

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

BNSF



Southwest Division

Timetable No. 1

IN EFFECT AT 0001
Mountain Continental Time
Sunday, January 20, 2002

Division General Manager

Greg White
Albuquerque, NM.
(505) 864-4988

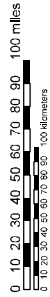
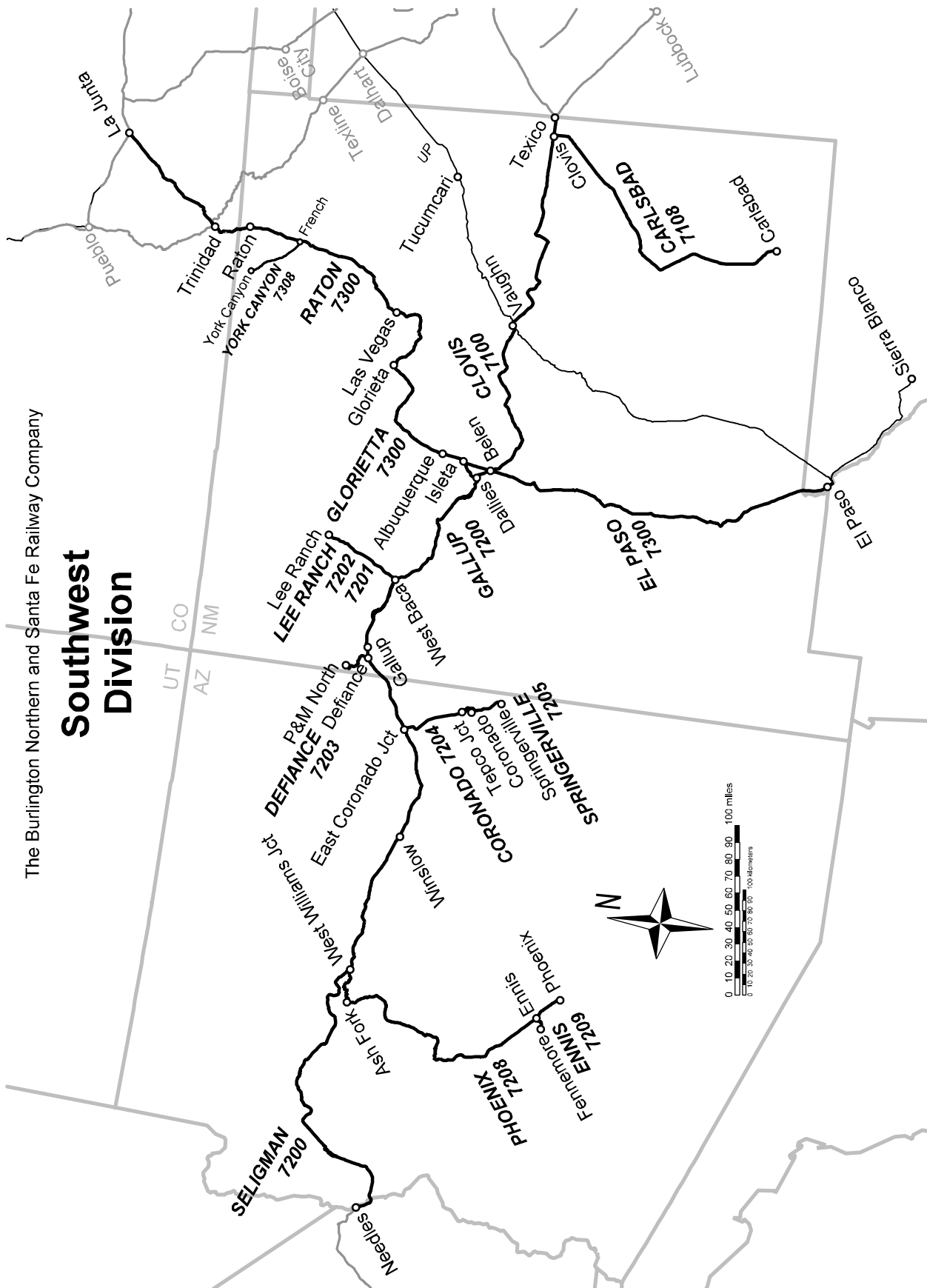
General Director Transportation

Tony Sarrett
Albuquerque, NM.
(505) 864-4990

The Burlington Northern and Santa Fe Railway Company

Southwest Division

UT CO
AZ NM



Division Managers

Albuquerque

Ron Atkins Superintendent Operations ... (505) 767-6800
 Tony Hernandez Roadmaster (505) 767-6876
 David Orchard Signal Supervisor (505) 767-6825
 Mark Peck Trainmaster (505) 767-6808
 Craig Sloggett Division Engineer (505) 767-6824
 Russell Sweet Signal Supervisor (505) 767-6820
 Henry Tafoya Trainmaster (515) 767-6897

Belen

Brian Atkins Trainmaster (505) 864-5185
 Joe Chavez Roadmaster (505) 864-5176
 George Cossey Road Foreman (505) 864-5129
 Sandy Cox Trainmaster (505) 864-5185
 Charlie Gauna Roadmaster (505) 864-4976
 Christene Guerra Trainmaster (505) 864-5185
 Mark Gwinn Terminal Superintendent (505) 864-5114
 Mike Jacques Terminal Manager (505) 864-5188
 David Jones Asst. General Foreman (505) 864-5568
 David Renteria General Foreman (505) 864-5162
 Lynn Santi Director Administration (505) 864-4999
 Kevin Wagner Manager of Safety (505) 864-5180
 Chris Witt Road Foreman (505) 864-5185

Carlsbad

William Bunten Trainmaster (505) 885-7106
 Monty Shopshire Roadmaster (505) 885-7125

Clovis

Mark Bryant Trainmaster (505) 742-7985
 Doug McGregor Road Foreman (505) 742-7965
 Jeff Owen Asst. Dir. Maint. Prod. (505) 742-7989
 Allan Potter Terminal Superintendent (505) 742-7988
 Robert Romero Trainmaster (505) 742-7985
 Rick Smith Trainmaster (505) 742-7985
 Eddie Taylor Trainmaster (505) 742-7985
 Sigfred Villarreal Roadmaster (505) 742-7976

El Paso

Mitchell Espinosa Trainmaster (915) 534-2308
 James Pleasant Trainmaster (915) 534-2338
 John Youngman Roadmaster (915) 534-2366

Flagstaff

Marc Bader Division Engineer (928) 226-3853
 Terry Brooks Signal Supervisor (928) 226-3808
 Richard Renner Asst. Division Engineer (928) 226-3860
 James Sadler Roadmaster (928) 226-3812

Gallup

Ronnie Anderson Roadmaster (505) 722-2755
 Tommy Blackard Trainmaster (505) 722-2784
 Peter Van Tassel Superintendent Operations ... (505) 722-2705

Kingman

Mark Brown Trainmaster (928) 718-2480
 Steve Marino Roadmaster (928) 718-2450
 Pat Sharp Signal Supervisor (928) 718-2470

Needles

Mark Brown Trainmaster (760) 326-5446
 Michael Moss Road Foreman (760) 326-5415

Phoenix

Justin Coffey Trainmaster (602) 382-5802
 Jim Grage Roadmaster (602) 382-5803
 Judith Loy Superintendent Operations ... (602) 382-5828
 Paul Thomas Road Foreman (602) 382-5805
 Roy Wilson Trainmaster (602) 382-5802
 Keith Wynne Trainmaster (602) 382-5802

Raton

Anthony Solano Road Foreman (505) 445-7248
 Chris Yeoman Roadmaster (505) 445-7252

Winslow

Mark Blackwell General Equip. Foreman (520) 289-7220
 Wayford Bryant Trainmaster (520) 289-7722
 Steve Fasick Trainmaster (520) 289-7272
 Casey Gilliam Roadmaster (520) 289-7312
 Salvador Hernandez .. Trainmaster (520) 289-7272
 Larry Kreger Superintendent Operations ... (520) 289-7273
 Dee Marquez Trainmaster (520) 289-7272
 George Riley Road Foreman (520) 289-7256
 Jerard Wootton Trainmaster (520) 289-7272

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Carlsbad Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		41300	0.0	CLOVIS	BCTR				18.2	
		41315	17.6	PORTALES					12.1	
	5,765	41325	29.8	DELPHOS					7.4	
	5,809	41330	37.2	KERMIT					5.0	
		41335	42.2	ELIDA					5.5	
	5,747	41350	47.6	TORNERO					4.8	
		41355	52.5	KENNA					13.0	
	10,246	41360	65.5	BOAZ					16.7	
	5,740	41370	82.2	CAMPBELL					12.7	
	5,635	41380	94.9	MELENA					8.0	
	5,764	41390	103.0	POE					4.8	
		41400	107.8	ROSWELL	PTR	TWC	7108		4.8	
		41420	112.6	SOUTH SPRING					6.2	
	5,658	41425	118.8	CHISUM					5.1	
		41430	124.2	DEXTER					6.3	
		41440	130.5	HAGERMAN					13.2	
	10,223	41450	143.8	ESPUELA					6.1	
		41460	149.9	ARTESIA	R				5.2	
	5,788	41470	155.1	ATOKA					2.5	
		41480	157.7	DAYTON					7.5	
	7,300	41490	165.2	LAKEWOOD					12.2	
		41495	177.5	AVALON					5.5	
		41500	183.0	CARLSBAD	BCTR				182.8	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Clovis to Carlsbad	30	1	4	5&7	9
Carlsbad Industrial Spur	36	1	4	5&7	9
Loving Industrial Spur	36	1	4	5&7	9
Rustler Springs Industrial Spur	36	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Clovis to MP 178.5, including trains 100 TOB and over	49 MPH.
Carlsbad Industrial Spur	30 MPH.
Loving Industrial Spur	30 MPH.
Rustler Springs Industrial Spur	10 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to 0.2	10 MPH.
MP 8.7 to 9.0	45 MPH.
MP 17.0 to MP 18.6 (HER)	20 MPH.
MP 49.9 to 50.2	45 MPH.
MP 84.1 to 90.9	30 MPH.
MP 128.9 to 129.2	40 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

All Sidings	10 MPH.
Bridge 181.7, cars heavier than 136 tons	25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Clovis to Carlsbad 143 tons, Restriction D

3. Type of Operation

TWC—in effect:

MP 1.0 to MP 178.5

Restricted Limits—in effect:

Clovis MP 0.0 to MP 1.0

Roswell MP 105.5 to MP 110.0

Artesia MP 146.9 to 151.0

Carlsbad MP 178.5 to 183.0

4. General Code of Operating Rules Items

Rule 6.17—Normal position of Carlsbad Subdivision wye switches MP 181.3 and MP 181.6 at Carlsbad will be left lined as last used. Normal position for Loving Jct. east wye switch will be left lined as last used.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 15.2—Recall Code 8

MP 49.8—Recall Code 8

MP 83.0—Recall Code 8

MP 114.9—Recall Code 8

MP 138.2—Recall Code 8

MP 159.0—Recall Code 0

MP 176.5—Recall Code 8

C. Other detectors

High Water—MP 176.2, MP 176.9

EWD MP 178.1—Rotating red light—left-hand signal

WWD MP 175.2—Rotating red light

6. FRA Excepted Track

0807 0908 through 0916

0811 0920

0824 0922

0845 0927

0849 through 0857 1201 through 1213

0862 1302 through 1312

0863 1314

0867 1315

0869 1322 through 1329

0885 1331 through 1333

Rustler Springs Industrial Spur

1506 1515 through 1518

1507 (w. 1500) 1521 through 1518

1508 1528

1509 1530 through 1539

Loving Industrial Spur

1506 1515 through 1518

1507 (w. 1500) 1521 through 1526

1508 1528

1509 1530 through 1539

7. Special Conditions

Clovis—Trains will be governed by Clovis Subdivision timetable and special instructions.

Spring Switches, Location by Station

- MP 66.1, west switch Boaz
- MP 145.7, west switch Espuela
- MP 181.3, east leg of wye Carlsbad
- MP 181.6, west leg of wye Carlsbad
- Junction switch Getty wye Carlsbad Industrial Spur
- MP 194.4, east wye switch, Loving Jct. Loving Industrial Spur.

Rustler Springs Industrial Spur—Track is out of service from MP 196.0 to end of track at Rustler Springs. Trains, engines and cars must not pass MP 196.0 to enter Rustler Springs Industrial Spur unless authorized by the Division Engineer.

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 100 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 1900 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
MP 163 to MP 165

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7110 Carlsbad Yard
- 7114 Loving Jct.

Road Line Segments

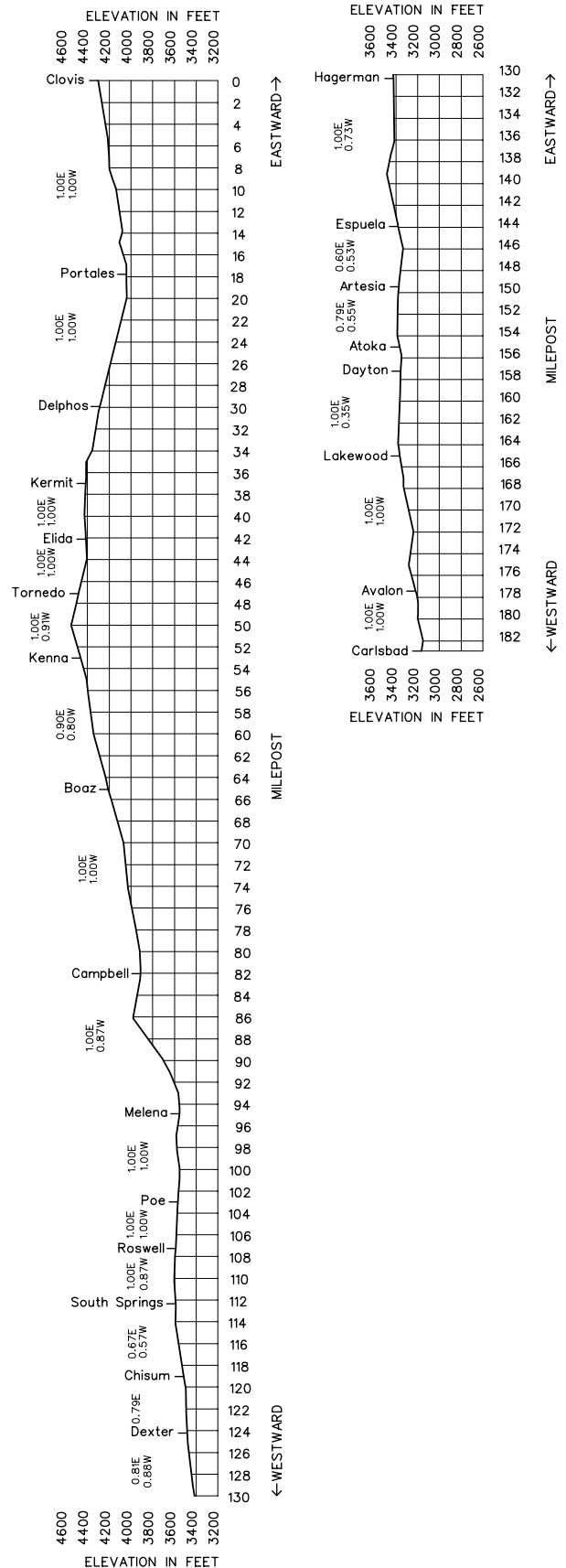
Line Segment Limits

- 7108 Clovis to Carlsbad, MP 0.0 to MP 185.6
- 7110 Carlsbad to Malaga
- 7109 Pecos Jct. to Rustler Springs

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Yerba	20.9	567	West
Kenna: Auxiliary Track	52.4	3750	Both
Eades Commodities	112.6	1210	Both
Roswell Industrial Air Center	113.0	40951	West
DBS Commodities	117.1	1112	West
Hi-Pro Feed	122.8	3096	West
Hagerman Auxiliary Track	130.5	3036	Both
Agri. Products Co.	142.4	581	West
Dayton: No. 1 Storage	157.6	1240	Both
No. 2 Storage	157.6	1265	Both
Carlsbad Industrial Spur	181.3	20.0 miles	Both
Loving Industrial Spur	183.0	26.9 miles	Both
Rustler Springs Industrial Spur	196.0	44.4 miles	Both

10. Grade Charts



6 SOUTHWEST DIVISION—No. 1—January 20, 2002—Clovis Subdivision

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Clovis Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			655.7	EAST CLOVIS				1.9	
	N 9,300 S 8,300	41300	657.6	CLOVIS	BCT			0.3	
			657.9	CP 6579				0.7	
			658.6	WEST CLOVIS				11.1	
			669.7	GRIER		2MT CTC		8.3	
		41185	678.0	MELROSE				7.9	
		41179	685.9	CANTARA				11.1	
		41170	697.0	TOLAR				9.4	
		41160	706.4	LA LANDE				9.1	
			715.5	BAILEY				1.9	
		41155	717.4	FORT SUMNER	P			2.3	
			719.7	CP 7197		CTC		2.5	
	11,845	41153	722.2	AGUDO				(1) 5.9 (2) 2.5	
			724.7	CP 7247				(2) 3.4	
	10,944	41145	728.1	RICARDO				(1) 2.4 (2) 4.0	
			730.5	CP 7305				(1) 1.6	
			732.1	CURRY				4.9	
		41142	737.0	EVANOLA				6.2	
		41136	743.2	YESO		2MT CTC		7.3	
		41130	750.5	LARGO				(1) 6.2X (2) 5.6	
	11,171	41125	756.1	BUCHANAN				(2) 2.0	
			758.1	CP 7581				(1) 6.9 (2) 3.3	
	11,126	41120	761.4	CARDENAS				(2) 3.6	
			765.0	CP 7650			7100	(1) 7.8 (2) 4.0	
	11,960	41114	769.0	DUORO				(2) 3.8	
		41109	772.8	JOFFRE				3.4	
			776.2	WEST JOFFRE				5.5	
			781.7	CP 7817				6.8	
		40130	788.5	VAUGHN	PC			0.7	
			789.2	WEST VAUGHN				3.5	
	10,665	40122	792.7	TEJON		CTC		5.1	
		40118	797.8	CARNERO				10.0	
		40110	807.8	NEGRA				4.7	
			812.5	CP 8125				(1) 3.0 (2) 5.2	
	14,959	40106	815.5	PEDERNAL				(1) 2.2	
		40102	817.7	DUNMOOR				5.3	
	9,786	40098	823.0	CULEBRA				(1) 2.1 (2) 5.0	
			825.1	CP 8251				(1) 2.9	
	10,593	40094	828.0	LUCY		2MT CTC		(1) 2.2 (2) 6.2	
			830.2	CP 8302				(1) 4.0	
		40090	834.2	SILIO				5.7	
		40086	839.9	WILLARD				(1) 10.1 (2) 7.4	
			847.3	CP 8473				(2) 2.7	
	12,416	40082	850.0	BRONCHO				(1) 3.5 (2) 4.8	
			853.5	CP 8536				(1) 1.3	
	6,376	40078	854.8	MOUNTAINAIR	P			7.6	
		40074	862.4	ABO				5.0	

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Clovis Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			867.4	KAYSER				2.9	
		40066	870.3	SCHOLLE		2MT CTC		4.7	
			875.0	EAST SAIS		CTC		(1) 4.3 (2) 1.8	
	7,900	40062	876.8	WEST SAIS				(2) 2.5	
			879.3	BEEVERS				(1) 4.9 (2) 2.8	
	12,100	40058	882.1	BECKER		2MT CTC	7100	(2) 2.1	
		40054	884.2	BODEGA				4.8	
			889.0	MADRONE				5.8	
			894.8	JARALES				0.8	
			895.6	EL PASO JCT.				1.3	
		40004	896.9	BELEN	BCP RT	6MT CTC		0.7	
			897.6	BELEN JCT.				241.9	

Tone Call-In - 0600 to 1400 Hours					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Clovis to Grier	55	2	4	5&7	9
Grier to Vaughn	32	1	4	5&7	9
Vaughn to MP 893.6	72	1	4	5&7	9
MP 893.6 to Belen Jct.	50	-	-	-	-

Tone Call-In - 1400 to 0600 Hours					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Clovis to Grier	55	2	4	5&7	9
Grier to CP 7247	32	2	4	5&7	9
CP 7247 to Vaughn	32	1	4	5&7	9
Vaughn to MP 893.6	72	1	4	5&7	9
MP 893.6 to Belen Jct.	50	-	-	-	-

1. Speed Regulations

1(A). Speed—Maximum

Freight

Clovis Subdivision, including trains 100 TOB and over 55 MPH.
(EXCEPTION: 35 MPH for westward trains averaging 90 tons to 105 tons per operative brake and 25 MPH for westward trains averaging over 105 tons per operative brake between MP 856.3 and MP 879.0.)

Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 655.7 to MP 658.6, Main 1 and Main 2	50 MPH.
MP 717.5 to MP 719.7	65 MPH.
MP 719.7 to MP 720.6, Main 2	65 MPH.
MP 726.8 to MP 727.6, Main 1 and Main 2	65 MPH.
MP 750.9 to MP 757.5, Main 2	65 MPH.
MP 757.2 to MP 757.5, Main 1	65 MPH.
MP 762.9 to MP 764.6, Main 1 and Main 2	65 MPH.
MP 769.5 to MP 771.3, Main 1 and Main 2	65 MPH.
MP 778.8 to MP 780.5, Main 1	60 MPH.
MP 786.6 to MP 788.6, Main 1 and Main 2	60 MPH.
MP 788.6 to MP 796.7	60 MPH.
MP 843.9 to MP 844.7, Main 1 and Main 2	65 MPH.
MP 856.3 to MP 865.8, Main 1 and Main 2	55 MPH.
MP 865.8 to MP 870.1, Main 1 and Main 2	45 MPH.
MP 870.5 to MP 872.8	40 MPH.
MP 872.8 to MP 875.0	50 MPH.
MP 893.1 to MP 894.6, Main 1 and Main 2	60 MPH.
MP 894.9 to MP 895.4, Freight Main	30 MPH.
MP 894.9 to MP 895.6, Main 1 and Main 2	30 MPH.
MP 897.2 to MP 897.3, Main 4, 5 and 6 (HER)	10 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts entering other than main tracks	10 MPH.
Through turnouts and crossovers at the following locations:	
MP 655.7, East Clovis, turnouts from Main 2 to yard	30 MPH.
MP 655.7, East Clovis, crossovers Main 1 to Main 2	40 MPH.
MP 655.9, East Clovis, turnout to North Siding	40 MPH.
MP 656.0, East Clovis, crossover Main 1 to North Siding	40 MPH.
MP 656.0, East Clovis, turnout to South Siding	30 MPH.
MP 657.6, Clovis, crossovers Main 1 to Main 2	40 MPH.
MP 657.6, Clovis, turnout to South Siding	30 MPH.
MP 657.6, Clovis, turnout to Main 2	10 MPH.
MP 657.9, CP 6579, turnout to North Siding	40 MPH.
MP 658.6, West Clovis, turnouts Main 2 to yard	10 MPH.
MP 658.6, West Clovis, crossover Main 1 to Main 2	40 MPH.
MP 669.7, Grier, crossovers	50 MPH.
MP 678.0, Melrose, crossovers	50 MPH.
MP 685.9, Cantara, crossovers	50 MPH.
MP 697.0, Tolar, crossovers	50 MPH.
MP 706.4, La Lande, crossovers	50 MPH.
MP 715.5, Bailey, crossovers	50 MPH.
MP 717.4, Fort Sumner, turnout to Main 2	50 MPH.
MP 719.7, CP 7197, turnout to Main 1	50 MPH.
MP 722.2, Agudo, crossovers	50 MPH.
MP 722.3, Agudo, turnout Main 2 to siding	40 MPH.
MP 724.7, CP 7247, turnout Main 2 to siding	40 MPH.
MP 728.1, Ricardo, crossovers	50 MPH.
MP 728.2, Ricardo, turnout Main 1 to siding	40 MPH.
MP 730.5, CP 7305, turnout Main 1 to siding	40 MPH.
MP 732.1, Curry, crossovers	50 MPH.
MP 737.0, Evanola, crossovers	50 MPH.
MP 743.2, Yeso, crossovers	50 MPH.
MP 750.5, Largo, crossovers	50 MPH.
MP 754.4, Buchanan, turnout Main 2 to siding	40 MPH.
MP 756.7, Buchanan, turnout Main 2 to siding	40 MPH.
MP 758.1, CP 7581, crossovers	50 MPH.
MP 760.2, Cardenas, turnout Main 2 to siding	40 MPH.
MP 762.5, Cardenas, turnout Main 2 to siding	40 MPH.
MP 765.0, CP 7650, crossovers	50 MPH.
MP 766.8, Duoro, turnout Main 2 to siding	40 MPH.
MP 769.4, Duoro, turnout Main 2 to siding	40 MPH.
MP 772.8, Joffre, crossovers	50 MPH.
MP 776.2, West Joffre, crossover Main 1 to Main 2	40 MPH.
MP 781.7, CP 7817, crossovers	50 MPH.
MP 788.4, Vaughn, turnout Main 1 to yard	10 MPH.
MP 788.5, Vaughn, turnout to Main 1	50 MPH.
MP 789.2, West Vaughn, turnout to tail track	10 MPH.

MP 791.7, Tejon, turnout to siding	40 MPH.
MP 793.9, Tejon, turnout to siding	40 MPH.
MP 797.8, Carnero, turnout to Main 2	50 MPH.
MP 807.8, Negra, crossovers	50 MPH.
MP 812.5, CP 8125, crossover Main 1 to Main 2	50 MPH.
MP 812.6, Pedernal, turnout Main 1 to siding	40 MPH.
MP 815.7, Pedernal, turnout Main 1 to siding	40 MPH.
MP 817.7, Dunmoor, crossovers	50 MPH.
MP 823.0, Culebra, crossovers	50 MPH.
MP 823.2, Culebra, turnout Main 1 to siding	40 MPH.
MP 825.1, CP 8251, turnout Main 1 to siding	40 MPH.
MP 828.0, Lucy, crossovers	50 MPH.
MP 828.0, Lucy, turnout Main 1 to siding	40 MPH.
MP 830.2, CP 8302, turnout Main 1 to siding	40 MPH.
MP 834.2, Silio, crossovers	50 MPH.
MP 839.9, Willard, crossovers	50 MPH.
MP 847.3, CP 8473, turnout Main 2 to siding	40 MPH.
MP 849.8, Broncho, turnout Main 2 to siding	40 MPH.
MP 850.0, Broncho, crossovers	50 MPH.
MP 853.5, CP 8536, turnout Main 1 to siding Mountainair	40 MPH.
MP 854.8, Mountainair, crossovers	50 MPH.
MP 854.9, Mountainair, turnout Main 1 to siding	40 MPH.
MP 862.4, Abo, crossovers	50 MPH.
MP 867.4, Kayser, crossovers	45 MPH.
MP 870.3, Scholle, turnout to Main 2	45 MPH.
MP 875.1, East Sais, turnout to Main 1	50 MPH.
MP 875.1, East Sais, turnout to siding	40 MPH.
MP 876.9, West Sais, turnout to siding	40 MPH.
MP 879.3, Beevers, crossovers	50 MPH.
MP 879.5, Beevers, turnout Main 2 to Becker Siding	40 MPH.
MP 882.1, Becker, turnout Main 2 to siding	40 MPH.
MP 884.2, Bodega, crossovers	50 MPH.
MP 889.0, Madrone, crossovers	50 MPH.
MP 894.8, Jarales, crossover Main 1 to Main 2	40 MPH.
MP 894.9, Jarales, turnout to Freight Main	30 MPH.
MP 895.6, El Paso Jct., all switches (except entering yard)	30 MPH.
MP 895.6, El Paso Jct., turnout Main 1 to yard	10 MPH.
MP 897.6, Belen Jct., all switches (except entering yard)	30 MPH.

1(D). Speed—Other

Clovis Terminal and Belen Terminal	
All tracks other than main tracks	10 MPH.
Controlled sidings between:	
East Clovis and Belen (unless indicated below)	40 MPH.
Clovis South Siding	30 MPH.
Vaughn Yard (All tracks other than main tracks)	10 MPH.
Vaughn Yard (Transfer track to UP Railroad)	10 MPH.

Temperature 90 degrees or above

When air temperature meets the "threshold temperature," all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

<u>Limits</u>	<u>Threshold Temperature</u>	<u>Speed</u>
MP 856.5 to MP 879.6	90 Degrees	40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
East Clovis to Belen Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
MP 655.7 to MP 897.6

Multiple Main Tracks —Two Main Tracks

MP 655.7 to MP 717.4	East Clovis to Ft. Sumner
MP 719.7 to MP 788.5	CP 7197 to Vaughn
MP 797.8 to MP 870.3	Carnero to Scholle
MP 875.0 to MP 895.6	East Sais to El Paso Jct.

Six Main Tracks

- MP 895.7 to MP 897.6 Main 1
- MP 895.6 to MP 897.4 Main 2
- MP 895.6 to MP 897.4 Main 3
- MP 895.6 to MP 897.6 Main 4
- MP 895.6 to MP 897.6 Main 5
- MP 895.7 to MP 897.4 Main 6

Restricted Limits—in effect:

- MP 895.3 to MP 895.7 Freight Main
- MP 895.7 to MP 896.9 Main 1
- MP 895.6 to MP 896.9 Main 2
- MP 895.6 to MP 897.4 Main 3

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items

Rule 6.17—Normal position of main track switches within restricted limits Belen will be left lined as last used.

Rule 6.19—When flagging is required, distance will be 2 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

- MP 663.0—Axle Count—Recall Code 8
- MP 669.7—DED/Exception Reporting Only
- MP 675.3—DED/Exception Reporting Only
- MP 680.1—DED/Exception Reporting Only
- MP 684.3—Recall Code 8
- MP 690.5—DED/Exception Reporting Only
- MP 694.5—DED/Exception Reporting Only
- MP 699.7—DED/Exception Reporting Only
- MP 705.0—Recall Code 0
- MP 711.0—DED/Exception Reporting Only
- MP 715.5—DED/Exception Reporting Only
- MP 719.6—DED/Exception Reporting Only
- MP 725.5—Recall Code 8
- MP 730.5—DED/Exception Reporting Only
- MP 734.8—DED/Exception Reporting Only
- MP 740.5—DED/Exception Reporting Only
- MP 746.0—Recall Code 8
- MP 750.5—DED/Exception Reporting Only
- MP 756.6—DED/Exception Reporting Only
- MP 762.6—DED/Exception Reporting Only
- MP 766.1—Axle Count—Recall Code 8
- MP 771.0—DED/Exception Reporting Only
- MP 776.2—DED/Exception Reporting Only
- MP 781.7—DED/Exception Reporting Only
- MP 786.4—DED/Exception Reporting Only
- MP 791.2—Axle Count—Recall Code 8
- MP 804.6—Axle Count—Recall Code 8
- MP 815.7—DED/Exception Reporting Only
- MP 820.1—DED/Exception Reporting Only
- MP 825.1—DED/Exception Reporting Only
- MP 832.4—Recall Code 8
- MP 837.9—DED/Exception Reporting Only
- MP 844.9—DED/Exception Reporting Only
- MP 850.3—Recall Code 8
- MP 856.1—DED/Exception Reporting Only
- MP 862.8—DED
- MP 867.4—DED/Exception Reporting Only
- MP 873.5—DED/Exception Reporting Only
- MP 877.8—Recall Code 8

- MP 886.6—DED/Exception Reporting Only
- MP 892.2—Axle Count—Recall Code 8

(See System Special Instructions Item 8L for “Exception Reporting Only” detector instructions).

B. Other detectors:

- High Water—MP 779.1 Main 2
 - EWD signal 7794, WWD signal 7783
- High Water—MP 806.9
 - EWD controlled signals Negra
 - WWD signals 8051 & 8053
- High Water—MP 870.4, MP 871.2
 - EWD signal 8712, WWD controlled signals Scholle
- Slide Fence 1—MP 870.8—Red indicators MP 870.8
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 2—MP 871.0—Red indicators MP 871.0
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 3—MP 871.5
 - Red indicators MP 871.5 and MP 871.6
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 4—MP 871.8—Red indicators MP 871.8
 - WWD Control Signal Scholle
 - EWD Signal 8712
- Slide Fence 5—MP 872.2
 - Red indicators MP 872.6 and MP 872.8
 - WWD Signal 8711
 - EWD Signal 8732
- Slide Fence 6—MP 872.6
 - Red indicators MP 872.6 and MP 872.8
 - WWD Signal 8711
 - EWD Signal 8732
- High Water—MP 875.0
 - EWD controlled signals East Sais
 - WWD controlled signal East Sais

6. FRA Excepted Track—None

7. Special Conditions

Split Track Operations—MP 751.0 to MP 754.6, Main 1 mile posts will be designated by X. MP 754.6X Main 1 is same location as MP 756.0 Main 2. Mile post sign on Main 1 at this location will indicate MP 754.6X on top portion of mile post sign and MP 756.0 on bottom portion of mile post sign.

Six-axle locomotives are restricted from operating on the following auxiliary tracks:

- Ft. Sumner 2026, 2027
- Vaughn 2201, 2202
- Mountainair 2410, 2411, 2412, 2414
2409 between overpass west of
depot and east switch of Track 2414
- Becker 2423

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7155 Clovis
- 7355 Belen

Road Line Segments

Line Segment Limits

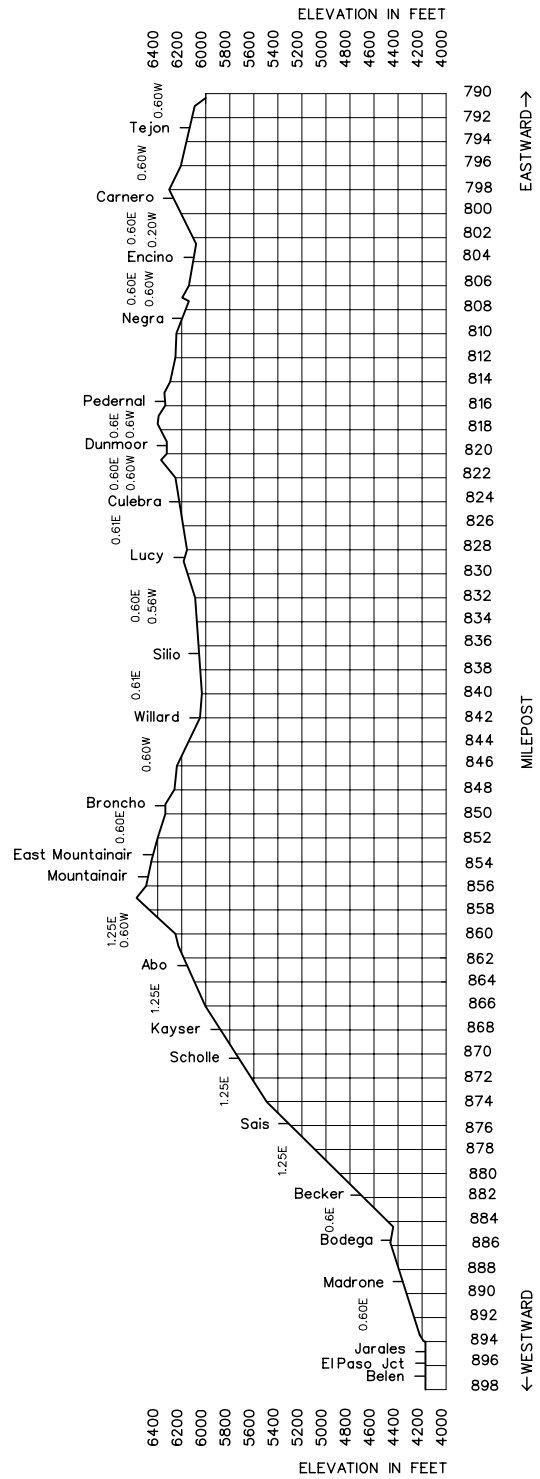
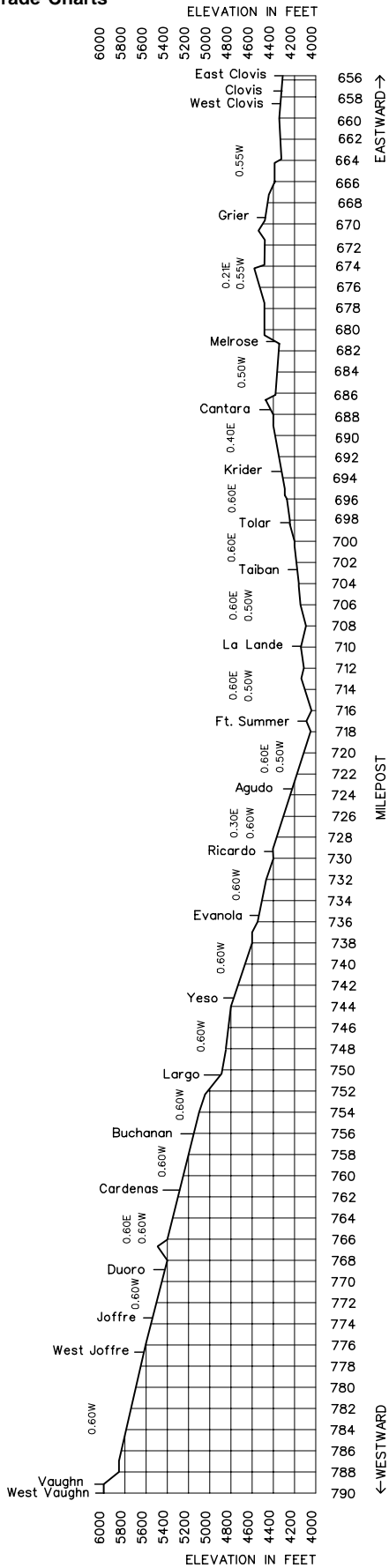
- 7100 East Clovis to Belen Jct., MP 655.7 to MP 897.6

9. Locations Not Shown as Stations

Name	Mile Post Location	Clic Number	Capacity Feet	Switch Opens
Loco. Set Out (N. Siding)	656.4	0501	900	East
Peavey West (Main 1)	659.1	0161	2,000	East
Gallaher (Main 2)	661.8	0711	5,520	East
Peavey Lead (Main 1)	668.0	2001	4,058	West
Set Out (Main 2)	668.0	2003	485	West
Set Out (Main 2)	680.3	2005	450	East
House Track (Main 1)	680.3	2007	2,870	Both
Set Out (Main 1)	687.5	2014	475	West
Set Out (Main 2)	687.5	2015	950	West
Set Out (Main 1)	702.7	2020	550	East
Set Out (Main 2)	702.7	2021	415	East
House Track (Main 2)	709.0	2023	2,350	Both
Set Out (Main 1)	709.0	2024	550	West
Set Out (Main 2)	717.1	2027	310	West
Set Out (Siding)	722.5	2102	440	East
Set Out (Main 1)	722.6	2103	520	East
House Track (Siding)	730.2	2106	1,100	Both
Set Out (Main 2)	730.2	2104	582	West
Set Out (Main 2)	743.5	2109	590	East
House Track (Main 1)	743.5	2110	1,750	Both
Set Out (Main 2)	749.5	2111	1,000	West
Set Out (Main 1)	749.5	2112	1,000	West
Set Out (Main 2)	762.6	2117	535	East
Set Out (Main 1)	762.6	2118	535	East
Set Out (Main 2)	769.4	2119	635	West
Set Out (Main 1)	769.4	2120	635	West
Stock Track (Main 2)	776.2	2121	2,893	West
Set Out (Siding)	792.2	2302	440	East
Set Out (Main 1)	800.4	2303	500	East
Set Out (Main 2)	800.4	2304	450	East
Set Out (Main 1)	809.0	2306	515	West
Set Out (Main 2)	809.0	2307	515	West
Set Out (Main 1)	829.0	2316	481	East
Set Out (Main 2)	829.0	2317	380	East
Set Out (Main 1)	835.8	2318	547	West

Name	Mile Post Location	Clic Number	Capacity Feet	Switch Opens
Set Out (Main 2)	835.8	2319	477	West
Set Out (Main 1)	846.5	2402	480	East
Set Out (Main 2)	846.5	2403	450	East
Set Out (Main 1)	853.1	2407	585	West
Set Out (Main 2)	853.1	2405	487	West
House Track (Main 1)	856.1	2409	4,754	Both
Set Out (Main 2)	861.8	2416	450	West
House Track (Main 1)	868.9	2418	964	Both
Set Out (Main 1)	876.2	2420	541	East
Set Out (Siding)	876.2	2421	596	East
Set Out (Main 1)	881.1	2424	617	West
House Track (Siding)	882.0	2422	3,100	Both
Set Out (Main 2)	890.5	2427	300	East
Set Out (Solo Cup) (Main 1)	890.5	7450	3,500	East

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Coronado Subdivn.		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
			0.0	EAST CORONADO JCT.			CTC	7204	0.7	
			0.7	PLATT			TWC		19.6	
	20550	20.3	SALT RIVER			5.9				
	20552	39.5	TEPCO JCT		A					
	20555	45.4	CORONADO		R				45.4	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
East Coronado Jct. to Coronado	72	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
East Coronado Jct. to Platt	30 MPH.
Platt to MP 42.5, including trains 100 TOB and over	49 MPH.
MP 42.5 to MP 44.0	15 MPH.
MP 44.0 through dumper	2 MPH.
MP 44.5 to MP 45.4	15 MPH.
West leg of wye at Platt	30 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

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

East Coronado Jct., switch to Main 2	40 MPH.
West Coronado Jct., switch to Main 2	40 MPH.
Platt, switch to west leg of wye	30 MPH.
Tepco Jct., switch to Springerville Subdiv.	40 MPH.
Coronado, spring switch—Coronado Loop track	10 MPH.

1(D). Speed—Other

Locomotive cranes/pile drivers	25 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

East Coronado Jct. to Coronado 143 tons, restriction A

3. Type of Operation

CTC—in effect:
East Coronado Jct. to Platt, and on west leg of wye, Platt.

TWC—in effect:
Platt to Coronado

Restricted Limits—in effect:
Coronado—MP 42.0 to MP 45.4

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Tepco Jct.—Be governed by superintendents notice for operation of dual control switch and circuit controller box.

Overhead and Side Obstructions—Dumper at MP 44.0.

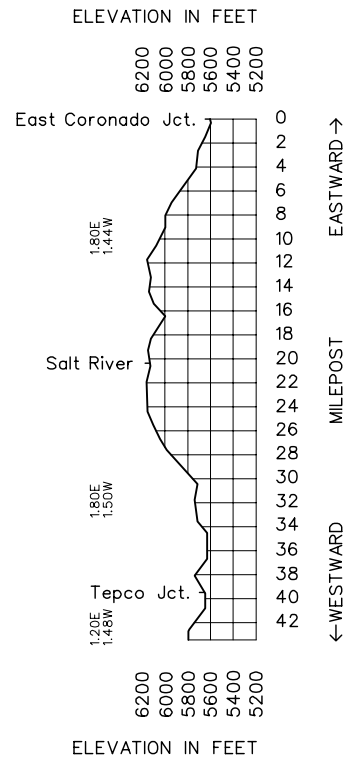
8. Line Segments

Road Line Segments
Line Segment Limits **Mile Posts**
7204 E. Coronado Jct. to Coronado MP 0.0 to 45.4

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Salt River Storage	20.3	514	Both
Coronado Generating Station	42.6	5,882	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Defiance Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS					
				Rule 4.3					
		20590	21.7	P&M NORTH	R	TWC	7203	8.2	
		20588	13.5	P&M SOUTH				1.0	
6,200	20586	12.5	P&M SIDING		9.5				
	20584	3.0	CARBON JCT.	R	1.0				
5,920	20583	2.0	MENTMORE	R	1.4				
		0.6	DEFIANCE	R	0.6				
		20595	0.0	EAST DEFIANCE		CTC	21.7		

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
P&M North to East Defiance	72	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
East Defiance to Defiance	30 MPH.
Defiance to MP 20.3	25 MPH.
MP 20.3 to MP 21.7	10 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

East Defiance—switch to Main 1	30 MPH.
West Defiance—switch to Main 1	30 MPH.
Defiance—switch to west leg of wye	30 MPH.

1(D). Speed—Other

Locomotive cranes/pile drivers and Jordan spreaders 20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

P&M North to East Defiance 143 tons, Restriction A

Six Axle Locomotive Restrictions—Six-axle locomotives are restricted from operating on the following auxiliary tracks: 1673 and 1674.

3. Type of Operation

CTC—in effect:

Between East Defiance and Defiance, and on West leg of wye, Defiance.

TWC—in effect:

Between Defiance and MP 19.0

Restricted Limits—in effect:

P&M North—MP 19.0 to MP 21.7

Defiance-Carbon Jct.—MP 0.6 to MP 3.0

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

P&M North—Normal position for loop track switch is lined for clockwise movement.

Overhead and Side Obstructions

Defiance Spur—P&M Loading Tipple, CLIC Tracks 1663 and 1670, and Navajo Forest Products Warehouse, CLIC 1669.

8. Line Segments

Road Line Segment

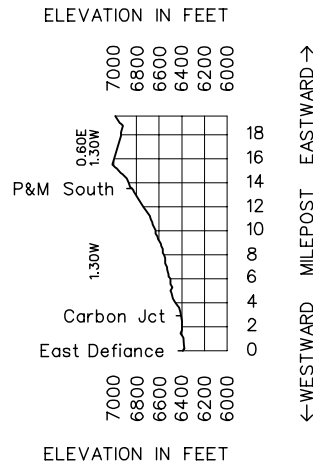
Line Segments Limits

7203 Defiance to P&M Mine

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Mentmore Storage	1.5	5,880	Both
Carbon Coal Loop	3.0	10,511	West
P&M South Mine	13.5	4,100	West

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	El Paso Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	3,546	40015	915.0	ISLETA					7.4	
	4,136	40010	922.4	LOS LUNAS			TWC		5.0	
		40005	927.4	CHLOE					5.2	
			932.4	BELEN JCT.	R				0.7	
		40004		BELEN	BCPRT		6MT CTC		1.3	
			934.4	EL PASO JCT.	R				8.1	
		29785	942.5	SABINAL					11.0	
	7,790	29780	953.5	LA JOYA					10.0	
	4,102	29775	963.5	SAN ACACIA					14.3	
	4,147	29765	977.8	SOCORRO	PT				10.4	
		29760	988.2	SAN ANTONIO			TWC		10.8	
	4,132	29755	999.0	ELMENDORF					6.1	
	6,004	29745	1005.1	SAN MARCIAL					7.2	
		29740	1012.3	POPE					9.1	
		29735	1021.4	LAVA					10.1	
	4,044	29730	1031.5	CROCKER					11.7	
		29725	1043.2	ENGEL			DT TWC	7300	8.2	
		29720	1051.4	CUTTER					15.7	
	4,150	29710	1067.1	ALIVIO					6.6	
		29705	1073.7	GRAMA					5.9	
		29700	1079.6	RINCON	PTR				7.7	
	4,194	29660	1087.3	TONUCO					8.4	
		29645	1095.7	MEDLER					5.4	
		29630	1101.1	LEASBURG					5.8	
	3,132	29615	1106.9	DONA ANA			TWC		5.6	
		29600	1112.5	LAS CRUCES					2.5	
		29590	1115.0	MESILLA PARK					8.9	
	8,393	29580	1123.9	MESQUITE, NM					15.9	
		29540	1139.8	VINTON, TX					2.6	
		29530	1142.4	CANUTILLO					2.9	
	3,224	29520	1145.3	MONTOYA					9.8	
		29500	1155.1	EL PASO	BCPTR				240.3	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Isleta to Belen Jct.	32	1	4	5&7	9
Belen Jct. to El Paso Jct.	50	-	-	-	-
El Paso Jct. to MP 1074	30	1	4	5&7	9
MP 1074 to El Paso	36	1	4	5&7	9
El Paso Yard	84	-	-	-	-

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Isleta to Belen Jct., including trains over 100 TOB	49 MPH.
El Paso Jct. to MP 966.4, including trains over 100 TOB	49 MPH.
MP 966.4 to MP 992.0	40 MPH.
MP 992.0 to El Paso, including trains over 100 TOB	49 MPH.

1(B). Speed—Permanent Restrictions

MP 914.9 to MP 915.2	20 MPH.
(Eastward trains—HER over crossing)	
MP 957.9 to MP 966.3	30 MPH.
MP 973.1 to MP 973.5	45 MPH.

MP 985.3 to MP 986.3	40 MPH.
MP 987.5 to MP 987.7	30 MPH.
MP 1006.2 to MP 1022.2	40 MPH.
MP 1022.9 to MP 1023.1	30 MPH.
MP 1036.4 to MP 1037.0	45 MPH.
MP 1075.8 to MP 1079.1	30 MPH.
MP 1079.4 to MP 1079.8	20 MPH.
MP 1079.9 to MP 1080.4	40 MPH.
MP 1082.8 to MP 1086.0	40 MPH.
MP 1088.4 to MP 1088.6	45 MPH.
MP 1090.1 to MP 1092.9	20 MPH.
MP 1093.3 to MP 1094.7	30 MPH.
MP 1096.0 to MP 1101.6	45 MPH.
MP 1111.5 to MP 1114.4 (HER)	30 MPH.
MP 1147.5 to MP 1151.9 (HER)	30 MPH.
MP 1151.9 to MP 1153.8	25 MPH.

1(C). Speed—Switches and Turnouts

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

MP 915.0, Isleta, turnout to El Paso Subdivision	40 MPH.
MP 932.4, Belen Jct., all switches (except entering yard)	30 MPH.
MP 934.4, El Paso Jct., turnout to El Paso Subdivision	30 MPH.
MP 1043.1, Engel, turnout from Main 1	40 MPH.
MP 1044.9, Engel, turnout from Main 2	40 MPH.
MP 1079.6, turnout to El Paso Sub.	20 MPH.
MP 1155.1, El Paso, End of main track westward	10 MPH.

1(D). Speed—Other

All Sidings	10 MPH.
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At El Paso, trains or engines must approach levee track crossing, located approximately 195 feet south of the headblock of BNSF track to the 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.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Isleta to El Paso 143 tons, Restriction A

Multiple-car movements for cars heavier than 143 tons are permitted between Rincon and El Paso.

3. Type of Operation

TWC—in effect:

MP 915.0 to MP 932.4
MP 934.4 to MP 1155.1

Restricted Limits—in effect:

Belen Jct. MP 932.3 to MP 931.2
El Paso Jct. MP 934.5 to MP 936.0
Rincon MP 1078.4 to MP 1080.8
El Paso MP 1155.1 to MP 1152.8

Double Track—At Engel, between MP 1043.1 and MP 1044.9. Normal position of switches is lined for left-hand movement.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items

Rule 1.14—Southwestern RR trains use BNSF tracks between MP 1082.7 and MP 1079.6, governed by BNSF Timetable and Special Instructions. Rule 6.28 in effect.

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.24—In double track at Engel, trains will keep to the left when operating with the current of traffic.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWC locations
 - MP 969.1—Recall Code 8
 - MP 989.0—Recall Code 0
 - MP 1010.6—Recall Code 8
 - MP 1040.9—Recall Code 8
 - MP 1071.1—Recall Code 8
 - MP 1082.4—Recall Code 0
 - MP 1097.2—Recall Code 8
 - MP 1121.7—Recall Code 8
 - MP 1146.7—Recall Code 8
- C. Other detectors:
 - High Water—MP 965.8, 966.1
Signs MP 964.8, MP 967.1
 - High Water—MP 979.4*, MP 980.1, MP 981.3
EWD MP 982.1, WWD MP 978.9—Rotating red lights
 - High Water—MP 982.9, 983.2, 983.5, 984.6, 985.0, 985.1, 986.5, 986.9, 987.1, 987.4*
EWD MP 987.9,
WWD MP 982.1—Rotating red lights
 - High Water—MP 1050.1, 1050.9, 1051.3
EWD MP 1052.4, WWD MP 1048.9
Rotating red lights
 - High Water—MP 1052.6, 1053.3, 1053.7, 1054.3, 1055.7
EWD MP 1056.9, WWD MP 1051.4
Rotating red lights
 - High Water—MP 1065.2, 1066.3
EWD MP 1067.5, WWD MP 1063.7
Rotating red lights
 - High Water—MP 1069.7, 1071.6
EWD MP 1072.8, WWD MP 1068.3
Rotating red lights
 - High Water—MP 1081.9, 1082.5, 1082.7, 1083.0, 1083.7
EWD MP 1084.4, WWD MP 1080.9
Rotating red lights
 - High Water—MP 1085.5
EWD MP 1086.2, WWD MP 1084.4
Rotating red lights
 - High Water—MP 1088.4, 1088.7, 1089.2, 1090.2, 1090.9, 1091.5
EWD MP 1091.7, WWD MP 1087.5
Rotating red lights
 - High Water—MP 1093.0, 1093.2, 1093.8, 1094.4
EWD MP 1095.0, WWD MP 1091.7
Rotating red lights

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

6. FRA Excepted Track—None

7. Special Conditions

Belen—Between El Paso Jct. and Belen Jct., trains will be governed by Clovis Subdivision Timetable and Special Instructions.

Six-axle locomotives are restricted from operating on the following auxiliary tracks:

- Chloe—4009, 4010
- Los Lunas—4007

Spring Switches, Location by Station

- MP 1043.1 and MP 1044.9, Engel
- MP 1123.7 and MP 1125.4, Mesquite

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 100 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 2000 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

8. Line Segments

Yard Line Segments

Line Segment	Yard
7356 El Paso

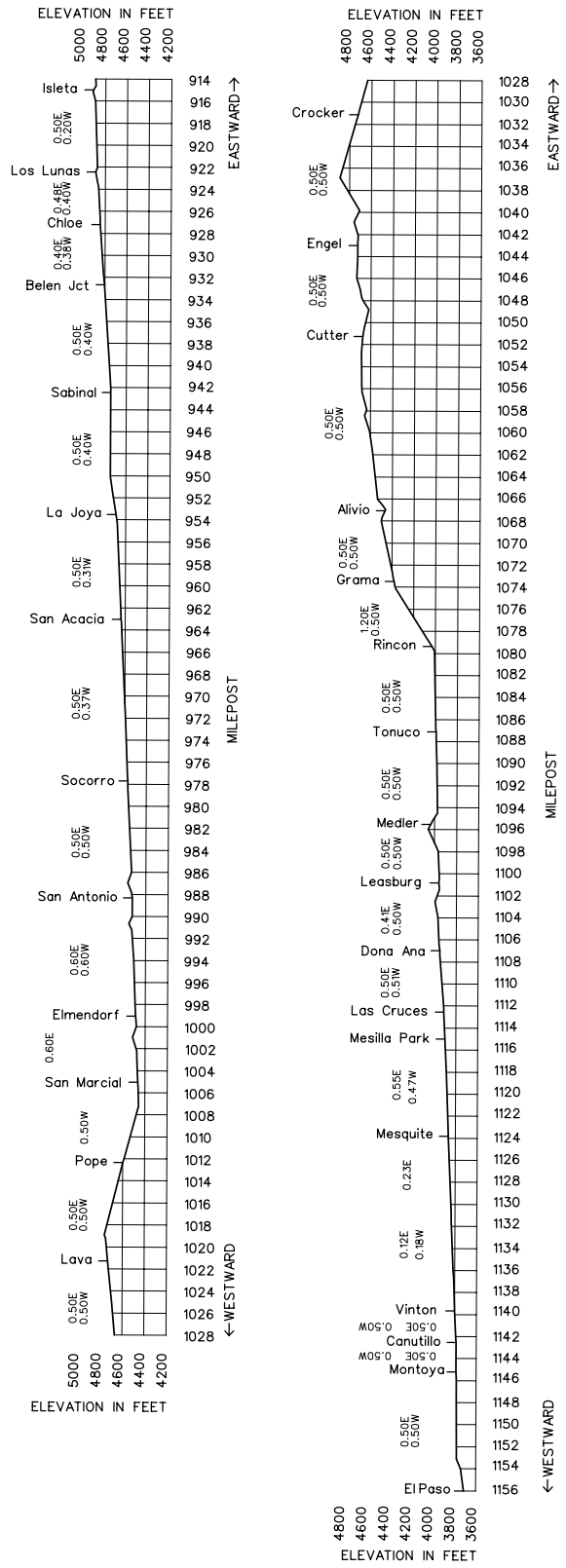
Road Line Segments

Line Segment	Mile Posts
7300 MP 934.4 to MP 1155.1

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Desert Green	935.3	373	West
Tiffany Stock Yards	1002.1	1112	West
Aleman	1056.4	350	West
Hanes Knitting Mill	1118.2	580	West
Santo Tomas	1123.5	770	Both
Vado	1127.8	2687	Both
Berino	1131.4	1385	Both
Anthony	1136.4	2509	Both
Mountain Pass Canning Co.	1137.5	815	West
W. Silver Co.	1138.3	3625	West
Border Steel Co.	1138.9	3647	West
Bergen Steel Co.	1141.1	1671	East

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ennis Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		19578	0.0	ENNIS	R			7209	1.1	
		19594	1.1	GOLDBADGE	R				2.3	
			3.4	SUN VALLEY	R				1.9	
		19602	5.3	WEBB SPUR	R				2.3	
		19608	7.6	WAYNE	R				1.4	
		19616	9.0	FENNEMORE	R				9.0	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Ennis to Fennemore	36	1	4	7	9

1. Speed Regulations

1(A). Speed—Maximum

Ennis Subdivision **Freight** 10 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other—None

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car**

Ennis to Fennemore 143 tons, Restriction D

3. Type of Operation

Restricted Limits—in effect:
MP 0.0 to MP 9.0 Ennis to Fennemore

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Six-axle locomotives are restricted from operating on the Ennis Subdivision.

8. Line Segments

Road Line Segments

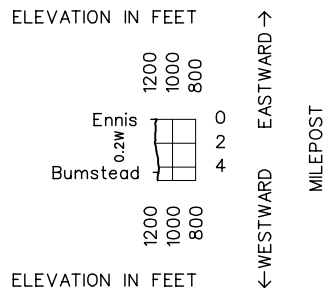
Line Segment Limits

7209 Ennis to Fennemore

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Bumstead	4.3	1,050	Both
Calgas	6.0	1,328	Both
Reams	6.5	3,220	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Gallup Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper. 6MT CTC	Line Segment	Miles to Next Stn.	EASTWARD ↑
			0.0	BELEN JCT.	BCT				5.5	
			5.5	CP 55					4.6	
	20870	10.1-27.4		DALIES					8.7	
	20862	33.9		RIO PUERCO				(1)13.3 (2)14.4	11.5	
	20840	47.2		SUWANEE					11.5	
	20830	58.7		MARMON					12.1	
	20810	71.1		LAGUNA					11.6	
	20784	82.7		McCARTYS					12.1	
	20770	94.3		EAST GRANTS					4.0	
		98.3		WEST GRANTS					8.9	
	20750	107.2		BLUEWATER					6.1	
	20720	113.3		EAST BACA	T				1.5	
		114.8		WEST BACA	T			(1) 2.9		
	20705	117.7		EAST PEGS	T			(1)0.8 (2)10.8		
		118.5		WEST PEGS	T			(1)7.1		
	20690	125.6		THOREAU	T				3.2	
	20680	128.8		GONZALES				(1)15.9 (2)14.4		
	20640	143.0		PEREA		2MT CTC ATS			6.3	
	20620	149.3		McCUNE					2.3	
(1) 8,534	20610	151.6		ZUNI					4.9	
		156.5		EAST GALLUP					1.1	
	20600	157.6		GALLUP	BPT				3.7	
		161.3		WEST GALLUP					3.7	
	20595	165.0		EAST DEFIANCE					2.0	
		167.0		WEST DEFIANCE	T				13.4	
	20580	180.4		LUPTON	X				10.8	
(2) 6,280	20575	191.2		HOUCK	X				8.0	
	20570	199.7		CHETO	X				15.0	
		214.8		EAST CORONADO JCT.	T				1.1	
		215.9		WEST CORONADO JCT.	T				3.3	
	20540	219.2		PINTA	X				13.1	
(1) 14,092	20535	232.3		ADAMANA	X				20.5	
(1) 5,460	20525	253.0		HOLBROOK	PX				5.6	
	20515	258.6		PENZANCE					3.8	
	20510	262.4		JOSEPH CITY	X				12.4	
(1) 6,800	20505	274.8		HIBBARD	X				9.7	
	20500	284.5		EAST WINSLOW Main 1 (270.0) Main 2 (269.6)	BCT				270.0	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
EI Paso Jct. to MP 1.5	50	1	4	5&7	9
MP 1.5 to Gallup	36	1	4	5&7	9
Gallup to East Winslow	72	1	4	5&7	9
Gallup Yard	84	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Belen Jct. to Dalies, including 100 TOB and over	90 MPH.	55 MPH*
Main 2		
Dalies to Marmon, including 100 TOB and over	90 MPH.	55 MPH*
Marmon to Gonzales, including trains 100 TOB and over	79 MPH.	55 MPH*
Gonzales to Gallup (westward only), including trains 100 TOB and over	90 MPH.	55 MPH*
Gallup to Gonzales (eastward only), including trains 100 TOB and over	79 MPH.	55 MPH*
Gallup to East Winslow, including trains 100 TOB and over	90 MPH.	55 MPH*
Main 1		
East Winslow to Gallup, including trains 100 TOB and over	90 MPH.	55 MPH*
Gallup to Gonzales, including trains 100 TOB and over	79 MPH.	55 MPH*
Gonzales to MP 85.9 (eastward only), including trains 100 TOB and over	90 MPH.	55 MPH*
Gonzales to MP 85.9 (westward only), including trains 100 TOB and over	79 MPH.	55 MPH*
MP 85.9 to Marmon, including trains 100 TOB and over	79 MPH.	55 MPH*
Marmon to Dalies, including trains 100 TOB and over	90 MPH.	55 MPH*
Pegs Spur		
Both legs of wye—MP 0.0 to 0.8	40 MPH.	
MP 0.8 to MP 2.6	20 MPH.	
MP 2.6 to MP 4.3	15 MPH.	
Dumper to MP 3.9	4 MPH.	
Freight trains on descending grades, with dynamic brakes not in use, must not exceed:		
Westward		
MP 130.4 to MP 135.5, Main 2	30 MPH.	
Eastward		
MP 10.0 to MP 0.2	30 MPH.	

* Unless otherwise restricted, an asterisk (*) in the freight column indicates the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

- Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:
- Same as above except train must not average more than 90 tons per operative brake under item (3).
- Trains consisting entirely of loaded double-stack equipment:
- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

At Belen	Passenger	Freight
MP 894.8 to MP 895.4 (Track No. 5)		30 MPH.
MP 897.2 to MP 897.3 (Tracks No. 4, No. 5, and No. 6) HER		10 MPH.
Main 2—New Mexico Division		
MP 0.1 to MP 0.5		30 MPH.
MP 6.7 to MP 10.2		55 MPH.
Main 2—Arizona Division		
MP 27.5A to MP 32.5	70 MPH.	65 MPH.
MP 36.8X to MP 45.0X	70 MPH.	65 MPH.
MP 59.1 to MP 60.1	65 MPH.	60 MPH.
MP 60.1 to MP 61.2	55 MPH.	50 MPH.
MP 61.2 to MP 62.9 protected by inert ATS inductors	50 MPH.	45 MPH.
MP 62.9 to MP 66.0	70 MPH.	65 MPH.
MP 66.0 to MP 66.7	60 MPH.	55 MPH.
MP 66.7 to MP 67.8	70 MPH.	65 MPH.
MP 83.9 to MP 88.0	60 MPH.	55 MPH.
MP 88.0 to MP 91.0	70 MPH.	65 MPH.
MP 129.4 to MP 130.2 (westward only)		80 MPH.
MP 149.7 to MP 150.1 (westward only)		80 MPH.
MP 154.6 to MP 156.8 (westward only)		85 MPH.
MP 156.8 to MP 157.6	65 MPH.	30 MPH.
MP 157.6 to MP 157.9 (HER)	30 MPH.	30 MPH.
MP 157.6 to MP 158.3	45 MPH.	30 MPH.
MP 160.7 to MP 160.9	80 MPH.	
MP 166.4 to MP 166.7	85 MPH.	
MP 188.4 to MP 188.9	80 MPH.	
MP 213.2 to MP 219.2	80 MPH.	
MP 228.0 to MP 228.3	85 MPH.	
MP 249.5 to MP 252.1	80 MPH.	
MP 253.1 (HER)	70 MPH.	
MP 264.2 to MP 264.4	80 MPH.	
MP 284.6 to MP 285.5	65 MPH.	55 MPH.
Main 1—Arizona Division		
MP 285.5 to MP 284.6	65 MPH.	55 MPH.
MP 264.4 to MP 264.2	80 MPH.	
MP 253.1 (HER)	70 MPH.	
MP 252.1 to MP 249.5	80 MPH.	
MP 219.2 to MP 213.2	80 MPH.	
MP 188.9 to MP 188.4	80 MPH.	
MP 166.7 to MP 166.4	85 MPH.	
MP 160.9 to MP 160.7	80 MPH.	
MP 158.3 to MP 157.6	45 MPH.	30 MPH.
MP 157.9 to MP 157.6 (HER)	30 MPH.	30 MPH.
MP 157.6 to MP 156.8	65 MPH.	50 MPH.
MP 136.4X to MP 133.4X	60 MPH.	55 MPH.
MP 130.7X to MP 129.9X	60 MPH.	55 MPH.
MP 127.8 to MP 127.5 (eastward only)		80 MPH.
MP 109.7 to MP 105.0 (eastward only)		80 MPH.
MP 102.3 to MP 101.8 (eastward only)		85 MPH.
MP 91.0 to MP 88.0	70 MPH.	65 MPH.
MP 88.0 to MP 83.9	60 MPH.	55 MPH.
MP 67.8 to MP 66.7	70 MPH.	65 MPH.
MP 66.7 to MP 66.0	60 MPH.	55 MPH.
MP 66.0 to MP 62.9	70 MPH.	65 MPH.
MP 62.9 to MP 61.2 protected by inert ATS inductors	50 MPH.	45 MPH.
MP 61.2 to MP 60.1	55 MPH.	50 MPH.
MP 60.1 to MP 59.1	65 MPH.	60 MPH.
MP 39.1 to MP 38.6	85 MPH.	
MP 32.4 to MP 27.5A	70 MPH.	65 MPH.
MP 27.5 to MP 27.4	50 MPH.	40 MPH.
Main 1—New Mexico Division		
MP 10.2 to MP 10.0		40 MPH.
MP 10.0 to MP 9.6		50 MPH.
MP 9.6 to MP 8.4		55 MPH.
MP 8.4 to MP 6.7		65 MPH.
MP 0.5 to MP 0.1		30 MPH.

1(C). Speed—Switches and Turnouts

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

MP 915.0, Isleta, turnout to El Paso Subdivision	40 MPH.
MP 895.6, El Paso Jct. all switches (except entering yard)	30 MPH.
MP 897.6, Belen Jct., all switches (except entering yard)	30 MPH.
Belen Jct., all dual control switches (except entering yard at 7110 or 7112 leads)	30 MPH.
Entering yard at 7110 lead, dual control switch	10 MPH.

Entering yard at 7112 lead, dual control switch	10 MPH.
Crossover, MP 0.5	50 MPH.
CP 55, two crossovers	50 MPH.
Dalies, MP 27.4	40 MPH.
Crossover, MP 27.5	40 MPH.
Crossover, MP 27.6	50 MPH.
Rio Puerco, two crossovers, MP 33.9	50 MPH.
Suwanee, two crossovers, MP 47.2	50 MPH.
Marmon, two crossovers, MP 58.7	50 MPH.
Laguna, two crossovers, MP 71.1	50 MPH.
McCartys, two crossovers, MP 82.7	50 MPH.
East Grants, crossover, MP 94.3	50 MPH.
West Grants, crossover, MP 98.3	50 MPH.
East Baca, crossover, MP 113.3	50 MPH.
Switch to east leg of wye, MP 113.4	40 MPH.
West Baca, switch to west leg of wye, MP 114.7	40 MPH.
Crossover, MP 114.8	50 MPH.
East Pegs, switch to east leg of wye, MP 117.7	40 MPH.
West Pegs, switch to west leg of wye, MP 118.5	40 MPH.
Pegs, stem of wye	40 MPH.
Gonzales, two crossovers, MP 128.9	50 MPH.
Perea, two crossovers, MP 142.9	50 MPH.
East Gallup, crossover, MP 156.4	40 MPH.
Crossover, MP 156.5	50 MPH.
EE Freight Lead, MP 156.6	20 MPH.
West Gallup, two crossovers, MP 161.3	50 MPH.
WE freight lead, MP 161.2	20 MPH.
East Defiance, crossover, MP 165.1	50 MPH.
East leg of wye, MP 165.3	30 MPH.
EE Storage No. 1, MP 165.4, electric switch lock	30 MPH.
WE Storage No. 1, MP 165.9, electric switch lock	30 MPH.
West Defiance, west leg of wye, MP 166.9	30 MPH.
Crossover, MP 167.0	50 MPH.
East Houck, crossover MP 190.0	50 MPH.
West Houck, switch to South Siding MP 192.0	40 MPH.
Houck, WE south siding and EE north siding	20 MPH.
East Coronado Jct., crossover, MP 214.8	50 MPH.
Switch to east leg of wye, MP 214.8	40 MPH.
West Coronado Jct., switch to west leg of wye, MP 215.8	40 MPH.
Crossover, MP 215.8	50 MPH.
East Adamana, dual control crossover MP 231.83	50 MPH.
West Adamana, dual control crossover MP 235.05	50 MPH.
West Adamana, dual control switch to North Siding	40 MPH.
Crossovers, MP 242.4, RH Facing Point	10 MPH.
East Holbrook, dual control crossover MP 253.2	50 MPH.
East Holbrook, dual control switch to North Siding	40 MPH.
West Holbrook, dual control crossover MP 255.6	50 MPH.
East Hibbard, dual control crossover MP 272.9	50 MPH.
West Hibbard, dual control crossover MP 275.5	50 MPH.
Hibbard, EE North Siding	20 MPH.
East Winslow, crossover, MP 284.5	50 MPH.
Crossover, MP 284.7	50 MPH.
East Freight Lead, MP 284.8	20 MPH.
Main 2, MP 284.9	50 MPH.
East Pass Yard Track No 1, MP 285.3	20 MPH.

1(D). Speed—Other

Bridges 72.5, 74.53, 123.8, 155.2—Cars heavier than 143 tons	25 MPH.
Lupton, both ends North Storage Main 1, hand throw switch	10 MPH.
Lupton, west end South Storage Main 2, hand throw switch	10 MPH.
Houck, both ends North Storage Main 1, hand throw EL switch	10 MPH.
Houck, west end South Siding Main 2, power switch	40 MPH.
Cheto, both ends North Storage Main 1, hand throw switch	10 MPH.
Cheto, west end South Storage Main 2, hand throw switch	10 MPH.
Pinta, both ends North Storage Main 1, hand throw switch	10 MPH.
Pinta, both ends South Storage Main 2, hand throw switch	10 MPH.
Adamana, east end North Storage Main 1, hand throw EL switch	10 MPH.
Adamana, west end North Storage Main 1, dual control switch	40 MPH.
Adamana, both ends South Storage Main 2, hand throw EL switch	10 MPH.
Adamana, inside crossover Main 1 to west long lead MP 233.4, hand throw EL switches	10 MPH.
Adamana, west end North Storage Main 1, dual control switch to inside crossover MP 233.4	40 MPH.
Adamana, inside crossover MP 233.4 to east end North Storage	10 MPH.

- Holbrook, west long lead of South Yard Main 2, hand throw
EL switch 10 MPH.
- Holbrook, both ends of South Storage Main 2, hand throw
EL switch 10 MPH.
- Holbrook, east end North Storage Main 1, dual control switch ... 40 MPH.
- Holbrook, west end North Storage Main 1, hand throw
EL switch 10 MPH.
- Holbrook, both ends of 2 inside crossovers Main 2, MP 253.4
and MP 254.6, into South Yard, hand throw EL switches 10 MPH.
- Penzance, both ends storage Main 2, hand throw switches 10 MPH.
- Joseph City, Main 1 both ends into yard, hand throw switches .. 10 MPH.
- Joseph City, Main 2 both ends into South Storage, hand
throw switches 10 MPH.
- Hibbard, both ends of North Storage Main 1, and South
Storage Main 2, hand throw EL switches 10 MPH.

Temperature 100 degrees or above—When air temperature meets the “threshold temperature”, all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 2.2 to MP 9.4	100 degrees	40 MPH
MP 38.5 to MP 45.9, Main 1	100 degrees	40 MPH
MP 119.0 to MP 124.1, Main 1	100 degrees	40 MPH
MP 130.5 to MP 132.5	100 degrees	40 MPH

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight if Car**

Belen Jct to East Winslow 143 tons, Restriction A

Six-axle locomotives are restricted from operating on the following tracks:

- Suwanee 7382
- Laguna 7482
- Grants 7752, 7753, and 7766
- Reid 7801, 7802, 7803, 7804, 7805
and 7812
- Thoreau 8061, 8063, 8064, 8065 and 8066
- Ciniza Ciniza Spur 8190
- Wingate 8261 and 8262
- Zuni 1513, 1514, 1515, 1517, 1518, 1519,
1520 and 1521
- Gallup Gamarco tracks, 1615, 1616 ,1617,
1608 and 1609
Yard Tracks, 1606-1613
- Houck 1922
- Pinta 2192
- Holbrook 8538 and 8539
- Winslow,
- Duke City Lumber 2945

3. Type of Operation

CTC—in effect:
Between Belen Jct. and East Winslow.
Pegs, on both legs of wye.

Restricted Limits—in effect:
Main 1—MP 895.7 to MP 896.5
Main 2—MP 895.3 to MP 896.9
Main 3—MP 895.6 to MP 896.9

4. General Code of Operating Rules Items

Rule 5.4.8—Flags may be displayed, when necessary to protect men and machines or affected track, to the left of track as viewed from an approaching train or engine.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 12.1—ATS in effect on both tracks between Dalies and Marmon, in both directions; on Main 2 between Gonzales and East Winslow, westward movements only; on Main 1 between East Winslow and Gallup, eastward movements only; and on Main 1 between Gonzales and MP 85.9, eastward movements only.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed per BNSF Rule 9.1.12.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 28.3—Recall Code 8
 - MP 44.5—Recall Code 0
 - MP 45.7X—Recall Code 0
 - MP 65.8—Recall Code 8
 - MP 90.5—Recall Code 8
 - MP 111.1—Recall Code 8
 - MP 131.3X—Main 1—Bidirectional—Recall Code 8
 - MP 131.3—Main 2—Bidirectional—Recall Code 0
 - MP 153.9—Recall Code 8
 - MP 176.9—Recall Code 8
 - MP 188.1—Recall Code 8
 - MP 202.4—Recall Code 8
 - MP 225.2—Recall Code 8
 - MP 247.4—Recall Code 8
 - MP 270.4—Both Tracks—Bidirectional—Recall Code 8
- C. Other Detectors
 - MP 69.8 and MP 70.1—High Water
WWD signals 681 and 683
EWD controlled signals Laguna MP 71.2
 - MP 72.6—High Water—Signals 721, 723, 752 and 754
 - MP 91.5—High Water—Signals 901, 903, 922 and 924
 - MP 141.8X—High Water
Signal 1411 and EWD controlled signals Perea
 - MP 150.5—High Water
Signals 1481, 1483, 1502 and 1504
 - MP 174.8—Rock Slide
Signals 1731, 1733, 1752, 1754 will display flashing red aspect.
 - MP 239.4—High Water—Signals 2391, 2393, 2412, 2414
 - MP 908.7—High Water
EWD signal 9092
WWD controlled signal MP 906.4

6. FRA Excepted Track—None

7. Special Conditions

Belen Jct.—Trains will be governed by Clovis Subdivision Timetable and Special Instructions.

Belen/Winslow—Crews originating at Belen or Winslow and scheduled to operate between West Defiance and East Winslow are required to obtain a track warrant listing bulletins and a track warrant with authority before leaving terminal, unless otherwise instructed by train dispatcher.

Pegs—Normal position for loop track switch is lined for clockwise movement.

Gallup—Split point derail on west long lead Gallup Yard, MP 159.5. This derail must be left in the derail position when not in use.

Joseph City—All trains must not park their power on CLIC 8636. This is a private industry spur and not for BNSF use.

Overhead and Side Obstructions

1. Reid, metal loading platform and ramps, Koch Sulphur Products, North Side, CLIC 7801, east end.
Reid, under-track auger installed on south spur MP 101.5. Watch your footing.
2. Pegs, dumper MP 3.9.
3. Ciniza, Giant Refinery, along east and west loading tracks, concrete foundation and metal stairway.
4. Wingate, loading rack, CLIC 8262, at Chemstam.
5. Thoreau, under-track hopper and belt conveyor permanently installed on Rock Track, CLIC 8051. Watch your footing.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

- MP 66.0 to MP 67.0
- MP 83.5 to MP 84.5, Main 1
- MP 140.8 to MP 141.4, Main 2
- MP 147.9 to MP 148.0
- MP 164.9 to MP 169.0, Main 1
- MP 171.4 to MP 175.3, Main 2
- MP 177.3 to MP 178.3, Main 2
- MP 194.6 to MP 198.5, Main 2
- MP 203.9 to MP 204.5, Main 2
- MP 248.0 to MP 249.0, Main 2
- MP 264.0 to MP 265.0, Main 2

8. Line Segments

Yard Line Segments

Line Segment Yard

- 7355 Belen Yard
- 7250 Gallup Yard
- 7251 Winslow Yard

Road Line Segments

Line Segment	Limits	Mile Posts
7200 Belen Jct. to Dalies 0.0 to 10.0
7200 Dalies to Winslow 27.4 to 284.5

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Main 1			
Rio Puerco	34.2	852	Both
Garcia	42.2	1,254	East
Suwanee	45.8	3,220	Both
Quirk North Set Out	63.5	931	East
Laguna	67.9	2,649	Both
Acomita	76.3	1,490	Both
Anzac	86.5	488	East
Grants	99.5	5,842	Both
Reid	100.7	4,944	Both
Bluewater	105.8	6,758	Both
West Baca	114.1	1,000	Both
North Guam	136.7	972	Both
Wingate	146.5	2,277	Both
Lupton	178.5	6,737	Both
Houck	190.8	7,220	Both
Chambers	205.9	3,455	Both
Navajo	213.3	2,247	Both
Pinta	218.5	6,437	Both
Arntz	245.2	584	East
Main 2			
Dalies	9.1	5,314	Both
Garcia	42.2X	1,054	East
Suwanee	47.4	6,786	Both
Quirk South Set Out	63.5	458	East
Laguna	69.7	2,550	East
Anzac	86.1	2,059	Both
Grants	94.4	6,620	Both
Reid	101.6	384	West
Bluewater	107.6	5,844	Both
West Baca	114.4	1,000	Both
Thoreau	125.6	7,128	Both
South Guam	136.2	3,440	West
Ciniza	138.9	3,093	Both
McCune	148.5	5,270	Both
Cheto	199.2	5,259	Both
Chambers	206.1	1,829	West
Pinta	219.2	7,107	Both
Adamana	232.0	5,718	Both
Arntz	245.9	737	West
Holbrook	251.8	5,687	Both
Penzance	257.6	7,505	Both
Joseph City	262.6	3,599	Both
Hibbard	274.2	5,621	Both

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Glorieta Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
	5,700	56400	770.1	LAS VEGAS	BP		TWC ABS	7300	8.4	
	4,850	56390	778.5	OJITA					10.3	
	5,400	56380	788.8	CHAPELLE					4.8	
	4,500	56370	793.6	BLANCHARD					9.7	
	6,385	56359	803.3	SANDS					7.7	
	6,632	56340	811.0	GISE					5.0	
	4,050	56330	816.0	ROWE					4.4	
	8,500		820.4	FOX					4.8	
	5,800	56320	825.2	GLORIETA		CTC			4.8	
	4,850	56310	830.0	CANONCITO					5.2	
	7,500	56190	835.2	LAMY			19.4			
	4,750	56180	854.6	WALDO			10.7			
		56160	865.3	DOMINGO			11.3			
	6,386	56150	876.6	NUEVE			22.2			
		56120	898.8	HAHN			3.6			
		56100	902.4	ALBUQUERQUE	BCPT		1.4			
			903.8	ABAJO	R		2.6			
			906.4	RIO BRAVO			8.6			
	2,486	40015	12.6	ISLETA	J	CTC	14.8			
		20870	27.4	DALIES			7305	159.7		

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Las Vegas to Dalies	32	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

Las Vegas to Lamy **Passenger** 79 MPH. **Freight** 55 MPH.

Between Las Vegas and Lamy, the maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

Lamy to Dalies 79 MPH. 55 MPH.

Between Lamy and Dalies, the maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

Unless otherwise restricted, between Lamy and Dalies, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 770.7 to MP 772.0	75 MPH.	60 MPH.
MP 772.6 to MP 772.8 (equipped with westward ATS Inert Inductors)	40 MPH.	35 MPH.
MP 772.8 to MP 779.4 (equipped with westward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 779.4 to MP 781.9	55 MPH.	50 MPH.
MP 782.3 to MP 784.1	45 MPH.	45 MPH.
MP 784.7 to MP 784.9	40 MPH.	40 MPH.
MP 786.1 to MP 786.3	60 MPH.	45 MPH.
MP 786.5 to MP 787.0 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 788.4 to MP 790.5	50 MPH.	45 MPH.
MP 790.8 to MP 793.9	45 MPH.	40 MPH.
MP 794.3 to MP 794.5	45 MPH.	30 MPH.
MP 794.7 to MP 795.2 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	20 MPH.
MP 795.2 to MP 799.9 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 800.4 to MP 802.8 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 804.0 to MP 805.1 (equipped with westward and eastward ATS Inert Inductors)	55 MPH.	45 MPH.
MP 805.1 to MP 805.8 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	45 MPH.
MP 805.8 to MP 808.8 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 812.3 to MP 812.8	50 MPH.	45 MPH.
MP 814.3 to MP 814.4	60 MPH.	
MP 815.0 to MP 815.6	65 MPH.	
MP 818.6 to MP 818.9	55 MPH.	50 MPH.
MP 819.2 to MP 819.5 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	40 MPH.
MP 819.6 to MP 819.7 (equipped with westward and eastward ATS Inert Inductors)	40 MPH.	35 MPH.
MP 819.7 to MP 824.6	50 MPH.	35 MPH.
MP 824.6 to MP 824.9 (equipped with westward and eastward ATS Inert Inductors)	35 MPH.	30 MPH.
MP 824.9 to MP 825.8 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 825.8 to MP 827.8 (equipped with westward and eastward ATS Inert Inductors)	20 MPH.	20 MPH.
MP 827.8 to MP 829.5 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 830.2 to MP 831.7 (equipped with westward and eastward ATS Inert Inductors)	40 MPH.	30 MPH.
MP 832.1 to MP 832.9 (equipped with westward and eastward ATS Inert Inductors)	20 MPH.	20 MPH.
MP 833.1 to MP 835.0	65 MPH.	50 MPH.
MP 850.7 to MP 851.5	55 MPH.	
MP 852.5 to MP 852.7 (equipped with westward ATS Inductors)	50 MPH.	45 MPH.
MP 852.9 to MP 853.2 (equipped with westward ATS Inductors)	55 MPH.	45 MPH.
MP 853.2 to MP 853.7 (equipped with westward ATS Inductors)	35 MPH.	30 MPH.
MP 861.3 to MP 862.2	60 MPH.	60 MPH.
MP 898.8 to MP 899.4 (HER)	60 MPH.	60 MPH.
MP 899.4 to MP 901.5 (HER)	50 MPH.	50 MPH.
MP 903.8 Abajo to MP 905.2		
(Westward trains may resume speed when the head end clears the restricted area)	20 MPH.	20 MPH.
MP 905.2 to MP 905.4	70 MPH.	
MP 12.5 to MP 13.6	70 MPH.	
MP 26.8 to MP 27.4	50 MPH.	40 MPH.

1(C). Speed—Switches and Turnouts

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

Las Vegas	10 MPH.	10 MPH.
Sands, Gise, Fox and Lamy, both ends siding	30 MPH.	30 MPH.
Glorieta, both ends siding	20 MPH.	20 MPH.
Hahn, end of double track eastward, spring switch	30 MPH.	30 MPH.
Abajo, WE double track	40 MPH.	40 MPH.
Dalies, switch MP 27.4	40 MPH.	40 MPH.
Dalies, crossover MP 27.5	40 MPH.	40 MPH.
Dalies, crossover MP 27.6	50 MPH.	50 MPH.

1(D). Speed—Other

Sidings—Las Vegas, Ojita, Chapelle, Blanchard, Rowe, Canoncito, Waldo, Nueve, Bernalillo, and Isleta 10 MPH. 10 MPH.
 Speed restrictions westbound freight trains between MP 793.9 and MP 799.9 20 MPH 20 MPH.
 In addition, if operating trains with manned helpers/distributed power equipment, tractive effort on remote consist must be reduced to idle before rear of train crests the grade at MP 793.7.
 Speed restrictions westbound freight trains between MP 825.2 and MP 833.0:
 When average TOB is 90 or more 15 MPH. 15 MPH.
 When average TOB is less than 90 20 MPH. 20 MPH.

Temperature Restrictions

Subdiv.	Hot Weather When temp. exceeds 100 degrees F		Location
	Freight	Pass.	
Glorieta	40	60	MP 772.6 to MP 871.1
	40	60	MP 13.2 to MP 24.0

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
 Las Vegas to Dalies 143 tons, Restriction B

3. Type of Operation
TWC—in effect:
 Between Las Vegas and Rowe; and between Lamy and Abajo.
CTC—in effect:
 Between ESS Rowe and WSS Lamy and between Abajo and Dalies.
Double Track—Between MP 898.8 (Hahn) and MP 903.8 (Abajo).

Restricted Limits—in effect:
 At Albuquerque, between MP 901.1 and end of double track at Abajo (MP 903.8).

When eastward train is stopped by “Stop” signal governing eastward movement on Main 1 or Main 2 at end of double track Hahn, and no conflicting movement is evident:

1. For movement Main 1 to main track—Member of crew must test spring switch and if signal does not clear, train must foul circuit beyond signal but not to foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
2. For movement Main 2 to main track—Member of crew must examine siding switch to see if properly lined, and test spring switch on main track. If signal does not clear, train must foul circuit beyond signal but not foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
3. For movement Main 2 to siding—Member of crew must examine and line siding switch, then proceed at restricted speed.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items
Rule 1.14—Santa Fe Southern trains will use BNSF tracks at Lamy between MP 834 and MP 837.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 12.1—ATS in effect between Lamy and Hahn and on both tracks between Hahn and Albuquerque.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures: None
- B. Other TWD locations:
 MP 774.9—Recall Code 8
 MP 809.2—Recall Code 8
 MP 843.4—Recall Code 8
 MP 874.5—Recall Code 8
 MP 887.9—Recall Code 8
- C. Other detectors:
 Slide Fence—MP 826.7 to MP 826.9
 Signals 8272
 WWD controlled signals at WSS Glorieta
 High Water—MP 852.4—Signals 8542 and 8511
 High Water—MP 869.2—Signals 8702 and 8671
 High Water—MP 870.8—Signals 8702 and 8701
 High Water—MP 872.7—Signals 8732 and 8701
 High Water—MP 874.2—Signals 8754 and 8731
 High Water—MP 878.3—Signals 8782 and 8771
 High Water—MP 908.7
 EWD signal 9092
 WWD controlled signal MP 906.4

6. FRA Excepted Track—None

7. Special Conditions
 Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 825.2 (Glorieta) and MP 833.0.

1. Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.
2. Dynamic Brake requirements for westbound freight trains between MP 825.2 (Glorieta) and MP 833.0.
 - A. Before leaving MP 825.2 (Glorieta), it MUST be known that locomotive consist has the minimum number of operative axles of dynamic brake. If train DOES NOT meet the minimum requirement, train MUST NOT proceed. Helper consist may be added to meet this requirement.
 - B. After leaving MP 825.2 (Glorieta), if the dynamic brake on the locomotives in consist become inoperative, or one of the trailing locomotive’s dynamic brake becomes inoperative, and the loss of dynamic brake causes the train to have less than the minimum required amount of dynamic brake axles, and the Engineer has the train under control, train may proceed without stopping.
 - C. When a dynamic brake failure results in less than the minimum dynamic brake axle requirements, while operating on descending grade between MP 825.2 (Glorieta) and MP 833.0, train may proceed down descending grade if speed is controlled but must reduce speed to 15 MPH until rear of train has reached MP 833.0.
 - D. Should conditions such as loss of dynamic brakes or undesired emergency applications, such as kicker, air

hose separation, etc., prevent the ability to control speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 104.13.3.

- E. Freight train operation having locomotive with dynamic brake NOT IN USE, except between MP 825.2 (Glorieta) and MP 833.0.

When average TOB is 90 or more, maximum speed on descending grades as follows:
 40 MPH between MP 833.0 and MP 865.3 (Domingo).
 25 MPH between MP 825.2 (Glorieta) and MP 770.1 (Las Vegas).

Westward from MP 825.5 (Glorieta) to MP 833:								
Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	4	6	6	8	8	8	10
2,001 to 4,000	10	12	14	16	18	18	20	22
4,001 to 5,000	12	14	18	20	20	22	24	26
5,001 to 6,000	14	18	20	22	24	26	28	30
6,001 to 7,000	16	20	22	24	28	30	32	34
7,001 to 8,000	16	22	24	28	32	34	36	38
8,001 to 9,000	18	24	28	32	36	38	40	42
9,001 to 10,000	20	26	32	36	38	42	44	46
10,001 to 12,000	24	32	38	42	46	50	52	54
12,001 to 14,000	28	36	42	48	54	58	60	64
14,001 to 16,000	28	38	46	52	58	62	66	70

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB.
 For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.
 Note: Maximum number of axles of dynamic brake which may be cut in on the lead consist of freight trains is 28 axles. (ABTH Rule 104.3.2, Item B)

- 3. WHEN LETTER "S" (siding sign) is displayed on a "STOP" signal, train MUST stop and crew member will operate switch to enter siding or diverging route, then be governed by signal indication.
- 4. BETWEEN MP 770.1 (LAS VEGAS) AND MP 835.2 (LAMY), trains handling intermodal equipment (excluding doublestack equipment) are limited to 22 axles of operative dynamic brake on the head end consist.
- 5. BETWEEN MP 825.2 (Glorieta) and MP 833.0 under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold train while brake system is being recharged, starting behind lead locomotive, apply a sufficient number of hand brakes to hold train, (ABTH Rule 101.27.6).

 Brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while hand brakes are being released.
 Before proceeding, all hand brakes must be released.
- 6. ABTH RULE 104.13 GRADE OPERATION, applies to freight trains operating between MP 825.2 (Glorieta) and MP 833.0. Grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 104.13.3).
- 7. Between MP 825.2 (Glorieta) and MP 833.0, total brake pipe reduction to control train speed must not exceed 18 psi for

trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If total brake pipe reduction exceeds the above limitations, train MUST BE STOPPED immediately.

- A. To control train speed, a sufficient number of retainers (not less than 20), starting behind lead locomotives, must be set in high pressure position before releasing train brakes, reference ABTH Rule 104.13.3.
- B. Before proceeding, brake system must be fully recharged. Excessive use of engine brakes to control train speed is prohibited.
- 8. A RUNNING AIR BRAKE TEST PER ABTH Rule 101.13.1 must be performed by all westbound freight trains between MP 770.1 (Las Vegas) and MP 820.4 (Fox).
- 9. PASSENGER TRAINS
 Westbound Passenger trains MUST make a running air brake test between Rowe and Glorieta before passing the summit of grade to determine the following:
 - A. Retarding force of the air brake system.
 - B. To insure normal brake pipe pressure changes occur at the rear of train
- 10. REQUIREMENT FOR EMERGENCY APPLICATION .
 - A. All train crew members operating on Glorieta Subdivision between MP 775 to MP 810 and MP 818 to MP 842, MUST take action to stop train with an emergency application of brakes should train exceed 5 MPH over maximum authorized speed.
 - B. Freight trains on descending grades between MP 825.2 and MP 833.0 experiencing air brake problems, MUST STOP immediately using emergency air brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.
 - C. At MP 825.2 (Glorieta), freight trains required to STOP before descending the grade MUST recharge the train brake system before proceeding.
- 11. AUTOMATIC BRAKE VALVE CUTOFF POSITION
 When operating westbound freight trains on the Glorieta Subdivision, Automatic Brake Valve Cutout Valve (ABTH Rule 102.16) will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating between MP 825.2 and MP 833.0, train MUST BE STOPPED. After stopping, train must be properly secured and Automatic Brake Valve Cutout Valve placed in "PASS" position. Train brake system must be fully charged before proceeding.
- 12. Two-Way ETD Certification Form—In the application of ABTH Rule 101.29.2, Testing Emergency Function, all trains operating on the Glorieta Subdivision between Las Vegas and Albuquerque must have a valid ETD certification form. The ETD certification form is valid until train reaches destination unless ETD or HTD is exchanged enroute.

 A copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment Department at the location at which certification is performed or in the timeslip box upon tie-up. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.
- 13. Cold Temperature Air Brake Test
 When extreme cold temperatures occur, brake cylinders on freight equipment are more prone to leakage. To assure that a brake application can be maintained effectively for trains

descending the mountain grades on the Glorieta Subdivision, perform the following air brake test prior to departing the locations listed below. This test is required on freight trains exceeding 1500 tons averaging over 100 TOB, when temperatures are below zero degrees Fahrenheit (-0 F):

Crew members must perform the following air brake test on their train prior to departing MP 825.2 (Glorieta) on westbound trains operating on the Glorieta Subdivision:

1. Fully charge the air brake system.
2. Make a 20-psi brake pipe reduction.
3. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).
4. Wait 20 minutes.
5. Inspect train for any brakes that either did not apply or have released.
6. Set out all cars that have released during this inspection before departing.

It will be the train crews responsibility to perform this air brake test on their train prior to departing MP 825.5 (Glorieta) on westbound trains operating on the Glorieta Subdivision.

14. Winter Train Operations

Operating practice requirements as prescribed by Air Brake and Train Handling Rule 104.13.1, Item F, Inclement Weather Train Braking, will be complied with by all westward trains at MP 825.2 (Glorieta) at a speed not exceeding 10 MPH. Air brakes must be applied as train reaches descending grade.

15. TTOX and TTFX Restrictions—Two-axle cars (TTOX, Car Kind Code QA) and multi-axle cars (TTFX, Car Code QDE) are restricted from operating between Las Vegas and Nueve on the Glorieta Subdivision.

16. Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
 MP 816 (Rowe) to MP 818
 MP 852 to MP 879

8. Line Segments

Road Line Segments

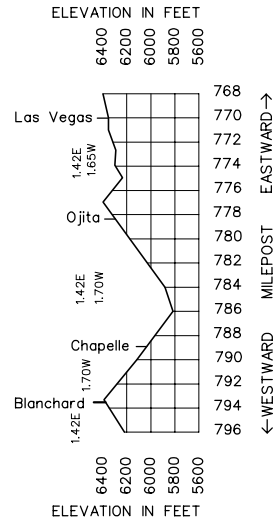
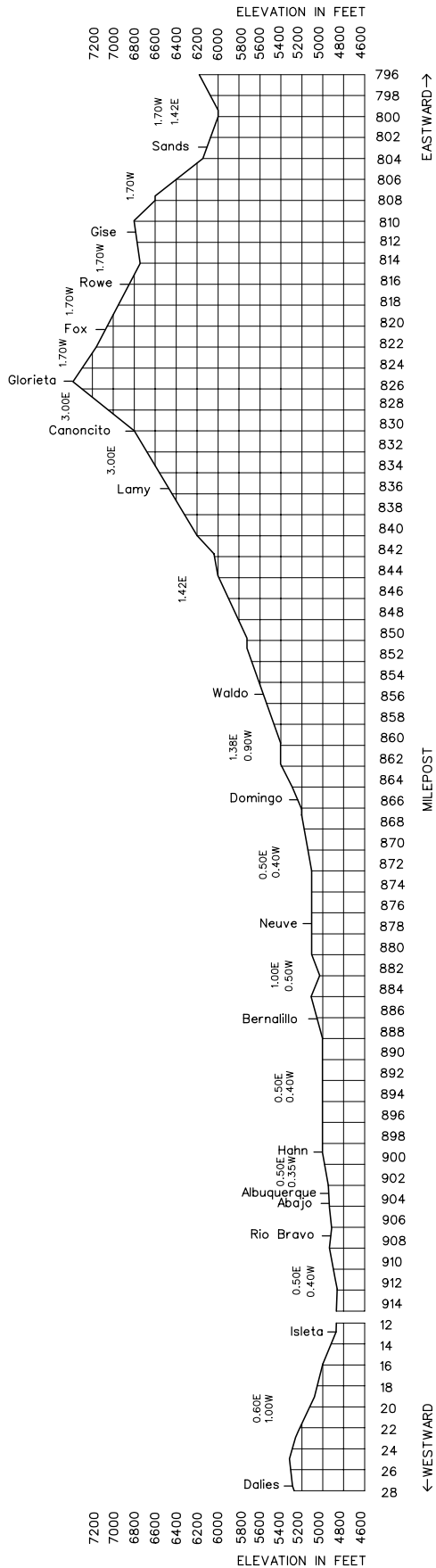
Line Segment Limits

- 7300 Las Vegas to Isleta
- 7305 Isleta to Dalies

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Domingo Spur	864.9	4,400	
Centex	883.9	484	Both
Bernalillo	886.0	6,250	Both
General Mills	895.5	4,154	East
Public Service	895.7	12,850	East
Tewa Moulding Corp.	896.3	700	
Rio Grande Steel	896.8	1,750	
Crego Block	897.9	216	
Albuquerque Metal	905.6	816	
Home Planners, Inc.	905.9	1,458	
M. Lieberman	906.0	1,404	
Alpine Trucking	906.9	683	
American Pipe & Const.	907.9	1,583	
Industrial Park	908.2	4,018	
Briner Rust Proofing Co.	908.5	1,847	
Industrial Wood Components	908.9	640	
Bates Lumber Co.	910.6	862	

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Lee Ranch Subdivn.		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
			MAIN LINE STATIONS					
	20745	15.4X	LEE RANCH	R		7202	15.4	
	20740	0.0X 27.3	LEE RANCH JCT.			7201	10.2	
	20736	17.1	AMBROSIA		TWC		12.1	
	20730	5.0	ESCALANTE JCT.				4.1	
		0.9	BACA				0.9	
		0.0	WEST BACA		CTC		42.7	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Lee Ranch to West Baca	36	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
East and West Leg of Wye Baca	40 MPH.
Baca to Lee Ranch MP 12.3X, including trains	
100 TOB and over	49 MPH.

1(B). Speed—Switches and Turnouts—None

1(C). Speed—Switches and Turnouts

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

West Baca—switch to Main 1	40 MPH.
East Baca—switch to Main 1	40 MPH.
Baca—switch to stem of wye	40 MPH.
Baca wye storage—WE storage 0.9	30 MPH.
Baca wye storage—EE storage 2.2 spring switch	30 MPH.

1(D). Speed—Other

Locomotive cranes/pile drivers and Jordan spreaders	25 MPH.
Lee Ranch loading track and switch	10 MPH.
Escalante Spur	15 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Lee Ranch to West Baca 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
Between West Baca and Baca and on east leg of wye Baca.

TWC—in effect:
Between Baca and MP 12.3X

Restricted Limits—in effect:
Lee Ranch—MP 12.3X to MP 15.4.X

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed per BNSF Rule 9.1.12.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Lee Ranch—Normal position for loop track switch is lined for counterclockwise movement.

8. Line Segments

Road Line Segments

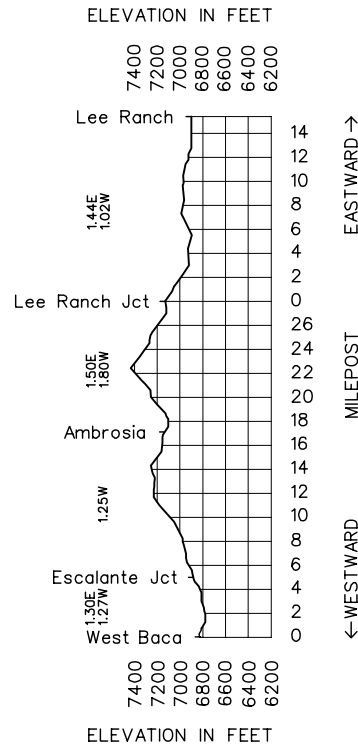
Line Segment Limits

7201	Lee Ranch Jct. to West Baca
7202	Lee Ranch to Lee Ranch Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Wye Storage	0.9	6,451	Both
Escalante	5.0	3.2 Miles	East
Ambrosia	17.1	147	Both
Lee Ranch Mine Storage	12.3X	6,840	Both
Lee Ranch Coal Loop Storage	14.8X	797	West

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Phoenix Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20125	375.2	WEST WILLIAMS JCT.					2.9	
		20150	378.1	WILLIAMS				7206	6.1	
		20180	384.2	SERENO					20.5	
		20200	401.2 0.0	ASH FORK	PR	TWC		7207	22.0	
		20210	21.2	DRAKE	T				7.2	
6,188	20240	28.4	ABRA						17.8	
6,262	20275	46.2	TUCKER						20.0	
	20280	80.6	SKULL VALLEY			DT TWC			6.2	
4,006	20285	86.8	KIRKLAND						14.7	
4,939	20297	101.5	HILLSIDE						8.2	
6,452	20305	109.7	DATE						13.5	
3,598	20322	123.2	CONGRESS						11.8	
	19550	135.0	MATTHIE	T		TWC		7208	15.3	
7,100	19558	150.3	CASTLE HOT SPRINGS						18.9	
	19566	169.2	BEARDSLEY			DT TWC			4.4	
3,022	19578	173.6	ENNIS						6.3	
	19654	179.9	PEORIA						3.8	
	19690	183.7	GLENDALE	R					4.6	
	19694	188.3	ALHAMBRA	TR					2.7	
	19700	191.6	MOBEST	BCTR					2.1	
	19700	193.7	PHOENIX	TR					209.0	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
West Williamns Jct. to Ash Fork	55	1	4	7	9
Ash Fork to MP 176.0	36	1	4	7	9
MP 176.0 to MP 189.6	84	1	4	7	9
MP 189.6 to MP 193.7	55	1	4	7	9

1. Speed Regulations

1(A). Speed—Maximum

Freight

Phoenix Subdivision, including trains 100 TOB and over 49 MPH.

Speed limit freight trains, with dynamic brakes not in use on descending grades:

- Westward MP 375.0 to MP 400.5 25 MPH.
- Westward MP 12.0 to MP 31.5 30 MPH.
- Westward MP 54.9 to MP 145.0 30 MPH.
- Eastward MP 95.4 to MP 89.0 30 MPH.

1(B). Speed—Permanent Restrictions

- MP 375.1 to MP 381.1 40 MPH.
- MP 381.1 to MP 391.0X 35 MPH.
- MP 391.0X to MP 392.0X 30 MPH.
- MP 392.0X to MP 402 35 MPH.
- MP 0.2 to MP 0.8 20 MPH.
- MP 0.8 to MP 13.9 40 MPH.
- MP 13.9 to MP 21.1 30 MPH.
- MP 21.1 to MP 21.4 20 MPH.
- MP 21.4 to MP 23.2 30 MPH.
- MP 23.2 to MP 24.4 40 MPH.
- MP 64.6 to MP 80.5 40 MPH.
- MP 80.5 to MP 81.7, Main 1 and Main 2 30 MPH.
- MP 81.7 to MP 123.2 30 MPH.
- MP 134.5 to MP 135.6 20 MPH.
- MP 135.6 to MP 140.0 35 MPH.
- MP 140.0 to MP 150.3 30 MPH.

- MP 168.8 to MP 170.1, Main 1 and Main 2 30 MPH.
- MP 170.1 to MP 175.8 40 MPH.
- MP 175.8 to MP 178.4 (HER) 25 MPH.
- MP 182.5 to MP 191.0 20 MPH.
- MP 191.0 to MP 191.1 (HER) 10 MPH.
- MP 191.1 to MP 192.9 20 MPH.
- MP 192.9 to MP 193.7 10 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated. At Beardsley and at Skull Valley, normal position of switches is lined for right-hand movement.

- MP 168.8 Beardsley, spring switch, turnout to Main 1 30 MPH.
- MP 170.1 Beardsley, spring switch, turnout to Main 2 30 MPH.
- MP 80.5 Skull Valley, spring switch, turnout to Main 1 30 MPH.
- MP 81.7 Skull Valley, spring switch, turnout to Main 2 30 MPH.

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car**

West Williams Jct to Phoenix 143 tons, Restriction C

Six-Axle Locomotive Restrictions—Six-axle locomotives are restricted from operating on the following auxiliary tracks:

- Peoria Peoria Team Track, CLIC 2201
- Hillside Sulphur Spur, CLIC 3203
- Phoenix CLIC 0201 Wye
- Alhambra CLIC 0931 Wye and Tail of Wye
- Alhambra CLIC 1201 John Deere Lead

Drake - The wye tracks at Drake are not to be used for meeting of trains or turning locomotives with six-axle trucks. Four axle truck units can be turned on the wye when instructions are given by the dispatcher.

3. Type of Operation

Restricted Limits—in effect:

- MP 399.6 to MP 1.0 Ash Fork
- MP 178.4 to MP 193.7 Glendale-Phoenix

TWC—in effect:

- MP 375.2 to MP 399.6 West Williams Jct. to Ash Fork
- MP 1.0 to MP 178.4 Ash Fork to Peoria

4. General Code of Operating Rules Items

Rule 1.14—At Matthie, trains may use wye belonging to the A&C RR, from MP 0.0 to MP 1.4 and will be authorized by Rule 6.13 Yard Limits, within these limits.

At Phoenix, BNSF and UP trains may jointly use tracks at east and west end of Union Depot.

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.24 Double Track

- MP 168.8 to MP 170.1 At Beardsley
- MP 80.5 to MP 81.7 At Skull Valley

When meeting or passing trains at Beardsley or Skull Valley, trains must approach end of double track at restricted speed until it is visually determined that the train to be met or passed is not fouling the clearance point of double track on either end.

At Phoenix, before crossing UP tracks on tail of wye, be governed by instructions in box on north side of UP tracks.

At Phoenix, be governed by Rule 9.17 at Signal 9058 which governs movement to the UP passenger main. After entering the UP passenger main, be governed by Rule 6.13, Yard

Limits, with a maximum speed of 20 MPH. Yard Limits are established between MP 889.0 and MP 909.1.

Eastbound Trains operating between Phoenix and West Williams Jct. are not to exceed 6,500 tons or 7,500 feet in length. Westbound trains operating between West Williams Jct. and Phoenix are not to exceed 7,500 tons or 6,000 feet in length. (Train length includes the length of locomotives.)

Except trains made up entirely of empty flat cars, trains exceeding 5500 tons must have all empty flat cars in rear of train. Tonnage behind any empty flat car cannot exceed 5500 tons.

Those cars loaded with empty trailers, empty containers, or empty chassis, are considered loads.

Safety Rule S-13.5—On the Phoenix Subdivision, between Phoenix and Beardsley, at road crossings, it will be permissible for employees to board or dismount from moving equipment on paved surfaces, i.e., asphalt & concrete, not to exceed 4 MPH.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 23.5—Recall Code 8
 - MP 46.9—Recall Code 8
 - MP 88.8—Recall Code 8
 - MP 113.9—Recall Code 8
 - MP 137.9—Recall Code 8
 - MP 155.4—Recall Code 8
 - MP 173.0—Recall Code 8
 - MP 381.6—Recall Code 8
- C. Other Detectors
 - MP 88.9—High Water—Signs MP 88.0 and MP 89.7
 - MP 143.3—High Water—Signs MP 143.4 and MP 145.0
 - MP 146.6—High Water—Signs MP 145.5 and MP 147.4

6. FRA Excepted Track—None

7. Special Conditions

Overhead and Side Obstructions

Glendale—Pearce Distributors Track 1238, close clearance between dock and track.

Alhambra—CLIC 1004, when spotting.

Superlite Builders Supply Company trackage, Clics 921 and 922, has impaired walkway account cable on ground.

W.R. Grace, Clic 942 - Do not place cars between orange marks and end of track. Due to close clearance do not ride side of car at this location.

Allied Tube Co., Clic 702 - Before spotting make sure overhead door is completely open.

Alhambra Spotting Instructions—Spellman Hardwood, Clic 932, has installed an alarm system to which the gate across track is connected. Following are instructions for crews pulling and spotting Spellman and disarming system: A key pad box has been placed on outside of west fence about 24 feet north of gate. Lift cover on box, which will give access to key pad. Punch in disarm code, 123458. A red light should appear, meaning system is disarmed. After system is disarmed, you have 15 minutes to make switching moves before system automatically arms itself again. If moves take longer than 15 minutes, you will have to disarm system again.

Glendale—At Biagi, Clic 1209, do not spot cars beyond door 3. They will unload and let cars roll to end of track. Use caution when coupling into this track, as cars may be against wheel stop.

Mobest—Fence and building on Quick Seed and Feed spur off Crystal Ice Lead.

Phoenix—Overhead conveyor and concrete bin cap on west track at United Metro.

Phoenix—Side Clearance, CLIC 141, Warehouse Dock.

Phoenix—CLIC 0506 and 0507, Phoenix

When switching CLIC 0506 and 0507, both tracks hold three-car spots. Do not go between the tracks due to steam pipes located there, close clearance.

UP Interchange Instructions—The interchange tracks for equipment between BNSF and Union Pacific are Tracks 1 through 44 and main track in the UP freight yard. Union Pacific main track will be used as an interchange track or running track with verbal permission from the UP yardmasters. When necessary to foul UP main track or use UP main track, it will be necessary for BNSF yard crews to secure permission from UP yardmaster by using their ground level speaker system, or by Radio Channel 96, or by telephone (602) 322-2522. Party securing permission must identify himself and secure identity of UP yardmaster, and will then be given a definite period of time to occupy main track. This time should be repeated back to UP yardmaster.

UP main track switches will be locked and may be opened with UP switch key.

No special claims generated by switch moves required at UP yard will be approved without documentation to the Mobest trainmaster indicating UP yardmaster name authorizing move, time authorized, and specific instructions that generated the claim.

Overhead and Side Obstructions—Narrow Track Centers - Please be aware that these locations present a danger to a person riding the side of a car. Take every precaution when switching in these locations.

Mobest: Clic Nos. 401, 402, 403, 404, 405 and 406.

Alhambra: Clic Nos. 1101, 1102, 1103, 1121, 1122, 1123 and 1124.

Glendale: Clic Nos. 1401, 1402, 1403, 1404, 1405, 1406, 1704, and 1705.

Temperature Restrictions

Temperature 100 degrees or above—When air temperature meets the 'threshold temperature', all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 24.4 to MP 83.5	100 Degrees	40 MPH
MP 123.2 to MP 134.5	110 Degrees	40 MPH
MP 154.7 to MP 163.0	110 Degrees	40 MPH

Flash Flood Locations—The following are identified as "critical areas". Refer to System Special Instructions, Item 33.

- MP 31.0 to MP 35.2
- MP 84.1 to MP 86.5
- MP 133.0 to MP 147.5

8. Line Segments

Yard Line Segments

Line Segment	Yard
7252	Mobest Yard

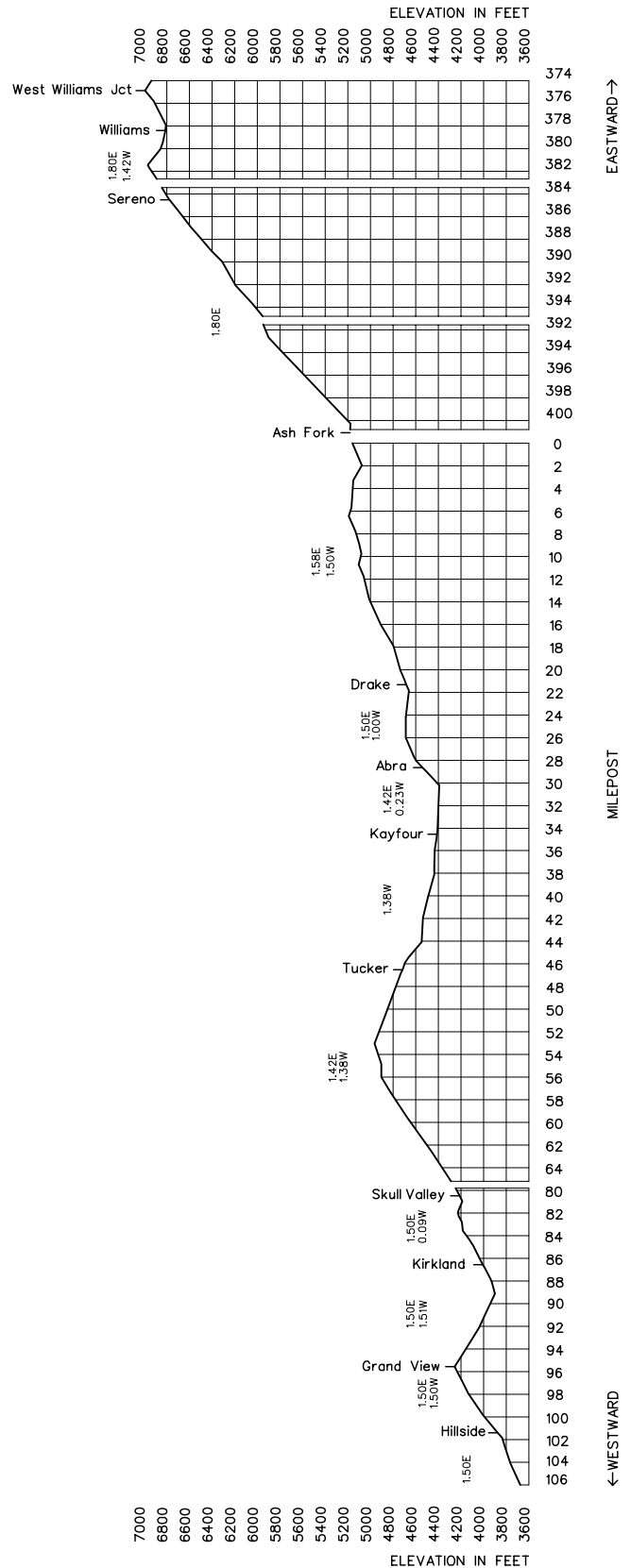
Road Line Segments

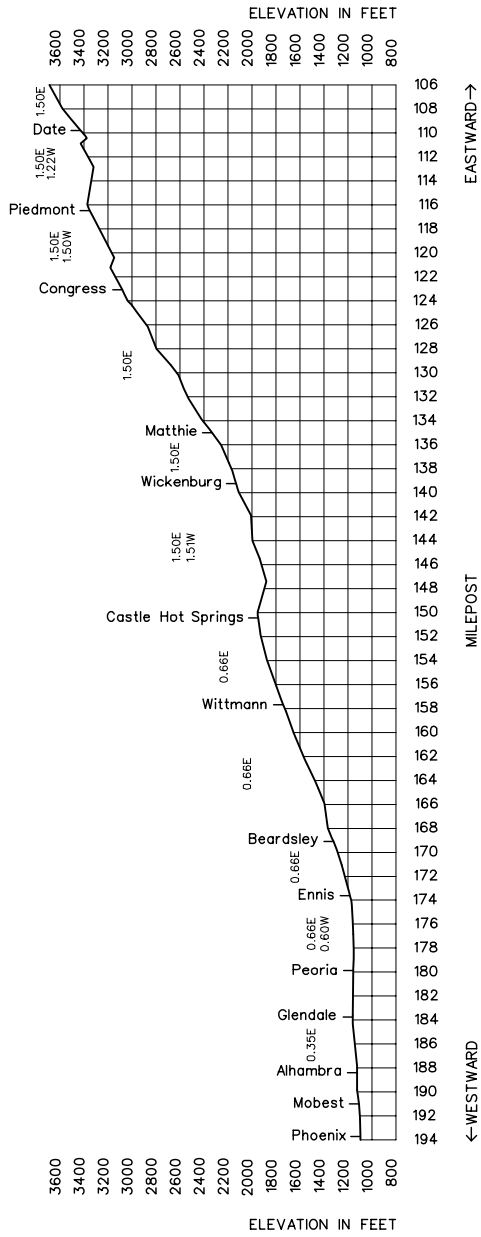
Line Segment	Limits
7206	Williams Jct. To Daze
7207	Daze to Ash Fork
7208	Ash Fork to Phoenix

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Daze	393.3	601	East
Meath	9.2	350	East
Drake (N. Side)	20.6	350	East
Abra	27.9	350	West
Kayfour	34.4	1,480	Both
Grand View	95.4	3,460	Both
Piedmont	116.4	1,878	Both
South Matthe	135.2	1,100	Both
Wickenburg	139.6	2,231	Both
Wittman	157.6	3,602	Both
Lizard Acres	171.6	948	Both
Surprise	172.5	937	Both

10. Grade Chart





WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Raton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		56700	554.9	LA JUNTA	BCPTY				17.4	
4,650	56660	572.3	TIMPAS				TWC ABS ATS	7300	10.7	
6,000	56650	583.0	MINDEMAN			8.5				
6,250	56640	591.5	DELHI			13.2				
6,250	56630	604.7	SIMPSON			10.3				
4,750	56620	615.0	MODEL			11.3				
6,150	56610	627.0	HOEHNES			9.5				
		635.8	TRINIDAD	PY		1.3				
	56600	637.1	WEST TRINIDAD			1.5	2MT CTC	7300	8.7	
	56590	638.6	JANSEN			4.5				
		647.3	GALLINAS			3.4	CTC	7300	4.3	
	56555	651.8	WOOTTON			11.8				
9,300	56510	655.2	KEOTA			18.8				
9,500	56500	659.5	RATON	XBPT		9.3				
5,650	56490	671.3	HEBRON			10.6				
6,050	56450	690.1	FRENCH	T		9.7				
6,300	56445	699.4	SPRINGER			5.6	TWC ABS	7300	17.0	
6,250	56440	710.0	COLMOR			7.9				
6,100	56430	719.7	LEVY			9.3				
3,800	56425	725.3	WAGON MOUND			10.5				
4,650	56420	742.3	SHOEMAKER			215.1				
6,250	56415	750.2	WATROUS							
7,602	56410	759.5	ONAVA							
5,700	56400	770.1	LAS VEGAS	BP						

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
La Junta to Las Vegas	32	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
La Junta to Trinidad	90 MPH.	55 MPH.
Trinidad to Raton	79 MPH.	55 MPH.
Raton to Las Vegas	79 MPH.	55 MPH.

Between La Junta and Las Vegas, the maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

Unless otherwise restricted, between La Junta and Trinidad and Raton and Las Vegas, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal ... equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 555.6 to MP 555.8 Equipped with eastward and westward ATS Inert Inductors	35 MPH.	30 MPH.
MP 556.2 to MP 556.4	55 MPH.	50 MPH.
MP 575.5 to MP 576.0	80 MPH.	
MP 581.2 to MP 581.4	80 MPH.	
MP 576.2 to MP 577.2	75 MPH.	
MP 587.1 to MP 589.3	75 MPH.	
MP 589.5 to MP 590.6	80 MPH.	
MP 591.0 to MP 591.4	75 MPH.	
MP 593.3 to MP 594.1	75 MPH.	
MP 595.1 to MP 596.5	75 MPH.	
MP 605.1 to MP 605.5	75 MPH.	
MP 606.6 to MP 607.3	80 MPH.	
MP 615.6 to MP 615.8	75 MPH.	
MP 618.0 to MP 618.5	75 MPH.	
MP 619.6 to MP 619.7 Equipped with westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 620.2 to MP 622.5	45 MPH.	35 MPH.
MP 622.9 to MP 624.7 Equipped with eastward ATS Inert Inductors	40 MPH.	35 MPH.
MP 633.5 to MP 633.8	75 MPH.	
MP 636.1 to MP 637.5	20 MPH.	20 MPH.
MP 637.5 to MP 638.5	45 MPH.	35 MPH.
MP 638.5 to MP 643.0	30 MPH.	30 MPH.
MP 643.0 to MP 648.9 Equipped with eastward ATS Inert Inductors	25 MPH.	20 MPH.
MP 648.9 to MP 651.2 Equipped with eastward ATS Inert Inductors	20 MPH.	20 MPH.
MP 651.2 to MP 653.3 Equipped with eastward ATS Inert Inductors	25 MPH.	20 MPH.
MP 653.3 to MP 654.5 Equipped with westward ATS Inert Inductors	30 MPH.	20 MPH.
MP 654.5 to MP 655.6 Equipped with westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 655.6 to MP 656.6 Equipped with westward ATS Inert Inductors	30 MPH.	20 MPH.
MP 656.6 to MP 657.6 Equipped with westward ATS Inert Inductors	25 MPH.	20 MPH.
MP 657.6 to MP 657.9 Equipped with westward ATS Inert Inductors	35 MPH.	20 MPH.
MP 657.9 to MP 659.4	40 MPH.	20 MPH.
MP 659.9 to MP 660.5 Equipped with eastward ATS Inert Inductors	45 MPH.	40 MPH.
MP 660.8 to MP 661.7	70 MPH.	60 MPH.
MP 663.1 to MP 667.1	65 MPH.	
MP 690.2 to MP 690.5 Equipped with eastward and westward ATS Inert Inductors	50 MPH.	45 MPH.
MP 690.9 to MP 691.2	55 MPH.	50 MPH.
MP 691.6 to MP 692.0	65 MPH.	55 MPH.
MP 692.2 to MP 692.5	79 MPH.	65 MPH.
MP 695.0 to MP 695.2	75 MPH.	
MP 696.0 to MP 696.2	70 MPH.	55 MPH.
MP 698.3 to MP 700.3	65 MPH.	55 MPH.
MP 719.1 to MP 719.3	79 MPH.	65 MPH.
MP 730.8 to MP 731.6	79 MPH.	65 MPH.
MP 732.0 to MP 734.3	75 MPH.	
MP 736.1 to MP 739.8 Equipped with eastward and westward ATS Inert Inductors	40 MPH.	40 MPH.
MP 739.8 to MP 747.3 Equipped with eastward and westward ATS Inert Inductors	45 MPH.	40 MPH.
MP 747.6 to MP 748.1 Equipped with eastward and westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 748.1 to MP 749.0 Equipped with eastward and westward ATS Inert Inductors	45 MPH.	35 MPH.
MP 749.0 to MP 749.9 Equipped with eastward and westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 754.7 to MP 754.9 Equipped with eastward and westward ATS Inert Inductors	65 MPH.	

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.		
Trinidad, turnout to Main 2	30 MPH.	30 MPH.
West Trinidad, west end No. 6 track	20 MPH.	20 MPH.
Jansen, 2 crossovers	30 MPH.	30 MPH.
Gallinas, 2 crossovers	20 MPH.	20 MPH.
Wootton, end of 2 tracks	20 MPH.	20 MPH.
Keota, both ends siding	20 MPH.	20 MPH.
Raton, both ends siding, crossover MP 659.1	30 MPH.	30 MPH.

Schomberg, French, both ends siding 30 MPH. 30 MPH.
 French, York Canyon Subdiv., Jct. Switch 35 MPH. 35 MPH.
 French, West leg of Wye 35 MPH. 35 MPH.
 Springer, Onava, both ends siding 30 MPH. 30 MPH.

1(D). Speed—Other

Sidings—Mindeman, Delhi, Simpson, Hoehnes, Hebron,
 Colmor, Levy, Shoemaker, Las Vegas 10 MPH. 10 MPH.

Las Vegas—Five (5) MPH maximum speed on CLIC Tracks 0815 and 0816, Medite Plant. Do not block any road crossings into plant.

Speed restrictions for descending grade movements between MP 643.0 and MP 659.5 (Raton):

When average TOB is 90 or more 15 MPH.
 When average TOB is less than 90 20 MPH.

Temperature Restrictions

Between MP 555.8 and MP 604.4 and between MP 612.1 and MP 769.8, when air temperature meets the threshold temperature of 100 degrees Fahrenheit, the following speeds apply unless a more restrictive speed is in effect:

Passenger Trains 60 MPH.
 Freight Trains 40 MPH.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
 Maximum Gross Weight of Car**

La Junta to Las Vegas 143 tons, Restriction B

3. Type of Operation

Yard Limits—in effect:

La Junta—MP 553.9 to MP 556.5
 Trinidad—MP 634.8 to MP 635.8

TWC—in effect:

Between La Junta and Trinidad; and between Springer and Las Vegas.

CTC—in effect:

Between Trinidad and switch at west end siding Springer.

Two Main Tracks—MP 635.8 to MP 651.8

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items

Rule 1.14—UP trains will use BNSF tracks between Trinidad and Jansen and will be governed by BNSF Timetable and Special Instructions.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 649.8—DED—WWD only
 - MP 657.0—DED—EWD only
- B. Other TWD locations:
 - MP 566.6—Recall Code 8
 - MP 594.5—Recall Code 8
 - MP 618.5—Recall Code 8
 - MP 649.8—DED—EWD only—Recall Code 8

- MP 657.0—DED—WWD only—Recall Code 8
- MP 675.8—Recall Code 8
- MP 702.1—Recall Code 8
- MP 728.0—Recall Code 8
- MP 753.6

C. Other detectors:

- High Water—MP 566.6—Signals 5692 & 5661
- High Water—MP 576.6—Signals 5772 & 5741
- High Water—MP 581.3—Signals 5822 & 5801
- High Water—MP 585.3—Signals 5862 & 5831
- High Water—MP 586.9—Signals 5882 & 5861
- High Water—MP 589.6—Signals 5902 & 5881
- High Water—MP 591.6—Signals 5922 & 5901
- High Water—MP 594.3—Signals 5942 & 5921
- High Water—MP 600.0—Signals 6022 & 5991
- High Water—MP 600.5—Signals 6022 & 5991
- High Water—MP 611.2—Signals 6122 & 6101
- High Water—MP 615.4—Signals 6152 & 6141
- High Water—MP 638.6
 - EWD and WWD controlled signals at Jansen
 - High Water—MP 691.3
 - EWD and WWD controlled signals at West French
 - High Water—MP 727.1—Signals 7272 & 7251
 - High Water—MP 753.7—Signals 7562 & 7531

6. FRA Excepted Track

Hoehnes—6402

7. Special Conditions

Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for freight trains on descending grades between MP 643 and MP 659.5 (Raton).

1. Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.
2. Dynamic Brake requirements for freight trains descending grades between MP 643 and MP 659.5 (Raton).
 - A. Before leaving Raton Tunnel, it MUST be known that locomotive consist has the minimum number of operative axles of dynamic brake. If train DOES NOT meet the minimum requirement, train MUST NOT proceed. Helper consist may be added to meet this requirement.
 - B. After leaving Raton Tunnel, if the dynamic brake on the locomotive in consist becomes inoperative, or one of the trailing locomotive's dynamic brake becomes inoperative, and the loss of dynamic brake causes the train to have less than the minimum required amount of dynamic brake axles, and the Engineer has the train under control, train may proceed without stopping.
 - C. When a dynamic brake failure results in less than the minimum dynamic brake axle requirements, while operating on descending grade between MP 643 to MP 659.5 (Raton), train may proceed down descending grade if speed is controlled but must reduce speed to 15 MPH until rear of train had reached either MP 643 on an eastbound train or MP 659.5 on a westbound train.
 - D. Should conditions such as loss of dynamic brakes or undesired emergency applications, such as kicker, air hose separation, etc., prevent the ability to control speed normally by using the balance braking method, retainers must be applied as per ABTH Rule 104.13.3.

Westward from MP 652.5 (At West Portal of Raton Tunnel) to MP 659.5 (Raton), and eastward from MP 652.0 (At East Portal of Raton Tunnel) to MP 639.0 (Jansen):

Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	6	8	8	10	10	10	12
2,001 to 4,000	14	16	18	20	22	22	24	26
4,001 to 5,000	16	18	22	24	24	26	28	30
5,001 to 6,000	18	22	24	26	28	30	32	34
6,001 to 7,000	20	24	28	30	32	34	36	38
7,001 to 8,000	22	28	32	34	36	38	40	42
8,001 to 9,000	24	30	36	38	40	42	44	46
9,001 to 10,000	28	34	38	42	44	46	48	50
10,001 to 12,000	34	40	46	52	54	56	58	60
12,001 to 14,000	40	48	54	60	62	64	66	70

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage. Note: Maximum number of axles of dynamic brake which may be cut in on the lead consist of freight trains is 28 axles. (ABTH Rule 104.3.2, Item B)

3. WHEN LETTER "S"(siding sign) is displayed on a "STOP" signal, train MUST stop and crew member will operate switch to enter siding or diverging route, then be governed by signal indication.
4. BETWEEN MP 635.8 (Trinidad) AND MP 770.1 (Las Vegas), trains handling intermodal equipment (excluding doublestack equipment) are limited to 22 axles of operative dynamic brake on the head end consist.
5. BETWEEN MP 643 AND MP 659.5 (Raton), under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold train while brake system is being recharged, starting behind lead locomotive, apply a sufficient number of hand brakes to hold train, (ABTH Rule 101.27.6).

Brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while hand brakes are being released. Before proceeding, all hand brakes must be released.
6. ABTH RULE 104.13 GRADE OPERATION, applies to freight trains operating between MP 643 and MP 659.5 (Raton). Grade for this location is to be considered 3.1%-3.5% for the purpose of applying retainers (ABTH Rule 104.13.3).
7. Between MP 643.0 and MP 659.5 (Raton), total brake pipe reduction to control train speed must not exceed 18 psi for trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If total brake pipe reduction exceeds the above limitations, train MUST BE STOPPED immediately.
 - A. To control train speed, a sufficient number of retainers (not less than 20), starting behind lead locomotives, must be set in high pressure position before releasing train brakes, reference ABTH Rule 104.13.3.
 - B. Before proceeding, brake system must be fully recharged. Excessive use of engine brakes to control train speed is prohibited.

8. A RUNNING AIR BRAKE TEST PER ABTH Rule 101.13.1 must be performed by all freight trains between Raton and Raton Tunnel and between Trinidad and Raton Tunnel before passing summit of grade.
9. PASSENGER TRAINS
Passenger trains MUST make a running air brake test before passing the summit or grade at the Raton Tunnel to determine the following:
 - A. Retarding force of the air brake system.
 - B. To insure normal brake pipe pressure changes occur at the rear of train.
10. REQUIREMENT FOR EMERGENCY APPLICATION
 - A. All train crew members operating on Raton Subdivision between MP 639.0 to MP 660 MUST take action to stop train, with an emergency application of the brakes should train exceed 5 MPH over maximum authorized speed.
 - B. Freight trains on descending grades between MP 643 and MP 659.5 (Raton), experiencing air brake problems, MUST STOP immediately using emergency air brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.
11. AUTOMATIC BRAKE VALVE CUTOUT POSITION
When operating freight trains on descending grades between MP 643 and MP 659.5 (Raton) on the Raton Subdivision, Automatic Brake Valve Cutout Valve (ABTH Rule 102.16) will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating on descending grade between MP 643 and MP 659.5 (Raton), train MUST BE STOPPED. After stopping, train must be properly secured and Automatic Brake Valve Cutout Valve placed in "PASS" position. Train brake system must be fully charged before proceeding.
12. TWO-WAY ETD CERTIFICATION FORM
 - A. In the application of ABTH Rule 101.29.2— Testing Emergency Function, all Trains operating on the Raton Subdivision between La Junta and Las Vegas must have a valid ETD certification form. The ETD certification form is valid until train reaches destination unless ETD or HTD is exchanged enroute.
 - B. A copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment Department at the location at which certification is performed or in the timeslip box at Raton upon tie-up. Engineers and Conductors are jointly responsible for meeting these requirements. Equipment or Herder personnel will assist in the arming process, when available.
13. COLD TEMPERATURE AIR BRAKE TEST
When extreme cold temperatures occur, brake cylinders on freight equipment are more prone to leakage. To assure that a brake application can be maintained effectively for trains descending the mountain grades of the Raton Subdivision, perform the following air brake test prior to departing the locations listed below. This test is required on freight trains exceeding 1500 tons averaging over 100 TOB, when temperatures are below zero degrees Fahrenheit (-0 F):

It will be the train crews responsibility to perform the following air brake test on their train prior to departing MP 659.5 (Raton) on eastward trains and MP 638.6 (Jansen) on westward trains operating on the Raton Subdivision.

1. Fully charge the air brake system.
2. Make a 20-psi brake pipe reduction.
3. Do not nullify the pressure maintaining feature of the automatic brake valve during this test (such as when performing a brake pipe leakage test).
4. Wait 20 minutes.
5. Inspect train for any brakes that either did not apply or have released.
6. Set out all cars that have released during this inspection before departing.

14. WINTER TRAIN OPERATIONS

Operating practice requirement as prescribed by Air Brake and Train Handling Rule 104.13.1, Item F, Inclement Weather Train Braking, will be complied with by all westbound trains exiting Portal of Raton Tunnel at MP 652.6 and by all eastbound trains exiting Portal Tunnel at MP 652.0, not exceeding 10 MPH. Air brakes must be applied as train exits tunnel.

15. TTOX AND TTFX RESTRICTIONS

Two-axle car (TTOX, Car Kind Code QA) and multi-axle cars (TTFX, Car Code QDE) are restricted from operating between La Junta and Las Vegas on the Raton Subdivision.

16. TRINIDAD RAILWAY COMPANY, RATON SUBDIVISION
Trinidad Railway, Inc. had adopted the General Code of Operating Rules, Third Edition, effective April 10, 1994, and the following System Instructions apply:

System Location: Jansen Yard (MP 0.0) to New Mine (MP 30.0) **YARD LIMITS— IN EFFECT**
MP 0.0 to MP 1.0 and MP 24.2 to MP 30.0

Rule 6.15 Block Register Territory—Trinidad Railway is designated as an Absolute Block Territory. A register labeled "BLOCK REGISTER TERRITORY" is located in the scale house at Jansen Yard and applies only on that designated territory. The territory begins at MP 1.0 and remains through MP 24.2. A train or operator in charge of men or equipment is authorized to operate Absolute Block Register Territory under the following conditions:

1. The following information must be entered in the register on the first blank line:

Train ID	Conductor		Time	Time
or M of W	or M of W		Territory	Territory
<u>Activity</u>	<u>Personnel</u>	<u>Date</u>	<u>Occupied</u>	<u>Cleared</u>
A	B	C	D	E

The following identifies entries required in the columns designated A through E:

 - A. Enter the train identification number or equipment or MW activity.
 - B. Enter the last name of the conductor or employee in charge of men or equipment.
 - C. Enter the current date.
 - D. Enter the time of entry into block territory.
 - E. Enter the time of exit from block territory.
2. If the territory is occupied by a preceding train movement, entry cannot be made on a register until engineer of each preceding movement has been contacted and advised that territory will be jointly occupied by a train, Maintenance of Way men or equipment and/or another train. All train movements must be made at RESTRICTED SPEED.
3. After movement has been completed, the time the territory was cleared must be entered in Column E. A line is then to be drawn through the entire entry by any authorized employee.

Critical Areas—See System Special Instructions Item 33, Flash Flood Warnings:
Simpson to Mindeman MP 604.7 to MP 583.0
Wagon Mound to Shoemaker MP 775.3 to MP 742.3

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

Line Segment Limits

7300 La Junta to Las Vegas

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Schomberg	678.8	5,900	Both
Herzog	719.5	8,300	West
Medite	765.5	1,250	East

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Seligman Subdivn. MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				Rule 4.3					
			284.5	EAST WINSLOW		2MT CTC ATS	7200	0.8	
			285.3	EAST PASS				0.9	
	20500	286.2	WINSLOW	BCPT	3MT CTC ATS	0.4			
		286.6	WEST PASS			1.7			
		288.3	WEST WINSLOW			22.2			
(1) 6,436	20440	310.5	EAST CANYON DIABLO		2MT CTC ATS	1.6			
		312.1	WEST CANYON DIABLO			14.6			
	20420	326.7	EAST DARLING			2.8			
		329.5	WEST DARLING			9.3			
		338.8	MC PHETRIDGE			3.3			
		342.1	EAST FLAGSTAFF		2MT CTC	2.7			
	20400	344.8	WEST FLAGSTAFF			9.7			
		354.5	EAST BELLEMONT			8.0			
	20382	362.5	MAINE			11.8			
(1) 2,400	20125	374.3	EAST WILLIAMS JCT.			0.7			
		375.0	WEST WILLIAMS JCT.			8.1			
		383.1	EAST PERRIN			2.5			
	20120	385.6	WEST PERRIN		2MT CTC ATS	6.4			
		392.0	EAST DOUBLEA			3.1			
	20115	395.1	WEST DOUBLEA			10.4			
		405.5	EAST EAGLE NEST			2.0			
	20109	407.5	WEST EAGLE NEST			10.8			
	20105	418.3	EAST CROOKTON			2.8			
		420.5	WEST CROOKTON			7.4			
	20100	427.9	EAST SELIGMAN	T		1.9			
		429.9	WEST SELIGMAN		2MT CTC	N 15.1 S 15.3			
		444.9	EAST PICA			1.9			
		446.8	WEST PICA			5.4			
	19950	452.2	YAMPAI	X		7.9			
	19945	460.2	NELSON	X	DTB-ABS 9.14 9.15	5.6			
		465.8	EAST PEACH SPRINGS			1.8			
		467.6	WEST PEACH SPRINGS		2MT CTC ATS	9.7			
	19930	477.3	TRUXTON			7.0			
(2) 9,100		484.0	EAST VALENTINE		DTB-ABS ATS 9.14 9.14	1.8			
		485.8	WEST VALENTINE		2MT ATS CTC	15.4			
		509.4	EAST BERRY		DTB-ABS ATS 9.14 9.15	0.4			
(1) 7,132	19910	509.8	BERRY	TX	2MT ATS CTC	1.7			
		511.5	WEST BERRY			2.4			
	19905	513.9	GETZ	X	DTB-ABS ATS 9.14 9.15	N2.5 S2.8			
	19900	516.4	KINGMAN	BCP		10.5			
(2) 9,169	19835	526.9	EAST GRIFFITH	X	DTB-ABS ATS 9.14 9.15	1.9			
		528.8	WEST GRIFFITH		2MT ATS CTC	22.9			
(2) 9,473		551.7	EAST FRANCONIA		DTB-ABS ATS 9.14 9.15	1.8			

Length of Siding (Feet)	Station Nos.	Mile Post	Seligman Subdivn. MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		553.5	WEST FRANCONIA		2MT ATS CTC		21.2
		574.7	EAST NEEDLES		DTB-ABS ATS 9.14 9.15		3.3
	19800	578.0	NEEDLES (Main 1 MP 291.4) (Main 2 MP 292.1)	BCPT	2MT ATS CTC		292.1

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
East Winslow to West Seligman	55	1	4	5&7	9
West Seligman to East Needles	36	1	4	5&7	9
East Needles to Needles	55	2	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Westward Movements Both Tracks East Winslow to Maine, including trains 100 TOB and over	79 MPH.	55 MPH.*
Eastward Movements Both Tracks Maine to East Darling, including trains 100 TOB and over	79 MPH.	55 MPH.*
East Darling to East Winslow, including trains 100 TOB and over	90 MPH.	55 MPH.*
Both Tracks Both Directions Maine to East Crookton, including trains 100 TOB and over	90 MPH.	55 MPH.*
East Crookton to West Seligman, including trains 100 TOB and over	79 MPH.	55 MPH.*
Main 1 West Seligman to Peach Springs, including trains 100 TOB and over	79 MPH.	55 MPH.*
Peach Springs to Needles, including trains 100 TOB and over	90 MPH.	55 MPH.*
Main 2 Needles to Getz, including trains 100 TOB and over	79 MPH.	55 MPH.*
Getz to MP 484.0, including trains 100 TOB and over	90 MPH.	55 MPH.*
MP 484.0 to West Seligman, including trains 100 TOB and over	79 MPH.	55 MPH.*
Against the Current of Traffic MP 446.8 to MP 465.8, including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 467.6 to MP 484.0, including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 485.8 to MP 509.4, including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 511.5 to MP 526.9, including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 528.8 to MP 551.7, including trains 100 TOB and over	79 MPH.	55 MPH.*
MP 553.5 to East Needles, including trains 100 TOB and over	79 MPH.	55 MPH.*
Westward freight trains averaging more than 80 TOB must not exceed: 55 MPH between Winslow and Needles		
Eastward freight trains averaging more than 80 TOB must not exceed: 55 MPH, MP 322.7 to MP 316.0		
Westward freight trains averaging more than 80 TOB or having more than 5500 tons must not exceed: 25 MPH, MP 514.4 to MP 518.8—Main 1 25 MPH, MP 514.4 to MP 517.0—Main 2 45 MPH, MP 518.8 to MP 562.8—Both Tracks		
Westward freight trains must stop not less than ten minutes between MP 536 and MP 544 to cool wheels when train weight exceeds 400 tons per axle of operative dynamic brake.		

Speed limit, freight trains, with dynamic brakes not in use on descending grades:

Westward

MP 350.7 to MP 428.8	30 MPH.
MP 451.9 to MP 489.0	30 MPH.
MP 514.4 to MP 522.0	25 MPH.
MP 522.0 to MP 565.0	30 MPH.

Eastward

MP 451.9 to MP 446.0	30 MPH.
MP 410.0 to MP 407.0	30 MPH.
MP 350.7 to MP 291.0	30 MPH.

* Unless otherwise restricted, an asterisk (*) in the freight column indicates the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).
- All westbound trains over 8000 tons, all unit coil steel trains, and all trains operating with distributed power are restricted to 45 MPH from MP 330.8 to MP 375.0.

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

All Mains	Passenger	Freight
MP 285.5 to MP 286.4, Main 1, 2 & 3	65 MPH.	55 MPH.
MP 286.5 (HER)	20 MPH.	20 MPH.
MP 286.4 to 287.4 Westward and Eastward Inert ATS Inductors	45 MPH.	40 MPH.
MP 302.0 to MP 303.3	80 MPH.	
MP 327.0 to MP 328.6	75 MPH.	65 MPH.
MP 328.6 to 330.8 Westward and Eastward Inert ATS Inductors	55 MPH.	50 MPH.
MP 330.8 to MP 331.8 Westward and Eastward Inert ATS Inductors	40 MPH.	35 MPH.
MP 331.8 to 335.7 Westward and Eastward Inert ATS Inductors	45 MPH.	40 MPH.
MP 335.7 to MP 336.2 Westward and Eastward Inert ATS Inductors	40 MPH.	35 MPH.
MP 336.2 to MP 338.0	60 MPH.	55 MPH.
MP 338.0 to MP 341.6		55 MPH.
MP 341.6 to MP 343.5	55 MPH.	50 MPH.
MP 343.5 to MP 345.2 Westward and Eastward Inert ATS Inductors	45 MPH.	40 MPH.
MP 345.2 to MP 348.2	40 MPH.	35 MPH.
MP 348.2 to MP 350.2	45 MPH.	40 MPH.
MP 350.2 to MP 352.6 Westward and Eastward Inert ATS Inductors	50 MPH.	45 MPH.
MP 352.6 to MP 353.9	70 MPH.	65 MPH.
MP 362.5 to MP 364.1	80 MPH.	
MP 364.1 to MP 364.3 Westward and Eastward Inert ATS Inductors	45 MPH.	45 MPH.
MP 364.3 to MP 366.8	55 MPH.	45 MPH.

MP 366.8 to MP 367.9 Westward and Eastward Inert ATS Inductors	50 MPH.	45 MPH.
MP 367.9 to MP 369.0 Westward and Eastward Inert ATS Inductors	55 MPH.	50 MPH.
MP 369.0 to MP 371.0 CV, Grade Eastward trains	55 MPH.	35 MPH.
MP 369.0 to MP 369.6 Westward trains	55 MPH.	50 MPH.
MP 369.6 to MP 371.0 Westward trains	60 MPH.	50 MPH.
MP 371.0 to MP 371.8 Westward and Eastward Inert ATS Inductors	60 MPH.	50 MPH.
MP 421.6 to MP 422.8 Westward and Eastward Inert ATS Inductors	50 MPH.	45 MPH.
MP 422.8 to MP 425.4 Westward and Eastward Inert ATS Inductors	55 MPH.	50 MPH.
MP 578.1 (HER)	30 MPH.	30 MPH.

Main 1

	Passenger	Freight
MP 447.4 to MP 448.2	75 MPH.	
MP 448.2 to MP 451.6	55 MPH.	50 MPH.
MP 451.6 to MP 453.2 CV, Grade Westward ATS Inductor	50 MPH.	45 MPH.
MP 453.2 to MP 455.5 CV, Grade	65 MPH.	45 MPH.
MP 455.5 to MP 457.7 CV, Grade	50 MPH.	45 MPH.
MP 457.7 to MP 460.1 CV, Grade	55 MPH.	45 MPH.
MP 460.1 to MP 463.7 CV, Grade	60 MPH.	45 MPH.
MP 463.7 to MP 464.9	50 MPH.	45 MPH.
MP 464.9 to MP 469.0 CV, Grade	70 MPH.	45 MPH.
MP 469.0 to MP 470.5 CV, Grade, Westward Inert ATS Inductors	50 MPH.	45 MPH.
MP 470.5 to MP 472.7 CV, Grade	75 MPH.	
MP 472.7 to MP 477.0 CV, Grade	85 MPH.	
MP 477.0 to MP 479.0 CV, Grade	70 MPH.	60 MPH.
MP 479.0 to MP 480.6 CV, Grade, Westward Inert ATS Inductors	30 MPH.	25 MPH.
MP 480.6 to MP 481.6 CV, Grade	45 MPH.	40 MPH.
MP 481.6 to MP 482.5 CV, Grade	65 MPH.	55 MPH.
MP 482.5 to MP 490.2 CV, Grade	80 MPH.	
MP 514.4 to MP 515.2 CV, Grade, Westward Inert ATS Inductors	60 MPH.	55 MPH.
MP 515.2 to MP 516.5 CV, Grade	45 MPH.	40 MPH.
MP 516.5 to MP 518.8 CV, Grade	40 MPH.	35 MPH.
MP 518.8 to MP 520.5, CV, Grade	70 MPH.	60 MPH.
MP 520.5 to MP 524.3, CV, Grade	80 MPH.	
MP 524.3 to MP 525.7 CV, Grade	85 MPH.	
MP 562.3 to MP 562.8	65 MPH.	60 MPH.
MP 562.8 to MP 564.5 Westward Inert ATS Inductors	55 MPH.	50 MPH.
MP 564.5 to MP 565.5	50 MPH.	45 MPH.
MP 565.5 to MP 565.9	45 MPH.	40 MPH.
MP 565.9 to MP 575.6		55 MPH.
MP 575.6 to MP 576.8 track	80 MPH.	55 MPH.
MP 576.8 to MP 577.5	55 MPH.	50 MPH.
MP 577.5 to MP 578.0	40 MPH.	30 MPH.
MP 578.0 to MP 579.4	50 MPH.	40 MPH.

Main 2

	Passenger	Freight
MP 578.0 to MP 577.5	50 MPH.	30 MPH.
MP 577.5 to MP 576.8	55 MPH.	50 MPH.
MP 576.8 to MP 575.6	75 MPH.	55 MPH.
MP 575.6 to MP 565.9		55 MPH.
MP 565.9 to MP 565.5 Eastward Inert ATS Inductors	45 MPH.	40 MPH.
MP 565.5 to MP 564.5	50 MPH.	45 MPH.
MP 564.5 to MP 562.3	55 MPH.	50 MPH.
MP 562.3 to MP 551.2	70 MPH.	60 MPH.
MP 526.9X to MP 525.9X Eastward Inert ATS Inductors	79 MPH.	65 MPH.
MP 525.9X to MP 524.3X Eastward Inert ATS Inductors	55 MPH.	50 MPH.
MP 524.3X to MP 524.0X	50 MPH.	45 MPH.
MP 524.0X to MP 520.3X	60 MPH.	55 MPH.
MP 520.3 X to MP 519.9X Eastward Inert ATS Inductors	30 MPH.	30 MPH.
MP 519.9X to MP 517.8X	35 MPH.	30 MPH.
MP 517.8X to MP 515.3X	40 MPH.	35 MPH.
MP 515.3X to MP 514.1	75 MPH.	60 MPH.
MP 490.2 to MP 488.9	80 MPH.	
MP 488.9 to MP 486.8	70 MPH.	65 MPH.
MP 486.8 to MP 482.5	70 MPH.	60 MPH.
MP 482.5 to MP 481.6 Eastward Inert ATS Inductors	50 MPH.	45 MPH.

MP 481.6 to MP 480.6 Eastward Inert ATS		
Inductors	45 MPH.	40 MPH.
MP 480.6 to MP 479.3 Eastward Inert ATS		
Inductors	30 MPH.	25 MPH.
MP 479.3 to MP 479.0	45 MPH.	40 MPH.
MP 479.0 to MP 477.0	65 MPH.	60 MPH.
MP 472.6 to MP 470.5	70 MPH.	60 MPH.
MP 470.5 to MP 469.0 Eastward Inert ATS		
Inductors	50 MPH.	45 MPH.
MP 469.0 to MP 467.9	60 MPH.	45 MPH.
MP 467.9 to MP 464.9	65 MPH.	45 MPH.
MP 464.9 to MP 463.8	50 MPH.	45 MPH.
MP 463.8 to MP 460.1X	55 MPH.	45 MPH.
MP 460.1X to MP 457.7	55 MPH.	50 MPH.
MP 457.7 to MP 455.4	50 MPH.	45 MPH.
MP 455.4 to MP 453.2	65 MPH.	55 MPH.
MP 453.2 to MP 451.6	50 MPH.	45 MPH.
MP 451.6 to MP 448.2	60 MPH.	55 MPH.

1(C). Speed—Switches and Turnouts

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

MP 286.7 Winslow, Yard Track No 1	20 MPH.
MP 287.9 West Winslow, switch Main 1	50 MPH.
MP 288.1 West Winslow, crossover	50 MPH.
MP 288.3 West Winslow, west freight lead	20 MPH.
MP 288.3 West Winslow, crossover	50 MPH.
MP 310.5 East Canyon Diablo, crossover	50 MPH.
East Canyon Diablo, EE siding	20 MPH.
MP 312.1 West Canyon Diablo, crossover	50 MPH.
West Canyon Diablo, WE siding	20 MPH.
MP 326.7 East Darling, crossover	50 MPH.
MP 329.5 West Darling, crossover	50 MPH.
MP 342.1 East Flagstaff, 2 crossovers	50 MPH.
MP 354.5 East Bellemont, 2 crossovers	50 MPH.
MP 362.1 Maine, 2 crossovers	50 MPH.
MP 374.3 East Williams Jct., crossover	50 MPH.
West Williams Jct., EE and WE Yard Track No. 1	30 MPH.
MP 375.0 West Williams Jct., crossover	50 MPH.
West Williams Jct., Switch from Seligman Subdivision to Phoenix Subdivision	40 MPH.
MP 383.1 East Perrin, crossover	50 MPH.
MP 385.6 West Perrin, crossover	50 MPH.
MP 392.0 East Doublea, crossover	50 MPH.
MP 395.1 West Doublea, crossover	50 MPH.
MP 405.5 East Eagle Nest, crossover	50 MPH.
MP 407.5 West Eagle nest, crossover	50 MPH.
MP 418.3 East Crookton, crossover	50 MPH.
MP 420.5 West Crookton, crossover	50 MPH.
MP 427.7 East Seligman, crossover	50 MPH.
East Seligman, EE yard track No. 1	30 MPH.
MP 429.6 West Seligman, crossover	50 MPH.
MP 429.9 West Seligman, crossover	50 MPH.
West Seligman WE Yard Track No. 1	30 MPH.
Yampai, WE north siding	30 MPH.
MP 444.9, East Pica crossovers	50 MPH.
MP 446.8, West Pica crossovers	50 MPH.
MP 465.8, East Peach Springs crossovers	50 MPH.
MP 465.8, East Peach Springs EE North Siding	40 MPH.
MP 467.6, West Peach Springs crossovers	50 MPH.
MP 484.0, East Valentine, EE South Siding	40 MPH.
MP 484.0, East Valentine, crossover	50 MPH.
MP 485.8, West Valentine, WE South Siding	40 MPH.
MP 485.8, West Valentine, crossover	50 MPH.
Walapai, EE south siding	20 MPH.
Berry, EE south siding	30 MPH.
East Berry, east end North Siding	40 MPH.
MP 509.4, East Berry crossover	50 MPH.
MP 511.5, West Berry crossover	50 MPH.
West Berry, east end North Siding	40 MPH.
Harris, EE south siding	30 MPH.
Griffith, WE north siding	20 MPH.
MP 526.9, East Griffith EE south siding	40 MPH.
MP 526.9, East Griffith crossover	50 MPH.
MP 528.8, West Griffith WE south siding	40 MPH.
MP 528.8, West Griffith crossover	50 MPH.
Athos, EE south siding	30 MPH.
Yucca, EE south siding	30 MPH.
Yucca, WE north siding	30 MPH.
East Franconia EE south siding	40 MPH.

MP 551.7, East Franconia crossover	50 MPH.
MP 553.5, West Franconia, crossover	50 MPH.
MP 553.5, West Franconia WE south siding	40 MPH.
Topock EE south siding	30 MPH.
Topock WE north siding	30 MPH.
MP 574.7 East Needles 2 crossover	50 MPH.
MP 574.8 East Needles freight lead to Main 1	20 MPH.
MP 578.4 Needles, crossover, freight lead to Main 1	20 MPH.
MP 578.4 Needles, crossover	30 MPH.
West Needles, WE freight lead	20 MPH.

Location of Double Track Crossovers

Station	MP	Points	Turnout Speed
Yampai	453.7	Facing	10
Nelson	460.3	Trailing	10
Walapai	501.3	Trailing	10
Getz	514.1	Trailing	10
Athos	535.6	Trailing	10
Yucca	540.1	Trailing	10
Topock	565.1	Trailing	10

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car**

East Winslow to Needles 143 tons, Restriction A

3. Type of Operation

CTC—in effect: on Main Tracks

- MP 284.5 to MP 446.8, E. Winslow to W. Pica
- MP 465.8 to MP 467.6, E. Peach Springs to W. Peach Springs
- MP 484.0 to MP 485.8, E. Valentine to W. Valentine
- MP 509.4 to MP 511.5, E. Berry to W. Berry
- MP 526.9 to MP 528.8, E. Griffith to W. Griffith
- MP 551.7 to MP 553.5, E. Franconia to W. Franconia
- MP 574.7 to MP 578.0, E. Needles to Needles

CTC—in effect: on Yard Track

MP 427.9 to MP 429.6 Seligman, Yard Track No. 1

CTC—in effect: on Freight Lead

MP 574.8 to MP 580.2 East Needles to West Needles

ABS—in effect:

- MP 446.8 to MP 465.8, West Pica to East Peach Springs
- MP 467.6 to MP 484.0, West Peach Springs to East Valentine
- MP 485.8 to MP 509.4, West Valentine to East Berry
- MP 511.5 to MP 526.9, West Berry to East Griffith
- MP 528.8 to MP 551.7, West Griffith to East Franconia
- MP 553.5 to MP 574.7, West Franconia to East Needles

Rule 6.24 Double Track Bi-Directional ABS (DTB) in Effect: (9.14/9.15)

- MP 446.8 to MP 465.8, West Pica to East Peach Springs
- MP 467.6 to MP 484.0, West Peach Springs to East Valentine
- MP 485.8 to MP 509.4, West Valentine to East Berry
- MP 511.5 to MP 526.9, West Berry to East Griffith
- MP 528.8 to MP 551.7, West Griffith to East Franconia
- MP 553.5 to MP 574.7, West Franconia to East Needles

Rule 6.25 Movement Against the Current of Traffic

Spring Switches are located as follows:

- Pica WE North Siding
- Yampai EE South Siding and WE North Siding
- Nelson EE South Siding and WE North Siding
- Peach Springs EE South Siding
- Truxton EE South Siding and WE North Siding
- Walapai EE South Siding and WE North Siding
- Berry EE South Siding
- McConnico WE North Siding

Harris EE South Siding
 Griffith WE North Siding
 Athos EE South Siding
 Yucca EE South Siding and WE North Siding
 Topock EE South Siding and WE North Siding

Rule 6.26 Multiple Main Tracks (Except Double Track)
 MP 284.5 to MP 446.8 East Winslow to West Pica
 MP 465.8 to MP 467.6, E. Peach Springs to W. Peach Springs
 MP 484.0 to MP 485.8, East Valentine to West Valentine
 MP 509.4 to MP 511.5, East Berry to West Berry
 MP 526.9 to MP 528.8, East Griffith to West Griffith
 MP 551.7 to MP 553.5, East Franconia to West Franconia
 MP 574.7 to MP 578.0, East Needles to Needles

Rule 9.14—in effect:
 MP 485.8 to MP 509.4, West Valentine to East Berry
 MP 511.5 to MP 526.9, West Berry to East Griffith
 MP 528.8 to MP 551.7, West Griffith to East Franconia
 MP 553.5 to MP 574.7, West Franconia to Needles

Rule 9.15—in effect:
 MP 485.8 to MP 509.4, West Valentine to East Berry
 MP 511.5 to MP 526.9, West Berry to East Griffith
 MP 528.8 to MP 551.7, West Griffith to East Franconia
 MP 553.5 to MP 574.7, West Franconia to East Needles

4. General Code of Operating Rules Items

Rule 5.4.8—Flags may be displayed, when necessary to protect men and machines or affected track, to the left of track as viewed from an approaching train or engine.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 9.17—is changed as follows:
 Item A(7) does not apply where double track bi-directional ABS (DTB) is in effect. A train authorized to move against the current of traffic is not relieved from waiting 5 minutes after opening main track switch in double track bi-directional ABS (DTB).

In DTB-ABS territory, when a train authorized by controlled signal indication or verbal authority other than track permit or track warrant clears the main track, authority must be obtained from the control operator before entering or re-entering the main track.

Rule 12.1—ATS in effect on both main tracks between Maine and East Crookton. Main 1 between Peach Springs and Needles (Westward Only). Main 2 Between Getz and MP 484.0 (Eastward Only). Both tracks between East Darling and East Winslow (Eastward Only).

Glossary—the following glossary term is added:
 DTB—Double Track Bi-Directional
 A 2 main track automatic block signal system designated as double track and signalled for movement in both directions on both tracks.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed per BNSF Rule 9.1.12.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 MP 305.9, Both Tracks—DED, WWD only-Recall Code 0
 MP 315.5, EWD only—Recall Code 8
 MP 322.8, Both tracks—DED, EWD only-Recall Code 2

- MP 452.1, WWD only—Recall Code 8
 MP 473.9—Recall Code 0
 MP 480.7, EWD only—DED
 MP 561.5, WWD only—Recall Code 0
 MP 571.2, EWD only—Recall Code 8
- B. Other TWD locations
 MP 294.2—Recall Code 8
 MP 305.9, EWD only—DED—Recall Code 0
 MP 315.5, WWD only—Recall Code 8
 MP 322.8, WWD only—DED—Recall Code 2
 MP 325.7, Main 2, WWD only—DED Exception Reporting Only
 MP 331.9, Main 2—Exception Reporting Only
 MP 336.8—Recall Code 8
 MP 341.3, Main 2, WWD only—DED Exception Reporting Only
 MP 358.3—Recall Code 0
 MP 364.5, Main 1—DED/Exception Reporting Only
 MP 369.3, Main 1—DED/Exception Reporting Only
 MP 373.2, Main 1—DED/Exception Reporting Only
 MP 377.6—Recall Code 8
 MP 401.2—Recall Code 8
 MP 426.9—Recall Code 8
 MP 452.1, EWD only—Recall Code 8
 MP 456.3, Main 2—DED
 MP 463.5, Main 2—DED
 MP 466.9, Main 2—DED/Exception Reporting Only
 MP 480.7—WWD only—DED—Recall Code 0
 MP 493.3—Recall Code 0
 MP 512.5—Recall Code 8
 MP 536.0—Recall Code 8
 MP 561.5—EWD ONLY—Recall Code 0
 MP 571.2—WWD only—Recall Code 8
- C. Other Detectors
 MP 290—High Water
 WWD controlled signal MP 287.5
 Signals 2912, 2914
 MP 379.4-379.8—Rock Slide
 Signals 3802-3804, 3771-3773
 (Signals will display flashing red when rock slide detector is activated).
 MP 395.5—Rock Slide
 Controlled signals MP 395.1 and signals 3972 and 3974.
 MP 402.0—Rock Slide
 Warning lights MP 401.1 and 402.7.
 Signals 4011-4013 and 4022-4024.
 MP 409-411—Rock Slide
 Signals 4091-4093 & 4112-4114.
 (Signals will display flashing red when rock slide detector is activated).
 MP 439.0—High Water—Signals 4392-4394, 4361-4363
 MP 467.7—High Water—WWD and EWD Controlled
 Signals West Peach Springs
 MP 505.9—High Water—Signals 5051 and 5074
 MP 552.2 and 554.8—High Water
 WWD controlled signals, E. Franconia, W. Franconia
 EWD controlled signal W. Franconia and Signal 556.4
 MP 562.8—High Water—Signals 5611 and 5634
 MP 575.8—High Water
 WWD controlled signal MP 574.7
 EWD signals 572.4 and 5774
 EWD controlled signal of freight lead MP 576.9

6. FRA Excepted Track—None

7. Special Conditions

Six-Axle Locomotive Restrictions—Six-axle locomotives are restricted from operating on the following auxiliary tracks:
 Winslow, Duke City CLIC 2945

Darling Upstairs
 Flagstaff ARCO Spur/CLIC 9249, Ralston
 Purina Plant Tracks, Railhead Spur,
 H&R Spur, CLIC 9222
 Seligman 4286, 4287, (4288—except east 400
 feet), 4290
 Nelson 4602, 4603, 4605, 4606, 4607
 Berry 5081, 5082, 5089
 McConnico 5212
 Needles 5782, 5784, 5785

Overhead and Side Obstructions
Flagstaff—CLIC 9225.

Temperature Restrictions
Temperature 100 degrees or above—When air temperature meets the 'threshold temperature,' all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

Limits	Threshold Temperature	Speed
MP 287.4 to MP 305.7	100 Degrees	40 MPH
MP 314.8 to MP 487.1	100 Degrees	40 MPH
MP 496.5 to MP 500.0	100 Degrees	40 MPH
MP 514.6 to MP 516.4, Main 1	100 Degrees	40 MPH
MP 514.1X to MP 526.8X, Main 2	110 Degrees	40 MPH
MP 516.4 to MP 525.7, Main 1	110 Degrees	40 MPH
MP 527.2 to MP 565.6	110 Degrees	40 MPH

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 500.0 to MP 510.0
 MP 559.0 to MP 561.0

Overlap Circuit Instructions—Because of their proximity to the CTC control points, overlap circuits and signs will be installed on the spring switch end of the following sidings: south Siding Berry (East end), Siding Harris (East End) and Siding Athos (East End). South siding Truxton (West End), North siding Truxton (West End). The signal at the west end North Siding Giffith is so close to East Griffith that it is direct wired to the CTC circuit and will not clear until the CTC signal is cleared and will not have overlap circuit or sign. With these overlap circuits and signs installed, when operating on a siding, it will be necessary to stop short of the overlap sign until authorized to leave the siding unless otherwise instructed by the train dispatcher. Peach Springs WE North Siding hand throw switch equipped with electric lock.

8. Line Segments
Yard Line Segments
Line Segment Yard

7251 Winslow Yard

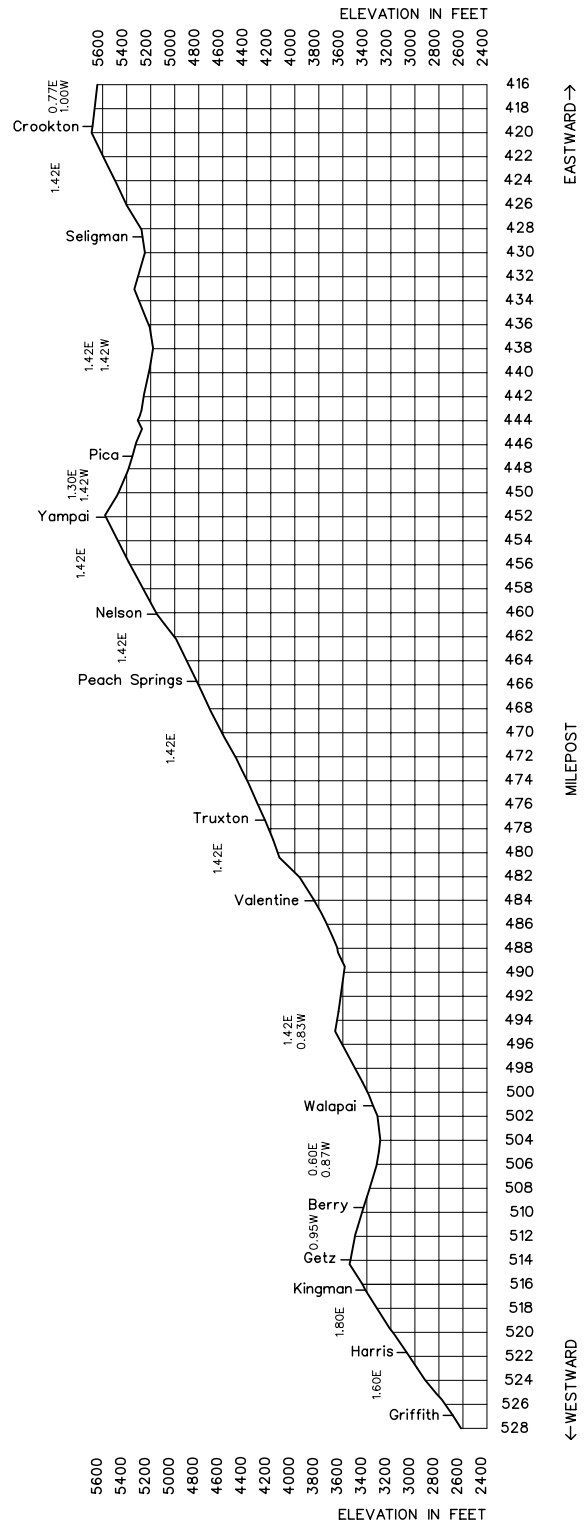
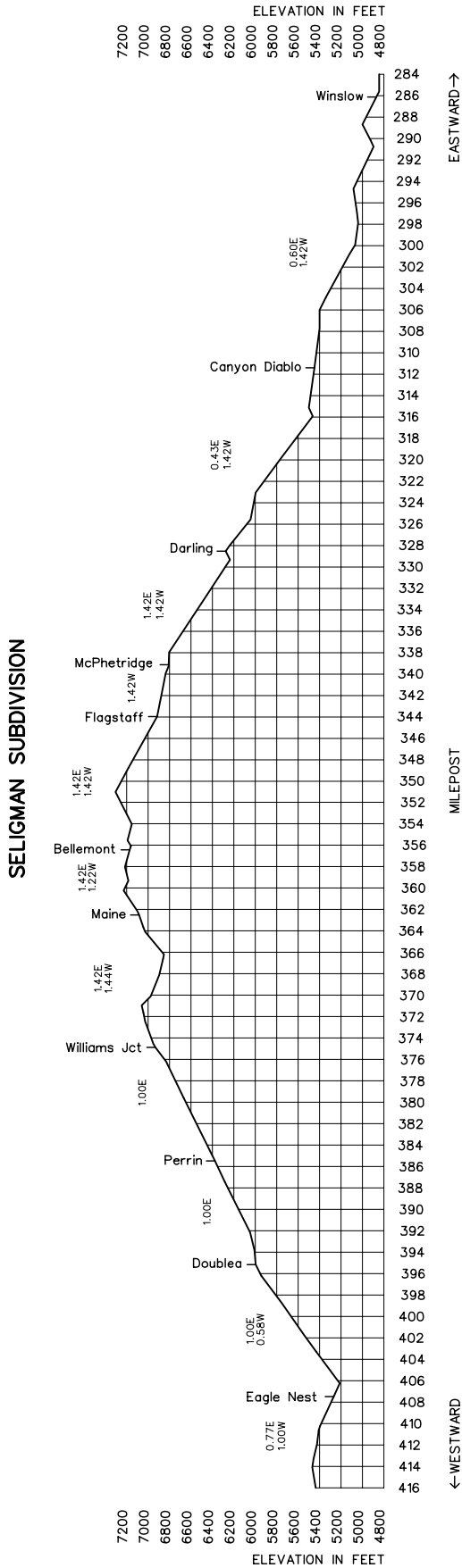
Road Line Segments
Line Segment Limits

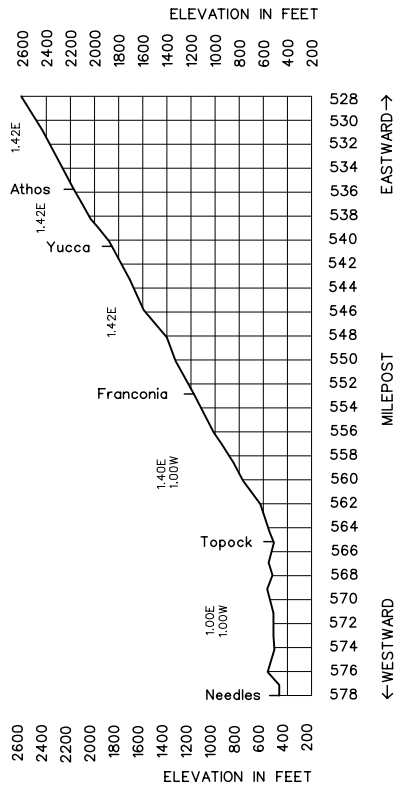
7200 East Winslow to East Needles

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Dennison (Main 2)	298.3	505	West
Dennison (Main 1)	298.3	520	West
Sunshine (Main 2)	305.9	3,617	Both
Angell (Main 1)	322.7	Wye	Both
Angell (Main 2)	322.7	330	West
Darling	328.6	Yard	Both
Cosnino (Main 1)	333.1	430	East
Cosnino (Main 2)	333.3	1,044	East
McPhetridge (Main 1)	339.9	4,735	Both
Ralston Purina (Main 2)	340.2	Yard	Both
Belmont (Main 2)	355.9	490	Both
Belmont (Main 2)	356.3	4,984	Both
MP 356.3 (Main 1)	356.3	412	Both
Maine (Main 1)	362.5	2,272	Both
Chalender (Main 2)	368.1	293	East
Chalender (Main 1)	368.1	360	West
West Perrin (Main 1)	385.4	560	Both
West Doublea (Main 2)	395.0	650	Both
West Eagle Nest (Main 1)	407.2	562	Both
Crookton (Main 1)	419.0	1,877	Both
Audley (Main 2)	438.8	1,000	East
Yampai (Main 1)	452.2	6,784	Both
Yampai (Main 12)	452.2	5,329	Both
Nelson (Main 1)	460.2	4,647	Both
Nelson (Main 2)	460.2	5,783	Both
Shiple (Main 1)	461.4	Yard	West
Peach Springs (Main 1)	465.8	5,714	Both
Truxton (Main 1)	477.3	5,423	Both
Truxton (Main 2)	477.3	5,557	Both
Hackberry (Main 1)	489.0	4,934	West
Hackberry (Main 2)	489.8	1,788	East
Walapai (Main 1)	501.3	5,550	Both
Walapai (Main 2)	501.3	5,939	Both
McConnoco (Main 1)	521.2	3,350	Both
Harris (Main 2)	521.5X	7,117	Both
Athos (Main 2)	535.6	7,100	Both
Yucca (Main 1)	540.2	7,115	Both
Yucca (Main 2)	540.2	5,160	Both
Powell (Main 2)	558.8	663	East
Powell (Main 1)	558.8	620	East
Topock (Main 1)	565.1	5,357	Both
Topock (Main 2)	565.1	5,491	Both

10. Grade Chart





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Springerville Subdivision MAIN LINE STATIONS		Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.			
			0.0	TEPCO JCT.	A	7205	29.7	
		20560	29.7	SPRINGERVILLE	R		29.7	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Tepco Jct. to Springerville	72	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

Freight

Tepco Jct. to MP 26.1, including trains 100 TOB and over 49 MPH.
 MP 25.7 to MP 29.7 15 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 Tepco Jct., MP 0.0, dual control switch turnout to Coronado Subdiv. 40 MPH.
 Springerville, spring switch Tepco Loop Track 10 MPH.

1(D). Speed—Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 30 MPH.
 Speed limit on Tepco Loop Track 15 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Tepco Jct to Springerville 143 tons, Restriction A

3. Type of Operation

TWC—in effect:
 Tepco Jct. to Springerville

Restricted Limits—in effect:
 Springerville—MP 26.1 to MP 29.7

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Tepco Jct.—Be governed by superintendents notice for operation of dual control switch and circuit controller box.

Springerville Subdivision—Loop track designated CLIC 2161 in service at MP 26.1 with east switch connection. Loop track is 3.9 miles in length and equipped with spring switch and switch point indicator.

Speed limit on loop track 15 MPH, except speed limit through rotary dumper 4 MPH. Unit coal trains will operate clockwise around loop track for unloading. Window awnings and mirrors must be positioned against car body on all engines before entering dumper.

Overhead and Side Obstructions

- Dumper at MP 26.8
- Cabooses will not be operated through dumper account insufficient clearance at Springerville.

8. Line Segments

Road Line Segments

Line Segment Limits

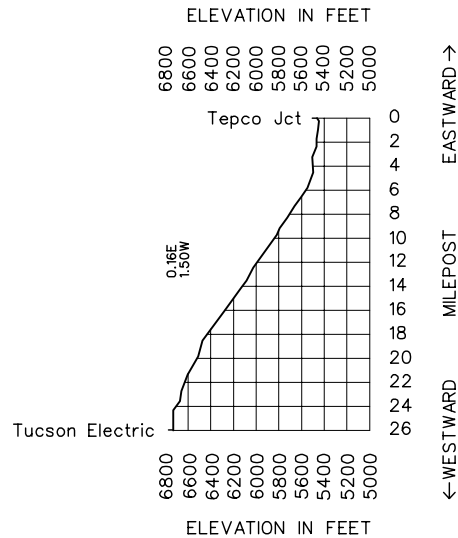
Mile Posts

7205 Tepco Jct. to Springerville MP 0.0 to MP 29.7

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Carrlzo Storage	1.8	653	Both
Tucson Electric Power Co.	26.1	3,700	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	York Canyon Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			0.0	FRENCH	T				0.3	
			0.3	YORK CANYON JCT.					13.0	
		56460	13.3	COLFAX			TWC	7308	22.8	
		56465	33.8	YORK CANYON					36.1	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
York Canyon Jct. to York Canyon	32	2	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 1.0	35 MPH.
MP 1.9 to MP 17.0 Westward	40 MPH.
MP 1.9 to MP 17.0 Eastward	35 MPH.
MP 17.0 to MP 35.2 Westward	25 MPH.
MP 17.0 to MP 35.2 Eastward	20 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 York Canyon Jct. to French 30 MPH.

1(D). Speed—Other

Loop track York Canyon 5 MPH.
 Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 York Canyon Jct. to York Canyon 143 tons, Restriction C

3. Type of Operation

TWC—in effect:
 French (MP 0.0), including West Leg of Wye, to York Canyon (MP 33.8)

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—in effect:
 MP 33.8 to MP 36.8
 East leg of wye at York Canyon Jct.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Two-Way ETD Certification Form—All trains operating on the York Canyon Subdivision must have a valid ETD certification form. The ETD certification form is valid until train reaches destination unless ETD or HTD is exchanged enroute.

A copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment Department at the location at which certification is performed or in the timeslip box at Raton upon tie-up. Engineers and conductors are jointly responsible for meeting

these requirements. Equipment or herder personnel will assist in the arming process, when available.

York Canyon—Derail on main track located 150 feet east of loop track switch must be locked in nonderailing position except when equipment is left on any track west thereof.

York Canyon Jct.—Stem of wye to switch to York Canyon Subdivision main track will be left lined and locked as last used.

Heat Restrictions—When air temperature meets and/or exceeds “threshold temperature” of 90 degrees, trains must not exceed 30 MPH on main tracks between 1400 hours and 1900 hours, unless train dispatcher authorizes a higher speed. Train dispatcher must not authorize a higher speed unless advised by track supervisor who makes inspection after 1400 hours, to raise speed.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

8. Line Segments

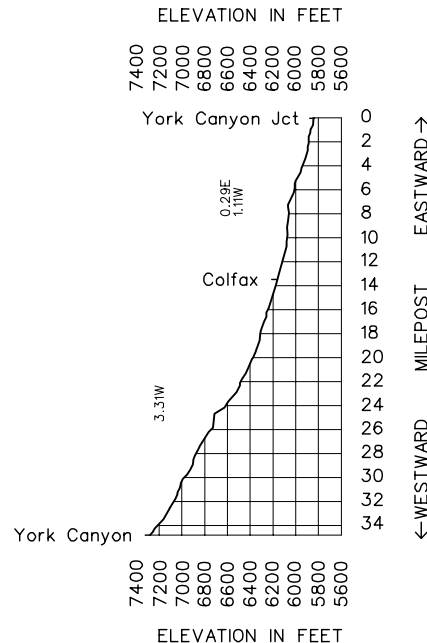
Road Line Segments
Line Segment Limits

7308 West French to York Canyon

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Scale Track	1.8	300	East

10. Grade Charts



GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at .. ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

**Report Trespassers
1-800-832-5452**

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9