRACK SIDE WARNING DEVICES
None

PECOS DISTRICT

WESTWARD ↓	Length of Siding in Feet	TIME TABLE No. 11 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		STATIONS				
	TWC	PECOS JCT.	YL	214.9	Y	
		15.8				
		ORLA		230.7		
		20.6				
		ARNO		251.3		
	20.2					
	PECOS	YL	271.5	Y		
			(56.6)			

TWC IN EFFECT: On Pecos District.
Average Poles Per Mile:
Pecos Jct. to Pecos No pole line.

YARD LIMITS
PECOS DISTRICT
Pecos Jct., M.P. 214.90 to 220.90
Pecos, M.P. 269.86 to 271.50

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Pecos District	20

(B) SPEED RESTRICTION - TONNAGE
(1) None

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Bridge, M.P. 260.4	10
Bridge, M.P. 263.9	10
Main track, M.P. 264.4 to 264.7	5

(D) SPEED RESTRICTIONS - SWITCHES
Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)
None

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES
None

WESTWARD ←	Length of Siding in Feet	TIME TABLE No. 11 October 28, 1984		Mile Post	Communications Turn, Tables and Wyes	EASTWARD ↑
		STATIONS				
		RINCON	YL	1079.6	Y C R	
		5.2 - HATCH		1084.8		
	2982	9.1 - HOCKETT		1093.9		
	1894	11.0 - NUTT		1104.9		
	3100	20.9 - MIRAGE		1125.8		
		7.1 - DEMING	YL	1132.9	C R	
	2060	4.0 - PERUHILL		3.1		
	2725	13.6 - SPALDING		10.7		
		13.6 - WHITEWATER	YL	30.3	Y	
		3.7 - Burro Mountain Jct.	YL	34.0		
		(88.2)				

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN WHITEWATER AND BURRO MOUNTAIN JCT.

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

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

At Deming, Eastward trains must secure clearance card before departing.

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

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

Average Poles Per Mile:

Rincon to Whitewater 30 poles/mile.

Whitewater to Burro Mountain Jct. No pole line.

YARD LIMITS

DEMING DISTRICT

Rincon, M.P. 1079.60 to 1081.16

Deming, M.P. 1131.18 to 1.97

Whitewater-Burro Mountain Jct., M.P. 30.30 to 34.00

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTIONS - TONNAGE

(1) None

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Curve, M.P. 1080.1 to 1080.3	20
7 Curves, M.P. 1085.7 to 1088.6	30
8 Curves, M.P. 1102.5 to 1106.6	30
Curves and track, M.P. 1132.3 to M.P. 0.1	20
TYRONE INDUSTRIAL SPUR	
Curve, M.P. 0.00 to 0.02	10

(D) SPEED RESTRICTIONS - SWITCHES

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 1082.9 Bridge, Rio Grande

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

None

SANTA RITA DISTRICT

WEST- WARD ↓	Length of Siding in Feet	TIME TABLE No. 11 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		WHITEWATER YL	30.3	Y	
		8.3 HURLEY YL	8.3	YCR	
1518		4.6 BAYARD YL	12.9		
		1.5 HANOVER JCT YL	14.4		
1132		0.3 COBRE YL	14.7		
		1.0 SANTA RITA YL	15.7		
(16.3)					

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

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

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

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

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

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

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

Average Poles Per Mile:

- Whitewater to Hanover Jct. 30 poles/mile.
- Hanover Jct. to Santa Rita No pole line.

YARD LIMITS
SANTA RITA DISTRICT
Entire District

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTIONS - TONNAGE

(1) None

(C) SPEED RESTRICTIONS - VARIOUS

(1) None

(D) SPEED RESTRICTIONS - SWITCHES

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

2. OVERHEAR AND SIDE OBSTRUCTIONS (Rule 759)

None

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
FIERRO INDUSTRIAL SPUR (6.5 mi.)	14.4	
Bullfrog Mine	0.2	576
Peru Mining Co.	2.4	1100
Hanover	3.3	2121
Fierro	5.7	511
Sharon Steel	6.5	2208

4. TRACKSIDE WARNING DEVICES

None

WEST-WARD	Length of Siding in Feet	TIME TABLE	Mile Post	Communications Tables and Turn Wyes	EAST-WARD
First Class		No. 11			First Class
3		October 28, 1984			4
Leave Daily PM		STATIONS	E	Y	Arrive Daily PM
84.17		Albuquerque YL 12.6 DT	902.4	T Y C R	s1.05
		ISLETA	915.0		12.36
4.30 PM	3546	7.4 LOS LUNAS	922.4		PM
	4136	5.0 CHLOE	927.4		
	4014	5.2 BELEN YL 9.9	932.6	T Y C R	
		11.0 SABINAL	942.5	B	
	4004	10.0 LA JOYA	953.5	B	
	7790	10.0 SAN ACACIA	963.5	B	
	4102	14.3 SOCORRO YL	977.8	Y C R	
	4147	10.4 SAN ANTONIO	988.2	B	
	4128	10.8 ELMENDORF	999.0	B	
	4132	6.1 SAN MARCIAL	1005.1	B	
	6004	7.2 POPE	1012.3	B	
	2723	9.1 LAVA	1021.4	B	
	2774	10.1 CROCKER	1031.5	B	
	4044	11.7 ENGEL	1043.2	B	
	6326	8.2 CUTTER	1051.4	B	
	4121	15.7 ALIVIO	1067.1	B	
	4150	6.6 GRAMA	1073.7	B	
	2508	5.9 RINCON YL	1079.6	Y C R	
		7.7 TONUOCO	1087.3	B	
	4194	8.4 MEDLER	1095.7	B	
	2687	5.4 LEASBURG	1101.1	B	
	3110	5.8 DONA ANA	1106.9	D	
	3132	5.6 LAS CRUCES YL	1112.5	C R	
		2.5 MESILLA PARK	1115.0		
	4174	8.9 MESQUITE	1123.9	B	
	1394	7.5 BERINO	1131.4	B	
	2509	5.0 ANTHONY YL	1136.4	R	
		3.4 VINTON YL	1139.8	B	
	1765	2.6 CANUTILLO	1142.4	B	
	3224	2.9 MONTOYA	1145.3	B	
		10.7 EL PASO YL	1156.0	T C R	
Arrive Daily		(253.6)			Leave Daily
57.0		Average speed per hour			24.0

TCS IN EFFECT: On main track between end of double track, Albuquerque, M.P. 903.9, and east end of El Paso District siding at Isleta, Control Station at Winslow; at Belen, between end of North Track and South Track M.P. 933.7, and junction with First District, M.P. 934.4; on First District from Junction M.P. 934.4 Eastward thereof; on Track 223 and Track 224 between West end of the tracks to sign indicating "End TCS," on Freight Lead between M.P. 893.9 and M.P. 895.4 and on Albuquerque Division Main Tracks Westward from New Mexico - Albuquerque Division Junction.

FOUR TRACKS: At Belen; CLIC Tracks 0223 and 0224 are designated Track 223 and 224 respectively; between M.P. 933.7, El Paso District, and New Mexico - Albuquerque Division Junction, track to the right as viewed from Eastward El Paso District trains is designated North Track, and track to the left designated South Track.

DOUBLE TRACK - RULE 251 IN EFFECT: At Albuquerque, between M.P. 903.9 and Eastward thereof to Hahn, M.P. 898.8, Colorado Division.

RULE 251 AND RULE 94 IN EFFECT: At Belen on North Track and South Track.

RULE 94 IN EFFECT: At Albuquerque, between M.P. 901.13 and end of Double Track, M.P. 903.9; at Belen, on Track 223 and Track 224 between sign "End TCS" and switches at East end of these tracks, however trains or engines must not move West of sign indicating "Preliminary Section" on Track 223 or 224 unless authorized by control station; at El Paso between M.P. 1153.8 and M.P. 1156.2.

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

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

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

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

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

At Belen normal position of switches at East end of Track 223 and Track 224 will be left lined as last used.

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

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

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

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

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

At El Paso, trains or engines must approach levee track crossing, located approximately 195 feet south of the headblock of Santa Fe track to International Bridge and 387 feet north of the center of bridge, prepared to stop. If crossing clear and no conflicting movement evident, movement over crossing may be made without stopping at speed not exceeding 10 MPH.

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

Trains must get clearance card before leaving Albuquerque.

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

YARD LIMITS

EL PASO DISTRICT

Albuquerque, M.P. 894.27 to 901.13
 Belen, M.P. 934.50 to 935.61
 M.P. 931.27 to 932.30
 Socorro, M.P. 977.20 to 978.70
 Rincon, M.P. 1078.40 to 1080.86
 Las Cruces, M.P. 1112.0 to 1113.37
 Anthony-Vinton, M.P. 1136.00 to 1139.96
 El Paso, M.P. 1147.91 to 1153.8

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psg.	Fr.
Albuquerque and Isleta	79	55*
Isleta and El Paso		49*

(B) SPEED RESTRICTIONS - TONNAGE

(1)*45 MPH when averaging 90 tons or over per car, or total consist exceeds 7,000 tons.

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
*Crossings, M.P. 901.8 to 903.4	30
2 Curves, M.P. 905.2 to 905.4	70
Curves, M.P. 912.2 to 912.8	70
8 Curves, M.P. 932.3 to 932.9	15
18 Curves, M.P. 957.9 to 966.3	30
2 Curves, MP. 973.1 to 973.5	45
2 Curves, M.P. 985.3 to 986.3	40
Curve, M.P. 987.5 to 987.7	30
Bridge, M.P. 1006.2, and 25 Curves M.P. 1006.2 to 1023.1	40
2 Curves, M.P. 1036.4 to 1037.0	45
13 Curves, M.P. 1075.8 to 1079.1	30
2 Curves, M.P. 1079.4 to 1079.8	20
2 Curves, M.P. 1079.9 to 1080.4	40
11 Curves, M.P. 1082.8 to 1086.0	40
2 Curves, M.P. 1088.4 to 1088.6	45
15 Curves, M.P. 1090.1 to 1092.9	20
6 Curves, M.P. 1093.3 to 1094.7	30
8 Curves, M.P. 1096.0 to 1101.6	45
Crossings, M.P. 1111.5 to 1114.4	30
*Crossings, M.P. 1136.2 to 1138.0	35
15 Curves and Crossings M.P. 1147.5 to 1156.0	30

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

(D) SPEED RESTRICTIONS - SWITCHES

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

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

Station	Type	Location	MPH
Hahn	S	East End Double Track (Colo. Div.)	30
Albuquerque	I	End of Double Track (M.P. 903.9)	40
Isleta	I	Albuquerque Division Jct.: Westward El Paso Dist. trains Eastward El Paso Dist. trains	40 20
Belen	I	East end freight yard	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen yard (M.P. 934.4)	15
	I	End Double Track (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	Crossover Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 223 and 224	30
	I	Crossover (Albq. Div. M.P. 0.5)	50
Rincon	S	Deming District Junction	15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

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

4. TRACKSIDE WARNING DEVICES

Listed on page 14.

10 SPECIAL RULES

5. HAND THROW SWITCHES IN TCS LIMITS

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

Location of such hand-operated switches are as follows:

FIRST DISTRICT

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

RUSTLER SPRINGS DISTRICT

M.P. 189.1 Otis.

6. SPEED AUXILIARY TRACKS

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

7. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from unit leading MPH
AMTRAK 100-799: 5940-5948 5990-5998	90*	45
1215-1245# 1453#, 1460# Slug units 120-121	45	45
511-649##	50	—
All other classes	70	45

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

*Engine without cars must not exceed 70 MPH.

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

##May be used as trailing units only.

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

	Maximum Depth Above Top of Rail Inches	Maximum Speed MPH
All Classes except Amtrak	4	5
Amtrak	2	2

NEW MEXICO DIVISION

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

District	Wrecking derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 MPH
First, El Paso, Carlsbad, Rustler Springs, Deming, between Rincon and Deming	40	45	30
Deming, between Deming and M.P. 34	20	20	20
Santa Rita, Pecos	10	10	10

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

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

10. RULE 105-A TRACKSIDE WARNING DEVICES

HOTBOX DETECTORS

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

Locator (Readout) type:

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

Radio Readout (Reporter) type:

As train approaches the detector location, to alert crew that system is operational the following message will be transmitted via radio: "SANTA FE RAILROAD, (Site Identification), SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are noted a rotating white light will be illuminated. In addition, a message stating "YOU HAVE A DEFECT" or an audible beeping tone will be transmitted via radio. If detector is on the North track, the audible tone will be a fast beep; if on Middle or South track, it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear-end at least 300 feet beyond the detector then identification of defect(s) noted, by type and location in the train, will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Site Identification), FIRST HOT-BOX RIGHT SIDE, one seven eight."
- (2) ".....SECOND HOTBOX LEFT SIDE, one four three."
- (3) ".....FIRST DEFECTIVE CAR*, axle one two five."
- (4) ".....FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight."
- (5) ".....WIDE LOAD NEAR AXLE two ninety six."

*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives four (4) defective car alarms, three (3) or more hotbox alarms, two (2) or more dragging equipment alarms, or one (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, AND/OR the following message is transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM FAILURE," crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), NO DEFECTS."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

Instructions Applicable to All Types:

"Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to head of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed on existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

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

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

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

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

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

HIGH WATER DETECTORS

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

DRAGGING EQUIPMENT DETECTORS

Dragging equipment will actuate rotating white lights at locations indicated, light must be observed; when actuated, train must be stopped and entire train must be inspected for dragging equipment.

ROCK SLIDES DETECTORS

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

11. BULLETIN BOOKS (Rule 80)

Albuquerque	Carlsbad	El Paso
Artesia	Clovis	Hurley
Belen	Deming	Roswell

12. STANDARD CLOCKS (Rule 1)

Albuquerque	Carlsbad	Deming	Hurley
Artesia	Clovis	El Paso	Roswell
Belen			Rincon

13. HAZARDOUS MATERIALS.

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

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

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

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

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

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

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

(505) 769-2904 (505) 769-2905

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

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

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

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
 - (a) Car number
 - (b) Proper shipping name of contents
 - (c) Hazard class of material
 - (d) Shipper and consignee
 - (e) Standard Transportation Commodity Code (49 Series number).
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

- E. Warn people to stay away from the emergency area.
- F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SUR-RENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.
- G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

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

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

TIME SERVICE

R. N. CROW, General Watch Supervisor Topeka

FOR OBSERVATION AND GUIDANCE, THE FOLLOWING
CODES MAY APPEAR ON WORK ORDERS, TRACK LISTS AND
WHEEL REPORTS.

- | | | |
|------|---|-------------|
| A1 | — Agri Business | |
| B1 | — Bad Order | |
| BA | — Blasting Agent | —HAZARDOUS— |
| CA | — Cargill | |
| CD | — Condemned | —HAZARDOUS— |
| CB | — Combustible | —HAZARDOUS— |
| CL | — Chlorine | —HAZARDOUS— |
| CM | — Corrosive | —HAZARDOUS— |
| DG | — Dangerous | —HAZARDOUS— |
| DH | — Do Not Hump | |
| DU | — Do Not Uncouple | |
| FG | — Flammable Gas | —HAZARDOUS— |
| FL | — Flammable | —HAZARDOUS— |
| FS | — Flammable Solid | —HAZARDOUS— |
| FW | — Flammable Solid W
Dangerous When Wet | —HAZARDOUS— |
| HE | — Head End Movement | |
| HI | — Hold For Inspection | |
| HL | — Excessive Dimension | |
| HP | — Houston Public Elevator | |
| HV | — High Value | |
| IP | — Interchange Prohibited | |
| IPSW | — Intra-plant Switch | |
| MR | — Mechanical Refrigeration | |
| MCNR | — Mechanical Car Not Running | |
| ND | — Do Not Divert | |
| NG | — Non-Flammable Gas | —HAZARDOUS— |
| OM | — Oxidizer | —HAZARDOUS— |
| OP | — Organic Peroxide | —HAZARDOUS— |
| OX | — Oxygen | —HAZARDOUS— |
| PA | — Poison Gas | —HAZARDOUS— |
| PB | — Poison 'B' | —HAZARDOUS— |
| RE | — Rear End Only | —HAZARDOUS— |
| RM | — Radioactive Material | —HAZARDOUS— |
| REJT | — Car Rejected by Shipper | |
| RSPT | — Respot Due to Carriers Error | |
| TURN | — Turn Car and Respot | |
| UE | — Union Equity | |
| WH | — Weigh Heavy | |
| WI | — Waive Inspection—Set Direct | |
| WL | — Weigh Light | |
| XA | — Explosives "A" | —HAZARDOUS— |
| XB | — Explosives "B" | —HAZARDOUS— |
| XX | — Do Not Move This Car | |

TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT		
M.P. 684.3	Hot Box	Rotating white light—Eastward M.P. 684.3 and M.P. 682.4* Westward M.P. 684.3 and 686.5*
M.P. 713.6	Dragging Equipment Hot Box	Rotating white light—Eastward M.P. 713.6 and M.P. 711.4*** Westward M.P. 713.6 and M.P. 715.8***
M.P. 722.3	Dragging Equipment	Rotating white light—Eastward M.P. 722.3 and M.P. 720.6
M.P. 725.5	Hot Box	Rotating white light—Eastward M.P. 725.5 and M.P. 722.3* Westward M.P. 725.5 and M.P. 728.3*
M.P. 746.4	Hot Box	Rotating white light—Eastward M.P. 746.4 and M.P. 744.5* Westward M.P. 746.4 and M.P. 748.5*
M.P. 764.9	Hot Box	Rotating white light—Eastward M.P. 764.9 and M.P. 762.5* Westward M.P. 764.9 and M.P. 766.9*
M.P. 779.1 (South Track)	High Water	Eastward—Signal 7814 Westward—Signal 7783
M.P. 788.0 (North and South Tracks)	Hot Box	Rotating white light—North Track (Field Side) M.P. 786.3*—M.P. 788.0 and M.P. 789.1* South Track (Field Side) M.P. 786.3*—M.P. 788.0 and M.P. 789.1*
Note: There are two readout devices in each direction—one for north track and one for south track. The readout must be checked that corresponds with track used when passing scanner at M.P. 788.0.		
M.P. 806.1	Hot Box	Rotating white light—Eastward M.P. 806.1—M.P. 804.1 and M.P. 802.9* Westward M.P. 806.1—M.P. 808.0 and M.P. 809.8*
Bridge M.P. 806.9	High Water	Eastward—Controlled signals east end siding Negra Westward—Signal 8051
M.P. 832.5	Hot Box	Rotating white light—Eastward M.P. 832.5 and M.P. 830.3* Westward M.P. 832.5 and M.P. 834.7*
M.P. 852.2	Hot Box	Rotating white light—Eastward M.P. 852.2 and M.P. 849.9* Westward M.P. 852.2 and M.P. 853.5*
Bridge M.P. 870.4 and Bridge M.P. 871.2	High Water	} Eastward—Signal 8712** Westward—Controlled signals west end siding Scholle
M.P. 870.9 M.P. 871.1	Rock Slide	Eastward—Signal 8712** and rotating red lights at M.P. 870.8 and M.P. 871.1 Westward—Controlled signals west end Scholle and rotating red lights at M.P. 870.8 and M.P. 871.7.
M.P. 871.5	Rock Slide	Eastward—Signal 8722 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8. Westward—Signal 8711 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8.
M.P. 872.1	Rock Slide	Eastward—Signal 8722 and rotating red light at M.P. 872.2 Westward—Signals 8711 and 8721; rotating red light at M.P. 872.2
M.P. 872.7	Rock Slide	Eastward—Signal 8732 and rotating red lights at M.P. 872.5 and M.P. 872.8. Westward—Signal 8721 and rotating red lights at M.P. 872.5 and M.P. 872.8.
Bridge M.P. 875.0	High Water	Eastward—Controlled signals east end siding Sais Westward—Signal 8731.
M.P. 878.1	Hot Box	Rotating white light—Eastward M.P. 878.1 and M.P. 876.8* Westward M.P. 878.1 and M.P. 880.1*

*Location of Hot Box Locator

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

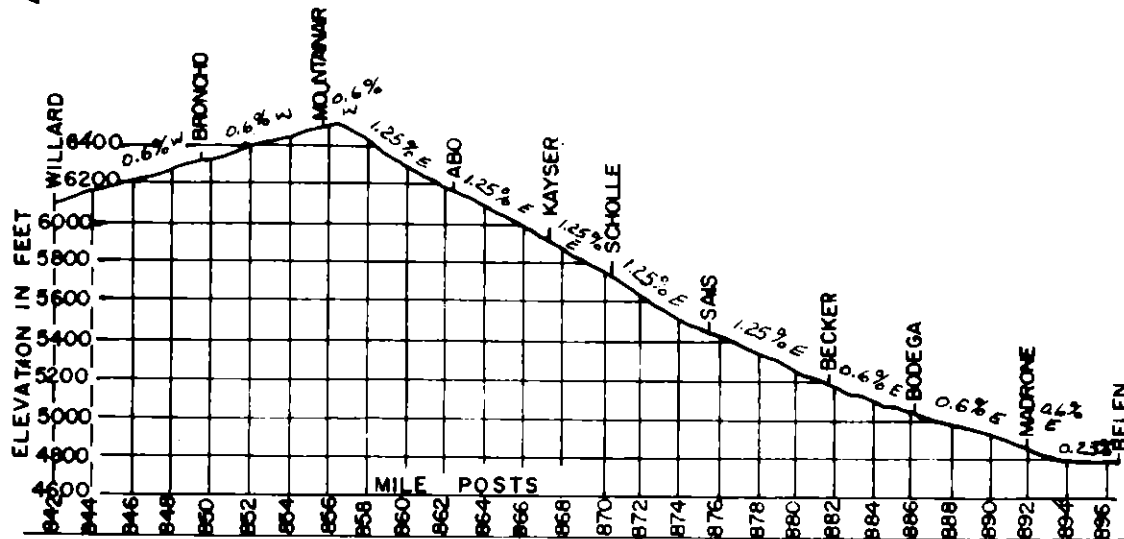
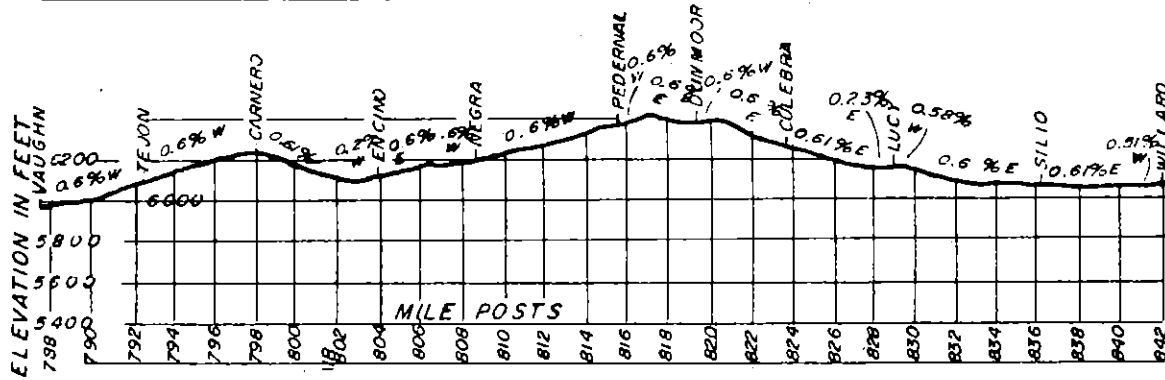
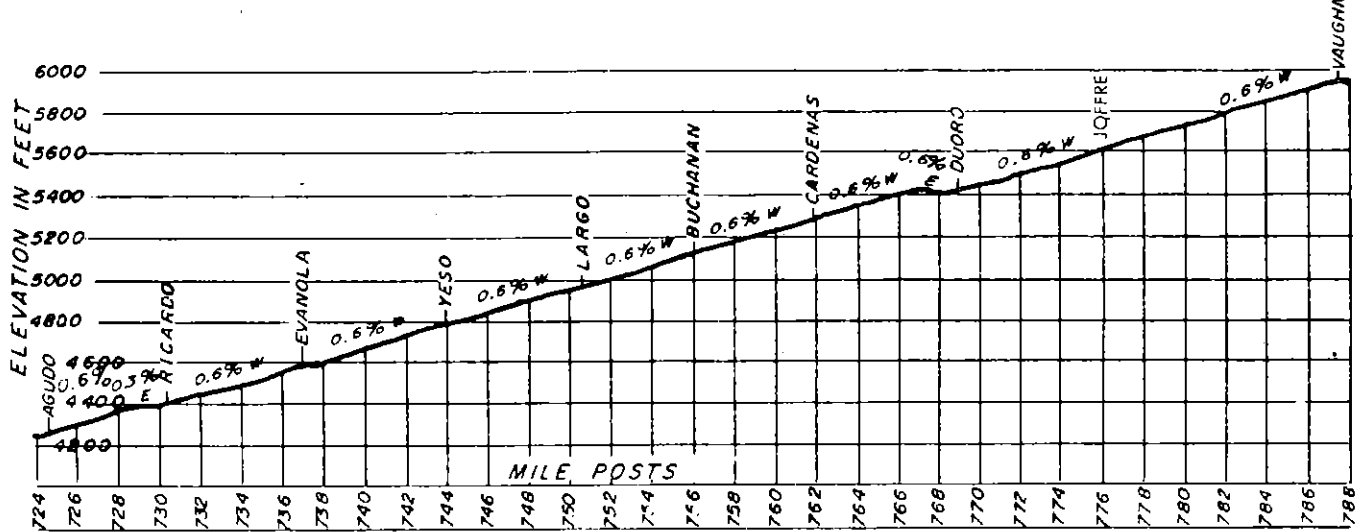
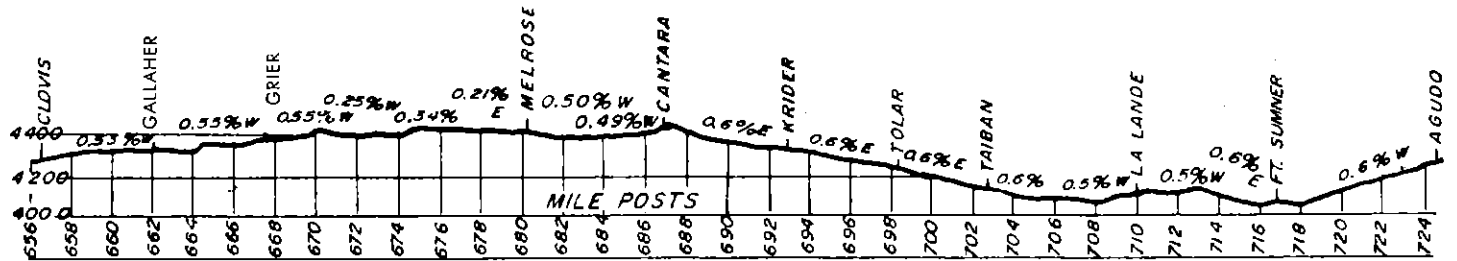
***Note: Will get read out on both *dragging equipment* and *hot box* indication.

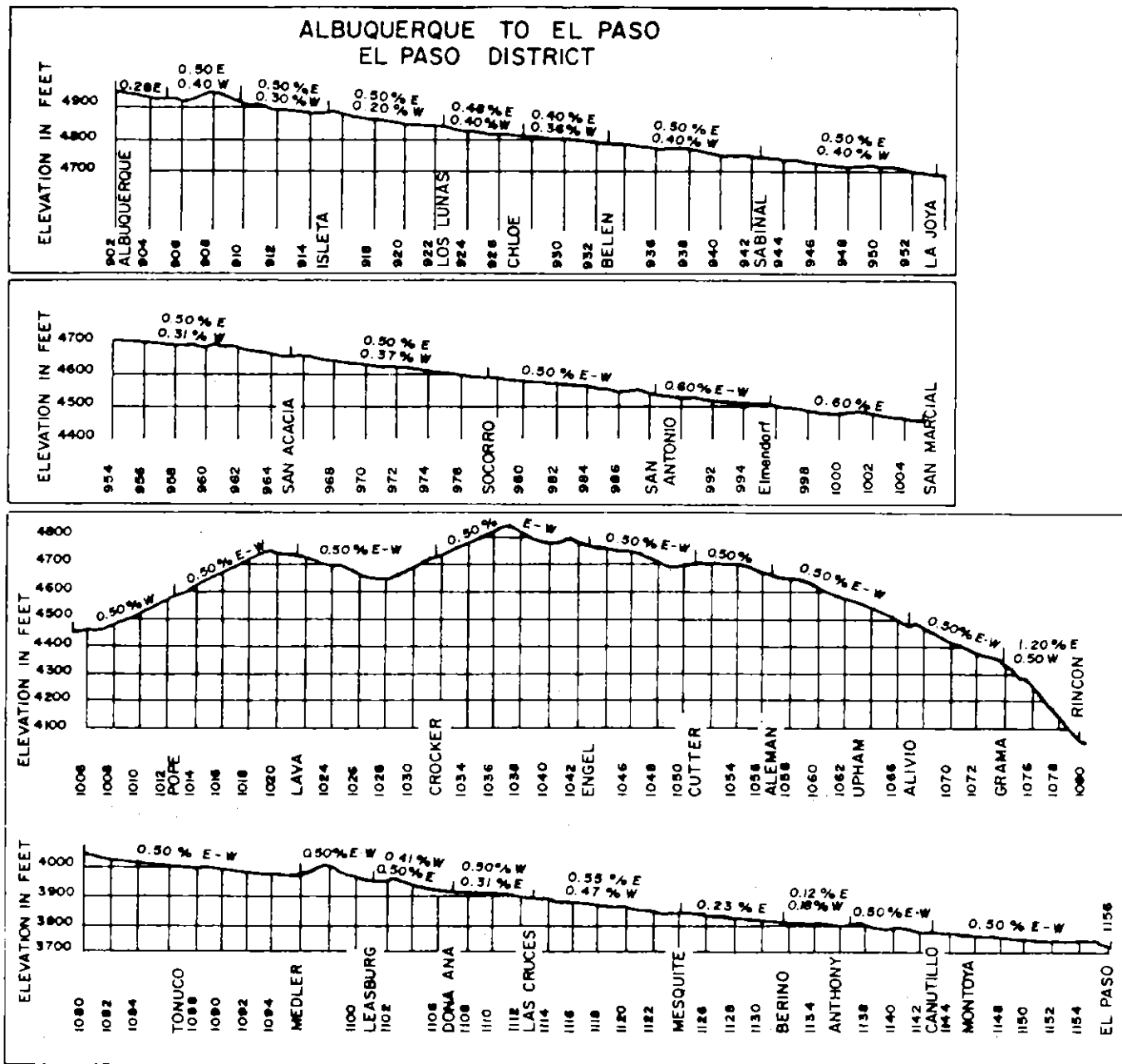
EL PASO DISTRICT

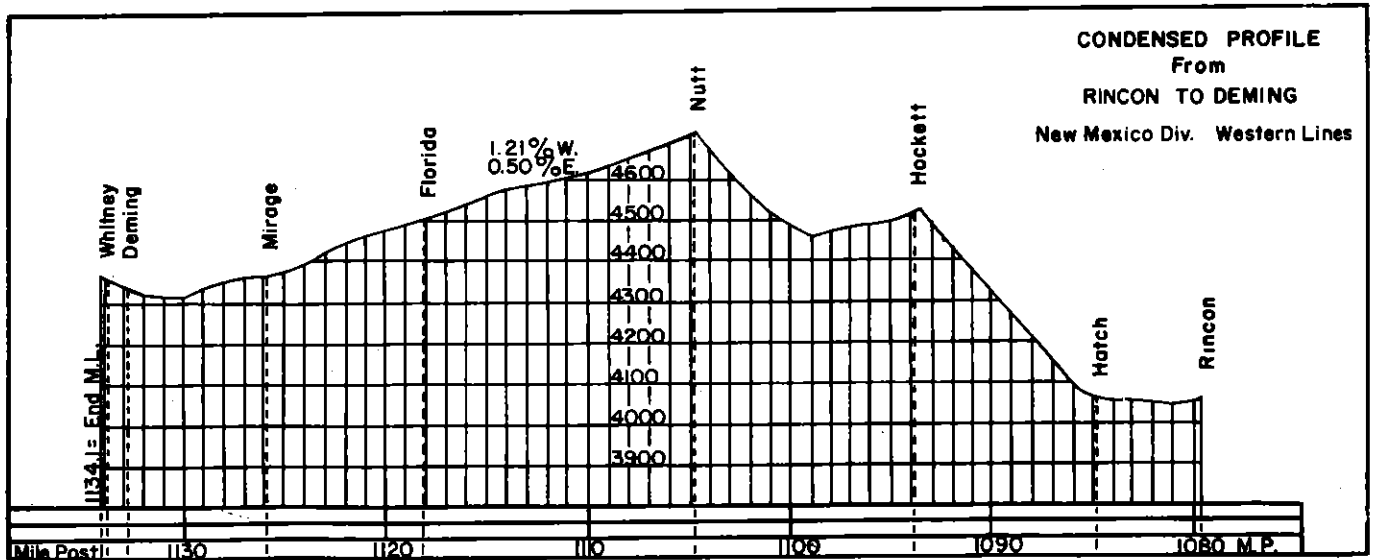
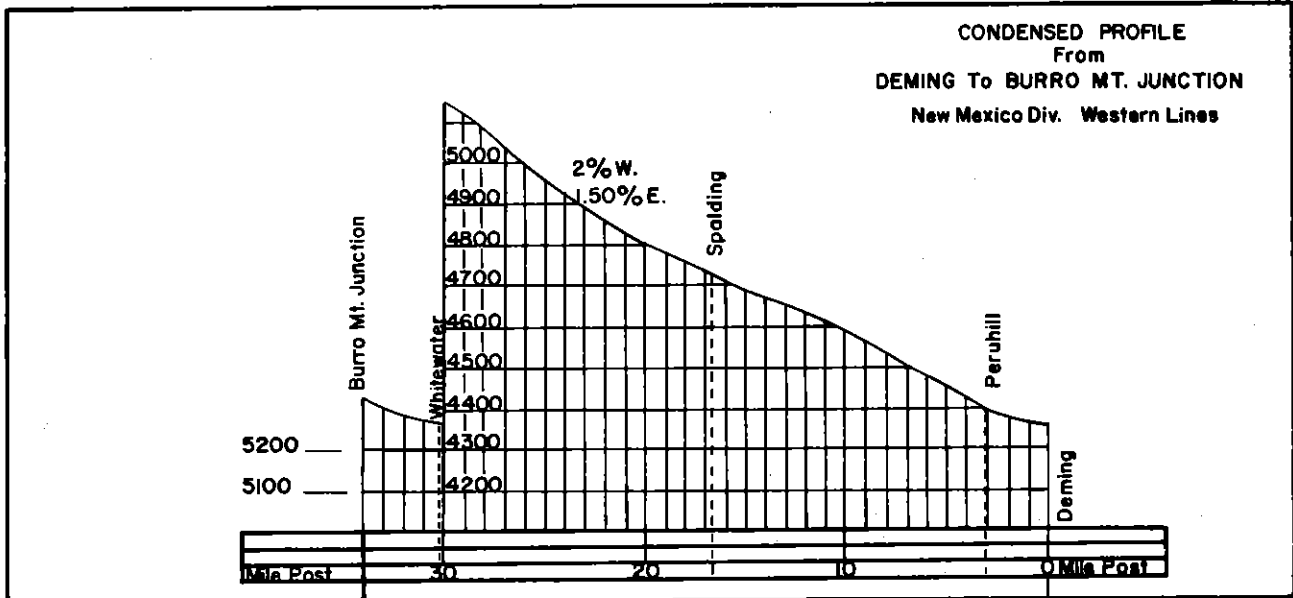
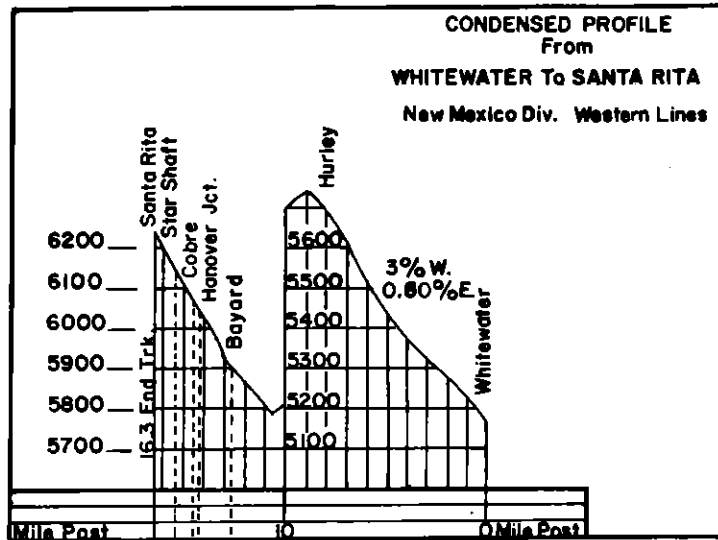
Bridge	M.P. 908.7	High Water	Eastward—Signal 9092 Westward—Controlled signal M.P. 906.4
Bridge	M.P. 979.4	High Water	Eastward—M.P. 982.1 (Rotating Red Light)
Track	M.P. 980.1	High Water	Westward—M.P. 978.9 (Rotating Red Light)
Bridge	M.P. 981.3	High Water	Eastward—M.P. 987.9 (Rotating Red Light)
Track	M.P. 982.9	High Water	Westward—M.P. 982.1 (Rotating Red Light)
Bridge	M.P. 983.2	High Water	Eastward—M.P. 987.6 (Rotating Red Light)
Bridge	M.P. 983.5	High Water	Westward—M.P. 984.5 (Rotating Red Light)
Bridge	M.P. 984.6	High Water	Eastward—M.P. 1052.4
Track	M.P. 985.0	High Water	Westward—M.P. 1048.9 (Rotating Red Lights)
Bridge	M.P. 985.1	High Water	Eastward—M.P. 1056.9
Bridge	M.P. 986.5	High Water	Westward—M.P. 1051.4 (Rotating Red Lights)
Bridge	M.P. 986.9	High Water	
Track	M.P. 987.1	High Water	
Bridge	M.P. 987.4	High Water	
Bridges	M.P. 1050.1	High Water	Eastward—M.P. 1067.5
	M.P. 1050.9	High Water	Westward—M.P. 1063.7 (Rotating Red Lights)
	M.P. 1051.3	High Water	
Bridges	M.P. 1052.6	High Water	Eastward—M.P. 1073.1
	M.P. 1053.3	High Water	Westward—M.P. 1068.3 (Rotating Red Lights)
	M.P. 1053.7	High Water	
	M.P. 1054.3	High Water	
	M.P. 1055.7	High Water	
Bridges	M.P. 1065.2	High Water	Eastward—M.P. 1084.8 (Semaphore Type)
	M.P. 1066.3	High Water	Westward—M.P. 1080.9 (Semaphore Type)
Bridges	M.P. 1069.7	High Water	Eastward—M.P. 1086.2 (Semaphore Type)
	M.P. 1071.6	High Water	Westward—M.P. 1084.8 (Semaphore Type)
Bridge	M.P. 1081.8	High Water	Eastward—M.P. 1091.7 (Semaphore Type)
Bridge	M.P. 1082.5	High Water	Westward—M.P. 1087.5 (Semaphore Type)
Track	M.P. 1082.7	High Water	
Bridge	M.P. 1083.0	High Water	
Track	M.P. 1083.7	High Water	
Bridge	M.P. 1085.5	High Water	
Bridge	M.P. 1088.4	High Water	Eastward—M.P. 1095.0 (Semaphore Type)
Track	M.P. 1088.7	High Water	Westward—M.P. 1091.7 (Semaphore Type)
Bridge	M.P. 1089.2	High Water	
Bridge	M.P. 1090.2	High Water	
Bridge	M.P. 1090.9	High Water	
Bridge	M.P. 1091.5	High Water	
Track	M.P. 1093.0	High Water	
Bridge	M.P. 1093.2	High Water	
Bridge	M.P. 1093.8	High Water	
Bridge	M.P. 1094.4	High Water	

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

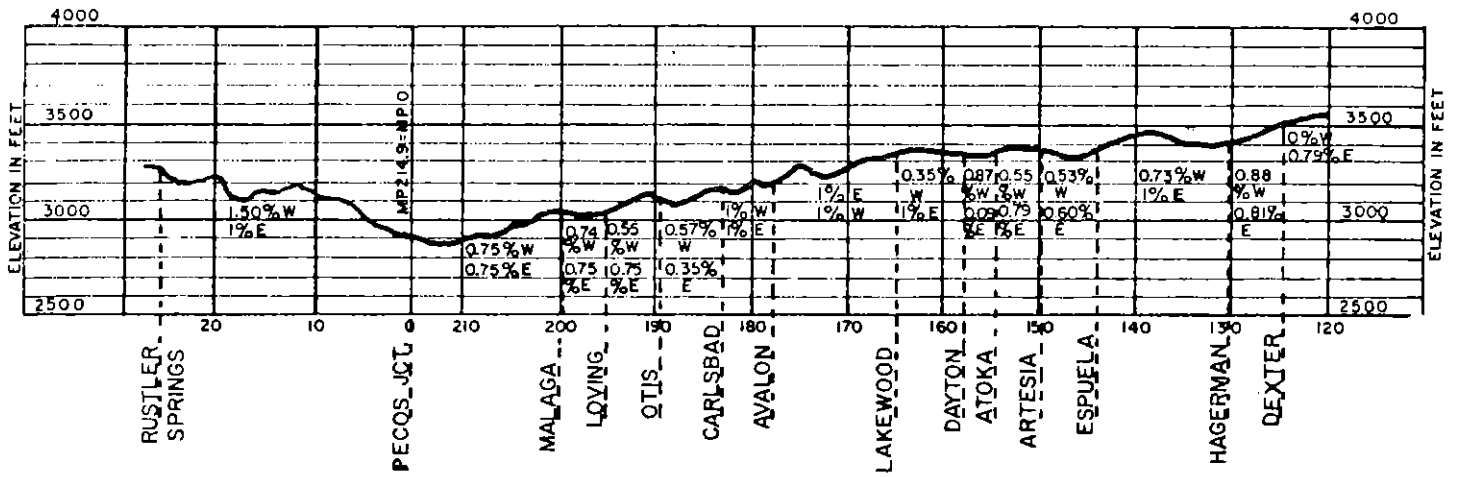
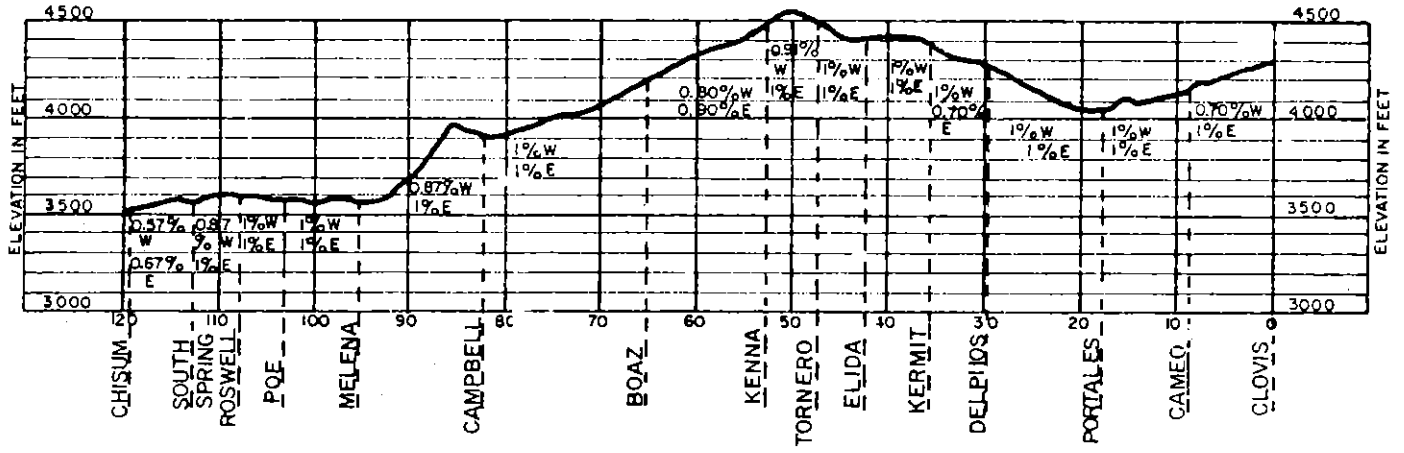
CLOVIS TO BELEN
FIRST DISTRICT







CLOVIS TO RUSTLER SPRINGS
CARLSBAD AND RUSTLER SPRINGS DISTRICTS



HOW TO USE THIS CHART:

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

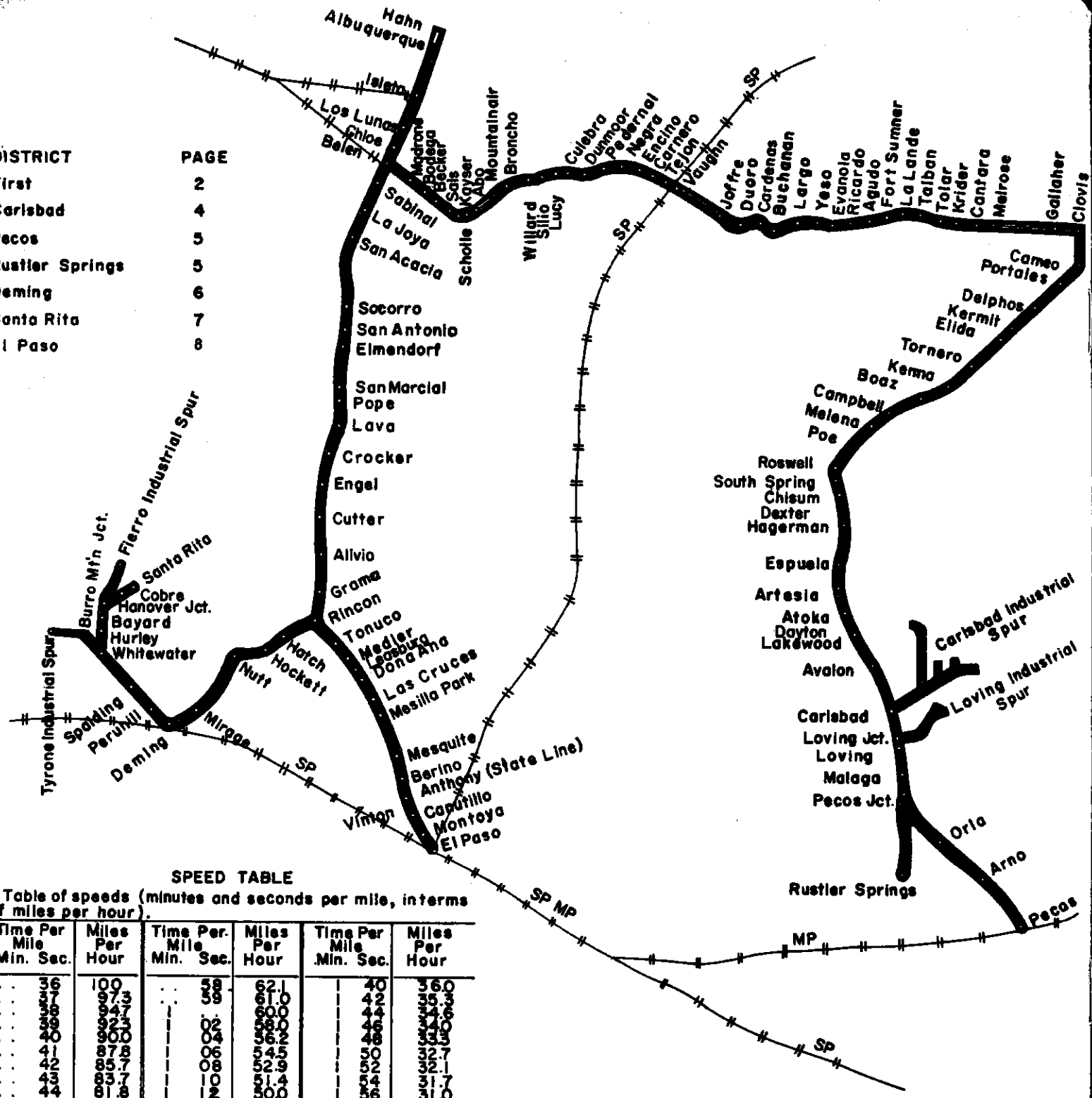
POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR										
		ANY CARS (See footnotes for restrictions)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE	
3 RESTRICTIONS												
4 WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 600 FEET FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR.	✓	✓				✓					
5 WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓				✓					
6	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓			✓ ^②					
7	IN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓			✓					
8	ENGINE	✓	✓	✓	✓	✓	✓			✓		
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓		✓ ^④	✓		
10	OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓			✓		
11	OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③			✓					
12	UNDEVELOPED FILM					✓						
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓			✓					
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓								
15	15 16 17 18 CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓				
		POISON GAS	✓				✓	✓	✓			
		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓					
		RADIOACTIVE	✓	✓	✓			✓	✓			

MUST NOT BE PLACED NEXT TO

FOOTNOTES:
 ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
 ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
 ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
 ④ Applies only in mixed train service, see section 174.87.

DISTRICT	PAGE
First	2
Carlsbad	4
Pecos	5
Rustler Springs	5
Deming	6
Santa Rita	7
El Paso	8



SPEED TABLE

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
58	62.1	58	62.1	40	56.0
59	61.0	59	61.0	42	55.3
00	60.0	00	60.0	44	54.5
01	59.0	01	59.0	46	53.9
02	58.2	02	58.2	48	53.3
03	57.5	03	57.5	50	52.8
04	56.8	04	56.8	52	52.3
05	56.2	05	56.2	54	51.9
06	55.7	06	55.7	56	51.5
07	55.2	07	55.2	58	51.1
08	54.8	08	54.8	05	50.7
09	54.4	09	54.4	10	50.4
10	54.1	10	54.1	15	50.0
11	53.8	11	53.8	20	49.7
12	53.5	12	53.5	25	49.4
13	53.3	13	53.3	30	49.1
14	53.1	14	53.1	35	48.8
15	52.9	15	52.9	40	48.6
16	52.7	16	52.7	45	48.4
17	52.5	17	52.5	50	48.2
18	52.3	18	52.3	55	48.0
19	52.1	19	52.1	60	47.8
20	52.0	20	52.0	65	47.6
21	51.9	21	51.9	70	47.4
22	51.8	22	51.8	75	47.2
23	51.7	23	51.7	80	47.0
24	51.6	24	51.6	85	46.8
25	51.5	25	51.5	90	46.6
26	51.4	26	51.4	95	46.5
27	51.3	27	51.3	100	46.4
28	51.2	28	51.2	105	46.3
29	51.1	29	51.1	110	46.2
30	51.0	30	51.0	115	46.1
31	50.9	31	50.9	120	46.0
32	50.8	32	50.8	125	45.9
33	50.7	33	50.7	130	45.8
34	50.6	34	50.6	135	45.7
35	50.5	35	50.5	140	45.6
36	50.4	36	50.4	145	45.5
37	50.3	37	50.3	150	45.4
38	50.2	38	50.2	155	45.3
39	50.1	39	50.1	160	45.2
40	50.0	40	50.0	165	45.1
41	49.9	41	49.9	170	45.0
42	49.8	42	49.8	175	44.9
43	49.7	43	49.7	180	44.8
44	49.6	44	49.6	185	44.7
45	49.5	45	49.5	190	44.6
46	49.4	46	49.4	195	44.5
47	49.3	47	49.3	200	44.4
48	49.2	48	49.2	205	44.3
49	49.1	49	49.1	210	44.2
50	49.0	50	49.0	215	44.1
51	48.9	51	48.9	220	44.0
52	48.8	52	48.8	225	43.9
53	48.7	53	48.7	230	43.8
54	48.6	54	48.6	235	43.7
55	48.5	55	48.5	240	43.6
56	48.4	56	48.4	245	43.5
57	48.3	57	48.3	250	43.4
58	48.2	58	48.2	255	43.3
59	48.1	59	48.1	260	43.2
60	48.0	60	48.0	265	43.1
61	47.9	61	47.9	270	43.0
62	47.8	62	47.8	275	42.9
63	47.7	63	47.7	280	42.8
64	47.6	64	47.6	285	42.7
65	47.5	65	47.5	290	42.6
66	47.4	66	47.4	295	42.5
67	47.3	67	47.3	300	42.4
68	47.2	68	47.2	305	42.3
69	47.1	69	47.1	310	42.2
70	47.0	70	47.0	315	42.1
71	46.9	71	46.9	320	42.0
72	46.8	72	46.8	325	41.9
73	46.7	73	46.7	330	41.8
74	46.6	74	46.6	335	41.7
75	46.5	75	46.5	340	41.6
76	46.4	76	46.4	345	41.5
77	46.3	77	46.3	350	41.4
78	46.2	78	46.2	355	41.3
79	46.1	79	46.1	360	41.2
80	46.0	80	46.0	365	41.1
81	45.9	81	45.9	370	41.0
82	45.8	82	45.8	375	40.9
83	45.7	83	45.7	380	40.8
84	45.6	84	45.6	385	40.7
85	45.5	85	45.5	390	40.6
86	45.4	86	45.4	395	40.5
87	45.3	87	45.3	400	40.4
88	45.2	88	45.2	405	40.3
89	45.1	89	45.1	410	40.2
90	45.0	90	45.0	415	40.1
91	44.9	91	44.9	420	40.0
92	44.8	92	44.8	425	39.9
93	44.7	93	44.7	430	39.8
94	44.6	94	44.6	435	39.7
95	44.5	95	44.5	440	39.6
96	44.4	96	44.4	445	39.5
97	44.3	97	44.3	450	39.4
98	44.2	98	44.2	455	39.3
99	44.1	99	44.1	460	39.2
100	44.0	100	44.0	465	39.1

NEW MEXICO DIVISION