

When using train order Form Y or track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority.

“Foreman _____ (name) _____ (of Gang No. _____) using train order (or track bulletin) No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision”.

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

“ _____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping”.

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

“ _____ (train) _____ may proceed through the limits at _____ MPH (or at “maximum authorized speed.”)

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following will be added:

“ _____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding if necessary “until reaching MP _____”.)

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and “OK” received from employee giving them before they are acted upon.

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (a) above.



SANTA FE
SAFETY FIRST



The
Atchison, Topeka and Santa Fe
Railway Co.

WESTERN LINES

NEW MEXICO DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, April 27, 1986

At 12:01 A.M.
Mountain Time

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

D. P. VALENTINE
General Manager
Amarillo, Texas

B. K. PERRY

E. C. HONATH
Asst. General Managers
Amarillo, Texas.

D. M. SIZEMORE

R. P. BENSON
Superintendent
Clovis, New Mexico

TRAINMASTERS

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

ASST. TRAINMASTERS

A. F. AGUILAR, JR. Clovis, N.M.
 C. A. ROBERTS Clovis, N.M.
 R. M. GASKIN Belen, N.M.
 J. A. McCRACKEN Carlsbad, N.M.
 W. F. MCGINN Albuquerque, N.M.

RULES INSTRUCTOR

L. R. MITCHELL Clovis, N.M.

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

M. B. SPEARS Amarillo, TX.

ROAD FOREMAN OF ENGINES

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

SAFETY SUPERVISOR

D. E. SMITH Clovis, N.M.

CHIEF DISPATCHER

O. N. HALE Clovis, N.M.

ASST. CHIEF DISPATCHER

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

DISPATCHERS - CLOVIS, N.M.

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

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	5 —	12.0
— 56	64.2	1 36	37.5	6 —	10.0
— 57	63.2	1 38	36.8	12 —	5.0

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

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EXPLANATION OF CHARACTERS

- A — Automatic Interlocking
- B — General Orders — Circulars
- g — Gate — Normal Position
Against Conflicting Route
- G — Gate — Normal Position
Against this Subdivision
- Ⓞ — Gate — Left in Position last used
- M — Manual Interlocking
- P — Telephone
- Q — Radio Communication
- R — Register Station
- S — Crossing Protected by Stop Sign
- T — Turning Facility
- X — Crossover (DT)
- Y — Yard Limits
- MT — Main Track

EXPLANATION OF ROADWAY SIGNS

- Temporary Restrictions — Red, Yellow and Green flags or Discs
- Permanent Speed Signs — Square or Rectangular in shape, Yellow with numerals, or Green
- Permanent Stop Signs — Rectangular in shape, Red
- Whistle Sign — White with Letter "W"

WEST-WARD ↓		FIRST SUBDIVISION		↑ EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
41300		CLOVIS	BQT	CTC 3MT	656.7	
41195		GALLAHER		CTC 2MT	662.6	
41185		MELROSE	Q		680.8	
41179	10953	CANTARA		CTC	687.6	
41176	10978	KRIDER			693.4	
41170	8221	TOLAR			698.5	
41165	13154	TAIBAN			702.8	
41160	10187	LA LANDE			710.1	
41155	7359	FORT SUMNER	PT		716.8	
41153	11845	AGUDO			723.6	
41145	10944	RICARDO			729.3	
41142	11120	EVANOLA			736.6	
41136	11905	YESO	P		743.9	
41130	11118	LARGO			749.6	
41125	11171	BUCHANAN			756.1	
41120	11126	CARDENAS			761.4	
41114	11960	DUORO			769.0	
41109		JOFFRE			CTC 2MT	775.7
40130		VAUGHN	Q		CTC	787.5
40122	10665	TEJON				792.7
40118	9081	CARNERO		798.7		
40114	5740	ENCINO	P	803.8		
40110	11911	NEGRA		808.8		
40106	11417	PEDERNAL	P	815.5		
40102	5638	DUNMOOR		819.5		
40098	9786	CULEBRA	P	824.0		
40094	10593	LUCY		828.8		
40090	7968	SILIO		836.1		
40086	6409	WILLARD	P	842.1		
40082	12416	BRONCHO		848.5		
40078	6376	MOUNTAINAIR	P	855.7		
40074		ABO		CTC 2MT		862.4
		KAYSER		867.4		
40066		SCHOLLE		870.3		
40062	8465	SAIS		875.9		
40058	9247	BECKER		881.6		
40054	9460	BODEGA		886.6		
40050	9452	MADRONE		891.3		
40000		BELEN	BMQT	CTC ABS 4 MT	932.6	
		(240.7)				

FIRST SUBDIVISION

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

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

FOUR TRACKS: At Belen, CLIC Tracks 0223 and 0224 are designated Track 223 and 224, respectively; between M.P. 933.7, El Paso Subdivision and New Mexico-Albuquerque Division Junction the track to the right as viewed from eastward El Paso Subdivision train is designated NORTH TRACK, signalled for eastward movements only and track to the left is designated SOUTH TRACK, signalled for westward movements only.

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

CTC IN EFFECT: At Clovis on Main Tracks; on Main Tracks and sidings between Clovis and Belen, M.P. 933.7; at Belen on freight lead between M.P. 893.9 and M.P. 895.4; and on Albuquerque Division Main Tracks Westward from New Mexico-Albuquerque Junction.

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

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

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

At Belen, speed limit 5 M.P.H. over electronic scale.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

First Subdivision	MPH	
	Psg.	Fr.
First Subdivision	70	55*

*Maximum authorized speed for freight trains.

70 MPH provided:

- Train does not contain empty cars, (ten-pak cars, cabooses and flat cars loaded with empty trailers, containers, or container chassis are considered loads.)
- Train does not exceed 5,500 tons.
- Train does not exceed 8500 feet.
- Train does not average more than 80 tons per car.
- Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS - TONNAGE

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

(C) SPEED RESTRICTIONS - VARIOUS

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

(Continued on next page)

FIRST SUBDIVISION

(C) SPEED RESTRICTIONS -- VARIOUS (CONT'D)

Location	MPH
4 Curves, M.P. 932.3 to 932.9	15
Tracks 223 and 224 Belen	30
Freight Lead M.P. 893.9 to 895.4	40

(D) SPEED RESTRICTIONS -- SWITCHES

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

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

"D" -- Dual Control Switch

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

2. TRACKS BETWEEN STATIONS

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

FIRST SUBDIVISION

3. TRACK SIDE WARNING DEVICES

Detector Location	Type	Location Indicator Signals Affected
M.P. 684.3	Hot Box	Eastward M.P. 682.4 Westward M.P. 686.5
M.P. 713.6	Hot Box and Dragging Equipment	Eastward M.P. 711.4 Westward M.P. 715.8
M.P. 722.3	Dragging Equipment	Eastward M.P. 720.6
M.P. 725.5	Hot Box	Eastward M.P. 722.3 Westward M.P. 728.3
M.P. 746.4	Hot Box	Eastward M.P. 744.5 Westward M.P. 748.5
M.P. 764.9	Hot Box	Eastward M.P. 762.5 Westward 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	Field Side of Tracks Eastward M.P. 786.3 Westward M.P. 789.1
M.P. 806.1	Hot Box	Eastward M.P. 804.1 and M.P. 802.9 (Locator) Westward M.P. 808.0 and M.P. 809.8 (Locator)
Bridge M.P. 806.9	High Water	Eastward - Controlled signals East end siding Negra Westward - Signal 8051
M.P. 832.5	Hot Box	Eastward M.P. 830.3 Westward M.P. 834.7
M.P. 852.2	Hot Box	Eastward M.P. 849.9 Westward M.P. 853.5
Bridges M.P. 870.4 and M.P. 871.2	High Water	Eastward Signal 8712 Westward - Controlled signals Scholle.
M.P. 870.9 M.P. 871.1	Rock Slide	Eastward - Signal 8712 Westward - Controlled signals Scholle Red indicators M.P. 870.8 and 871.1
M.P. 871.5	Rock Slide	Eastward - Signal 8722 Westward - Signal 8711 Indicators M.P. 871.5, 871.7 and 871.8
M.P. 872.1	Rock Slide	Eastward - Signal 8722 Westward - Signals 8711 and 8721. Red indicator M.P. 872.2
M.P. 872.7	Rock Slide	Eastward - Signal 8732 Westward - Signal 8721 Red indicators M.P. 872.5 and 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	Eastward M.P. 876.8 Westward M.P. 880.1

WEST-WARD ↓		CARLSBAD SUBDIVISION		↑ EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
41300		CLOVIS	BQTY		656.8
41310	5786	CAMEO	P		7.5
41315	6754	PORTALES	PQY		17.6
41325	5765	DELPHOS	P		29.8
41330	5809	KERMIT	P		37.2
41335	2677	ELIDA	P		42.2
41350	5747	TORNERO	P		47.6
41355		KENNA	P		52.5
41360	10246	BOAZ	P		65.5
41370	5740	CAMPBELL	P		82.2
41380	5635	MELENA	P		94.9
41390	5764	POE	P	TWC	103.0
41400	3186	ROSWELL	PQTY		107.8
41420		SOUTH SPRING	P		112.6
41425	5658	CHISUM	P		118.8
41430	2727	DEXTER			124.2
41440		HAGERMAN	P		130.5
41450	10223	ESPUELA	P		143.8
41460	3355	ARTESIA	PQY		149.9
41470	5788	ATOKA	P		155.1
41480		DAYTON	P		157.7
41490	5693	LAKEWOOD	P		165.2
41495	3180	AVALON			177.5
41500		CARLSBAD	BPQTY		183.0
		(183.3)			

TWC IN EFFECT: On Carlsbad Subdivision.

At Carlsbad, movements within yard limits must be made at restricted speed, regardless of block signal indication.

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

YARD LIMITS

Clovis, M.P. 0.0 to 2.2
 Portales, M.P. 16.7 to 18.6
 Roswell, M.P. 105.5 to 110.0
 Artesia, M.P. 146.9 to 151.0
 Carlsbad, M.P. 178.8 to 183.1

SPECIAL INSTRUCTIONS

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. 181.3	49*
Carlsbad Industrial Spur	30

(B) SPEED RESTRICTIONS - TONNAGE

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

CARLSBAD SUBDIVISION

(C) SPEED RESTRICTIONS - VARIOUS

Location	MPH
Curve, M.P. 0.0 to 0.2	5
Curve, M.P. 8.7 to 9.0	45
11 Curves, M.P. 84.1 to 90.9	30
Crossings, M.P. 123.9 to 124.6	40
Curve, M.P. 128.9 to 129.2	40
2 Curves & Bridge, M.P. 167.2 to 168.2	35
Main track, M.P. 181.3 to 183.0	20

(D) SPEED RESTRICTIONS - SWITCHES

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

"S"—Spring Switch

Station	Type	Location	MPH
Carlsbad	S	East leg wye M.P. 181.3	10
Carlsbad Industrial Spur	S	Jct. switch, Getty wye	10

2. 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	3109
Amax Potash Company	6.1	10802
Run around track	5.4	3100
Duval Refinery	7.1	18158
DuPont Spur	2.6	278
Kerr McGee Corporation	4.2	19649
National Potash Company	8.9	11185
Run around track	8.5	2204

3. TRACKSIDE WARNING DEVICES

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

WEST-WARD		RUSTLER SPRINGS SUBDIVISION		EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
41500		CARLSBAD	BQTY	CTC	183.0	
		6.1				
41510		OTIS				189.1
		5.3				
		LOVING JCT.	PTY	TWC	194.4	
		0.9				
41515		LOVING	Y			195.3
		4.5				
41520		MALAGA				199.8
		15.1				
41525		PECOS JCT.	TY		0.0	
		25.5				
41530		RUSTLER SPRINGS	TY		25.5	
		(57.4)				

CTC IN EFFECT: Between Carlsbad, M.P. 183.2, and Loving Jct., M.P. 194.3.

TWC IN EFFECT: Between Loving Jct. and Rustler Springs.

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

At Loving Jct., movements within yard limits must be made at restricted speed, regardless of block signal indication.

YARD LIMITS

Loving Jct.—Loving, M.P. 194.3 to 195.5

Pecos Jct.—M.P. 214.7 to 1.0

Rustler Springs—M.P. 24.8 to 25.3

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

	MPH
Rustler Springs Subdivision	45
Loving Industrial Spur	30

(C) SPEED RESTRICTIONS - VARIOUS

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

LOVING INDUSTRIAL SPUR

Track, M.P. 4.3 to west switch Mississippi Chemical yard	10
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(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnouts, 10 MPH.

"S"—Spring Switch

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

2. TRACKS BETWEEN STATIONS

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

WEST-WARD		PECOS SUBDIVISION		EAST-WARD		
Station Numbers	Siding Feet	STATIONS			Mile Post	
41525		PECOS JCT.	TY	TWC	214.9	
		15.8				
41540		ORLA				230.7
		20.6				
41550		ARNO				251.3
		20.2				
41555		PECOS	TY		271.5'	
		(56.6)				

TWC IN EFFECT: On Pecos Subdivision.

YARD LIMITS

Pecos Jct., M.P. 214.9 to 220.9

Pecos, M.P. 269.8 to 271.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Pecos Subdivision	10

(C) SPEED RESTRICTIONS - VARIOUS

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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnouts, 10 MPH.

2. TRACKS BETWEEN STATIONS

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

WEST-WARD		DEMING SUBDIVISION		EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
29700		RINCON	QTY	TWC	1079.6
29325		HATCH			1084.8
29320	2962	HOCKETT			1093.9
29315	1894	NUTT			1104.9
29305	3100	MIRAGE			1125.8
29100		DEMING	BQY		1132.9
29110	2060	PERUHILL			3.1
29115	2725	SPALDING			16.7
29120		WHITEWATER	TY		30.3
29140		BURRO MT. JCT.	Y		34.0
		(88.2)			

TWC IN EFFECT: On Deming Subdivision.

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

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

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

YARD LIMITS

Rincon, M.P. 1079.6 to 1081.1

Deming, M.P. 1131.1 to 1.9

Whitewater-Burro Mountain Jct., M.P. 30.3 to 34.0

SPECIAL INSTRUCTIONS

(1) SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

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

(C) SPEED RESTRICTIONS - VARIOUS

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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnouts, 10 MPH.

2. 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

WEST-WARD		SANTA RITA SUBDIVISION		EAST-WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
29120		WHITEWATER	TY	TWC	30.3
29200		HURLEY	BPQTY		8.3
29205	1516	BAYARD	Y		12.9
29210		HANOVER JCT	Y		14.4
29230	1132	COBRE	Y		14.7
29240		SANTA RITA	Y		15.7
		(16.3)			

TWC IN EFFECT: On Santa Rita Subdivision.

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

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

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

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

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

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

YARD LIMITS

Entire Subdivision

SPECIAL INSTRUCTIONS

(1) SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

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

(D) SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnouts, 10 MPH.

2. TRACKS BETWEEN STATIONS

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

WEST- WARD ↓		EL PASO SUBDIVISION				↑ EAST- WARD	
First Class						First Class	
3 Psgr						4 Psgr	
Leave Daily	Station Numbers	Siding Feet	STATIONS		Mile Post	Arrive Daily	
PM 4.32	56100		BQTY ALBUQUERQUE	DT ABS	902.4	PM 1.00	
			12.6				
4.45 PM	40015	3546	ISLETA 7.4	CTC	915.0	12.31 PM	
	40010	4136	LOS LUNAS 5.0	TWC	922.4		
	40005	4014	CHLOE 5.2		927.4		
	40000		BELEN BMPQTY 9.9	CTC ABS 4MIT	932.6		
	29785	4004	SABINAL P 11.0		942.5		
	29780	7790	LA JOYA P 10.0		953.5		
	29775	4102	SAN ACACIA P 14.3		963.5		
	29765	4147	SOCORRO QTY 10.4		977.8		
	29760	4128	SAN ANTONIO P 10.8		988.2		
	29755	4132	ELMENDORF P 6.1		999.0		
	29745	6004	SAN MARCIAL P 7.2		1005.1		
	29740	2723	POPE P 9.1		1012.3		
	29735	2774	LAVA P 10.1		1021.4		
	29730	4044	CROCKER P 11.7		1031.5		
	29725	6326	ENGEL P 8.2	TWC	1043.2		
	29720	4121	CUTTER P 15.7		1051.4		
	29710	4150	ALIVIO P 6.6		1067.1		
	29705	2508	GRAMA P 5.9		1073.7		
	29700		RINCON QTY 7.7		1079.6		
	29660	4194	TONUCO P 8.4		1087.3		
	29645	2687	MEDLER P 5.4		1095.7		
	29630	2050	LEASBURG P 5.8		1101.1		
	29615	3132	DONA ANA P 5.6		1106.9		
	29600		LAS CRUCES QY 2.5		1112.5		
	29590		MESILLA PARK 8.9		1115.0		
	29580	4174	MESQUITE P 7.5		1123.9		
	29560	1394	BERINO P 5.0		1131.4		
	29550	2509	ANTHONY PY 3.4		1136.4		
	29540		VINTON PY 2.6		1139.8		
	29530	1765	CANUTILLO P 2.9		1142.4		
	29520	3224	MONTOYA P 10.7		1145.3		
	29500		EL PASO BQY	TWC ABS	1156.0		
Arrive Daily	(253.6)						Leave Daily

TWC IN EFFECT: Between El Paso and First Subdivision Junction, M.P. 934.4; between Albuquerque Division Junction, M.P. 932.4, and east end of El Paso Subdivision siding at Isleta.

(Continued on next page)

EL PASO SUBDIVISION

CTC IN EFFECT: On main track between end of double track, Albuquerque, M.P. 903.9, and east end of El Paso Subdivision siding at Isleta, Control Station at Winslow; at Belen, between end of North Track and South Track M.P. 933.7, and junction with First Subdivision, M.P. 934.4; on First Subdivision from Junction M.P. 934.4 Eastward thereof; on Freight Lead between M.P. 893.9 and M.P. 895.4 and on Albuquerque Division Main Tracks Westward from New Mexico-Albuquerque Division Junction.

FOUR TRACKS: At Belen; CLIC Tracks 0223 and 0224 are designated Track 223 and 224, respectively; between M.P. 933.7; El Paso Subdivision, and New Mexico-Albuquerque Division Junction, track to the right as viewed from Eastward El Paso Subdivision train is designated NORTH TRACK, signalled for eastward movements only and track to the left is designated SOUTH TRACK, signalled for westward movements only.

DOUBLE TRACK: At Albuquerque, between M.P. 903.9 and Eastward thereof to Hahn, M.P. 898.8, Colorado Division.

RULE 94 IN EFFECT: At Albuquerque, between M.P. 901.1 and end of Double Track, M.P. 903.9; at Belen on North Track and South Track and, on Track 223 and Track 224 between sign "End Manual Interlocking" and switches at East end of these tracks, however trains or engines must not move West of sign indicating "Preliminary Section" on Track 223 or 224 unless authorized by control station; at El Paso between M.P. 1153.8 and M.P. 1156.2.

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

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

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

If signal governing eastward movement on South Track indicates "stop" and movement is to be made on main track, if no conflicting movements evident, be governed by Rule 312(4), reversing the spring switch. If movement is to be made to the so-called "siding," after "siding" switch is properly lined, train or engine may pass "stop" signal at restricted speed to enter "siding."

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

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

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

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

At Belen, speed 5 M.P.H. over electronic scale.

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

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

At El Paso, all eastward movements made within yard limits east of Block Signal 11532 must be made at restricted speed, regardless of Block Signal 11532 indicating "clear" (Rule 230).

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.

YARD LIMITS

Albuquerque, M.P. 894.3 to 901.1

Belen, M.P. 934.5 to 935.6

M.P. 931.2 to 932.3

Socorro, M.P. 977.2 to 978.7

Rincon, M.P. 1078.4 to 1080.8

Las Cruces, M.P. 1112.0 to 1113.3

Anthony-Vinton, M.P. 1136.0 to 1139.9

El Paso, M.P. 1147.2 to 1153.8

EL PASO SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Albuquerque and Isleta	79	55*
Isleta and El Paso		49*

(B) SPEED RESTRICTIONS — TONNAGE

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

(C) SPEED RESTRICTIONS — VARIOUS

Location	MPH
*Crossings, M.P. 901.8 to 903.4	30
2 Curves, M.P. 905.2 to 905.4	70
Curves, M.P. 912.2 to 912.8	70
4 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, and M.P. 1006.2,	
25 Curves, M.P. 1006.2 to 1023.1	40
2 Curves, M.P. 1036.4 to 1037.0	45
13 Curves, M.P. 1075.8 to 1079.1	30
2 Curves, M.P. 1079.4 to 1079.8	20
2 Curves, M.P. 1079.9 to 1080.4	40
11 Curves, M.P. 1082.8 to 1086.0	40
2 Curves, M.P. 1088.4 to 1088.6	45
15 Curves, M.P. 1090.1 to 1092.9	20
6 Curves, M.P. 1093.3 to 1094.7	30
8 Curves, M.P. 1096.0 to 1101.6	45
Crossings, M.P. 1111.5 to 1114.4	30
*Crossings, M.P. 1136.2 to 1138.0	35
15 Curves	
and Crossings M.P. 1147.5 to 1156.0	30

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

(D) SPEED RESTRICTIONS — SWITCHES

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

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

2. 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

(Continued on next page)

EL PASO SUBDIVISION

2. TRACKS BETWEEN STATIONS (Contd.)

Location	Mile Post	Track Capacity In Feet
Industrial Wood Components	908.9	640
Bates Lumber Company	910.6	862
Edmunds Chemical Co.	935.3	373
Limitar	970.9	150
Tiffany Stock Yards	1002.1	1112
Aleman	1056.4	350
Hanes Knitting Mill	1118.2	580
Brazito Packing Co.	1120.6	566
Santo Tomas	1123.5	770
Vado	1127.8	2687
Anthony Growers, Inc.	1135.6	587
Mountain Pass Canning Co.	1137.5	815
W. Silver Co.	1138.3	3625
Border Steel Co.	1138.9	3647
Metal Processing, Inc.	1138.9	11653
Proler Steel Co.	1138.9	5471
Darbyshire Steel Co.	1141.1	1671

3. TRACKSIDE WARNING DEVICES—High Water Detectors.

Bridge	M.P. 908.7	Eastward—Signal 9092 Westward—Controlled signal M.P. 906.4
Bridge	M.P. 979.4	Eastward—M.P. 982.1
Track	M.P. 980.1	(Rotating Red Light)
Bridge	M.P. 981.3	Westward—M.P. 978.9 (Rotating Red Light)
Track	M.P. 982.9	Eastward—M.P. 987.9
Bridge	M.P. 983.2	(Rotating Red Light)
Bridge	M.P. 983.5	Westward—M.P. 982.1
Bridge	M.P. 984.6	(Rotating Red Light)
Track	M.P. 985.0	
Bridge	M.P. 985.1	
Bridge	M.P. 986.5	
Bridge	M.P. 986.9	
Track	M.P. 987.1	
Bridge	M.P. 987.4	
Bridges	M.P. 1050.1	Eastward—M.P. 1052.4
	M.P. 1050.9	Westward—M.P. 1048.9
	M.P. 1051.3	(Rotating Red Lights)
Bridges	M.P. 1052.6	Eastward—M.P. 1056.9
	M.P. 1053.3	Westward—M.P. 1051.4
	M.P. 1053.7	(Rotating Red Lights)
	M.P. 1054.3	
	M.P. 1055.7	
Bridges	M.P. 1065.2	Eastward—M.P. 1067.5
	M.P. 1066.3	Westward—M.P. 1063.7 (Rotating Red Lights)
Bridges	M.P. 1069.7	Eastward—M.P. 1072.8
	M.P. 1071.6	Westward—M.P. 1068.3 (Rotating Red Lights)
Bridge	M.P. 1081.9	Eastward—M.P. 1084.8
Bridge	M.P. 1082.5	(Semaphore Type)
Track	M.P. 1082.7	Westward—M.P. 1080.9
Bridge	M.P. 1083.0	(Semaphore Type)
Track	M.P. 1083.7	
Bridge	M.P. 1085.5	Eastward—M.P. 1086.2 (Semaphore Type)
		Westward—M.P. 1084.8 (Semaphore Type)
Bridge	M.P. 1088.4	Eastward—M.P. 1091.7
Track	M.P. 1088.7	(Semaphore Type)
Bridge	M.P. 1089.2	Westward—M.P. 1087.5
Bridge	M.P. 1090.2	(Semaphore Type)
Bridge	M.P. 1090.9	
Bridge	M.P. 1091.5	
Track	M.P. 1093.0	Eastward—M.P. 1095.0
Bridge	M.P. 1093.2	(Semaphore Type)
Bridge	M.P. 1093.8	Westward—M.P. 1091.7
Bridge	M.P. 1094.4	(Semaphore Type)

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

ALL SUBDIVISIONS Special Instructions

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 10 third and sixth paragraphs amended to read: When yellow flag is displayed and restriction is not specified by train order, track warrant, track bulletin or general order, speed must be reduced proceeding prepared to stop short of flagman, red flag or men and equipment fouling track 2 miles beyond yellow flag and not exceeding 10 M.P.H. Speed may be resumed only after rear of train has passed:

1. A green flag; or,
2. A point four miles from the yellow flag and crew has ascertained from the train dispatcher that there is no train order, track warrant or track bulletin restricting movement at that location. Exception: Contact with train dispatcher not required where rule 10(D) is in effect.

On Tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flag and green flag will be placed only for trains moving with the current of traffic.

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(l) and 15(n).

Rule 24 amended to read:

Trains will be identified as follows:

1. Regular trains — by schedule number and engine number;
2. Extras — by engine number and direction; and,
3. Work Extras — by engine number.

The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit, or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used.

Rule S-71 supplemented by adding: Eastward regular trains are superior to Westward regular trains of the same class. (Eastern Lines only).

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1 1/2 miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

ALL SUBDIVISIONS

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.

2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.

3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

Rules 230 through 242 modified as follows: See pages 20 and 21.

Rule 317(2) does not apply.

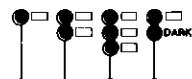
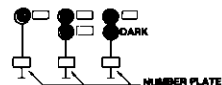
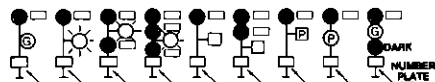
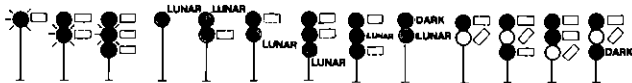
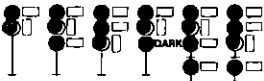
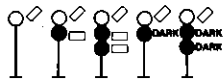
Rule 404 first paragraph amended to read: In track warrants and track bulletins regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

Rule 405 supplemented by adding: Prescribed form for track warrant is shown on page 168. Pre-printed pads of this form will be in the same format as shown. The form for mechanical transmission is revised as depicted below, with items (5) and (14) omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18, if none show "No". Employes receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "items marked" correspond with those indicated in item 19.

	TRACK WARRANT		19
NO. -	-----		-----
TO	----- AT -----		
1.	TRACK WARRANT NO. ----- IS VOID.		
2.	PROCEED FROM ----- ON ----- TRACK		
	TO -----		
3.	PROCEED FROM ----- ON ----- TRACK		
	TO -----		
4.	WORK BETWEEN ----- AND ----- ON ----- TRACK		
6.	THIS AUTHORITY EXPIRES AT ----- H.		
7.	NOT IN EFFECT UNTIL AFTER ARRIVAL OF ----- AT -----		
8.	HOLD MAIN TRACK AT LAST NAMED POINT.		
9.	DO NOT FOUL LIMITS AHEAD OF -----		
10.	CLEAR MAIN TRACK AT LAST NAMED POINT.		
11.	BETWEEN ----- AND ----- MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.		
12.	BETWEEN ----- AND ----- MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.		
13.	DO NOT EXCEED ----- MPH BETWEEN ----- AND -----		
15.	PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.		
16.	TRACK BULLETINS IN EFFECT -----		
17.	OTHER SPECIFIC INSTRUCTIONS -----		
18.	TRACK CONDITION MESSAGES IN EFFECT -----		
19.	ITEMS CHECKED -----		
	OK ----- H ----- DISPATCHER -----		

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop

ALL SUBDIVISIONS

Rule 450 second paragraph amended to read: When track bulletins are authorized, trains must receive a track warrant or a clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

Rule 450 is also amended by adding: Prescribed form for track bulletins, Forms A and B, are shown on pages 174 and 175. Pre-printed pads of these forms will be, and the form for mechanical transmission are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that the lines used corresponds with number indicated.

Track Bulletin Form C has been devised for Mechanical Transmission only.

Form C will permit handling additional other conditions when space in item 11 of Track Bulletin Form A is insufficient. Total lines used will indicate lines filled in.

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19 _____

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN: USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE NO.	LINE NO.	LIMITS	SPEED	TRACK(S)	FLAGS AT M. P.
VOID	NO.	MP TO MP	MPH	(S)	
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

11 OTHER CONDITIONS:

TOTAL LINES USED _____
 DK _____ M COPIED BY _____ DISPATCHER _____
 RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19 _____

ON _____ (DATE) _____ BE GOVERNED BY RULE 455 WITHIN _____

FOLLOWING LIMITS:
 USE COLUMN WITH ASTERISK (*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE NO.	LINE NO.	LIMITS	TRACK(S)	FOREMAN
VOID	NO.	MP TO MP	FROM & UNTIL (S)	AND GANG NO.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

TOTAL LINES USED _____
 DK _____ M COPIED BY _____ DISPATCHER _____
 RELAYED TO _____

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

ALL SUBDIVISIONS

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealing with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

5. SPEED - AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Rule 1(A).

6. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train (MPH)	When not controlled from Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
511-649##	50	-
All Other Classes	70	45

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

*Engine without cars must not exceed 70 MPH.

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

##May be used as trailing unit, only.

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

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes except Amtrak	3	5
Amtrak	2	2

8. DERRICKS, CRANES, SCALE TEST CARS.

Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

Subdivisions	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 and Jordan Spreaders MPH	Locomotive Cranes AT-199600 AT-199720 and Other Machines including Pile Driver AT-199453 MPH
First, El Paso, Carlsbad, Rustler Springs, Deming, between Rincon and Deming	40	45	30
Deming, between Deming and M.P. 34	20	20	20
Santa Rita, Pecos	10	10	10

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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 trains immediately ahead of caboose at speed not exceeding 50 MPH.

ALL SUBDIVISIONS

9. TRACKSIDE WARNING DEVICES — INSTRUCTIONS HOT BOX AND DRAGGING EQUIPMENT DETECTORS

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

Locator (Readout) type:

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

If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

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

Radio Readout (Reporter) type:

As train approaches the detector location, to alert crew that system is operational the following message may be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM WORKING."

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

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

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

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

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

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

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

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

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

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

(Continued on next page)

ALL SUBDIVISIONS

9. TRACKSIDE WARNING DEVICES — INSTRUCTIONS HOT BOX AND DRAGGING EQUIPMENT DETECTORS (Cont'd)

Instructions Applicable to All Types:

To locate defect indicated by a hotbox detector, crew must actually count axles. When making inspection, give particular attention to heat of journals and hub of wheels. If the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered overheated. WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY. Observe for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearing.

After each inspection use yellow crayon marker to write the date and letter "B" above a roller bearing journal, the date and the letter "J" above a friction bearing journal or the date and letter "W" on wheel.

If an overheated condition is found, the car or unit must be set out. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found, make close inspection of three cars or units on either side of such indicated equipment; then, if nothing found wrong (or entire train has been inspected), train may proceed at prescribed speed but must stop after 30 miles for an identical inspection unless train was checked by an intervening hotbox detector or is delivered to a terminal where mechanical inspection is made.

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

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

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

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

When a train is stopped by detector, Form 1571 Standard must be filed at first office of communication.

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

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

HIGH WATER DETECTORS

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

DRAGGING EQUIPMENT DETECTORS

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

ROCK SLIDES DETECTORS

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

10. Left blank "intentionally".

11. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82(A): Clearances not required on New Mexico Division.

13. Rule 405: On New Mexico Division, Track Warrant and Track Bulletins may be transmitted mechanically.

14. Rule 450: Track Bulletins will be used on New Mexico Division.

ALL SUBDIVISIONS

15. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

Class	Make	Type	Weight	Tractive Effort	Horse-Power
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1215	EMD	SSB1200	246,000	36,000	1200
1242	ALCO	SW12	246,000	47,000	1200
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GPD30	262,900	51,400	2500
2800	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3500	EMD	GP38	262,500	46,720	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,000	62,500	3500
3810	EMD	GP50	264,000	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,100	3000
5071	EMD	SD40-2	390,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5250	EMD	SDF40-2	388,000	83,100	3000
5300	EMD	SD45	391,500	72,286	3600
5426	EMD	SD45	391,500	72,286	3500
5490	EMD	SD45	391,886	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5950	EMD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	61,000	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7400	GE	B39-8	285,940	68,100	3900
7484	GE	B36-7	274,500	64,600	3600
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8700	GE	U36C	391,500	90,600	3600

*Amtrak passenger units.

ALL SUBDIVISIONS

16. HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (505) 769-2904. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located in the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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 applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car	X
Car occupied by guard or escort	X (1)
Loaded plain flat car	X
Loaded bulkhead flat car	X (2)
Loaded TOFC/COFC flat car	X
Flat Car loaded with vehicles	X
Open top car with shiftable load	X (2)
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
Car placarded EXPLOSIVES A	X
Car placarded POISON GAS	X
Car placarded RADIOACTIVE	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X

(1) A placarded rail car 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.



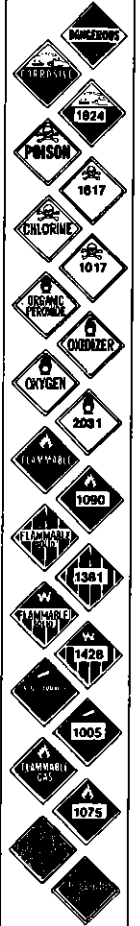
Loaded tank cars placarded:



Empty tank cars placarded:



Loaded cars other than tank cars placarded:



Loaded cars placarded:



NO RESTRICTIONS

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

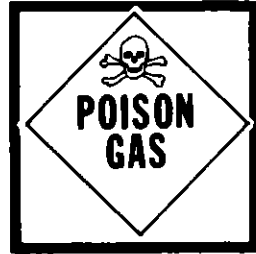
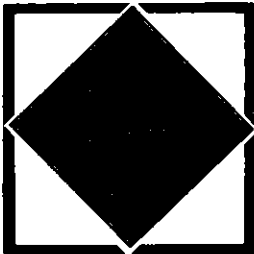
(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED
EXPLOSIVES A OR POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY



17. SPECIAL CAR HANDLING INSTRUCTIONS

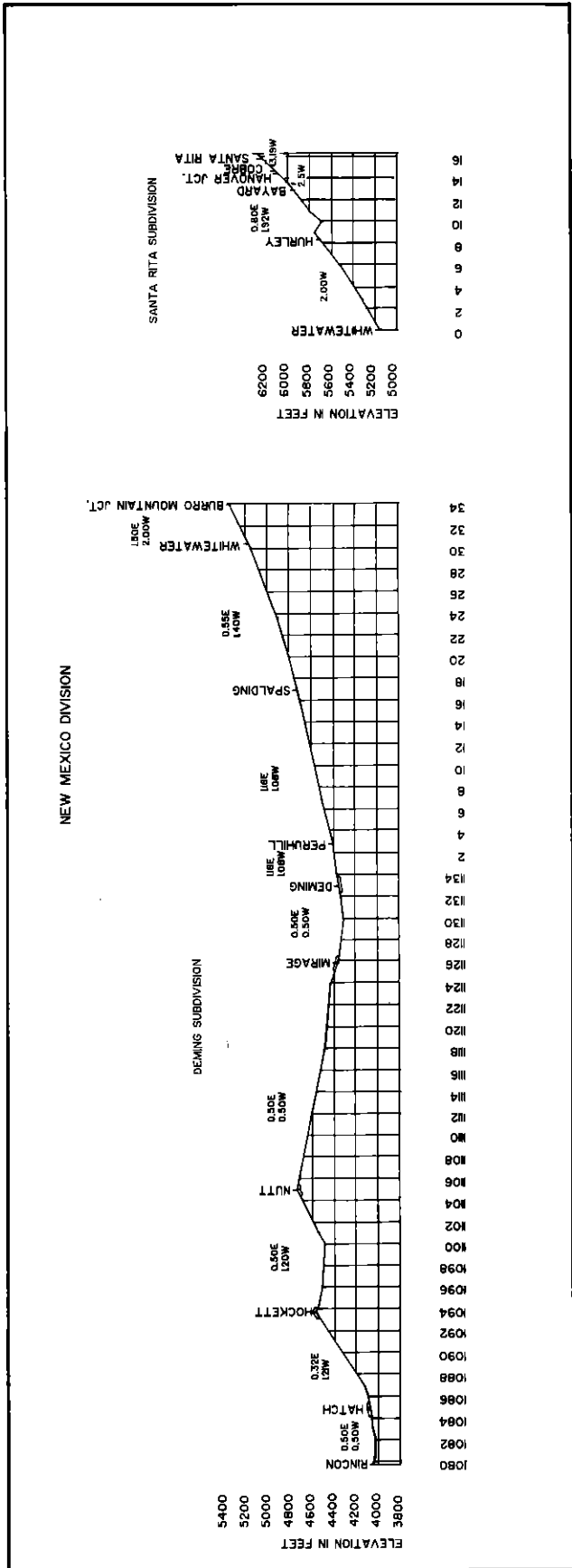
One or any combination of two of the following codes may be shown in the SCHI (Formerly referred to as PPSI) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Columns of switch lists and yard inventories.

CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
BI	Bad Order
BO	Bad Order
BT	Bare Table (No Vans/Containers). Empty TOFC/COFC flatcars
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Cargill
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DU	Do Not Uncouple
EQ	Union Equity Elevator or Equity Export, Houston
FG	Flammable Gas (Hazardous)
FL	Flammable (Hazardous)
FS	Flammable Solid (Hazardous)
FW	Flammable Solid 'W' (Dangerous When Wet)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited (See NOTE 1)
IPSW	Intraplant Switch (Respot Car)
MRXX	Mechanical Refrigeration Maintain 'XX' Degrees
MCNR	Mechanical Car or Trailer - No Refrigeration Required
ND	Work Indicated Not Done
NG	Nonflammable Gas (Hazardous)
NIT	Car Not in Train or not on Track
NP	No Placards Required
OM	Oxidizer (Hazardous)
OP	Organic Peroxide (Hazardous)
OR	Other Regulated Material
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not placed
OX	Oxygen
PA	Poison Gas (Hazardous)
PB	Poison
PE	Houston Public Elevator
PULL	Car Pulled, Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RM	Radio active Material
RSPT	Respot Due to Railroad Error
SPOT	Car Spotted, time and date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection - Set Direct
WL	Weigh Light
XA	Explosive 'A'
XB	Explosive 'B'
XX	Do Not Move This Car
ZZ	Do Not Hump or Cut Off While in Motion

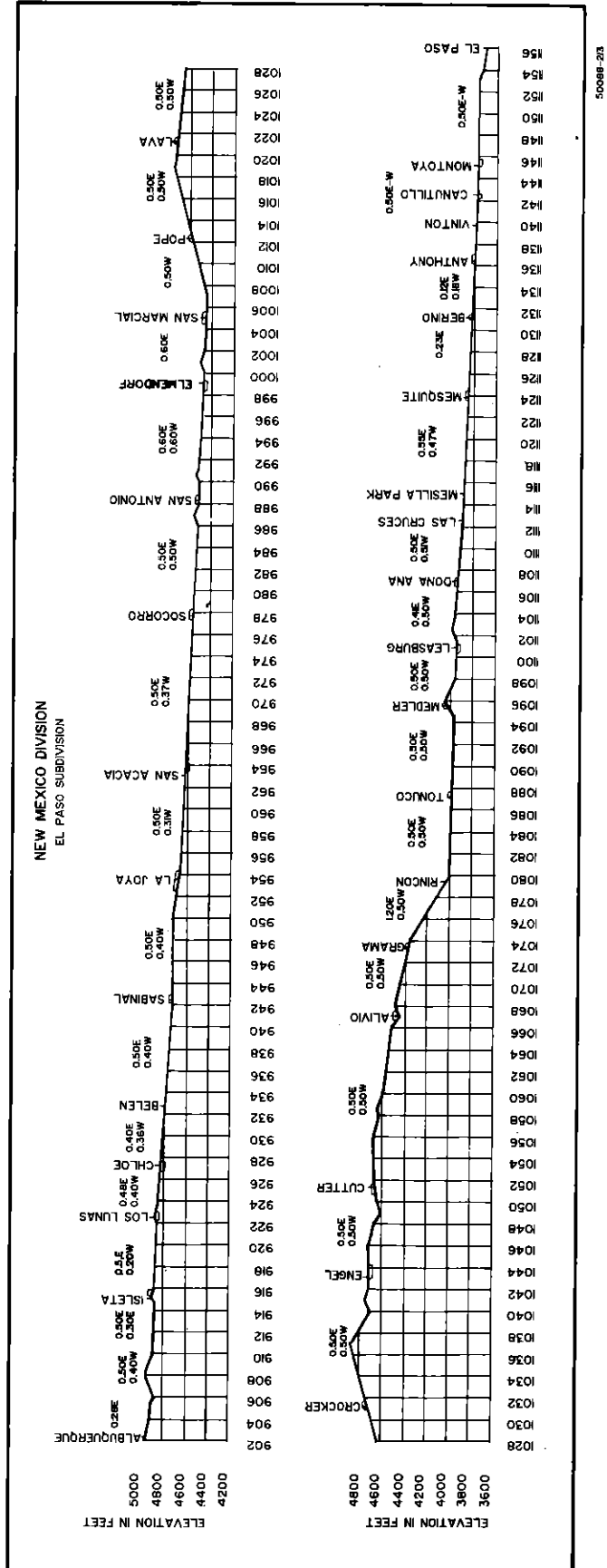
NOTE 1. The 'CD' Condemned and 'IP' Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). This does not relieve employes of the responsibility of reporting these codes when appropriate.

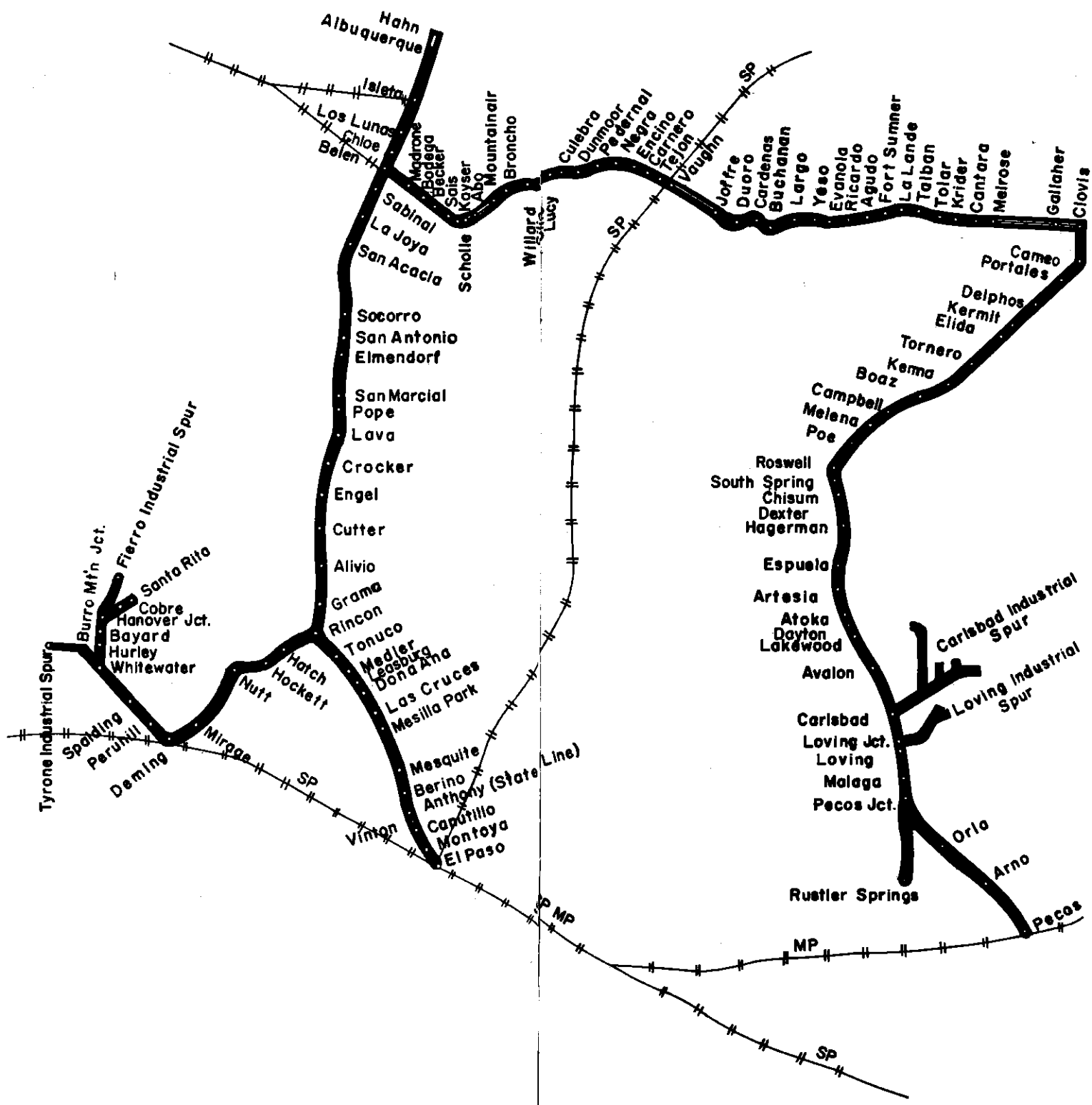
NOTE 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. This does not relieve employes of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.

CONDENSED PROFILE DEMING AND SANTA RITA SUBDIVISIONS



CONDENSED PROFILE EL PASO SUBDIVISION





NEW MEXICO DIVISION