

LORDSBURG SUBDIVISION (0678)

Mile Post	Rule 6.3	CP #'s	Radio Display: Piedras Street to Raso -0808 Raso to 36th Street -9696		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
827.0	CTC	SA827	PIEDRAS STREET	XBT	TP860	
1298.2	6MT	S1301	(0.3)			
1297.9			EAST LEG WYE			
1297.6	S1300	TOWER 47 WEST	XBT	TP859		
		(0.2)				
1297.4	S1299	CP S1299				
		(0.4)				
1297.0	S1298	CP S1298 (Hold Signal)				
		(0.5)				
1296.5	CTC	S1297	CAMPBELL STREET			
	3MT	S1296	(0.5)			
1296.0			CIVIC CENTER			
		(0.6)				
1295.4	S1295	TOWER 196	X			
		(2.1)				
1293.3	CTC	S1294	ICEHOUSE CROSSOVER			
	2MT	S1285	(8.0)			
1285.3			LIZARD	(11)X	SP012	
		(6.9)				
1278.4	S1278	STRAUSS	(11)	SP019		
		(8.7)				
1269.7	CTC	S1270	LANARK	!	SP029	8380
1268.1		S1268	(9.8)			
1259.9	S1260	AFTON	!	SP039	8352	
1258.3		S1258	(11.2)			
1248.7	S1249	ADEN	!	SP050	8347	
1247.0		S1247	(9.7)			
1239.0	S1239	DONA	!	SP060	8376	
1237.4		S1237	(9.2)			
1229.8	S1230	AKELA	!	SP069	8359	
1228.2		S1228	(9.6)			
1220.2	S1220	CARNE	!	SP078	8352	
1218.6		S1219	(10.4)			
1209.8	S1210	DEMING	!B	SP090	8309	
1208.2		S1208	(2.6)			
1207.2	S1207	CP S1207 (Hold Signal)				
		(8.2)				
1199.0	S1199	TUNIS	!	SP100	8361	
1197.3		S1197	(10.4)			
1188.6	S1189	GAGE	!	SP110	8371	
1187.0		S1187	(10.7)			
1177.9	S1178	WILNA	!	SP121	8385	
1176.3		S1176	(9.9)			
1168.0	S1168	SEPAR	!	SP131	8362	
1166.3		S1166	(8.0)			
1160.0	S1160	LISBON	!	SP139	8457	
1158.6		S1159	(6.1)			
1153.9	S1154	ULMORIS	!	SP145	8378	
1152.2		S1152	(4.2)			
1149.7	S1150	LORDSBURG	!BT	SP149	10850	
1147.6		S1148	(7.4)			
1142.3	S1142	GARY	!	SP157	8360	
1140.6		S1141	(7.7)			
1134.6	CTC	S1135	MONDEL		SP164	
	2MT	S1130	(4.9)			
1129.7			STEINS	X	SP169	
		(3.7)				
1126.0	S1126	CAVOT	X			
		(4.8)				

1121.0	CTC 2MT	S1121	VANAR		SP176	
		(8.0)				
1113.0	S1113	SAN SIMON		SP183		
		(6.0)				
1107.0	CTC	S1107	OLGA	!	SP191	8236
1105.4		S1105	(7.4)			
1099.6	S1100	CP S1100 (Hold Signal)				
		(1.3)				
1098.3	S1098	BOWIE	!T	SP200	8209	
1096.7		S1097	(6.5)			
1091.8	S1092	LUZENA	!	SP207	9947	
1089.8		S1090	(9.0)			
1082.8	S1083	RASO	!	SP215	8480	
1081.2		S1081	(8.5)			
1074.3	S1074	WILLCOX	!	SP223	8379	
1072.3		S1073	(8.8)			
1065.5	S1066	COCHISE	!T	SP234	8415	
1063.9		S1064	(9.8)			
1055.7	CTC	S1056	DRAGOON		SP244	
	2MT	S1050	(5.4)			
1050.3			TULLY	X	SP254	
		(6.0)				
1043.5	S1044	SIBYL	X	SP260		
		(8.4)				
1035.0	S1035	FENNER	X	SP265		
		(5.6)				
1029.3	S1029	CHAMISO	X	SP273		
		(6.0)				
1023.3	S1023	MESCAL	X	SP276		
		(21.9)				
1000.0	S1000	VAIL CROSSOVERS	X			
		(12.2)				
987.7	S0988	36TH STREET				

(308.9)

SI-01 MAIN TRACK AUTHORITY

CTC entire Subdivision.

Deming: Movement over BNSF track between east MP1131.1 (BNSF) and west MP5.7 (BNSF) will be governed by the General Code of Operating Rules, UP El Paso Area Timetable and UP System Special Instructions. Rule 6.14 Restricted Limits is in effect on BNSF main track within these limits. Maximum speed on BNSF trackage, including main track, is 10 MPH.

Benson: Operation over trackage of the San Pedro & Southwestern Railroad is governed by the General Code of Operating Rules, UP El Paso Area Timetable and UP System Special Instructions. UP trains and engines must not operate beyond SPSP MP1.0. Within this territory Rule 6.13 Yard Limits is in effect. Maximum speed is 10 MPH.

LORDSBURG SUBDIVISION (0678)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts		
987.8 and 1298.2 Eastward	PSGR	FRT
(Except as Below)	79	70
987.8 and 988.4.....	25	25
988.4 and 990.3.....	45	40
1000.5 and 1007.4 Trk 1.....	70	60
1007.4 and 1009.3 Trk 1.....	60	55
1009.3 and 1020.9.....	65	60
1020.9 and 1023.1 Trk 1.....	40	40
1003.8 and 1005.7 Trk 2.....	30	25
1005.7 and 1010.4 Trk 2.....	28	25
1010.4 and 1012.6 Trk 2.....	35	25
1012.6 and 1018.1 Trk 2.....	28	25
1018.1 and 1023.1 Trk 2.....	40	40
1023.1 and 1036.8.....	60	55
1036.8 and 1041.9.....	45	40
1041.9 and 1051.7.....	40	40
1051.7 and 1052.4.....	45	40
1052.4 and 1058.0.....	55	50
1058.0 and 1060.0.....	79	65
1060.0 **.....	79	55+
1060.0 and 1065.7.....	79	65
1065.7 and 1069.0.....	60	60
1069.0 and 1072.7.....	79	65
1072.7 **.....	79	55+
1072.7 and 1082.8.....	79	65
1082.8 and 1091.0.....	65	60
1091.0 and 1121.4.....	79	65
1121.4 and 1124.4.....	55	50
1124.4 and 1128.7.....	45	40
1128.7 and 1130.2.....	55	50
1130.2 and 1142.3.....	79	65
1142.3 **.....	79	55+
1142.3 and 1147.2.....	79	65
1147.2 and 1150.7.....	60	60
1150.7 and 1152.3.....	79	65
1152.3 **.....	79	50+
1152.3 and 1176.4.....	79	65
1176.4 **.....	79	55+
1176.4 and 1192.0.....	79	65
1192.9 **.....	79	50+
1192.0 and 1200.4.....	79	65
1200.4 **.....	79	55+
1200.4 and 1202.4.....	79	65
1202.4 **.....	79	55+
1202.4 and 1204.2.....	79	65
1204.2 **.....	79	55+
1204.2 and 1211.2.....	79	65
1211.2 **.....	79	55+
1211.2 and 1213.2.....	79	65
1213.2 **.....	79	55+
1213.2 and 1221.6.....	79	65
1221.6 **.....	79	55+
1221.6 and 1223.4.....	79	65
1223.4 **.....	79	55+
1223.4 and 1225.0.....	79	65
1255.9 **.....	79	55+
1225.0 and 1229.8.....	79	65
1229.8 **.....	79	55+
1229.8 and 1237.4.....	79	65
1237.4 **.....	79	55+
1237.4 and 1244.2.....	79	65
1244.2 and 1247.0.....	75	65

Between Mileposts

987.8 and 1298.2 Eastward	PSGR	FRT
(Except as Below)	79	70
1247.0 **.....	75+	55+
1247.0 and 1247.6.....	75	65
1247.6 and 1271.2.....	79	65
1271.2 **.....	79	55+
1271.2 and 1275.0.....	79	65
1275.0 **.....	79	55+
1275.0 and 1278.0.....	79	65
1281.3 and 1295.5 Trk 1.....	40	40
1295.5 and 1296.6 Trk 1.....	20	20
1278.0 and 1281.3 Trk 2.....	60	60
1281.3 and 1292.5 Trk 2.....	40	40
1292.5 and 1295.5 Trk 2.....	30	30
1295.5 and 1296.6 Trks 1 & 2.....	20	20
1296.6 and 1298.2 Trks 101&102....	30	30
1293.5 and 1295.6 Trk 3.....	25	25
1295.6 and 1296.6 Trk 3.....	20	20
1296.6 and 1297.8 Trks 103-106....	30	30

Between Mileposts

1298.2 and 987.8 Westward	PSGR	FRT
(Except as Below)	79	70
1298.2 and 1296.6 Trks 101&102....	30	30
1297.8 and 1296.6 Trks 103-106....	30	30
1296.6 and 1295.5 Trk 1.....	20	20
1295.5 and 1281.3 Trk 1.....	40	40
1281.3 and 1279.7 Trk 1.....	60	60
1296.6 and 1295.5 Trk 2.....	20	20
1295.5 and 1292.5 Trk 2.....	30	30
1292.5 and 1281.3 Trk 2.....	40	40
1281.3 and 1278.0 Trk 2.....	60	60
1296.6 and 1295.6 Trk 3.....	20	20
1295.6 and 1293.6 Trk 3.....	25	25
1247.6 and 1244.2.....	75	70
1150.7 and 1147.2.....	60	60
1130.2 and 1128.7.....	55	50
1128.7 and 1124.4.....	45	40
1124.4 and 1121.5.....	55	50
1121.7 **.....	79	45+
1091.0 and 1082.8.....	65	60
1069.0 and 1065.7.....	60	60
1058.0 and 1052.4.....	55	50
1052.4 and 1051.7.....	45	40
1051.7 and 1041.9.....	40	40
1041.9 and 1036.8.....	45	40
1036.8 and 1035.0.....	60	55
1035.0 and 1023.1.....	60	55
1023.1 and 1018.1.....	40	40
1018.1 and 1012.6.....	28	25
1012.6 and 1010.4.....	35	25
1010.4 and 1005.7.....	28	25
1005.7 and 1003.8.....	30	25
1023.1 and 1020.9.....	40	40
1020.9 and 1009.4.....	65	60
1009.4 and 1007.4.....	60	55
1007.4 and 1005.5.....	70	60
994.1 ** Trk 1.....	79	55+
992.5 ** Trk 1.....	79	50+
990.3 and 988.4.....	45	40
988.4 and 987.8.....	25	25

** Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

LORDSBURG SUBDIVISION (0678)

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings:	
Akela, Carne, Deming, Tunis, Gage, Wilna, Separ, Lisbon, Ulmoris, Lordsburg, Gary, Olga, Bowie, Luzena, Willcox, Cochise.....	25
Siding Raso.....	10
2. Dual Control Switch Turnouts	
Turnout: Strauss.....	60
Crossovers:	
Lizard, Vail Crossovers, 36th St....	40
Turnouts:	
Mondel, Steins, Cavot, Vanar, San Simon, Dragoon, Tully, Sibyl, Fenner, Chamiso, Mescal.....	25
All crossovers in Trainway.....	10
3. Misc. Speed Restrictions	
D Yard lead at Main Trk. 102 & east end of Main Tracks 105 & 106 MP1298.2...	20
Hand-operated crossover west end of Main Tracks 103 & 104 MP1296.6.....	10
Bowie: All Arizona Eastern RR tracks...	5
Cochise:	
MP1061.7 Arizona Electric Power Inc: Within plant inside gate with bell ringing.....	5
On/Off diesel facility turntable.....	3

SI-04 MAIN TRACK DESIGNATIONS	
Six main tracks between: MP1297.8 and MP1296.6.	
Three main tracks between: MP1296.6 and MP1293.6.	
Between MP1298.2 and MP1297.8 main tracks are designated as follows:	
Trk 1: north track between MP1293.6 and MP1296.6;	
Trk 101: north track between MP1296.6 and MP1298.2;	
Trk 2: second track to south between MP1293.6 and MP1296.6;	
Trk 102: second track to south between MP1296.6 and MP1298.2;	
Trk 3: south track between MP1293.6 and MP1296.6;	
Trk 103: third track to south between MP1296.6 and MP1297.8;	
Trk 104: fourth track to south between MP1296.6 and MP1297.8;	
Trk 105: fifth track to south between MP1296.6 and MP1297.8;	
Trk 106: sixth track to south between MP1296.6 and MP1297.8.	
Two main tracks between: MP1293.6 and MP1278.0; MP1134.6 and MP1112.5; MP1055.7 and MP987.8.	
Trk 1 is designated as: North track between Mescal and MP1008.5; South track between MP1008.5 and MP987.7.	
Trk 2 is designated as: South track between Mescal and MP1007.9; North track between MP1007.9 and MP987.7.	

SI-05 MILEPOST EQUATIONS	
MP827.0 = MP1298.2	
MP1125.3 = MP1125.1	
MP1045.2 = MP1044.7	
MP1040.6 = MP1040.3	
MP1037.5 = MP1037.4	
MP1031.4 = MP1031.3	
MP1023.1 = MP1021.7	

SI-06 DTC BLOCK LIMITS - None.		
SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#) 1287.7	% 1144.9	& 1030.7
(#) 1282.2	(#) 1136.9	(#) 1025.1
% 1273.0	% 1131.9	% 1017.5
(#) 1266.9	(#) 1119.0	(#) 1016.4
(#) 1252.0	% 1110.5	(#) 1011.1
% 1243.0	(#) 1102.6	(#) 997.9
(#) 1235.0	% 1094.0	% 991.5
(#) 1224.2	(#) 1088.2	
% 1213.1	(#) 1077.0	
(#) 1202.3	(#) 1071.8	
% 1192.2	% 1059.3	
(#) 1181.2	(#) 1051.8	
% 1174.3	% 1046.2	
(#) 1165.0	% 1041.2	
% 1156.2	(#) 1038.1	
(#) 1152.0	& 1036.7	

Detectors at MP1030.7 and MP1036.7 protect structure at MP1033.7.

SI-08 RULES ITEMS	
Rule 1.11.1. The employee who is to remain awake must inspect passing trains from the ground on side adjacent to their train.	
Rule 5.13. Piedras St. and Icehouse Crossover: On all main tracks one of the following two methods of protection or a combination of these must be provided:	
1. A blue signal must be displayed at the end of the rolling equipment; OR	
2. Where remote control switches provide direct access, the employee in charge of the workmen must tell the El Paso Control Operator what work will be done.	
El Paso Control Operator must then:	
a. Inform the employee in charge of the workmen that the switches have been lined against movement onto the track and devices controlling the switches have been secured.	
b. Not remove the locking devices unless the employee in charge of the workmen says it is safe to do so.	
c. Maintain for 15 days a written record of each notification that includes:	
* Name and craft of the employee in charge of the workmen requesting protection;	
* Identification of track involved;	
* Date and time the employee in charge of workmen is notified that protection was provided;	
* Date, time, name and craft of the employee in charge of workmen who authorized removal of the protection.	
Rule 6.16 Railroad crossings: Joint UP-BNSF Levee Track crossing BNSF connection to International Bridge located 387' North of the center of the BNSF International Bridge. STOP signs are located on both sides of the BNSF connection to the International Bridge. Movements over this crossing may be made after stopping and crew member has preceded the movement.	
Wilmot: Cars set out on north siding or south setout track must be left coupled together and within 200 feet of derail. Hand brakes must be applied as follows:	
1 to 10 cars - all hand brakes.	
11 to 20 cars - 10 hand brakes west end.	
21 to 49 cars - 10 hand brakes west end, 5 hand brakes east end.	
50 or more cars - 15 hand brakes west end, 10 hand brakes east end.	

Rule 15.1. El Paso When track warrant contains the station name El Paso as either the 'From' or 'To' station on the address, the track warrant will include a list of all track bulletins in effect between MP1290.0 and Belen and between Tower 47 West and Planeport.

Rule 30.10 PFE Yard Eastward trains that are unable to establish continuity between the rear-end unit and the head-end unit at PFE yard may depart PFE Yard and proceed as far as Wilmot in an effort to establish continuity. Eastward trains may not proceed beyond Wilmot without being equipped with operable 2-way end of train (EOT) telemetry device.

Rule 30.10. El Paso: Freight trains that either:
 * Do not have an operable 2-way end of train (EOT) telemetry device (rear-end unit and head-end unit); OR
 * Are unable to establish continuity between the rear-end unit and the head-end unit; may depart El Paso and proceed as far as Planeport, Alfalfa or Icehouse Crossover in an effort to establish continuity. Trains may not proceed beyond these locations without being equipped with operable 2-way end of train (EOT) telemetry device.

SI-09 FRA EXCEPTED TRACKS

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Phelps Dodge, Separ	1172.0	SP131
Benson	1032.6	SP268
Marsh	1012.9	SP288

SI-11 INDUSTRIAL LEADS

International Industrial Lead:
 2.8 miles. MP 0.0 to MP 2.8.
 CTC in effect between MP 0.0 and MP 1.0.
 CP points located in CTC:

MILE POST	CP#
0.4	SA827
0.6	SA828
1.0	SA829

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80+ to 100		60 MPH Eastward
		65 MPH Westward
100+ to 132		60 MPH Eastward
		60 MPH Westward
Over 132		45 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS

Coupler Limits: The trailing tonnage behind a car must not exceed the coupler limit as specified as follows when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the actual trailing tonnage.
 Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

Coupler Limits			
Territory	Standard Coupler	High Strength Coupler	
Lordsburg to Mondel	11,000	16,000	
Mondel to 36th Street	9,000	11,500	
36th Street to Lordsburg	8,000	11,000	

SI-14 MISC. INSTRUCTIONS

Irrington Station Coal Plant MP992.4, has impaired side clearances at the coal dumper on track 5198. Mirrors, sun visors, and arm rests will not clear side of dumper unless pulled to engine body as close as possible. It will be the responsibility of the engineer and train crew to see that these devices have been moved toward the engine body before entering dumper with engines. Side clearances will not allow employees to ride on side of cars or engines; therefore, employees on engines must be in cab of engines with window shut when operating in the coal dumper.

Willcox: Operation on the Red Barn Lead is limited to one four-axle locomotive with cars.
6-axle locomotives are prohibited from operating on legs of wye at Bowie and Lordsburg.

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

Benson: All rolling equipment left unattended on the west leg of wye must be secured south of the 602/603 switch. The 602/603 switch is to be left lined for 603 (east leg of the wye).

Train operation on the Lordsburg Subdivision will be governed by Mountain Time.