



N E W M E X I C O

R A I L R U N N E R

E X P R E S S

New Mexico Rail Runner

New Mexico Division

Employee Timetable No. 1

Effective 0001 MST

December 6, 2008

Emergency Phone Number: (866) 874-6679

Chief Dispatcher: (505) 843-1702

Train Dispatcher: (505) 245-1713

Train Dispatcher FAX: (505) 245-4167

Lawrence Rael
Executive Director

Chris Blewett
Director Rail Runner

Robert Gonzales
Operations Manager

SPECIAL INSTRUCTIONS – ALL SUBDIVISIONS

In effect on NMRX New Mexico Division:

General Code of Operating Rules 5th Edition – Dated April 3, 2005

BNSF System Special Instructions No. 16 – Dated July 16, 2008

Note: The NMRX dispatcher should be contacted in cases referring to notification of BNSF personnel.

United States Hazmat Instructions – Dated October 30, 2005

2008 North American Emergency Response Guidebook

		TONE CALL-IN	
RADIO COMMUNICATION	CH	DS	EMER
Dispatcher	20	1	9
Yard and MW	70		

Maximum Speed of Engines – Addition: NMRX units have a maximum speed of 79 MPH

GCOR Rule 4.3 Timetable Characters

- B.....General Orders
- C.....Commuter Platform
- J.....Junction
- RL.....Restricted Limits

Chief Dispatcher

Dan Knepper

Dispatchers

Mike Collins
Kirk Estrada
Matt Stone
Paul Wacek
Clay Wilson

BLOCK AND INTERLOCKING SIGNAL ASPECTS AND INDICATIONS

Aspects shown in Rules 9.1.3 through 9.1.8 and 9.1.13 may be displayed on signals with or without a number plate on signal mast.

Rule	Aspects of Color Light and Semaphore Signals	Name	Indication
9.1.3		CLEAR	Proceed
9.1.5		ADVANCE APPROACH	Proceed prepared to stop at second signal.
9.1.6		APPROACH DIVERGING	Proceed prepared to advance on diverging route at next signal not exceeding prescribed speed through turnout(s).
9.1.7		APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
9.1.8		APPROACH	Proceed prepared to stop at next signal. Passenger trains exceeding 40 MPH must reduce to that speed. (Freight trains 30 MPH)
9.1.9		DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout(s).
9.1.11		DIVERGING ADVANCE APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) and be prepared to stop at second signal.
9.1.12		DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) prepared to stop at the next signal.
9.1.13		RESTRICTING	Proceed at restricted speed.
9.1.14		STOP AND PROCEED	Stop, then proceed at restricted speed.
9.1.15		STOP	Stop

	Indicates a color light signal head.		Indicates a flashing light.
	Indicates position of a semaphore arm.		Indicates a grade marker.

ALBUQUERQUE SUBDIVISION

W E S T W A R D ↓	Siding	Mile	ALBUQUERQUE SUBDIVISION Stations	Rule	Type of	Miles to	E A S T W A R D ↑
	Length	Post		4.3	Oper.	Next	
	7500	835.2	LAMY	B	ABS TWC	19.4	
	4750	854.6	WALDO		ATS	3.4	
		858.0	CP RAEL	J	CTC	7.0	
		865.0	CP EAST DOMINGO			0.3	
	1800	865.3	DOMINGO			0.1	
		865.4	CP WEST DOMINGO			10.2	
		875.6	CP EAST NUEVE			1.0	
	6386	876.6	NUEVE			0.4	
		877.0	CP WEST NUEVE			6.5	
		883.5	CP RUIZ			1.5	
		885.0	SANDOVAL - 550	C		0.3	
		885.3	CP EAST BERNALILLO			0.7	
	6363	886.0	BERNALILLO	C	0.5		
		886.5	CP WEST BERNALILLO		1.1		
		895.6	LOS RANCHOS	C	TWC ABS ATS	11.2	
		898.8	HAHN			3.6	
		902.4	ALBUQUERQUE	BC	DT TWC ABS ATS RL	1.4	
		903.8	CP ABAJO		DT ABS RL	2.1	
		905.9	SUNPORT	C	CTC	0.5	
		906.4	CP RIO BRAVO			5.5	
		911.9	CP ISLETA LAKES	C		3.1	
		915.0	CP EAST ISLETA	J		0.8	
	3248	915.8	CP SOUTH ISLETA			7.0	
		922.8	LOS LUNAS	C		0.9	
		923.7	CP LOS LUNAS			4.1	
		927.8	CP CHLOE			4.3	
		932.1	CP ROSS	J		0.1	
		932.2	BELEN STATION	C			

1. Speed Regulations

1(A). Speed – Maximum

	Passenger	Freight
Lamy to CP Ross.....	79 MPH.....	55 MPH
Trains exceeding 10,000 feet, or trains 90 TOB or more		45 MPH

From Lamy to Albuquerque, unless otherwise restricted, the maximum speed for freight trains is 60 MPH provided:

1. Train does not contain empty car(s). Refer to SSI 1(C) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 60 MPH without use of air brakes. (If unable to control speed to 60 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

From Albuquerque to CP Ross, unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

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

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

1(B). Speed – Permanent Restrictions

	Passenger	Freight
MP 850.7 to MP 851.5.....		55 MPH
MP 852.5 to MP 853.7, WWD ATS Inert Inductors.....	35 MPH.....	30 MPH
MP 861.3 to MP 862.2		60 MPH
Hahn to MP 901.1	50 MPH.....	50 MPH
MP 903.8 to MP 905.2.....	50 MPH.....	50 MPH

1(C). Speed – Switches and Turnouts

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

	Passenger	Freight
Lamy and Nueve, both ends	30 MPH.....	30 MPH
CP Rael, through turnout to / from Waldo.....	50 MPH.....	40 MPH
Domingo, both ends	30 MPH.....	20 MPH
Bernalillo and Isleta, both ends	40 MPH.....	30 MPH

Hahn, end of double track eastward, spring switch.....	30 MPH.....	30 MPH
Abajo, WE double track	40 MPH.....	40 MPH

1(D). Speed – Other

	Passenger	Freight
Siding Waldo.....	10 MPH.....	10 MPH
Sidings Bernalillo and Isleta.....	40 MPH.....	30 MPH
Sidings Nueve and Domingo.....	30 MPH.....	30 MPH

Temperature Restrictions – When the air temperature reaches 100 degrees between Lamy and MP 871.1, passenger trains must reduce speed to 60 MPH on main tracks unless a more restrictive speed is in effect.

When the air temperature reaches zero degrees, passenger trains must reduce speed to 65 MPH unless a more restrictive speed is in effect.

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

2. Bridge and Equipment Weight Restrictions

Lamy to Belen Station.....	143 tons
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3. Type of Operation

TWC – in effect:

- Lamy to CP Rael
- CP West Bernalillo to MP 901.1

ABS – in effect:

- Lamy to CP Rael
- CP West Bernalillo to CP Abajo

Double Track – in effect:

- Hahn to CP Abajo

CTC – in effect:

- CP Rael to CP West Bernalillo
- CP Abajo to CP Ross

Restricted Limits – in effect:

- MP 901.1 to 903.8

4. General Code of Operating Rules Items

Rule 1.14 – BNSF and Amtrak trains will use NMRX tracks between CP Ross and Lamy. BNSF and Amtrak Special Instructions will apply unless modified by NMRX.

Rule 5.8.2(3) – Whistle Signal Rule 5.8.2(3) is not required when leaving commuter platforms. All other whistle requirements remain in effect.

Rule 5.8.2(7) – The following locations are designated as Quiet Zones:

MP 889.3 to MP 890.3 (Included within these limits are North Sandia Loop (MP 889.6) and South Sandia Loop (MP 889.99).

MP 897.1 to MP 901.1 (between Osuna Road and Indian School Road)

MP 931.9 (Aragon Road)

Whistle signal 5.8.2(7) is not required within these Quiet Zones. All other whistle requirements remain in effect.

Rule 6.14 – All trains and engines other than regularly scheduled passenger trains must receive permission from the Dispatcher prior to entering Restricted Limits between MP 901.1 and MP 903.8 for all movements.

All trains must obtain permission from the Dispatcher to make any moves against the current of traffic.

Trains and engines must report to the dispatcher when they are clear of the main track within the limits.

Rule 6.28 – MP 932.2 Belen Station Track:

Westward Passenger Trains 20 MPH, Freight trains prohibited

Eastward Passenger Trains 40 MPH, Freight trains prohibited

Rule 9.1.13 – Signals Equipped With “G” Plate: 8622, 8702 and 8802

Rule 9.17 – When eastward train is stopped by “Stop” signal governing eastward movement on Main 1 or Main 2 at end of double track Hahn, and no conflicting movement is evident:

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

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridge, tunnel or other structures: None

B. Other TWD locations:

MP 843.4—Recall Code 8

MP 874.5—Recall Code 8

MP 887.9—Recall Code 8

C. Other detectors:

High Water—MP 852.4—Signals 8542 and 8511

High Water—MP 869.2—Signals 8702 and 8681

High Water—MP 870.8—Signals 8702 and 8681

High Water—MP 872.7—Signals 8732 and 8701

High Water—MP 874.2—EBCS CP EAST NUEVE and Signal 8731

High Water—MP 878.3—Signal 8782 and WBCS CP WEST NUEVE

High Water—MP 908.7—EWD signal 9092 and WBCS CP RIO BRAVO

Note: When NMRX trains receive a heat-related TWD alarm, the crew must inspect their train as indicated by the TWD and contact the dispatcher for further instructions.

6. FRA Excepted Track - None

7. Special Conditions

Emergency Application of Brakes – All train crew members operating between Lamy and MP 842 MUST take action to stop train with an emergency application of brakes should train exceed 5 MPH over maximum authorized speed.

Isleta Siding – All eastbound trains stopping in Isleta siding must stop short of the “ALL TRAINS STOP HERE” sign located 1546 feet west of the East End of the siding, but only if the length of the train allows for the rear end to clear the West End of the siding (CP South Isleta). Eastbound trains stopped in Isleta siding must not move past the “ALL TRAINS STOP HERE” sign until the signal at CP East Isleta displays a proceed indication governing movement out of the siding. The total length of the siding at Isleta with regards to the restriction is 1702 feet. The total length of the actual siding NOT including the restriction is unchanged from 3248 feet.

DTMF Crossing Warning Activation – The following crossings at Commuter Stations have DTMF activation:

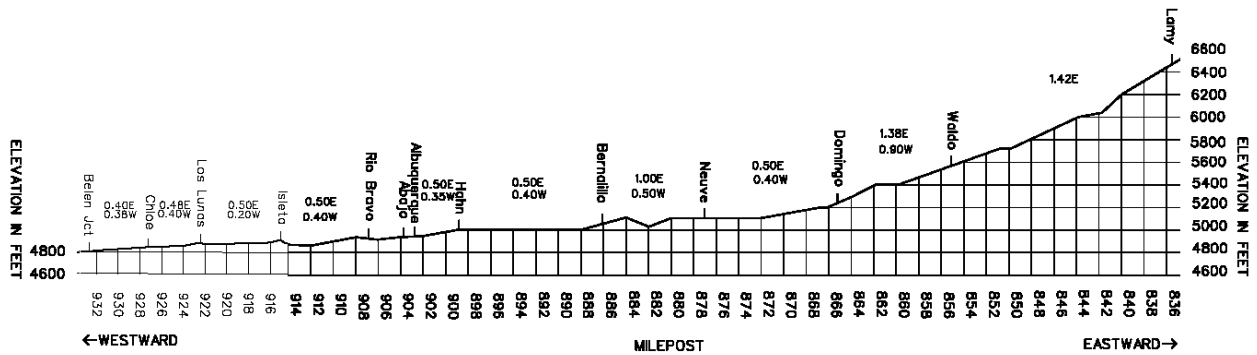
Los Ranchos	El Pueblo Road	Code 444#
Rio Bravo	Rio Bravo Blvd.	Code 333#
Los Lunas	Courthouse Road	Code 222#

Critical Areas - None

8. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Rosario	860.6	11,644	West
Centex	883.9	484	Both
General Mills	895.5	4,154	East
Public Service	895.7	12,850	East
Tewa Moulding Corp.	896.3	700	
Rio Grande Steel	896.8	1,750	
Crego Block	897.9	216	
Albuquerque Metal	905.6	816	
Home Planners, Inc.	905.9	1,458	
M. Lieberman	906.0	1,404	
Alpine Trucking	906.9	683	
American Pipe & Const.	907.9	1,583	
Industrial Park	908.2	4,018	
Briner Rust Proofing Co.	908.5	1,847	
Industrial Wood Components	908.9	640	
Bates Lumber Co.	910.6	862	

9. Grade Chart



SANTA FE SUBDIVISION

W E S T W A R D D ↓	Siding	Mile	SANTA FE SUBDIVISION Stations	Rule	Type of	Miles to	E A S T W A R D ↑
	Length	Post		4.3	Oper.	Next	
		22.3	SANTA FE	C	RL	0.5	
		21.8	CP ALARID		CTC	0.5	
		21.3	CAPITOL	C		0.1	
	2515	21.2	CP EAST FAUGHT			0.7	
		20.5	CP WEST FAUGHT			2.6	
		17.9	CP BLEWETT	J		1.6	
	1400	16.3	CP EAST RICHARDSON			0.4	
		15.9	CP WEST RICHARDSON			11.6	
	1400	4.3	CP EAST SILVA			0.4	
		3.9	CP WEST SILVA			3.9	
		0.0	CP RAEL	J			

1. Speed Regulations

1(A). Speed – Maximum

	Passenger	Freight
CP Rael to MP 17.4.....	79 MPH.....	Prohibited
MP 17.4 to MP 18.3.....	35 MPH.....	35 MPH
MP 18.3 to MP 18.5.....	25 MPH.....	25 MPH
MP 18.5 to MP 19.5.....	35 MPH.....	35 MPH
MP 19.5 to MP 21.1.....	25 MPH.....	25 MPH
MP 21.1 to Santa Fe.....	15 MPH.....	15 MPH

1(B). Speed – Switches and Turnouts

Through turnouts Richardson and Silva..... 30 MPH

2. Bridge and Equipment Weight Restrictions

CP Rael to Santa Fe.....143 tons

3. Type of Operation

CTC – in effect:

CP Rael to CP Alarid

Restricted Limits – in effect:

CP Alarid to Santa Fe

4. General Code of Operating Rules Items

Rule 1.14 – Santa Fe Southern trains will use NMRX tracks between Santa Fe and CP Blewett. Santa Fe Southern Special Instructions will apply unless modified by NMRX.

Trains leaving Lamy must contact the dispatcher with consist information and ETA at CP Blewett, and notify the dispatcher of any change in ETA.

Rule 5.8.2(3) – Whistle Signal Rule 5.8.2(3) is not required when departing commuter platforms. All other whistle requirements remain in effect.

Rule 6.14 – Santa Fe Southern trains and engines must receive permission from the Dispatcher prior to entering Restricted Limits between Santa Fe and CP Alarid, unless authorized by signal indication at CP Alarid.

Trains and engines must report to the dispatcher when they are clear of the main track within the limits.

Rule 9.1.13 – Signals Equipped With “G” Plate: 22, 51, 82 and 132

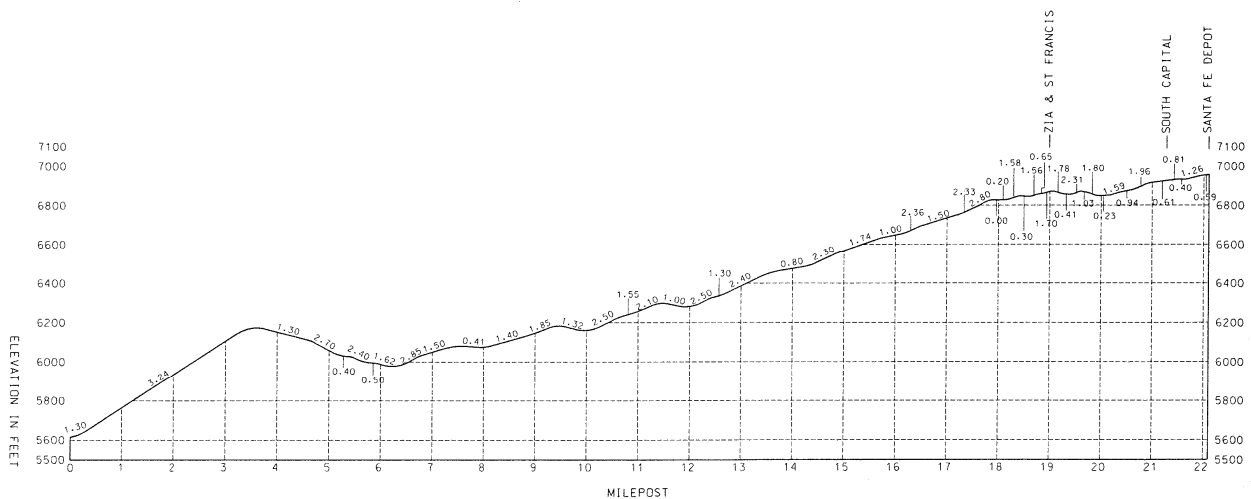
5. Trackside Warning Detectors (TWD) - None

6. FRA Excepted Track - None

7. Special Conditions – None

8. Critical Areas - None

9. Grade Chart



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

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

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

GCOR and MWOR Rule 15.2A—Verbal

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

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

- To permit a train to pass a red flag (or red light) without stopping, add the following:
“(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

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

- To permit a train to proceed at other than restricted speed, add one of the following:
“(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

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

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

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

- To require the train to move at restricted speed, but less than 20 MPH, add the following:
“(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH.

Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

New Mexico Rail Runner Express

System General Order No.1

December 4, 2008

TO ALL CONCERNED:

SUBJECT: NMRX Timetable

Purpose: To place NMRX Employee Timetable No. 1 into effect, including revisions. Issue other instructions governing operation on NMRX.

System General Orders in effect: 1

ALL SUBDIVISIONS

NMRX Employee Timetable No. 1 is effective at 0001 MST Saturday December 6, 2008, and will remain in effect until notified by General Order.

BNSF System Instructions No. 16 Effective July 16, 2008 is in effect unless modified by NMRX Timetable or General Order.

Block and Interlocking Signal Aspects and Indications. The following indications are revised:

Rule 9.1.5 ADVANCE APPROACH - Proceed prepared to pass next signal not exceeding 40 MPH prepared to stop at second signal.

Rule 9.1.8 APPROACH - Proceed prepared to stop at next signal. If exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.11 DIVERGING ADVANCE APPROACH - Proceed on diverging route not exceeding prescribed speed through turnout(s) and be prepared to stop at second signal. Trains exceeding 40 MPH must be prepared to pass next signal not exceeding 40 MPH.

Rule 9.1.12 DIVERGING APPROACH - Proceed on diverging route not exceeding prescribed speed through turnout(s) prepared to stop at the next signal. If exceeding 40 MPH immediately reduce to that speed.

New Mexico Rail Runner Express

ALBUQUERQUE SUBDIVISION

Station Page – CP Isleta Lakes is not yet in service. Signals 9111 and 9112 remain in effect.

Item 1(A). Speed – Maximum is revised to read:

	Passenger	Freight
Lamy to CP Ross.....	79 MPH.....	55 MPH

From MP 902.4 to MP 915.0, unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

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

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

Item 1(A). Speed – Permanent Restrictions is revised to read:

	Passenger	Freight
MP 852.5 to MP 853.7, WWD ATS Inert Inductors.....	35 MPH.....	30 MPH
Hahn to MP 901.1	50 MPH.....	50 MPH
MP 903.8 to MP 905.2.....	50 MPH.....	50 MPH

Rule 5.8.2(7) Quiet Zones – The current Quiet Zone between MP 889.3 and MP 890.3 has been revised and is now in effect between MP 887.4 and MP 890.3 (includes North Farm Road).

The following Eastbound signals will be retired:

Intermediate Signal 8572	MP 857.1
Intermediate Signal 8592	MP 859.6
Intermediate Signal 8622	MP 862.6
Intermediate Signal 8642	MP 865.0
Intermediate Signal 8652	MP 865.9
Intermediate Signal 8682	MP 868.4
Intermediate Signal 8702	MP 870.9
Intermediate Signal 8732	MP 873.6
Intermediate Signal 8754	MP 875.7
Intermediate Signal 8762	MP 877.0
Intermediate Signal 8782	MP 878.3
Intermediate Signal 8812	MP 881.0

New Mexico Rail Runner Express

The following Westbound signals will be retired:

Intermediate Signal 8571	MP 857.1
Intermediate Signal 8591	MP 859.6
Intermediate Signal 8621	MP 862.6
Intermediate Signal 8641	MP 864.9
Intermediate Signal 8651	MP 865.8
Intermediate Signal 8671	MP 868.0
Intermediate Signal 8701	MP 870.2
Intermediate Signal 8731	MP 873.0
Intermediate Signal 8751	MP 875.6
Intermediate Signal 8761	MP 876.9
Intermediate Signal 8771	MP 877.8
Intermediate Signal 8801	MP 880.5

The following Eastbound signals will be placed in service:

Control Signal CP RAEL MP 858.0
Intermediate Signal 8602 MP 860.6
Intermediate Signal 8622 MP 862.6
Control Signal CP EAST DOMINGO Main Track MP 865.1
Control Signal CP EAST DOMINGO Siding Track MP 865.1
Control Signal CP WEST DOMINGO MP 865.4
Intermediate Signal 8682 MP 868.4
Intermediate Signal 8702 MP 870.9
Intermediate Signal 8732 MP 873.6
Control Signal CP EAST NUEVE Main Track MP 875.7
Control Signal CP EAST NUEVE Siding Track MP 875.7
Control Signal CP WEST NUEVE MP 877.0
Intermediate Signal 8782 MP 878.3
Intermediate Signal 8802 MP 880.5

The following Westbound signals will be placed in service:

Control Signal CP RAEL MP 857.9
Intermediate Signal 8601 MP 860.6
Intermediate Signal 8621 MP 862.6
Control Signal CP EAST DOMINGO MP 865.0
Control Signal CP WEST DOMINGO Main Track MP 865.3
Control Signal CP WEST DOMINGO Siding Track MP 865.3
Intermediate Signal 8681 MP 868.4
Intermediate Signal 8701 MP 870.9
Intermediate Signal 8731 MP 873.6
Control Signal CP EAST NUEVE MP 875.6
Control Signal CP WEST NUEVE Main Track MP 876.9
Control Signal CP WEST NUEVE Siding Track MP 876.9
Intermediate Signal 8781 MP 878.3
Intermediate Signal 8801 MP 880.5

New Mexico Rail Runner Express

SANTA FE SUBDIVISION

Santa Fe Subdivision General Order No. 1 is cancelled in its' entirety.

Rule 5.5 Permanent Speed Restrictions – Yellow approach signs to permanent speed restrictions will not be displayed.

Effective 0001 Dec. 10, 2008

Rule 5.8.2(7) Quiet Zones – The Santa Fe Quiet Zone is established between MP 18.1 and end of track Santa Fe. Whistle signal 5.8.2(7) is not required within this Quiet Zone. All other whistle requirements remain in effect.

Issued By:

Robert Gonzales

Operations Manager

New Mexico RailRunner Express