



SANTA FE
SAFETY FIRST



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

ASST. SUPERINTENDENT

G. A. HARVILLE Carlsbad, N.M.

TRAINMASTERS

W. F. HENRY Clovis, N.M.
R. P. GARCIA Belen, N.M.
J. L. FIELDS, JR. Albuquerque, N.M.
M. B. CHAVEZ, JR. Hurley, N.M.
J. N. ISCH El Paso, Tex.

ASST. TRAINMASTERS

L. R. MITCHELL Clovis, N.M.
A. F. AGUILAR, JR. Clovis, N.M.
V. L. COLBERT Belen, N.M.

RULES EXAMINER

W. N. PIERCE Clovis, N.M.

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

E. E. REYNOLDS Amarillo, Tex.

ROAD FOREMAN OF ENGINES

W. L. WOOTTON Clovis, N.M.
R. D. DUBCAK Belen, N.M.

SAFETY SUPERVISOR

D. E. SMITH Clovis, N.M.

CHIEF DISPATCHER

J. D. COLE Clovis, N.M.

ASST. CHIEF DISPATCHERS

C. M. BONARDEN Clovis, N.M.
O. N. HALE Clovis, N.M.
H. E. BOYDSTON Clovis, N.M.
T. G. CURRY Clovis, N.M.

DISPATCHERS - CLOVIS, N.M.

J. E. YOUNG	J. L. REYNOLDS
R. E. COOPER	S. T. HAMBRIGHT
D. H. WILLIAMS	D. E. SWEET
W. H. RHODES	D. G. McCONNELL
D. L. ALDERMAN	O. D. JUSTUS
I. F. PHILLIPS	H. D. BEEVERS
K. L. MILLER	M. E. ROGERS
J. A. MAIZE	C. E. DODD
T. H. SPRADLEY	

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

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

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

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

WESTERN LINES

NEW MEXICO DIVISION

TIME TABLE No.

5

IN EFFECT

Tuesday, October 2, 1979

At 12:01 A. M.

Mountain Standard Time

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

J. R. FITZGERALD,
General Manager,
Amarillo, Texas.

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

J. R. MERRITT
Superintendent,
Clovis, New Mexico.

2 FIRST DISTRICT

NEW MEXICO DIVISION

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 October 2, 1979		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			STATIONS	Feet Per Mile			
			CLOVIS				
			5.9		656.7	T Y C R	
	28.0		GALLAHER	12.7	662.6		
	26.4		18.2	13.7	680.8	C R	
	26.0		MELROSE	26.4	687.6		
	10953		6.8	31.7	693.4		
	10978		CANTARA	31.7	698.5		
	8221		5.8	31.7	702.8		
	13154		KRIDER	31.7	710.1		
	10187		5.1	31.7	716.8	Y B	
	7359		TOLAR	31.7	723.6		
	11846		4.3	31.7	729.9		
	10944		TAIBAN	31.7	736.6		
	11120		7.3	31.7	743.9	B	
	11905		LA LANDE	31.7	749.6		
	11118		6.7	31.7	756.1		
	11171		FORT SUMNER	31.7	761.4		
	11126		6.8	31.7	769.0		
	11960		AGUDO	10.2	775.7		
			5.7	10.6	787.5	C R	
			RICARDO	0	792.7		
			7.3	0	798.7		
			EVANOLA	31.7	803.8	B	
			7.3	31.7	808.8		
			YESO	31.7	815.5		
			5.7	31.7	819.5		
			LARGO	31.7	824.0		
			6.5	31.7	828.8		
			BUCHANAN	31.7	836.1		
			5.3	31.7	842.1	B	
			CARDENAS	0	848.5		
			7.6	0	855.7	B	
			DUORO	68.0	863.2		
			6.7	68.0	868.9		
			JOFFRE	68.0	875.9		
			11.8	31.7	881.6		
			VAUGHN	31.7	886.6		
			5.2	31.7	891.3		
			TEJON	31.7	892.6		
			6.0	31.7	893.9		
			CARNERO	31.7	895.2		
			5.1	31.7	896.5		
			ENCINO	31.7	897.8		
			5.0	31.7	899.1		
			NEGRA	31.7	900.4		
			6.7	31.7	901.7		
			PEDERNAL	31.7	903.0		
			4.0	31.7	904.3		
			DUNMOOR	31.7	905.6		
			4.5	31.7	906.9		
			CULEBRA	31.7	908.2		
			4.8	31.7	909.5		
			LUCY	31.7	910.8		
			7.3	31.7	912.1		
			SILIO	31.7	913.4		
			6.0	31.7	914.7		
			WILLARD	31.7	916.0		
			6.4	31.7	917.3		
			BRONCHO	31.7	918.6		
			7.2	31.7	919.9		
			MOUNTAINAIR	31.7	921.2		
			7.5	31.7	922.5		
			ABO	31.7	923.8		
			5.7	31.7	925.1		
			SCHOLLE	31.7	926.4		
			7.0	31.7	927.7		
			SAIS	31.7	929.0		
			5.7	31.7	930.3		
			BECKER	31.7	931.6		
			5.0	31.7	932.9		
			BODEGA	31.7	934.2		
			4.7	31.7	935.5		
			MADRONE	31.7	936.8		
			6.1	31.7	938.1		
			BELEN		932.6	T Y C R	

(240.7)

Trains must get clearance card before leaving Clovis and Belen.

THREE TRACKS: At Clovis, between M.P. 655.8 and M.P. 657.6.

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

DOUBLE TRACK: At Belen, between M.P. 933.7 and New Mexico-Albuquerque Division Junction.

RULES 251 AND 94 IN EFFECT: At Belen, on Double Track.

TCS IN EFFECT: At Clovis on main tracks; on main tracks and sidings between Clovis and end of Double Track Belen, M.P. 933.7; at Belen, on freight lead between M.P. 833.9 and M.P. 895.4, on tracks 223 and 224 between sign indicating "End TCS" and New Mexico-Albuquerque Division Junction, and Albuquerque Division main tracks westward thereof.

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

Between Gallaher and Melrose, controlled signal at M.P. 669.6 governing westward movement on South Track and through crossover, located on field side of track.

Between Joffre and Vaughn, block signals 7782, 7812 and 7842 governing eastward movements on North Track and block signals 7783, 7813 and 7843 governing westward movements on South Track are located on field side of track. At Vaughn, controlled signals governing westward movements on South Track at end of Two Tracks and eastward movements on North Track at east crossover are located on field side of track.

At Madrone, block signal 8913 governing westward movement on siding is located on field side of track.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit", except trains and engines may use these tracks in westward direction when authorized by control station.

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

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

At Belen, on Double Track, the track to the right as viewed from an Eastward El Paso Dist. train, is designated North Track, and the track to the left is designated South Track.

NEW MEXICO DIVISION

FIRST DISTRICT 3

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
First District	70	60*

*Maximum authorized speed for freight trains.

- (a) 70 MPH provided:
- (1) Train does not exceed 5,000 tons.
 - (2) Train does not exceed 90 cars.
 - (3) Train does not average more than 75 tons per car.
 - (4) Locomotive can control speed to 70 MPH without use of air brakes;
- (b) 55 MPH when handling one or more empty cars:
(Cabooses and cars loaded with empty trailers, empty containers and flatcars containing generator sets are considered loads).
- (c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.
- (d) 35 MPH for westward trains consisting of 6,000 tons or more between Mountainair and Becker.

(B) SPEED RESTRICTIONS - CURVES

Location	MPH
3 Curves, M.P. 717.5 to 720.6	65
Curve, M.P. 726.8 to 727.6	65
4 Curves, M.P. 750.9 to 757.5	65
3 Curves, M.P. 762.9 to 764.6	65
2 Curves, M.P. 769.5 to 771.3	65
NORTH TRACK:	
3 Curves, M.P. 778.8 to 780.5	60
Curve, M.P. 786.6 to 787.2	60
SOUTH TRACK:	
Curve, M.P. 786.6 to 787.2	60
8 Curves, M.P. 788.6 to 796.7	60
Curve, M.P. 843.9 to 844.7	65
9 Curves, M.P. 856.3 to 865.6	55
6 Curves, M.P. 865.8 to 870.1	45
7 Curves, M.P. 870.5 to 872.8	40
2 Curves, M.P. 873.6 to 875.0	50
2 Curves, M.P. 893.1 to 894.6	60
Curve, M.P. 894.9 to 895.6	40
8 Curves, M.P. 932.3 to 932.9	15

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

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

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track; at Belen, where TCS is in effect on freight lead between M.P. 893.9 and M.P. 895.4, 40 MPH; on Tracks 223 and 224, 30 MPH.

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd.)

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

"I"—Interlocked Switch

Station or M.P.	Type	Location	MPH
Clovis	I	Turnout from North Track to industry lead	15
	I	Turnouts from South Track to yard	30
	I	Crossovers between North and South Tracks	40
	I	Turnouts from Middle Track to South Track	40
	I	Turnout from South Track, west of Hull Street, to 199 lead	15
MP 669.7	I	Crossovers between North and South Tracks	50
Melrose	I	End Two Tracks, M.P. 681.2	60
Yeso	I	Crossover	30
Joffre	I	End Two Tracks, M.P. 773.6	50
	I	Crossover between North and South Tracks	40
Vaughn	I	Crossover between North and South Tracks east end yard	30
	I	End Two Tracks, M.P. 788.5	30
	I	West switch, freight yard lead	30
Encino	I	Both ends siding	30
Dunmoor	I	Both ends siding	30
Willard	I	Both ends siding	30
Mountainair	I	Both ends No. 2 track	15
Scholle	I	Crossover	30
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen Yard (M.P. 934.4)	15
	I	End Double Track (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	Crossover Albq. Div. Jct. (M.P. 932.4)	15
I	West end Tracks 223 and 224	30	
I	Crossover (Albq. Div. M.P. 0.5)	50	

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 932.8 Overhead foot bridge Belen Yard

3. TRACKS BETWEEN STATIONS

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

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
		0	CLOVIS		19.5			
		0.7	CLOVIS JCT. YL					
	5786	37.0	7.6	CAMEO	52.8	7.6	B	
	6754	52.8	10.0	PORTALES YL	52.8	17.6	CR	
	5766	52.8	12.2	DELPHOS	52.8	29.8	B	
	5809	52.8	7.4	KERMIT	37.0	37.2	B	
	2677	52.8	5.0	ELIDA	52.8	42.2	B	
	5747	52.8	5.4	TORNERO	52.8	47.6	B	
		48.1	4.9	KENNA	52.8	52.5	B	
		42.2	13.0	BOAZ	47.5	65.5	B	
	10246	52.8	16.6	CAMPBELL	52.8	82.1	B	
	5740	45.9	12.8	MELENA	52.8	94.9	B	
	5835	52.8	8.2	POE	52.8	103.1	B	
	5764	52.8	4.7	ROSWELL YL	52.8	107.8	CRY	
	3186	47.0	4.8	SOUTH SPRING	52.8	112.6	B	
		30.1	6.2	CHISUM	35.2	118.8	B	
	5658	0	5.4	DEXTER	41.7	124.2		
	2727	46.2	6.3	HAGERMAN	42.2	130.5	B	
		38.5	13.3	ESPUELA	52.8	143.8	B	
	10223	28.5	6.1	ARTESIA YL	31.7	149.9	CR	
	3355	45.8	5.2	ATOKA	41.7	155.1	B	
	5788	29.0	2.8	DAYTON	41.7	167.9	B	
		18.6	7.3	LAKEWOOD	52.8	165.2	B	
	5693	50.2	12.3	AVALON	48.8	177.5		
	3180	52.8	5.5	CARLSBAD YL	52.8	183.0	Y CR	
				(183.0)				

At Clovis, trains will be governed by First District time table rules.

At Carlsbad, engines must get clearance card when going on duty.

At Carlsbad, train order waiting time governing eastward trains applies at the clearance point of the east switch of east leg of wye.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or when total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, TRACK & BRIDGES

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

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Carlsbad Industrial Spur, 30 MPH.

"S"—Spring Switch

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

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

RUSTLER SPRINGS DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				CARLSBAD YL	183.0	183.0	Y C R	
				6.1 OTIS	189.1			
				5.3 LOVING JCT. YL	194.4		Y B	
				0.9 LOVING YL	196.3			
				4.5 MALAGA	199.8			
				15.1 PECOS JCT. YL	0.0		Y B	
				25.5 RUSTLER SPRINGS YL	25.5		Y	
				(57.4)				

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Continental Spur	183.4	738
Carlsbad Industrial Block Co.	183.9	349
Southern New Mexico Warehouse	184.7	683
West Storage Track No. 1	184.9	3289
West Storage Track No. 2	184.9	2882
Stock track	184.9	1359
LOVING INDUSTRIAL SPUR		
Mississippi Chemical	4.3	18215
Duval Nash Draw	8.6	10533
International Minerals & Chemicals Corporation	14.4	17129

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

At Loving Jct., maximum authorized speed 20 MPH over spring switch east leg of wye.

At Loving Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

At Pecos Jct., normal position of switches, east and west legs of wye, lined for Rustler Springs District.

Train register at Carlsbad will be accepted to indicate that eastward trains shown thereon have arrived and left Loving Jct.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Rustler Springs District	45
Loving Industrial Spur	30

(B) SPEED RESTRICTIONS - CURVES, TRACK AND BRIDGES

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

LOVING INDUSTRIAL SPUR

Track, M.P. 4.3 to west switch Mississippi Chemical yard	10
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(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Loving Industrial Spur, 30 MPH.

"S"—Spring Switch

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

PECOS DISTRICT

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				PECOS JCT. YL	39.6	214.9	Y B	
				15.8 ORLA	39.6	230.7		
				20.6 ARNO	39.1	251.3		
				20.2 PECOS YL	31.7	271.6	Y	
				(56.6)				

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Pecos District	20

(B) SPEED RESTRICTIONS-CURVES, TRACK AND BRIDGES

Location	MPH
Bridge, M.P. 256.05	10
Main track, M.P. 264.4 to 264.7	5

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

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

WESTWARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 October 2, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			STATIONS	Feet Per Mile				
			RINCON YL	26.4	1079.6	Y R C		
			5.2 HATCH	26.4	1084.8	B		
	2962		9.1 HOCKETT	16.8	1093.9	B		
	1894		11.0 NUTT	26.4	1104.9	Y B		
	3100		20.9 MIRAGE	26.4	1125.8			
			7.1 DEMING YL	26.4	1132.9	C		
			4.0 PERUHILL	62.3	3.1			
	2060		13.6 SPALDING	62.3	16.7	B		
	2725		13.6 WHITEWATER YL	29.0	30.3	Y B		
			3.7 Burro Mountain Jct. YL	79.2	34.0	Y		
			12.6 SILVER CITY YL	9.5	46.6			
			(100.8)					

TRAINS AND ENGINES WILL BE GOVERNED BY RULE 93 BETWEEN WHITEWATER AND SILVER CITY.

Trains must get clearance card before leaving Rincon.

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

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

At Whitewater, derail on Deming District main track 180 feet west of Santa Rita District Junction switch. Derail will be locked in non-derailing position except when equipment is left on main track west thereof.

At Burro Mountain Junction, junction switch to Tyrone Industrial Spur normally lined for Tyrone Industrial Spur. Derail on main track M.P. 34 will be left in non-derailing position except when equipment is left on main track west thereof.

At Silver City, speed limit 10 MPH between M.P. 45.5 and depot. Derail on main track M.P. 46.5 will be left in non-derailing position except when equipment is left on main track west thereof.

Booth phone M.P. 1118.3 between Nutt and Mirage.

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Rincon and Deming	45
Deming and Burro Mountain Jct.	30
Burro Mountain Jct. and Silver City	10
Tyrone Industrial Spur	30

(B) SPEED RESTRICTIONS - CURVES AND TRACK

Location	MPH
7 Curves, M.P. 1085.7 to 1088.6	30
8 Curves, M.P. 1102.5 to 1106.6	30
Curves and track, M.P. 1132.3 to M.P. 0.1	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track, except maximum authorized speed on Tyrone Industrial Spur, 30 MPH.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P. 1082.9	Bridge, Rio Grande
M.P. 39.6	Bridge, San Vincente
M.P. 45.3	Bridge, San Vincente

3. TRACKS BETWEEN STATIONS

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

SANTA RITA DISTRICT

WEST- WARD ↓	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
		105.6	WHITEWATER YL 8.3	0		Y B	
			HURLEY YL 4.6	42.2	8.3	Y C R	
1516		101.4	BAYARD YL 1.5		12.9	B	
		132.0	HANOVER JCT. YL 0.3	0	14.4	B	
1132		0	COBRE YL 2.0	0	14.7		
		168.4	SANTA RITA YL (16.7)	0	16.7	B	

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

At Hurley, engines must get clearance card before leaving.

At Hurley, west wye switch normally lined for wye.

At Santa Rita, derail on main track 408 feet west of east switch No. 5 track and 82 feet west of east switch No. 4 track.

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

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

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

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

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH
Whitewater and M.P. 12.6	20
M.P. 12.6 and 16.7	10
Fierro Industrial Spur—	10

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
FIERRO INDUSTRIAL SPUR (6.5 mi.)	14.4	
Bullfrog Mine	0.2	576
Peru Mining Co.	2.4	1100
Hanover	3.3	2121
Fierro	5.7	511
U. V. Industries	6.5	2208
Star Shaft & Precipitate Spur	15.5	4383

8 EL PASO DISTRICT

NEW MEXICO DIVISION

WEST-WARD	Capacity of Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 5 October 2, 1979	Ruling Grade Ascending	Mile Post	Communications Tunnels, Tables and Wyes	EAST-WARD
First Class							First Class
3							4
Leave Daily PM		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM
4.20		21.1	Albuquerque YL 12.6	26.4	902.4	TYCR	12.40
4.34 PM	3546	10.6	ISLETA	26.4	915.0	B	12.20 PM
	4136	21.1	LOS LUNAS 5.0	25.3	922.4		
	4014	19.0	CHLOE 5.2	21.1	927.4		
		21.1	BELEN YL 9.9	26.4	932.6	TYCR	
	4004	15.8	SABINAL 11.0	26.4	942.5	B	
	7790	16.3	LA JOYA 10.0	25.3	953.5	B	
	4102	19.5	SAN ACACIA 14.3	41.0	963.5	B	
	4147	26.4	SOCORRO 10.4	26.4	977.8	YRC	
	4128	31.7	SAN ANTONIO 10.8	31.7	988.2	B	
	4132	0	ELMENDORF 6.1	31.7	999.0	B	
	6004	26.4	SAN MARCIAL 7.2	12.8	1005.1	B	
	2723	26.4	POPE 9.1	26.4	1012.3	B	
	2774	26.4	LAVA 10.1	26.4	1021.4	B	
	4044	26.4	CROCKER 11.7	26.4	1031.5	B	
	6326	26.4	ENGEL 8.2	26.4	1043.2	B	
	4121	26.4	CUTTER 15.7	26.4	1051.4	B	
	4150	26.4	ALIVIO 6.6	26.4	1067.1	B	
	2508	26.4	GRAMA 5.9	63.4	1073.7	B	
		26.4	RINCON YL 7.7	26.4	1079.6	YRC	
	4194	26.4	TONUCO 8.4	26.4	1087.3	B	
	2687	26.4	MEDLER 5.4	26.4	1095.7	B	
	3110	21.5	LEASBURG 5.8	26.4	1101.1	B	
	3132	16.5	DONA ANA 5.6	26.4	1106.9	B	
		24.6	LAS CRUCES YL 11.4	29.6	1112.5	CR	
	4174	0	MESQUITE 7.5	12.1	1123.9	B	
	1394	9.6	BERINO 5.0	6.8	1131.4	B	
	2509	26.4	ANTHONY 3.4	26.4	1136.4	CR	
		26.4	VINTON YL 2.6	26.4	1139.8	B	
	1765	26.4	CANUTILLO 2.9	26.4	1142.4	B	
	3224	26.4	MONTOYA 10.7	26.4	1145.3	B	
			EL PASO YL		1156.0	TYCR	
Arrive Daily			(253.6)				Arrive Daily
54.0			Average speed per hour				37.8

Trains must get clearance card before leaving Albuquerque, and Rincon.

TCS IN EFFECT: On main track between end of Double Track, Albuquerque, M.P. 903.9, and east end of El Paso District siding at Isleta, Control Station at Winslow; at Belen, between end of Double Track, M.P. 933.7, and junction with First District, M.P. 934.4, on freight lead between M.P. 893.9 and M.P. 895.4, on Tracks 223 and 224 between sign indicating "End TCS" and New Mexico-Albuquerque Division junction, and on Albuquerque Division main tracks westward thereof.

At Belen, Tracks 223 and 224 are signalled for and must be used for eastward movements only between sign indicating "End TCS" and sign indicating "End of Circuit", except trains and engines may use these tracks in westward direction when authorized by control station.

DOUBLE TRACK—RULE 251 IN EFFECT:

At Albuquerque, between M.P. 903.9 and eastward thereof to Hahn, M.P. 898.8, Colorado Division; at Belen, between M.P. 932.4 and M.P. 933.7.

RULE 94 IN EFFECT: At Albuquerque, between M.P. 902.0 and end of Double Track, 903.9; at Belen, on Double Track.

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

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

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

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

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

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

At Belen, on Double Track, the track to the right as viewed from an Eastward El Paso Dist. train, is designated North Track; and the track to the left is designated South Track.

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

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

Booth telephone located at M.P. 1148 also contains a Bell telephone to be used to contact Anthony.

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

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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Between:	MPH	
	Psgr.	Frnt.
Albuquerque and Isleta	79	60*
Isleta and El Paso		49*

*Maximum authorized speed for freight trains when averaging 90 tons or over per car, or total consist exceeds 5,000 tons 45 MPH

(B) SPEED RESTRICTIONS - CURVES, & BRIDGES

Location	MPH	
	Psgr.	Frnt.
2 Curves, M.P. 905.2 to 905.4	70	55
Curve at Jct. Switch Isleta, M.P. 914.9 (For Coast Lines Trains Only)	70	55
Location	MPH	
8 Curves, M.P. 932.3 to 932.9		15
18 Curves, M.P. 957.9 to 966.3		30
2 Curves, M.P. 973.1 to 973.5		45
2 Curves, M.P. 985.3 to 986.3		40
Curve, M.P. 987.5 to 987.7		30
Bridge, M.P. 1006.2, and 25 Curves M.P. 1006.2 to 1023.1		40
2 Curves, M.P. 1036.4 to 1037.0		45
13 Curves, M.P. 1075.8 to 1079.1		30
2 Curves, M.P. 1079.4 to 1079.8		20
2 Curves, M.P. 1079.9 to 1080.4		40
11 Curves, M.P. 1082.8 to 1086.0		40
2 Curves, M.P. 1088.4 to 1088.6		45
15 Curves, M.P. 1090.1 to 1092.9		20
6 Curves, M.P. 1093.3 to 1094.7		30
8 Curves, M.P. 1096.0 to 1101.6		45
15 Curves, M.P. 1147.5 to 1154.7		30

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of other than main track switches, 10 MPH; main track switches, except those listed below, 15 MPH. Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocked Switch

"S"—Spring Switch

Station	Type	Location	MPH
Hahn	S	East End Double Track (Colo. Div.)	30
Albuquerque	I	End of Double Track (M.P. 903.9)	40
Isleta	I	Albuquerque Division Jct.: Westward El Paso Dist. trains	40
		Eastward El Paso Dist. trains	20

(C) SPEED RESTRICTIONS - SWITCHES AND AUXILIARY TRACKS (Cont'd.)

Station	Type	Location	MPH
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	To El Paso (M.P. 934.4)	30
	I	Entering Belen yard (M.P. 934.4)	15
	I	End Double Track (M.P. 933.7)	30
	I	Albuquerque Div. Jct.	30
	I	To Albuquerque (M.P. 932.4)	15
	I	Crossover Albq. Div. Jct. (M.P. 932.4)	15
	I	West end Tracks 223 and 224	30
	I	Crossover (Albq. Div. M.P. 0.5)	50
Rincon	S	Deming District Junction	15

(D) SPEED RESTRICTIONS - STREET CROSSINGS

Restriction applies only while head of train is passing crossings in cities or towns named below:

Stations	Streets	MPH
Albuquerque	All crossings between Mountain Road, M.P. 901.8 and Trumbull Avenue, M.P. 903.4.	30
Las Cruces	All crossings between McClure Road, M.P. 1111.5 and Truck Bypass, M.P. 1114.4.	30
Anthony	All crossings between M.P. 1136.2 and M.P. 1138.0	35
El Paso	All crossings between M.P. 1147.5 and M.P. 1156.	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Location	Mile Post	Track Capacity In Feet
Home Planners, Inc.	905.9	1458
M. Lieberman	906.0	1404
Kinney	907.1	498
American Pipe & Constr. Co.	907.8	1583
Industrial Park	908.2	4018
Briner Rust Proofing Co.	908.5	1847
Industrial Wood Components	908.9	640
Bates Lumber Company	910.6	862
Edmunds Chemical Co.	935.3	373
Limitar	970.9	150
Tiffany Stock Yards	1002.1	1112
Aleman	1056.4	350
Hanes Knitting Mill	1118.2	580
Brazito Packing Co.	1120.6	566
Santo Tomas	1123.5	770
Vado	1127.8	2687
Anthony Growers, Inc.	1135.6	587
Mountain Pass Canning Co.	1137.5	757
W. Silver Co.	1138.3	3625
Border Steel Co.	1138.9	3647
Metal Processing, Inc.	1138.9	11653
Proler Steel Co.	1138.9	5471
Darbyshire Steel Co.	1141.1	1671
Montoya Industrial Park	1146.1	2083

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

Location of such hand-operated switches are as follows:

FIRST DISTRICT

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

PECOS DISTRICT

- M.P. 189.1 Otis.

5. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from unit leading MPH
AMTRAK 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	45	45
ALL OTHER CLASSES	70	45

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

*Engine without cars must not exceed 70 MPH.

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

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

SPEED TABLE

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
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	4 30	13.3
56	64.2	1 36	37.5	5	12.0
57	63.2	1 38	36.8	6	10.0
				12	5.0

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

District	Wrecking derricks MPH	File Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including File Drivers AT-199452 AT-199453 AT-199456 MPH
First, El Paso, Carlsbad, Rustler Springs, Pecos, between Carlsbad and Pecos Jct., Deming, between Rincon and M.P. 34	40	45	30
Deming, between M.P. 34 and Silver City, Pecos, between Pecos Jct. and Pecos	20	20	20
Santa Rita	15	15	15

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

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

8. YARD LIMITS

CARLSBAD DISTRICT

- Clovis, M.P. 0.25 to 3.00
- Portales, M.P. 16.76 to 18.61
- Roswell, M.P. 106.00 to 110.00
- Artesia, M.P. 146.90 to 151.93
- Carlsbad, M.P. 178.81 to 183.18

DEMING DISTRICT

- Rincon, M.P. 1079.60 to 1081.16
- Deming, M.P. 1131.18 to 1.97
- Whitewater-Silver City, M.P. 30.30 to 46.60

EL PASO DISTRICT

- Albuquerque, M.P. 894.27 to 902.00
- Belen, M.P. 934.50 to 935.61
- M.P. 931.27 to 932.30
- Rincon, M.P. 1077.72 to 1080.86
- Las Cruces, M.P. 1112.49 to 1113.37
- Vinton, M.P. 1138.82 to 1139.96
- El Paso, M.P. 1147.19 to 1156.00

PECOS DISTRICT

- Pecos Jct., M.P. 214.90 to 216.55
- Pecos, M.P. 269.86 to 271.50

RUSTLER SPRINGS DISTRICT

- Loving Jct. M.P. 194.39 to 195.54
- Pecos Jct., M.P. 213.97 to 1.57
- Rustler Springs, M.P. 24.83 to 25.30

SANTA RITA DISTRICT

- Entire District

9. BULLETIN BOOKS

Albuquerque	Carlsbad	El Paso
Anthony	Clovis	Hurley
Belen	Deming	Roswell

10. STANDARD CLOCKS

Albuquerque	Carlsbad	Deming	Hurley
Belen	Clovis	El Paso	Roswell
			Rincon

11. TRACK SIDE WARNING DEVICES

Location	Type	Signals or Indicators Affected
FIRST DISTRICT		
M.P. 684.3	Hot Box	Rotating white light—Eastward M.P. 684.3 and M.P. 682.4 * Westward M.P. 684.3 and M.P. 686.5 *
M.P. 713.6	Dragging Equipment Hot Box	Rotating White Light—Eastward M.P. 713.6 and M.P. 711.4*** Westward M.P. 713.6 and M.P. 715.8***
M.P. 722.3	Dragging Equipment	Eastward—Signal 7202 displays letter "E" in bottom unit
M.P. 725.5	Hot Box	Rotating White Light—Eastward M.P. 725.5 and M.P. 722.3* Westward M.P. 725.5 and M.P. 728.3*
M.P. 746.4	Hot Box	Rotating white light—Eastward M.P. 746.4 and M.P. 744.5 * Westward M.P. 746.4 and M.P. 748.5 *
M.P. 764.9	Hot Box	Rotating white light—Eastward M.P. 764.9 and M.P. 762.5 * Westward M.P. 764.9 and M.P. 766.9 *
M.P. 779.1 (South Track)	High Water	Eastward—Signal 7814 Westward—Signal 7783
M.P. 788.0 (North and South Tracks)	Hot Box	Rotating white light—North Track (Field Side) M.P. 786.3*—M.P. 788.0 and M.P. 789.1* South Track (Field Side) M.P. 786.3*—M.P. 788.0 and M.P. 789.1*
Note: There are two readout devices in each direction—one for north track and one for south track. The readout must be checked that corres- ponds with track used when passing scanner at M.P. 788.0		
M.P. 806.1	Hot Box	Rotating white light—Eastward M.P. 806.1-M.P. 804.1 and M.P. 802.9 * Westward M.P. 806.1-M.P.808.0 and M.P. 809.8*
Bridge M.P. 806.9	High Water	Eastward—Controlled signals east end siding Negra Westward—Signal 8051
M.P. 832.5	Hot Box	Rotating white light—Eastward M.P. 832.5 and M.P. 830.3 * Westward M.P. 832.5 and M.P. 834.7 *
M.P. 852.2	Hot Box	Rotating white light—Eastward M.P. 852.2 and M.P. 849.9 * Westward M.P. 852.2 and M.P. 853.5*
M.P. 866.8	Rock Slide	Eastward—Controlled signals east end siding Scholle; rotating red light M.P. 867.0. Westward—Signal 8651; rotating red light M.P. 866.7.
Bridge M.P. 870.4 and Bridge M.P. 871.2	High Water	Eastward—Signal 8712** Westward—Controlled signals west end siding Scholle
M.P. 870.9 M.P. 871.1	Rock Slide	Eastward—Signal 8712** and rotating red lights at M.P. 870.8 and M.P. 871.1. Westward—Controlled signals west end Scholle and rotating red lights at M.P. 870.8 and M.P. 871.7.
M.P. 871.5	Rock Slide	Eastward—Signal 8722 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8. Westward—Signal 8711 and rotating red lights at M.P. 871.5, M.P. 871.7 and M.P. 871.8.
M.P. 872.1	Rock Slide	Eastward—Signal 8722 and rotating red light at M.P. 872.2. Westward—Signals 8711 and 8721; rotating red light at M.P. 872.2.
M.P. 872.7	Rock Slide	Eastward—Signal 8732 and rotating red lights at M.P. 872.5 and M.P. 872.8. Westward—Signal 8721 and rotating red lights at M.P. 872.5 and M.P. 872.8.
Bridge M.P. 875.0	High Water	Eastward—Controlled signals east end siding Sais Westward—Signal 8731
M.P. 878.1	Hot Box	Rotating white light—Eastward M.P. 878.1 and M.P. 876.8 * Westward M.P. 878.1 and M.P. 880.1 *

*Location of Hot Box Locator

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

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

12 SPECIAL RULES

NEW MEXICO DIVISION

11. TRACK SIDE WARNING DEVICES (Cont'd)

Location	Type	Signals or Indicators Affected	
EL PASO DISTRICT			
Bridge	M.P. 908.7	High Water	Eastward—Signal 9092 Westward—Controlled signal M.P. 906.4
Bridge	M.P. 979.4	High Water	Eastward—M.P. 982.1
Track	M.P. 980.1	High Water	(Rotating Red Light)
Bridge	M.P. 981.3	High Water	Westward—M.P. 978.9 (Rotating Red Light)
Track	M.P. 982.9	High Water	Eastward—M.P. 987.6
Bridge	M.P. 983.2	High Water	(Rotating Red Light)
Bridge	M.P. 983.5	High Water	Westward—M.P. 982.1 (Rotating Red Light)
Bridge	M.P. 984.6	High Water	
Track	M.P. 985.0	High Water	
Bridge	M.P. 985.1	High Water	
Bridge	M.P. 986.5	High Water	
Bridge	M.P. 986.9	High Water	
Track	M.P. 987.1	High Water	
Bridge	M.P. 987.4	High Water	
Bridges	M.P. 1050.1	High Water	Eastward—M.P. 1052.4
	M.P. 1050.9	High Water	Westward—M.P. 1048.9
	M.P. 1051.3	High Water	(Rotating Red Lights)
Bridges	M.P. 1052.6	High Water	Eastward—M.P. 1056.9
	M.P. 1053.3	High Water	Westward—M.P. 1051.4
	M.P. 1053.7	High Water	(Rotating Red Lights)
	M.P. 1054.3	High Water	
	M.P. 1055.7	High Water	
Bridges	M.P. 1065.2	High Water	Eastward—M.P. 1067.5
	M.P. 1066.3	High Water	Westward—M.P. 1063.7 (Rotating Red Lights)
Bridges	M.P. 1069.7	High Water	Eastward—M.P. 1073.1
	M.P. 1071.6	High Water	Westward—M.P. 1068.3 (Rotating Red Lights)
Bridge	M.P. 1081.9	High Water	Eastward—M.P. 1084.8
Bridge	M.P. 1082.5	High Water	(Semaphore Type)
Track	M.P. 1082.7	High Water	Westward—M.P. 1080.9
Track	M.P. 1082.7	High Water	(Semaphore Type)
Bridge	M.P. 1083.0	High Water	
Track	M.P. 1083.7	High Water	
Bridge	M.P. 1085.5	High Water	Eastward—M.P. 1086.2 (Semaphore Type)
			Westward—M.P. 1084.8 (Semaphore Type)
Bridge	M.P. 1088.4	High Water	Eastward—M.P. 1091.7
Track	M.P. 1088.7	High Water	(Semaphore Type)
Bridge	M.P. 1089.2	High Water	Westward—M.P. 1087.5
Bridge	M.P. 1090.2	High Water	(Semaphore Type)
Bridge	M.P. 1090.9	High Water	
Bridge	M.P. 1091.5	High Water	
Track	M.P. 1093.0	High Water	Eastward—M.P. 1095.0
Bridge	M.P. 1093.2	High Water	(Semaphore Type)
Bridge	M.P. 1093.8	High Water	Westward—M.P. 1091.7
Bridge	M.P. 1094.4	High Water	(Semaphore Type)

On El Paso District, eastward trains must approach the indicator located at M.P. 987.6 at speed that will permit stopping short of bridge at M.P. 987.4 in case the detector has been actuated. Westward trains must approach indicator located at M.P. 978.9 at speed that will permit stopping short of bridge at M.P. 979.4 if detector has been actuated.

CARLSBAD DISTRICT

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

11. TRACK SIDE WARNING DEVICES (Cont'd)

RULE 105(A)—HOT BOX DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

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

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

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

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

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

HIGH WATER DETECTORS

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

DRAGGING EQUIPMENT DETECTORS

When actuated, letter "E" in bottom unit on block signals indicated will be illuminated; immediate stop must be made, check locator where provided, make thorough inspection of both sides of train, inspect track and notify dispatcher.

ROCK SLIDE DETECTORS

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

SURGEONS OF

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

DR. R. M. BROOKER, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. F. H. HANOLD Doctor in Charge

TIME SERVICE

R. N. CROW, General Watch Inspector Topeka

SPECIAL CAR HANDLING INSTRUCTIONS 1-1-78

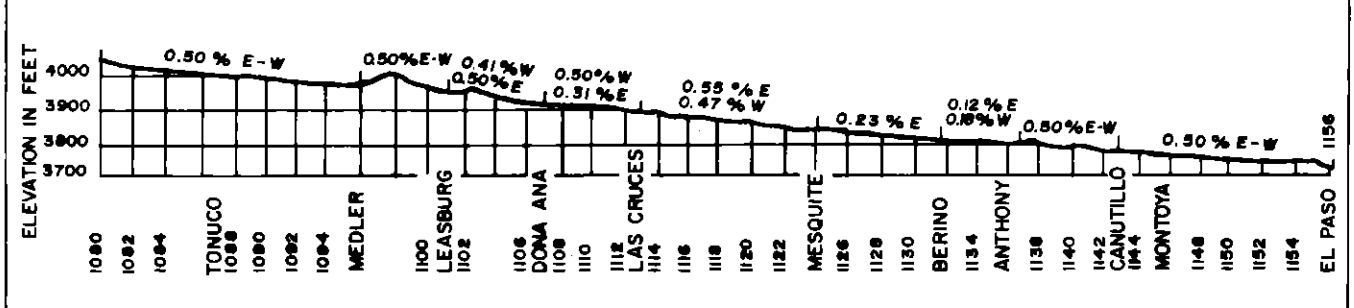
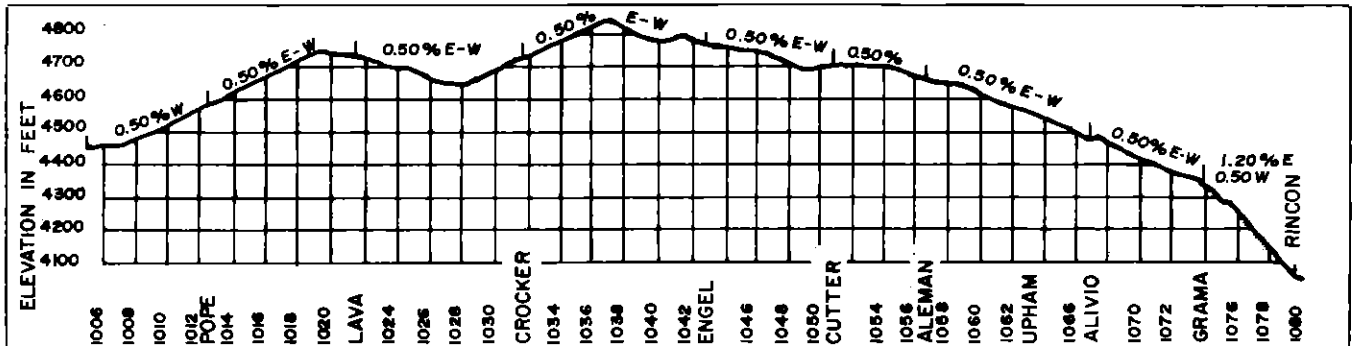
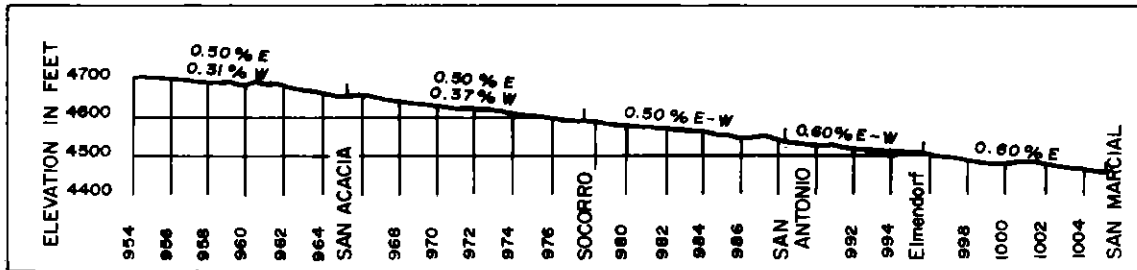
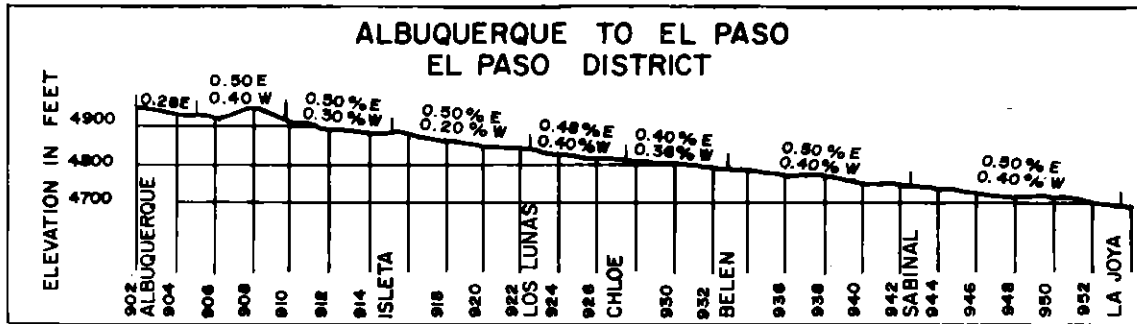
- | | |
|---|----------------------------------|
| CD - Condemned | RE - Rear End Only |
| DH - Do Not Hump | (*) 25 - Speed Restriction (MPH) |
| DU - Do Not Uncouple | WH - Weigh Heavy |
| HE - Head End Only | WI - Waive Inspection-Set Direct |
| HL - High Wide Load | WL - Weigh Light |
| HV - High Value | NG - Non Flammable Gas |
| CB - Combustible | (#) NP - No Placards Required |
| CL - Chlorine | OM - Oxidizer |
| CM - Corrosive | OP - Organic Peroxide |
| DG - Dangerous | OX - Oxygen |
| (@) FG - Flammable Gas | PA - Poison Gas |
| FH - Flammable Gas | PB - Poison |
| FL - Flammable | RM - Radioactive Material |
| FS - Flammable Solid | XA - Explosive "A" |
| FW - Flammable Solid W (Dangerous When Wet) | XB - Explosive "B" |
| IP - Interchange Prohibited | |

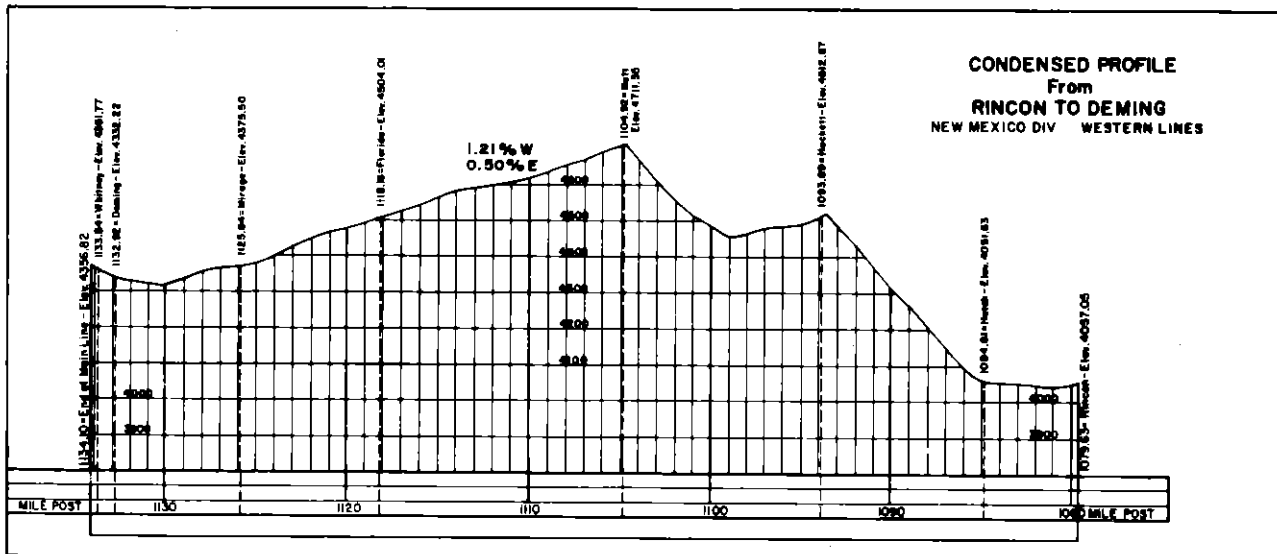
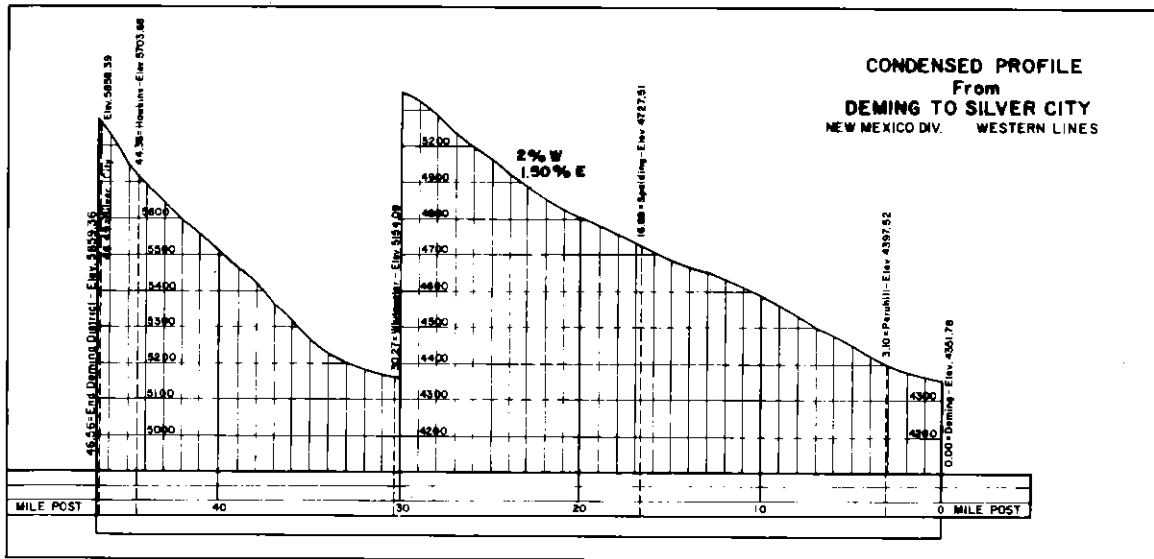
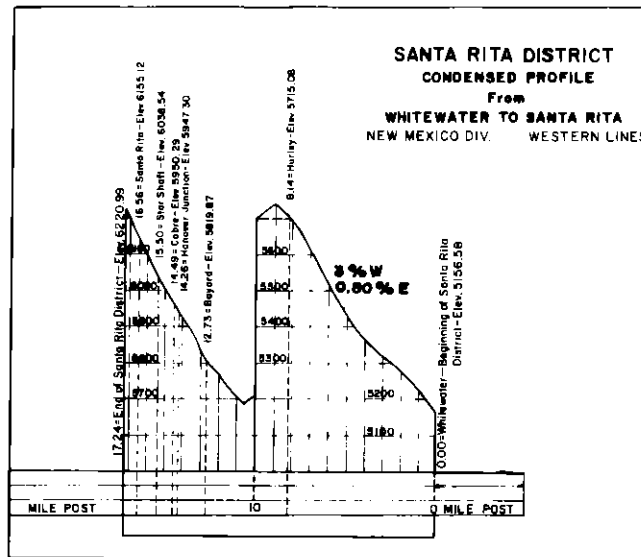
(*) Numeric MPH speed restriction, e.g., 25 for a car restricted to 25 MPH.

(@) Code FG for DOT 112A or 114A tank cars (without head shields) placarded Flammable Gas.

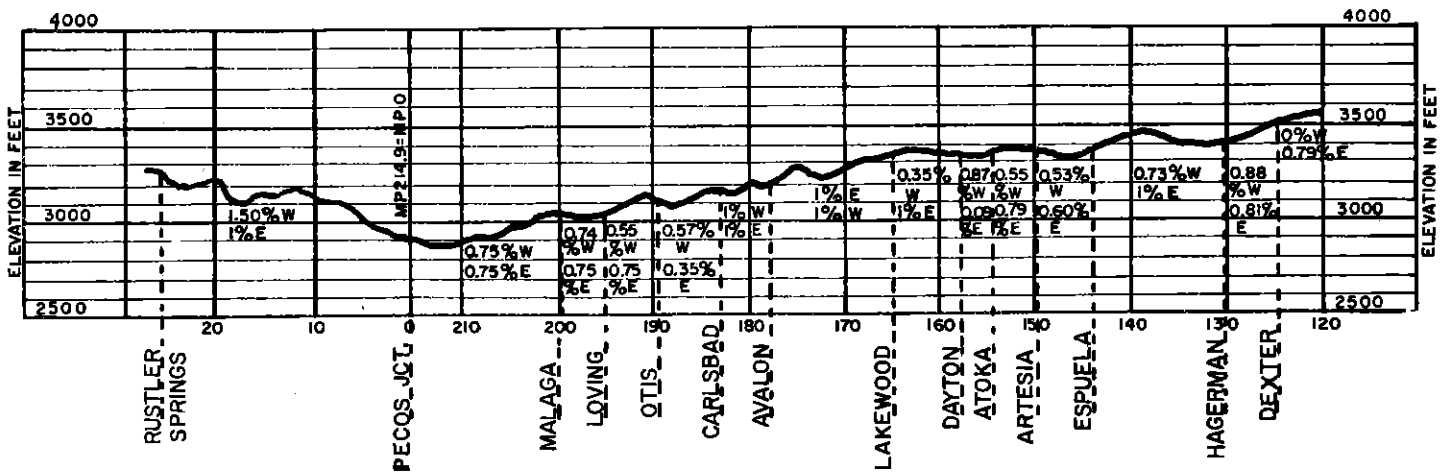
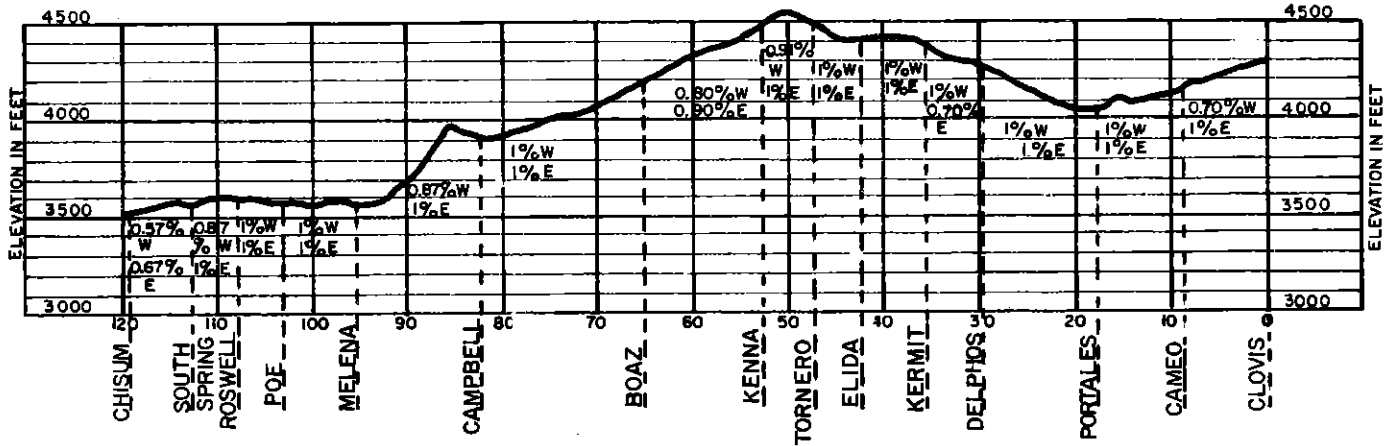
(#) Applies only to loaded or empty tank cars.

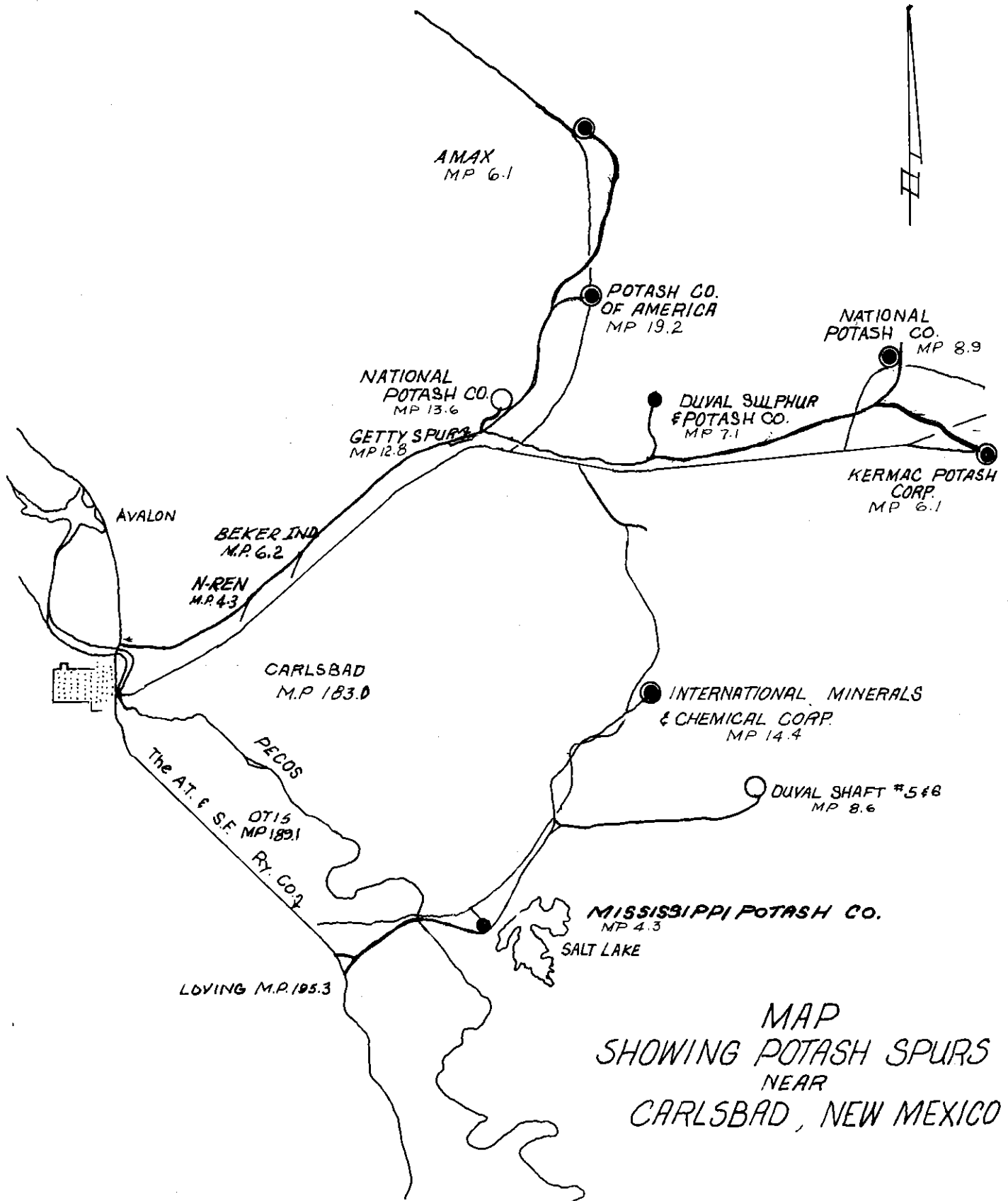
Codes will appear in the SCHI Field of a wheel report or PPSI Field of a waybill data report.





CLOVIS TO RUSTLER SPRINGS
CARLSBAD, PECOS AND RUSTLER SPRINGS DISTRICTS





MAP
 SHOWING POTASH SPURS
 NEAR
 CARLSBAD, NEW MEXICO

HOW TO USE THIS CHART:

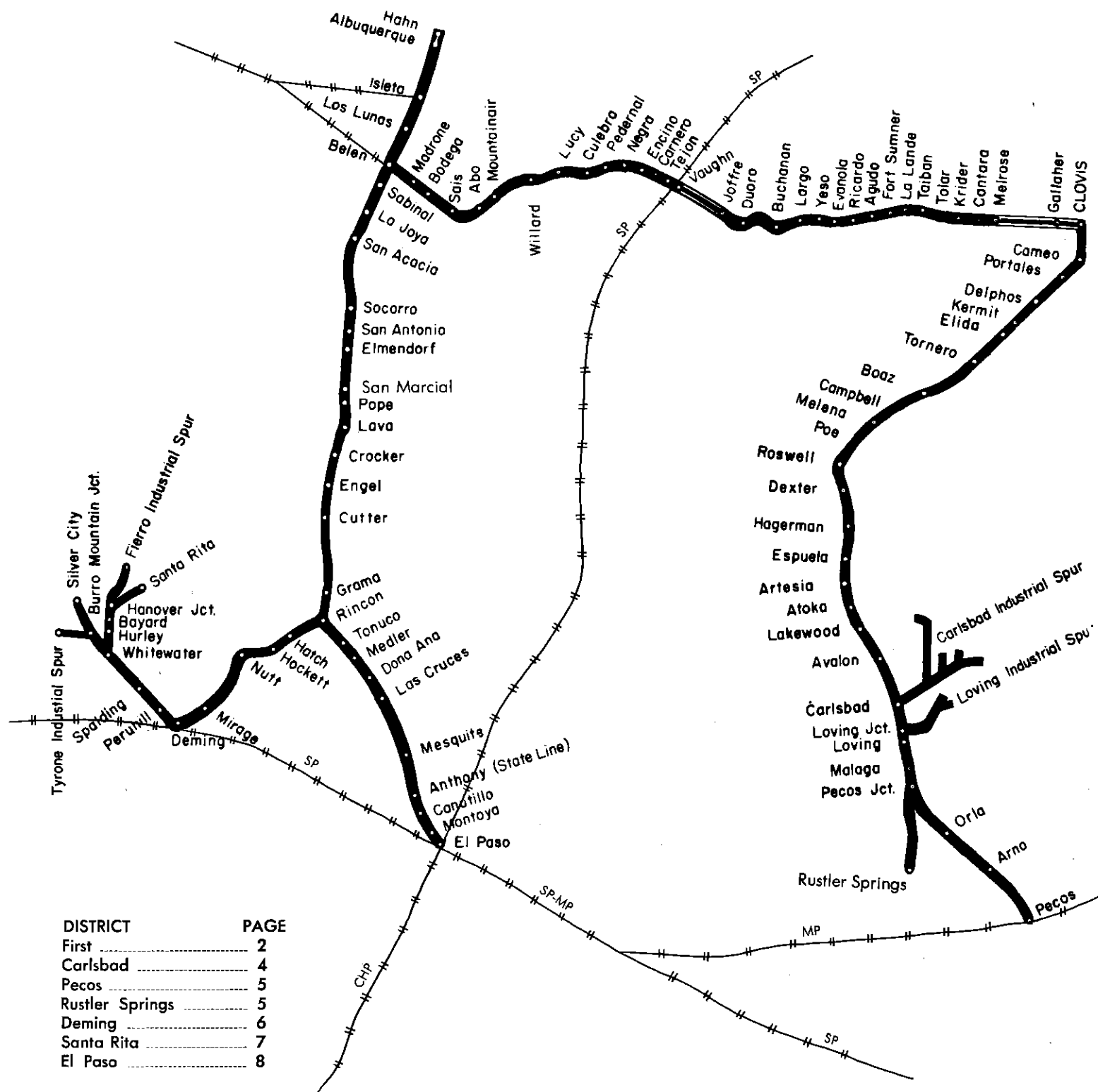
To determine where a placarded car can be placed in a train follow these steps:
 -Determine the type of placard that is applied to the car. From Line 1.
 -Determine the type of car to which the placard is applied from. Line 2
 -Follow vertically down the chart and note which lines apply.
 -The symbol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

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1		PLACARD APPLIED ON CAR	2										
			ANY CARS (Loc. at end of train without exception)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	EXCEPT COMBUSTIBLE	COMBUSTIBLE	
3		RESTRICTIONS											
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 600 FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓					✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓					✓				
6	MUST NOT BE PLACED NEXT TO CAR PLACARDED	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓				✓ ^②				
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓				✓				
8		ENGINE	✓	✓	✓	✓	✓	✓				✓	
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓ ^④	✓				
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓					✓	
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③				✓				
12		UNDEVELOPED FILM					✓						
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓				✓				
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓								
15		EXPLOSIVES A		✓	✓	✓	✓	✓	✓				
16	POISON GAS	✓				✓	✓	✓					
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓								
18	RADIOACTIVE	✓	✓	✓				✓	✓				

FOOTNOTES:

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



NEW MEXICO DIVISION