SANTA FE SAFETY FIRST

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

ASSISTANT SUPERINTENDENT

C. F. LILLEY ..... Richmond, Calif.

TRAINMASTERS

M. J. WOOD ..... Bakersfield, Calif.
G. C. DADO ..... Fresno, Calif.
S. P. GEORGE ..... Stockton, Calif.
S. F. CROOK ..... Richmond, Calif.

RULES INSTRUCTOR

F. B. HATFIELD ..... Fresno, Calif.

ASSISTANT TRAINMASTERS

L. D. BURT ..... Bakersfield, Calif.
D. R. FARFAN ..... Fresno, Calif.
L. B. HARTMAN (Mgr. R.F.O.) ..... Pittsburg, Calif.

ROAD FOREMEN OF ENGINES

B. T. JOHNSTON ..... Bakersfield, Calif.
M. E. BROOKS ..... Fresno, Calif.

SAFETY SUPERVISOR

C. D. BREWER ..... Fresno, Calif.

COAST LINES

H. C. HENRY ..... Los Angeles, Calif.
Supervisor of Air Brakes and General Road Foreman of Engines

A. C. HENDERSON ..... Los Angeles, Calif.
Road Foreman of Engines (AMTRAK)

CHIEF TRAIN DISPATCHERS' OFFICE– FRESNO

J. E. SIKES, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS

J. B. BONESTEEL D. R. MACIEL, JR. D. M. ILER

TRAIN DISPATCHERS

R. D. RILEY
B. E. WALDRUM
D. F. PAULS
M. S. BYRNE
B. J. FLEMING
G. E. BOWMAN
G. L. RICHARDSON
T. B. ROSAL
M. A. LARSON
G. S. ICANBERRY

The Atchison, Topeka and Santa Fe Railway Co.

COAST LINES

VALLEY DIVISION

TIME TABLE No. 13

IN EFFECT

Sunday, April 28, 1985

At 12:01 A.M.
Pacific Time

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

Q.W. TORPIN
General Manager
LOS ANGELES, CALIF.

D.M. MILLER A.H. RENNE R.T. DENNISON
Asst. General Managers
LOS ANGELES, CALIF.

J. M. MARTIN
Superintendent
FRESNO, CALIF.

WESTWARD	TIME TABLE No. 13 April 28, 1985	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
	STATIONS				
TCS	BARSTOW	746.4	C-R-Y	Yard	
	11.7				
	HINKLEY	757.2		8011	
	15.8				
	JIMGREY	772.9		8034	
	11.0				
	BORON	784.0		8052	
	5.6				
	SILT	789.6		8004	
	7.5				
	EDWARDS	797.1	Y	8007	
	6.4				
	BISSELL	803.6		8019	
	6.5				
	SANBORN	810.1		8772	
	5.6				
	MOJAVE (70.1)	814.7	C-R	Yard	
	66.9				
ABS DT	KERN JUNCTION	885.2	C-R		
	2.5				
	BAKERSFIELD	887.7	C-R-T	Yard	
	(139.5)				

Rule 97(A): Trains must get clearance card before leaving Barstow and Bakersfield.

Between Kern Junction interlocking and M.P. 814.5 at east end of Mojave yard, the following will govern:
A. Current Southern Pacific Timetable and Timetable Bulletins.
B. Santa Fe Rules Operating Department and certain Southern Pacific definitions and modifications outlined in Special Rule 14

Rule 251 in effect between Kern Jct. and M.P. 887.4 Bakersfield.

TCS in effect on main track and sidings between Barstow and M.P. 814.5 Mojave.

Rule 311: At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding medium speed, immediately reduce to medium speed."

Rule 94 in effect:
Between Kern Jct. and M.P. 889.2 Bakersfield.

HAND THROW SWITCHES NOT ELECTRICALLY LOCKED (Special Rule 5)

Hinkley . . M.P. 756.9 - M.P. 757.1
Jim Grey . M.P. 772.4 - M.P. 772.6
Silt . . . . . M.P. 789.7 - M.P. 789.8
Bissell . . . . M.P. 803.6 - M.P. 803.7
Sanborn . . M.P. 810.2 - M.P. 810.3

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
Mojave District	70	55*

* Between Barstow and Mojave, maximum authorized speed for freight trains is:
70 MPH provided:
(1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 90 cars.
(4) Train does not average more than 80 tons per car.
(5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
2 Curves M.P. 746.4 and 747.0	50
Curve M.P. 747.0 and 749A.0	60
Curve M.P. 749A.0 and 749A.8	45
Curve M.P. 749A.8 and 750.5	50
Curve M.P. 750.5 and 751.3	60
2 Curves M.P. 813.5 and 814.5	40
Kern Jct. and Bakersfield	20
Approaching "F" Street Crossing M.P. 887.7	10
P. C. Borax Co. Spur	20
Government Spur M.P. 785.0	20
Government Spur M.P. 797.1	20

In TCS sidings, speed limit 40 MPH, except Boron-20 MPH while head end of train is passing over switches to P.C. Borax Spur, and east and west end house track, and at Edwards over wye switches.

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring, power and interlocked switches and crossovers at following locations:

"I" — Interlocked "P" — Power "EE" — East End
"S" — Spring "WE" — West End

Stations	Type	Location	MPH
Barstow	I	M.P. 743.6 two Main Track Crossovers	50
	I	M.P. 743.6 Auxiliary Yard Entry	50
	I	M.P. 745.7 EE Passenger Siding	20
	I	M.P. 745.8 Crossover	50
	I	M.P. 745.9 Yard Entry	50
	I	M.P. 746.8 WE Passenger Siding	20
	I	Crossover M.P. 746.8	50
	I	Departure Yard Lead M.P. 746.8	50
	I	Inspection Yard Lead M.P. 746.9	50
	I	Inspection Yard Lead M.P. 748.9	50
	I	North Departure Yard Lead M.P. 749.0	50
	I	South Departure Yard Lead M.P. 749.1	50
	I	2 Crossovers M.P. 749.2	50
	I	Mojave District Jct. M.P. 749A.0	50
	I	Mojave District Receiving Yard Lead M.P. 749A.9	30
	I	EE and WE Inspection Yard Tracks 1102 and 1103	50
	I	Jct. of High and Low Leads on Yard Entry Track from Needles	30
		Maximum Speed on Low Lead	15
	P	Crossovers Between First and Mojave Dist. Yard Entry Tracks	30
	P	EE and WE All Receiving Yard Tracks	30
	P	EE Departure Yard Tracks 1201 through 1205	30
	P	WE All Departure Yard Tracks	30
	P	Crossover Between North Departure Lead and South Departure Lead WE Departure Lead	30
	P	Crossover Between WE Inspection Yard Track 1103 and WE Departure Yard Track 1201	30
	P	EE Departure Yard Tracks 1206 through 1210	15
		Maximum Speed on Balloon Track	10
Hinkley	I	EE and WE Siding	40
Jimgrey	I	EE and WE Siding	40
Boron	I	EE and WE Siding	40
Silt	I	EE and WE Siding	40
Edwards	I	EE and WE Siding	40
Bissell	I	EE and WE Siding	40
Sanborn	I	EE and WE Siding	40
Kern Jct.	I	Jct. to S.P.	30
Bakersfield	S	End of DT M.P. 888.2	15
		Normal position for spring switch at end of DT Bakersfield M.P. 888.2 is for south track.	

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Location	Description
746.5	Barstow-First Street viaduct.	Highway Bridge
888.5	Bridge 888.5	Highway Bridge
888.8	Bridge 888.75	Highway Bridge

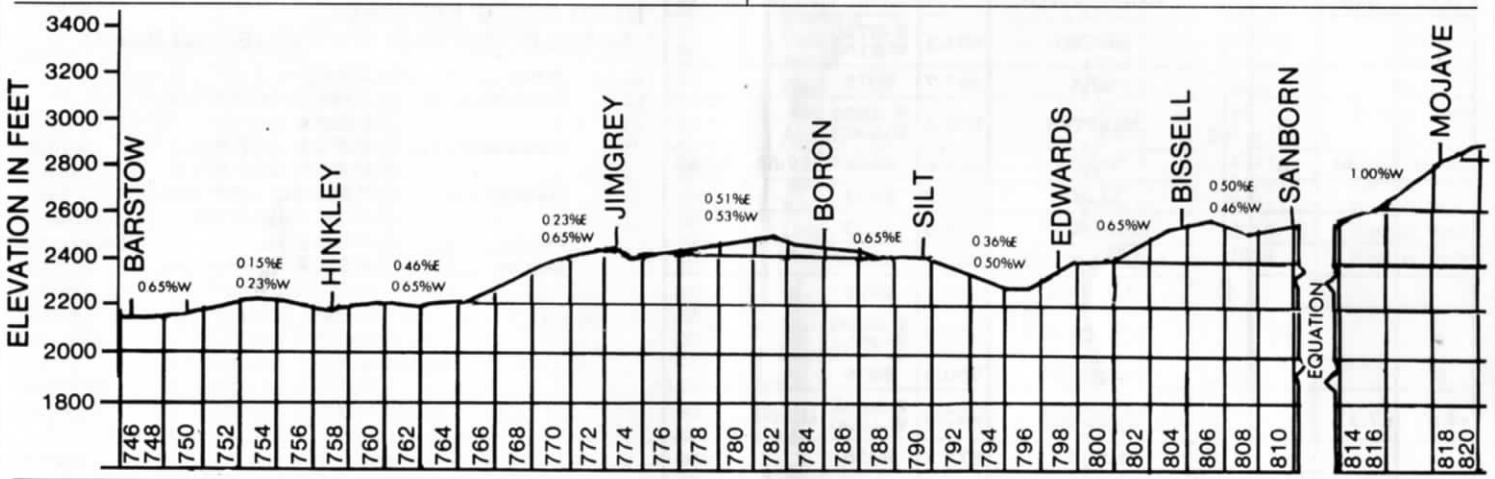
MOJAVE DISTRICT (continued from page 2)

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity In Feet	Switch Connection
P. C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
813.0	Hot Box & Dragging Equipment	Rotating white lights and radio communication at scanner



ARVIN DISTRICT

WESTWARD	TIME TABLE No. 13 April 28, 1985		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
	STATIONS					
	ARVIN	YL	333.1		4859	
	4.3					
	DI GIORGIO	YL	328.8	Y		
	2.0					
	RIBIER	YL	326.8		3273	
	2.2					
	LAMONT	YL	324.6		2643	
	1.1					
	WEST LAMONT	YL	323.5			
	6.6					
	ALGOSO	YL	316.9			
	0.3					
	MAGUNDEN	YL	316.6			
	(16.5)					

Rule 93 Yard limits: Arvin to Magunden, inclusive. M.P. 333.1 to M.P. 316.6.

SPECIAL RULES
1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Arvin District	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Curve M.P. 316.7 and 317.1	10
Curve M.P. 324.2 and 324.4	10
Curve M.P. 329.7 and 329.9	10

(D) SPEED RESTRICTIONS SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

SUNSET RAILWAY COMPANY

WESTWARD	TIME TABLE No. 13 April 28, 1985		Mile Post	Capacity of Sidings In Feet	EASTWARD
	STATIONS				
	TAFT	YL	8.8		
	8.8				
	PENTLAND	YL	27.5	1980	
	9.4				
	LEVEE	YL	18.1		
	3.7				
	MILLUX	YL	14.4	2343	
	2.1				
	GULF	YL	12.3		
	2.7				
	CONNER	YL	9.6	2316	
	2.6				
	LYLA	YL	7.0		
	7.0				
	GOSFORD	YL	0.0		
	(36.3)				

The Atchison, Topeka and Santa Fe Railway Company Rules, Operating Department, and current Valley Division Special Rules and Bulletins are applicable to the Sunset Railway Company.

No switch lights on Sunset Railway.

Rule 93 Yard limits: Gosford M.P. 0.0 to and including Taft M.P. 8.8.

SPECIAL RULES
1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Gosford and M.P. 20	20
M.P. 20 and Pentland	15
Pentland and Taft	10

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity In Feet	Switch Connection
Del Kern	5.4	500	West
Garintee	6.0	1360	East-West

WESTWARD First Class 709 Leave Daily	WESTWARD First Class 711 Leave Daily	Communications Turn Tables and Wyes	TIME TABLE No. 13 April 28, 1985 STATIONS	Mile Post	Capacity of Sidings In Feet	EASTWARD First Class 708 Arrive Daily	EASTWARD First Class 710 Arrive Daily
PM 3:45	AM 6:05	C-R-T	BAKERSFIELD	887.7	Yard	PM s 1:30	PM s11:15
		Y	3.4 JASTRO	891.1	E -6726 W-6155		
			6.6 UNA	897.7	9015		
		B	7.7 SHAFTER	905.4	E -4833 W-5963		
s 4:10	s 6:30	B	7.6 WASCO	913.0	6568	s12:55	s10:40
			6.2 ELMO	919.2	8964		
			5.4 SANDRINI	924.6	9032		
			7.7 ALLENSWORTH	932.3	8948		
			9.8 ANGIOLA	942.1	8999		
		B-Y	8.8 CORCORAN	950.9	E -5990 W-9951		
			9.4 GUERNSEY	960.3	8879		
s 4:57	s 7:17		7.6 S.P. Crossing HANFORD	967.9	E -8963 W-4490	s12:08 PM	s 9:53
			5.3 SHIRLEY	973.2	9055		
			9.0 CONEJO	982.2	9051		
			6.1 BOWLES	988.3	8959		
			6.1 S. P. Crossing	994.4			
5:23 PM	7:43 AM	C-R T-Y	0.8 CALWA	995.2	Yard	11:42 AM	9:27 PM
Arrive Daily	Arrive Daily		(107.5)			Leave Daily	Leave Daily
(65.8)	(65.8)		Average speed per hour			(59.7)	(59.7)

Trains must get clearance card before leaving Bakersfield and Calwa.

TCS in effect on main tracks and sidings, between M.P. 889.2 Bakersfield and Calwa.

Rule 94 in effect between Kern Jct. and M.P. 889.2 Bakersfield.

Rule 98(D) Position of junction switches:
Corcoran for First District siding

HAND THROW SWITCHES
NOT ELECTRICALLY LOCKED (Special Rule 5)

Jastro .....M.P. 890.7
Sandrini .....M.P. 924.1 - M.P. 924.2
M.P. 924.4
Corcoran .....M.P. 951.1 - M.P. 951.3
M.P. 951.5 - M.P. 951.6
Hanford .....M.P. 967.5(2) - M.P. 968.1
M.P. 968.3 - M.P. 966.1
Conejo .....M.P. 982.2
Bowles .....M.P. 988.8

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH Psgr.	MPH Frt.
First District	79	55*
Alpaugh Spur		20

* Maximum authorized speed for freight trains is:
70 MPH provided:
(1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 90 cars.
(4) Train does not average more than 80 tons per car.
(5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
WESTWARD	
Bakersfield M.P. 887.5 and 889.0	20
Approaching "F" Street Crossing M.P. 887.7	10
Curve M.P. 889.3 and 889.6	30
Curve M.P. 889.8 and 890.1	40
Curve M.P. 892.9 and 893.3	65
Approaching Crossing M.P. 896.0 and 896.6	70
Approaching Crossing M.P. 896.7 and 897.3	65
Approaching Crossing M.P. 916.4 and 917.0	70
Approaching Crossing M.P. 931.5 and 932.1	75

(continued from first column)

Approaching Crossing M.P. 946.4 and 947.0	75
Approaching Crossing M.P. 949.9 and 951.7	65
Approaching Crossing M.P. 964.4 and 967.0	70
Hanford and 1 Curve M.P. 967.5 and 969.5	45
3 Curves M.P. 973.7 and 975.8	45
Approaching Crossing M.P. 975.8 and 976.2	60
Approaching Crossing M.P. 979.0 and 979.6	65
Approaching Crossing M.P. 984.6 and 985.2	70
Approaching Crossing M.P. 993.6 and 994.1	45
M.P. 994.2 and 995.2	40
EASTWARD	
M.P. 995.2 and 994.2	40
Approaching Crossing M.P. 993.9 and 992.8	65
Approaching Crossing M.P. 986.8 and 986.2	70
Approaching Crossing M.P. 985.0 and 984.4	75
Approaching Crossing M.P. 980.2 and 979.6	70
3 Curves M.P. 975.8 and 973.7	45
Approaching Crossing M.P. 973.7 and 973.2	65
Hanford and 1 Curve M.P. 969.5 and 967.5	45
Approaching Crossing M.P. 967.5 and 967.0	65
Approaching Crossing M.P. 951.1 and 950.5	70
Approaching Crossing M.P. 946.6 and 945.9	75
Approaching Crossing M.P. 932.7 and 932.1	70
Approaching Crossing M.P. 917.6 and 917.0	70
Approaching Crossing M.P. 911.0 and 910.4	75
Approaching Crossing M.P. 897.2 and 896.6	70
Curve M.P. 893.3 and 892.9	65
Curve M.P. 890.1 and 889.8	40
Curve M.P. 889.6 and 889.3	30
Bakersfield M.P. 889.0 and 887.5	20
Approaching "F" Street Crossing M.P. 887.7	10

In TCS sidings, speed limit 40 MPH except west siding Hanford 20 MPH and east siding Corcoran — 30 MPH.

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and interlocked switches and crossovers at following locations:

"I" — Interlocked Switch. "ESL" — Electric Switch Lock.
"S" — Spring Switch. "EE" — East End.
"WE" — West End.

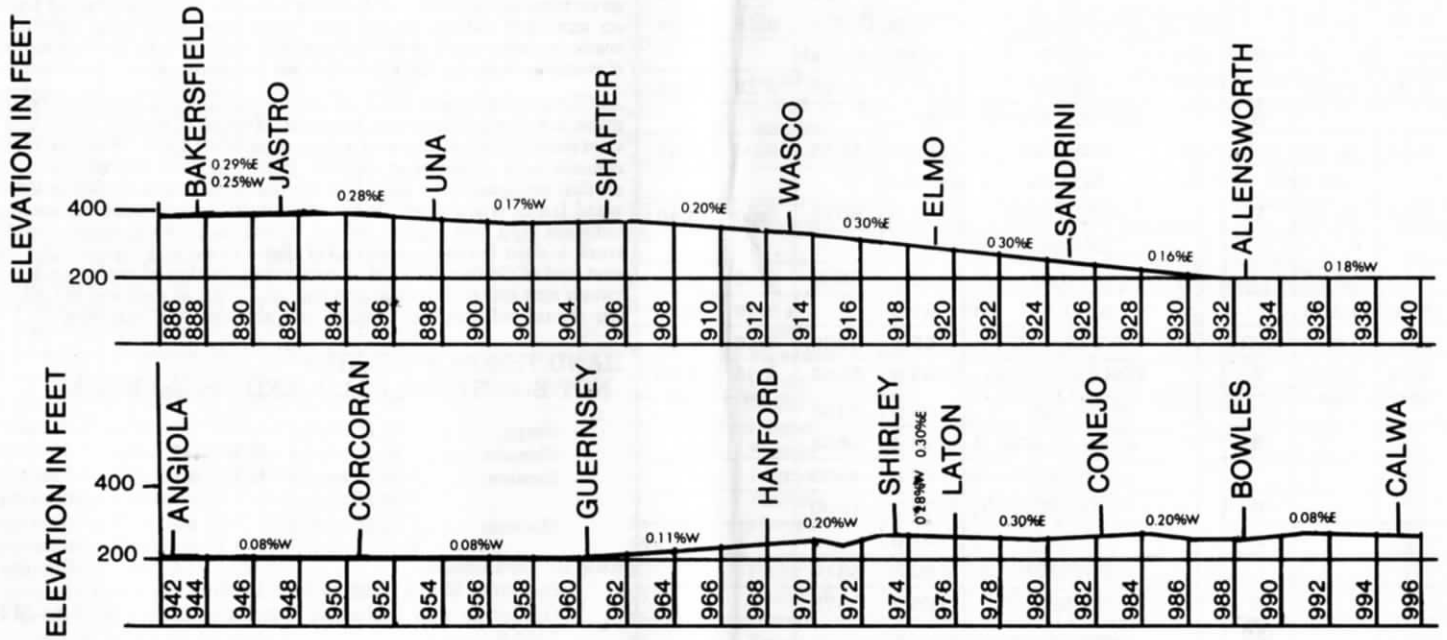
Station	Type	Location	MPH
Bakersfield	S	End of DT M.P. 888.2	15
	I	Turnout WE Yard to Main Track	15
Jastro	I	EE Siding	30
	I	WE Siding and Crossover	40
	I	Porterville-Orosi Jct. Switch	30
Una	I	EE and WE Siding	40
Shafter	I	EE and WE Siding and Crossover	40
Wasco	I	EE and WE Siding	40
Elmo	I	EE and WE Siding	40
Sandrini	I	EE and WE Siding	40
Allensworth	I	EE and WE Siding	40
Stoil	ESL	EE and WE Storage	30
Angiola	I	EE and WE Siding	40
Blanco	ESL	Industry Track Switches	30
Corcoran	I	EE and WE East Siding	20
	I	EE and WE West Siding	40
Guernsey	I	EE and WE Siding	40
Hanford	I	EE and WE East Siding	40
	I	EE and WE West Siding	20
Shirley	I	EE and WE Siding	40
Conejo	I	EE and WE Siding	40
Bowles	I	EE and WE Siding	40
Calwa	I	Turnout EE Yard to Main Track	15
	I	End of Two Tracks	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Location	Description
888.5	Bridge 888.5	Highway Bridge
888.8	Bridge 888.75	Highway Bridge

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Rosedale	895.7	2088	East & West
Crome	899.5	1700	West
Palmo	910.5	1400	West
Pond	921.2	2000	East
Stoil	936.0	4693	East & West
Alpaugh Spur	936.0	5.6 miles	West
West Isle	5.6	1344	West
Blanco	945.9	2400	East & West
Kings Park	964.0	7571	East & West
Laton	976.0	3515	East & West
Monmouth	985.6	1324	East & West



WESTWARD First Class 709 Leave Daily	WESTWARD First Class 711 Leave Daily	Communications Turn Tables and Wyes	TIME TABLE No. 13 April 28, 1985 STATIONS		Mile Post	Capacity of Sidings In Feet	EASTWARD First Class 708 Arrive Daily	EASTWARD First Class 710 Arrive Daily
PM 5:23	AM 7:43	C-R T-Y		CALWA	995.2	Yard	AM 11:42	PM 9:27
			1.6	S.P. Crossing	996.8			
s5:31 5:36	s 7:51 7:56	C	1.3	FRESNO	998.1	Yard	11:35 s11:31	9:20 s 9:16
			2.0	HAMMOND	1000.1	1900		
			4.9	FIGARDEN	1005.0	8514		
			6.3	GREGG	1011.3	8950		
s6:04	s 8:24	B	8.3	MADERA	1019.6	8984	s11:01	s 8:46
			5.8	KISMET	1025.5	9083		
			5.7	SHARON	1031.1	13900		
			10.4	LE GRAND	1041.5	8978		
			5.8	PLANADA	1047.3	9668		
s6:35	s 8:55		8.8	MERCED	1056.1	10315	s10:31	s 8:16
			6.8	FLUHR	1062.9	8989		
			8.8	BALLICO	1071.7	8999		
			7.9	DENAIR	1079.6	8964		
			9.6	MODESTO-EMPIRE JCT.	1089.2	8971		
s7:10	s 9:30	Y	6.4	RIVERBANK	1095.6	7231	s 9:56	s 7:41
			6.0	ESCALON	1101.6	9254		
			8.0	DUFFY	1109.6	8968		
		R-Y	10.4	MORMON	1120.0	7914		
		C-R	0.7	W.P. Crossing STOCKTON TOWER S.P. Crossing	1120.7			
s7:40	s10:00	Y	0.7	STOCKTON YL	1121.4	6794	s 9:26	s 7:11
7:47	10:07		5.2	GILLIS	1126.6	4881	9:19	7:04
		B	2.7	HOLT	1129.3	3674		
7:53	10:13		3.7	TRULL	1133.0	4943	9:13	6:58
		B	1.8	MIDDLE RIVER	1134.8			
8:00	10:20	C-R	2.0	ORWOOD	1136.8	3558	9:06	6:51
			3.0	BIXLER	1139.8			
8:06	10:26	B	3.2	KNIGHTSEN	1143.0	8075	9:00	6:45
			3.1	OAKLEY YL	1146.1			
8:13	10:33		4.2	SANDO YL	1150.3	5580	8:53	6:38
s8:16	s10:36		1.6	ANTIOCH YL	1151.9		s 8:49	s 6:34
8:21	10:41	C-R	3.9	PITTSBURG YL	1155.8	6380	8:45	6:30
8:35 PM	10:55 AM	B	7.8	PORT CHICAGO	1163.3	5363	8:35 AM	6:20 PM
			3.3	MALTBY	1166.9	3456		
		B	6.5	GLEN FRAZER YL	1173.4	3834		
			2.6	CHRISTIE YL	1176.0	4936		
		B	3.1	COLLIER YL	1179.1	1800		
		B	2.4	PINOLE YL	1181.5			
			1.1	GATELEY YL	1182.6	5310		
		B	3.9	RHEEM	1186.5	5373		
		C-R T-Y	3.1	RICHMOND YL	1189.6	Yard		
Arrive Daily	Arrive Daily			(194.4)			Leave Daily	Leave Daily
(52.5)	(52.5)			Average speed per hour			(53.9)	(53.9)

Trains must get clearance card before leaving Calwa and Richmond. Westward trains must get clearance card before leaving Stockton Tower.

No. 708 and No. 710 must get Santa Fe clearance card at Martinez Station on Southern Pacific.

At Port Chicago, only First Class trains will register. Both Santa Fe and Southern Pacific trains will register on Southern Pacific train register form 2561.

Conductor No. 709 and No. 711 leave message or form 903 with Operator Martinez, reporting arrival at Port Chicago on Santa Fe. Conductor No. 708 and No. 710 will leave message or form 903 at Pittsburg, reporting arrival at Port Chicago on Southern Pacific.

At Port Chicago, No. 708 and No. 710 will originate and No. 709 and No. 711 will terminate on the siding and schedule time will apply at the east siding switch, and trains and engines may use main track to clear the time of No. 708 and No. 710, and No. 709 and No. 711 as required by Rule 86(A).

Rule 5 (B): At Stockton, train order waiting time for westward trains applies at west switch to TCS siding located 1550 feet west of M.P. 1122.

TCS in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of M.P. 1122 Stockton.

A.T. & S.F. trains will operate over Southern Pacific tracks between Richmond and Oakland and will be governed by A.T. & S.F. Rules and Instructions in so far as they are not in conflict with Southern Pacific Rules and Regulations, and by Southern Pacific Rules which are listed in bulletin instructions, and by Western Division Timetable and Timetable Bulletins, Special Notices and Instructions.

Rule 321: At San Joaquin River Bridge when westward signal located at M.P. 1123.7 or eastward signal located at M.P. 1124.0 or at Middle River Bridge westward signal located at M.P. 1134.6 or eastward signal located at M.P. 1134.9 indicate "stop," trains must stop, unless otherwise restricted, proceed with member of crew preceding movement over bridge and movement must be made at restricted speed to the next governing signal.

At Glen Frazer, when Signal 11731 or signal governing movement from west end siding to main track is in stop position train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. When westward train on auxiliary siding, signal governing movement from auxiliary track to main track is in stop position, may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section, until ready to depart. Spotting section designated by sign near signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

HAND THROW SWITCHES NOT ELECTRICALLY LOCKED (Special Rule 5)

Gregg ..... M.P. 1011.6
Planada ..... M.P. 1046.9 - M.P. 1047.4
Escalon ..... M.P. 1101.2 - M.P. 1101.5
M.P. 1101.7
Mormon ..... M.P. 1116.9

Rule 93 Yard limits:
Stockton, M.P. 1122.3 to M.P. 1126.0
Oakley to and including Pittsburg, M.P. 1145.0 to M.P. 1158.0
Glen Frazer to Gateley M.P. 1172.5 to M.P. 1183.5
Richmond M.P. 1187.3 to M.P. 1189.6

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH Psgr.	MPH Frt.
Calwa and Port Chicago	79	55*
Port Chicago and Richmond	70	55*
TCS Sidings	40	40
Oakdale Spur		25

Speed limit freight trains with dynamic brakes not in use 30 MPH on descending grades:

Westward MP 1175.0 to M.P. 1181.0
Eastward M.P. 1174.0 to M.P. 1167.0

Speed limit 50 MPH for all trains having Amtrak 500, 600 or 700 class units in consist on all curves second district between Stockton and Port Chicago which are shown to be 50 MPH and above and on Curve M.P. 1162.8 to 1163.2.

* Between Calwa and Stockton, maximum authorized speed for freight trains is:
70 MPH provided:
(1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 90 cars.
(4) Train does not average more than 80 tons per car.
(5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

	MPH
WESTWARD	
M.P. 995.2 to 995.5	40
2 Curves M.P. 995.5 to 996.8	35
M.P. 996.8 to 1002.0	20
M.P. 1002.0 to 1003.2	50
Approaching Crossing M.P. 1003.8 to 1004.2	70
Approaching Crossing M.P. 1014.5 to 1015.1	75
Approaching Crossing M.P. 1039.2 to 1039.8	75
Curve M.P. 1047.5 to 1047.9	65
Curve M.P. 1053.7 to 1054.1	65
Merced Crossings M.P. 1055.7 to 1057.0	30
Approaching Crossing M.P. 1057.2 to 1057.7	70
Approaching Crossing M.P. 1063.4 to 1064.0	75
2 Curves M.P. 1069.1 to 1070.5	65
Approaching Crossing M.P. 1083.2 to 1083.8	70
Curve M.P. 1087.9 to 1088.1	50
Approaching Crossing M.P. 1088.9 to 1089.5	70
Approaching Crossing M.P. 1097.7 to 1098.3	70
Approaching Crossing M.P. 1106.5 to 1107.1	75
Curve M.P. 1119.1 to 1119.5	55
Stockton M.P. 1120.0 to 1121.7 (Lincoln St.)	20
Bridge M.P. 1134.7 to 1136.4	30
Curve M.P. 1139.5 to 1139.8	55
Approaching Crossing M.P. 1140.4 to 1141.0	70
Approaching Crossing M.P. 1142.4 to 1143.0	70
Approaching Crossing M.P. 1146.6 to 1147.2	75
Approaching Crossing M.P. 1150.3 to 1150.9	70
Antioch M.P. 1151.2 to 1151.9	45
Curve and Crossing M.P. 1155.1 to 1156.3	45
2 Curves M.P. 1161.3 to 1161.9	45
6 Curves M.P. 1167.3 to 1170.5	45
26 Curves and Tunnel No. 3 M.P. 1170.5 to 1180.9	35
7 Curves M.P. 1180.9 to 1185.1	45
1 Curve M.P. 1185.1 to 1185.4	35
3 Curves M.P. 1185.4 to 1189.0	45
2 Curves M.P. 1189.0 to 1189.6	20

EASTWARD	MPH
2 Curves M.P. 1189.6 to 1189.0	20
3 Curves M.P. 1189.0 to 1185.4	45
1 Curve M.P. 1185.4 to 1185.1	35
7 Curves M.P. 1185.1 to 1180.9	45
26 Curves and Tunnel No. 3 M.P. 1180.9 to 1170.5	35
6 Curves M.P. 1170.5 to 1167.3	45
2 Curves M.P. 1161.9 to 1161.3	45
Approaching Crossing M.P. 1160.5 to 1159.9	65
Curve and Crossing M.P. 1156.3 to 1155.1	45
Approaching Crossing M.P. 1154.7 to 1154.1	70
Antioch M.P. 1151.9 to 1151.2	45
Approaching Crossing M.P. 1151.2 to 1150.9	55
Approaching Crossing M.P. 1147.8 to 1147.2	70
Approaching Crossing M.P. 1141.6 to 1141.0	70
Curve M.P. 1139.8 to 1139.5	55
Bridge M.P. 1136.4 to 1134.7	30
Approaching Crossing M.P. 1125.8 to 1125.2	70
Stockton M.P. 1121.7 to 1120.0	20
Curve M.P. 1119.5 to 1119.1	55
Approaching Crossing M.P. 1118.5 to 1117.9	75
Approaching Crossing M.P. 1098.9 to 1098.3	70
Approaching Crossing M.P. 1090.1 to 1089.3	70
Curve M.P. 1088.1 to 1087.9	50
Approaching Crossing M.P. 1084.9 to 1084.3	70
2 Curves M.P. 1070.5 to 1069.1	65
Approaching Crossing M.P. 1058.3 to 1057.7	70
Merced Crossings M.P. 1057.7 to 1055.7	30
Approaching Crossing M.P. 1055.7 to 1055.1	60
Curve M.P. 1054.1 to 1053.7	65
Curve M.P. 1047.9 to 1047.5	65
Approaching Crossing M.P. 1041.7 to 1041.1	70
Approaching Crossing M.P. 1040.4 to 1039.8	75
Approaching Crossing M.P. 1014.5 to 1013.9	75
Approaching Crossing M.P. 1004.8 to 1004.2	70
M.P. 1003.2 to 1002.0	50
M.P. 1002.0 to 996.8	20
2 Curves M.P. 996.8 to 995.5	35
M.P. 995.5 to 995.2	40

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH; except for spring and interlocked switches and crossovers at following locations:

"I" — Interlocked "EE" — East End
"S" — Spring "WE" — West End

Station	Type	Location	MPH
Calwa	I	Two Crossovers M.P. 996.8	30
	I	Turnout Yard Lead to South Main Track M.P. 996.8	15
Fresno	I	End of Two Tracks	20
Figarden	I	EE and WE Siding	40
Gregg	I	EE and WE Siding	40
Madera	I	EE and WE Siding	40
Kismet	I	EE and WE Siding	40
Sharon	I	EE and WE Siding	40
Legrand	I	EE and WE Siding	40
Planada	I	EE and WE Siding	40
Merced	I	EE Siding	40
	I	WE Siding	30
Fluhr	I	EE and WE Siding	40
Ballico	I	EE and WE Siding	40
Denair	I	EE and WE Siding	40
Empire	I	EE and WE Siding	40
Riverbank	I	EE and WE of Lead	15
	I	EE and WE Siding	40
Escalon	I	EE and WE Siding	40
Duffy	I	EE and WE Siding	40
Mormon	I	EE Siding	40

SPEED RESTRICTIONS — SWITCHES (continued)

Station	Type	Location	MPH
Mormon	I	Two Crossovers	30
Stockton	I	WE Siding	30
Gillis	S	EE and WE Siding	30
Holt	S	EE and WE Siding	30
Trull	S	EE and WE Siding	30
Orwood	I	EE Siding	15
	S	WE Siding	30
Knightsen	S	EE and WE Siding	30
Sando	S	EE Siding	30
	S	WE Siding	15
Pittsburg	S	EE Siding	15
	S	WE Siding	30
Port Chicago	S	EE and WE Siding	30
Maltby	S	EE and WE Siding	30
Glen Frazer	S	EE and WE Siding	30
Christie	S	EE and WE Siding	30
Collier	S	EE Siding	30
Gateley	S	EE and WE Siding	30
Rheem	S	EE and WE Siding	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

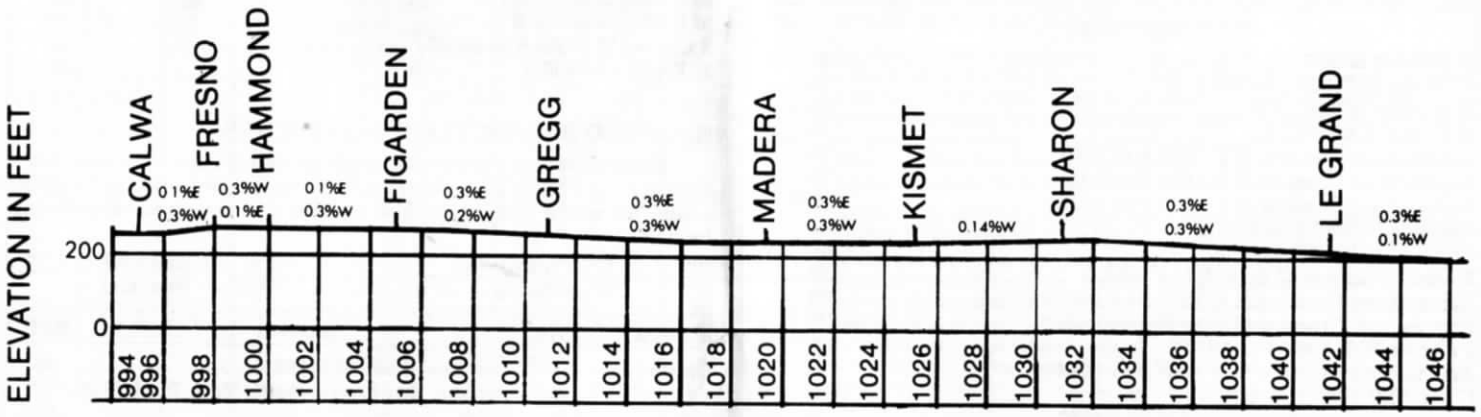
Mile Post	Location	Description
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1183.1	Bridge 1183.1-A	Road Bridge
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

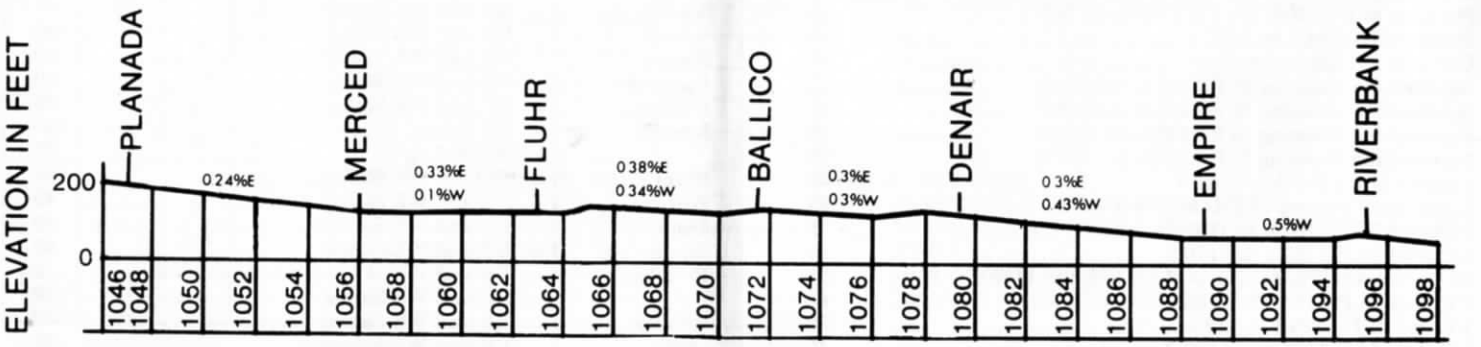
3. TRACKS BETWEEN STATIONS

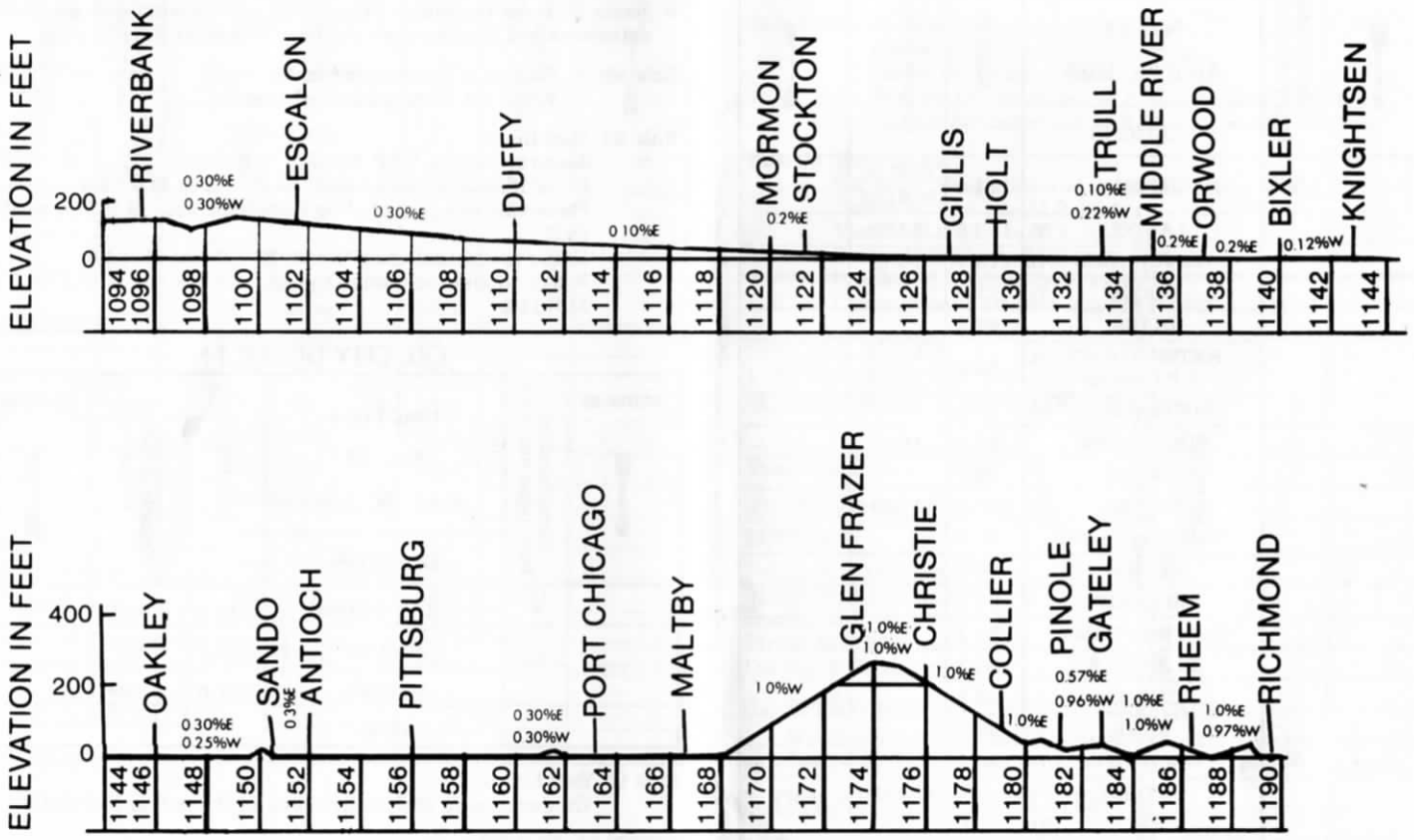
Name	Mile Post Location	Capacity in Feet	Switch Connection
Trigo	1014.3	1874	East & West
Tuttle	1050.7	2339	East & West
Kadota	1052.1	1072	East & West
Cement Spur	1057.5	1.2 miles	East
Pritchard	1058.9	998	East
Winton	1065.4	1049	East & West
Hughson	1085.8	2047	East & West
Claus	1092.8	2228	East & West
Oakdale Spur	1095.6	6.5 miles	East & West
Burnham	1112.5	400	East
Rockwell	1114.8	903	East & West
Woodsbro	1125.0	4250	East & West
Werner	1138.8	1185	East & West
Du Pont	1147.6	3473	East & West
East Antioch	1149.2	6350	East & West
Zee	1149.7	3163	East & West
Monsanto	1165.8	2304	East & West
Bethlehem Steel	1184.5	1562	East & West
San Pablo	1187.8	584	East & West

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Signals Affected
M.P. 1012.1	Dragging Equip.	Rotating white lights located at M.P. 1010.7
M.P. 1171.3 and 1171.5	Slide Detector	11701 and 11722 and rotating red light M.P. 1171.5







FRESNO INTERURBAN DISTRICT

WESTWARD ↓	TIME TABLE No. 13 April 28, 1985 — STATIONS	Mile Post	Capacity of Sidings In Feet	EASTWARD ↑
	HAMMOND YL	0.0		
	2.0			
	CINCOTTA YL	2.0		
	0.4			
	BARTONETTE YL	2.4		
	2.6			
	CAMEO YL	5.0	1200	
	2.2			
	BURNESS YL	7.2		
	5.8			
	FAIRVIEW YL	13.0	1200	
	1.2			
	BIG BUNCH YL	14.2		
	1.0			
	ZEDIKER YL	15.2		
	0.5			
	RIVERBEND YL	15.7		
	1.0			
	ELK YL	16.7		
	0.2			
	BELMONT AVE. YL	16.9		
	(16.9)			

Rule 98(D): Position of Junction Switches:
Hammond for Second District siding.
Cameo for Southern Pacific Railroad.

Rule 93 Yard limits: Hammond to Belmont Ave., inclusive. M.P. 0.0. to M.P. 16.9 (Fresno Interurban District only.)

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Fresno Interurban District	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches 10 MPH;

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity In Feet	Switch Connection
Hammer Field Spur	4.9	1 Mile	East

PORTERVILLE-OROSI DISTRICT

WESTWARD ↓	Communications Turn Tables and Wyes	TIME TABLE No. 13 April 28, 1985 STATIONS	Mile Post	Capacity of Sidings In Feet	EASTWARD ↑
	Y	JASTRO	114.0	E-6726 W-6155	
		0.5			
		LANDCO YL	113.5	1450	
		2.8			
		OIL JUNCTION YL	110.7	1436	
		38.8			
		DUCOR YL	71.9		
		5.9			
		ULTRA	66.0		
		7.0			
		PORTERVILLE JCT. YL S. P. Crossing	59.0		
		0.8			
	Y	PORTERVILLE YL	58.2		
		6.3			
		STRATHMORE	51.9	1645	
		5.2			
		LINDSAY	46.7		
		7.5			
		EXETER	39.2	1729	
		0.3			
		Visalia Elect. Crossing	38.9		
		2.2			
		VENIDA	36.7		
		5.5			
		HILLMAID	31.2		
		0.1			
		Visalia Elect. Crossing	31.1		
		1.0			
		REDBANKS	30.1		
		1.8			
		CAIRNS	28.3		
		1.4			
		RAYO	26.9		
		6.3			
	Y	WYETH YL	20.6		
		1.6			
		CUTLER YL		3371	
		1.6			
	Y	WYETH YL	20.6		
		2.0			
		OROSI YL	18.6		
		6.4			
		ORANGE COVE YL	12.2		
		(101.8)			

SPECIAL RULES
1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Porterville-Orosi District	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Track M.P. 11.2 and 13.0	10
Track M.P. 13.0 and Cutler	20
Exeter M.P. 39.1 and 39.6	20
Lindsay M.P. 46.1 and 47.1	20
2 Curves M.P. 61.5 and 62.1	30
Oil Junction and Jastro	20

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity In Feet	Switch Connection
Neil	40.6	1000	West
Cleary	44.4	1277	West
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	1100	West
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	700	East

Between Oil Junction and Ducor the following will govern:
A. Current Southern Pacific Timetable and Timetable Bulletins.
B. Santa Fe Rules Operating Department and certain Southern Pacific definitions and modifications outlined in Special Rule 14.

Rule 98(D): Position of Junction Switches:
Wyeth for Porterville-Orosi District

Rule 93 Yard limits:
Jastro to Oil Jct., M.P. 114.0 to M.P. 110.7
Ducor (Santa Fe tracks only), M.P. 71.3 to M.P. 71.9
Porterville to and including Porterville Jct., M.P. 57.4 to M.P. 59.2
Cutler to and including Wyeth, M.P. 0.0 to M.P. 1.6
Wyeth to and including Orange Cove via Orosi, M.P. 20.7 to M.P. 11.2

OIL CITY DISTRICT

WESTWARD ↓	Communications Turn Tables and Wyes	TIME TABLE No. 13 April 28, 1985 STATIONS	Mile Post	Capacity of Sidings In Feet	EASTWARD ↑
	Y	OIL JUNCTION YL	308.6	1436	
		2.2			
		SEGURO YL	310.8	1481	
		0.8			
		MALTHA YL	311.6	1149	
		(3.9)			

Rule 93 Yard Limits:
Oil Junction to Maltha inclusive, M.P. 308.6 to M.P. 311.6

SPECIAL RULES
1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Oil City District	20

(C) SPEED RESTRICTIONS — VARIOUS

	MPH
Crossing M.P. 310.7	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

VISALIA DISTRICT

WESTWARD ↓	Communications Turn Tables and Wyes	TIME TABLE No. 13 April 28, 1985 STATIONS	Mile Post	Capacity of Sidings In Feet	EASTWARD ↑
	C-R-Y	CORCORAN YL	0.3	Yard	
		14.7			
		S.P. Crossing			
		TULARE YL	15.0		
		5.2			
		LOMA	20.2		
		5.0			
		VISALIA YL			
		S.P. Crossing	25.2	2338	
		8.1			
		S.P. Crossing	33.3		
		2.9			
		CALGRO	36.2		
		2.3			
		CUTLER YL	38.5	3380	
		3.2			
		SULTANA	41.7		
		3.4			
		DINUBA	45.1		
		3.7			
		REEDLEY YL	48.8	Yard	
		2.2			
		LAC JAC	51.0		
		2.4			
		PARLIER	53.4		
		5.1			
		DEL REY	58.5	2651	
		3.4			
		CASTY	61.9	2246	
		2.5			
		LONE STAR	64.4	1626	
		4.5			
	C-R T-Y	CALWA YL	68.9	Yard	
		(68.6)			

Trains must get clearance card before leaving Calwa.

Rule 98(D): Position of Junction Switches:
Corcoran for First District Siding
Cutler for Visalia District
Reedley SP connection M.P. 49.5 for Visalia District
Lac Jac SP connection M.P. 50.7 for Visalia District

Rule 93 Yard limits:
Corcoran (Visalia District only) M.P. 0.0 to M.P. 1.2
Tulare M.P. 14.5 to M.P. 17.4
Visalia M.P. 23.5 to M.P. 26.5
Cutler M.P. 37.9 to M.P. 40.0
Reedley M.P. 46.9 to M.P. 49.6
Calwa (Visalia District only) M.P. 67.2 to M.P. 68.9

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Visalia District	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Tulare M.P. 14.3 and 15.9	20
Visalia M.P. 24.5 and 26.0	15
Reedley M.P. 48.2 and 49.5	20
Parlier M.P. 53.1 and 53.6	24
Del Rey M.P. 58.4 and 58.8	24

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity In Feet	Switch Connection
Higby	22.1	1000	East
Enson	43.9	270	East
Ito Spur	49.1	2 Miles	East
Mattei Spur	65.2	2.2 Miles	West

5. On tracks where TCS is in effect, a train or engine must not clear such track through a hand-operated switch not electrically locked for the purpose of meeting, passing or being passed by another train or engine, except:

1. Where train speeds over the switch do not exceed 20 mph;
2. Where a signal is provided to govern train movements from the auxiliary track to the signaled track; or,
3. On a signaled siding without intermediate signals where the maximum authorized speed on the siding does not exceed 30 mph.

Locations of such switches are listed on District Page.

6. (a) Trains or engines using other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

(b) Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

7. 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 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 units only.

8. Rule 108: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	4	5
Amtrak	2	2

9. 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 handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks M.P.H.	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 M.P.H.	Pile Drivers AT-199452 AT-199453 Locomotive Crane AT-199720 Other Machines M.P.H.
Mojave, First, Second	40	45	30
Oakland, Porterville-Orosi and Visalia	20	20	20
All Other Districts	15	15	15

Derrick AT 199787 locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

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.

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

10. Rule 105(A) Track side Warning Devices:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

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

RADIO READOUT (Reporter Type)

As train approaches the detector location, to alert crew that system is operational the following message will 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 North Track the audible tone will be a fast beep; if on 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 reference to "Left" or "Right" side are to the engineer's left or right in the direction of travel. The following are typical of what transmissions crews can expect to hear:

(1) "SANTA FE RAILROAD (Site Identification),
FIRST HOTBOX
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 alarm(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 (4) defective car alarms, (3) or more hotbox alarms, or (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 an alarm occur during passage of the train. If no such tone or message 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 Page 13)

(continued from page 12)

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is 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 of existing conditions.

If abnormal heat is detected on same unit or car by intervening detector, or during a stop for inspection, unit or 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.

11. Rule 80: Bulletin books are located at Barstow, Bakersfield, Calwa, Fresno, Riverbank, Mormon, Pittsburg, and Richmond.

12. Rule 1: Standard clocks are located at on duty points Barstow, Bakersfield, Calwa, Mormon, Pittsburg, and Richmond.

Rule 3: Crews of Southern Pacific trains, having complied with their company's time regulations, may proceed over joint track.

13. HAZARDOUS MATERIAL

I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill:	The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.
Wheel Reports:	The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.
Placards:	Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.
Commodity Codes:	The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance to the telephone number listed below:
(209) 441-2652

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

(1) Train identification, symbol, employe name and position.

(2) Specific location of the incident (station, milepost location, nearest street or highway crossing).

(3) Nature of the incident — number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.

(4) Waybill Information:
(a) Car number
(b) Proper shipping name of contents
(c) Hazard class of material
(d) Shipper and consignee
(e) Standard Transportation Commodity Code (49 Series Number)

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby streams, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping paper. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

14. Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

Santa Fe Trains using Southern Pacific trackage between Kern Jct. and Mojave and between Oil Junction and Ducor will be governed by:
Current SP Timetable and Timetable Bulletins.
Santa Fe Rules Operating Department and the following definitions and modifications:

A. Definitions:

Absolute Signal — A block signal, the indication of which authorizes and governs the movement of trains and engines within CTC.

(Continued on page 14)

(Continued from page 13)

Absolute signals are identified by the letter "A" or, letters "SA."

Interlocking Signal — A block signal the indication of which authorizes and governs the movement of trains and engines within interlocking limits. Interlocking signals will not have identifying numbers or letter except letters "SA" when required.

Where interlocking or absolute signals govern movements from interlocking or CTC limits into that portion of ABS adjoining, they will be designated "semi-automatic" and distinguished by a plate bearing the letters "SA." Trains stopped by such signals must observe applicable signal rules within CTC or Interlocking limits and after receiving authority under these rules, ABS signal rules will apply within ABS portion of blocks beyond, repectively.

Centralized Traffic Control (CTC) — A block system wherein the movement of trains and engines is authorized and governed by remotely controlled absolute signals.

Controlled Siding — A siding designated in special instructions as being within CTC limits.

B. Within CTC and Interlocking limits, Santa Fe Rules applicable within TCS Limits apply.

C. Rule 6-B will not apply. The following will govern:

Following symbols when placed at left of station name indicate:
TO – train order office
R – train register station
Following symbols when placed at right of station name indicate:

B – bulletin station
K – standard clock
I – interlocking
Y – turning facility
P – telephone
Q – radio base station

Number adjacent to station name in station column indicates a siding and length in feet between fouling points.

D. Rule 10 and train order Form U will not apply. The following will govern:

Yellow flags, red flags and green flags must be placed to right of main track in direction of approach and will not apply when displayed to the left. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach.

Yellow flags, red flags and green flags will not apply on the track on which train is running if displayed beyond the first rail of adjacent track.

A yellow flag, when possible, will be displayed two miles in advance of each speed restriction specified by train order, timetable bulletin or oral instruction. Specified speed must not be exceeded commencing at point of restriction until rear of train clears restricted limit, which may be indicated by display of a green flag. If a green flag is not displayed at limit of speed restriction, speed may be resumed when rear of train clears restricted limit. The absence of a yellow and/or green flag must be reported to the train dispatcher.

When a yellow flag is displayed and no train order, timetable bulletin or oral instruction specifies the beginning of a speed restriction two miles beyond its location, train must be prepared to stop short of a red flag which may be displayed two miles beyond that yellow flag. If a red flag is not displayed, train must proceed at RESTRICTED SPEED commencing two miles beyond the yellow flag until rear of train passes a green flag.

When a red flag is displayed to the right of a main track or siding in direction of approach, train or engine must stop. After stopping, train or engine may be orally authorized to pass the red flag and proceed through the restricted limits being governed by instructions of the MofW employe who established the restriction. Specified speed will not be exceeded until rear of train passes a green flag. A train or engine is prohibited from receiving authorization to pass a red flag via radio communication.

A red flag displayed between the rails of any track other than a main track requires that train or engine stop short of flag and not proceed until flag has been removed by employe of the class that placed the flag.

Yellow PROCEED PREPARED TO STOP and red CONDITIONAL STOP signs will be placed to right of track in direction of approach when practicable, but must be respected when displayed on either side.

When Form Y train order is in effect an unattended red sign reading "CONDITIONAL STOP" will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or green light is received. A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed two miles in advance of the red sign.

When orally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track.

A green flag will be displayed to right of each track at limit of restriction. Trainman will give proceed signal after rear of train has passed the green flag.

SP FORM Y
CONDITIONAL STOP SIGN ORDER

DO NOT EXCEED RESTRICTED SPEED BETWEEN MP 18 and MP 20 BETWEEN BESS AND CLOY FROM 801 AM UNTIL 501 PM JULY 4TH AND BE PREPARED TO STOP SHORT OF UNATTENDED RED CONDITIONAL STOP SIGN DISPLAYED IN VICINITY OF MP 17.8 FOR EASTWARD TRAINS AND MP 20.2 FOR WESTWARD TRAINS UNLESS ORALLY AUTHORIZED TO PROCEED BEYOND THE STOP SIGN BY FOREMAN IN CHARGE OF WORK OR A PROCEED SIGNAL WITH GREEN FLAG OR LIGHT IS RECEIVED

RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN ORALLY AUTHORIZES A DIFFERENT SPEED

YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED TWO MILES IN ADVANCE OF RED CONDITIONAL STOP SIGNS

This form may also be modified in territory where there are two or more main tracks by adding at end of first line in body of train order the track or tracks affected, thus "ON NO 1 TRACK" or "ON NO 1 AND NO 2 TRACKS."
(Examples of conditions which may be encountered)

IF YOU	AND YOU	REQUIREMENTS
1. Have Form "Y" train order in effect	Pass yellow PROCEED PREPARED TO STOP sign	Proceed prepared to stop short of red CONDITIONAL STOP sign or be orally authorized to proceed or receive a proceed signal with green flag or green light.
2. Have Form "Y" train order in effect	DO NOT find a yellow PROCEED PREPARED TO STOP sign displayed	Absence of signal must be regarded as most restrictive indication. Be governed the same as in No. 1
3. Have Form "Y" train order in effect	DO NOT find a red CONDITIONAL STOP sign	Be governed the same as if red CONDITIONAL STOP sign was properly displayed.

(Continued on page 15)

(Continued from page 14)

IF YOU	AND YOU	REQUIREMENTS
4. Have Form "Y" train order not in effect	Pass yellow PROCEED PREPARED TO STOP sign	Stop two miles beyond PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light, or oral authorization.
5. Have NO Form "Y" train order	Pass yellow PROCEED PREPARED TO STOP sign	Stop two miles beyond yellow PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light. NO ORAL AUTHORIZATION PERMITTED.
6. Have No Form "Y" train order	Observe a red CONDITIONAL STOP sign with NO ADVANCE yellow PROCEED PREPARED TO STOP sign	Stop as soon as possible avoiding emergency stop, if practicable. Proceed ONLY when authorized by proceed signal with green flag or green light. NO ORAL AUTHORIZATION PERMITTED.
7. Have been authorized by a proceed signal with green flag or green light	Subsequently receive oral authorization	Proceed at orally authorized speed.
8. Have passed through the limits of Form "Y" train order after being orally authorized	DO NOT pass a green flag	Continue at orally authorized speed unless the maximum authorized speed is less, until you do pass a green flag, or continue at orally authorized speed until rear of train has passed the red CONDITIONAL STOP sign displayed for trains in opposite direction. If in double track territory continue at orally authorized speed, unless the maximum authorized speed is less, until you do pass a green flag or until otherwise instructed by dispatcher. Absence of green flag must be immediately reported to train dispatcher.
9. Have passed through the limits of a Form "Y" train order after being authorized by a green flag or green light	DO NOT pass a green flag	Continue at RESTRICTED SPEED until you pass a green flag, or until rear of train has passed the red CONDITIONAL STOP sign displayed for train in opposite direction. If in double track territory continue at RESTRICTED SPEED, but contact train dispatcher and be governed by his instructions. Absence of green flag must immediately be reported to train dispatcher.
10. Are approaching limits of a Form "Y" train order not in effect	Cannot get head end of train clear of the limits before Form "Y" train order becomes effective	Do not enter limits unless foreman grants oral authorization or gives proceed signal with green flag or green light which may be given prior to effective time of order.
11. Are passing through the limits of a Form "Y" train order not in effect	Cannot get head end of train clear of the limits before Form "Y" train order becomes effective	STOP. Proceed when orally authorized or when receive proceed signal with a green flag or green light.

E. Rule 11 will not apply. The following will govern:

Speed signs will be located to right of track in direction of approach where practicable.

Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction, and where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign.

When two numbers are displayed, the higher number indicates maximum speed for trains consisting entirely of passenger equipment; the lower number indicates maximum speed for all other trains. Where one number is shown it indicates maximum speed for all trains.

F. Rule 19(L). Following is added:

Signs bearing letter "X" located one-fourth mile in advance of certain tunnels, obscure curves, and crossings at grade other than crossings of railroads, require engine whistle as prescribed by Rule 19(L). Absence of this sign in advance of these crossings at grade, tunnels, or obscure curves does not relieve engineers from complying with Rule 19(L).

Where there are multiple crossings not more than one-fourth mile apart, sign bearing letter "X" located one-fourth mile in advance of first crossing will also display a figure which represents the number of crossings involved.

G. Rule 97(A). Extra trains after obtaining clearance from Mojave or Kern Jct. are authorized to move with the current of traffic between Kern Jct. and Sandcut, Tehachapi and Mojave. Between these points Rule 251 is in effect.

H. Rule 104. Following is added:

When a train stops to be met or passed by another train, trainman (fireman, if trainman not available) on head end of train must make rolling inspection of passing train from the ground on side opposite his train. Trainman at rear of standing train must make rolling inspection on side adjacent to their train.

Westward trains handling cars placarded "EXPLOSIVES A," "POISON GAS," "RADIOACTIVE," or tank cars containing a product classified as "FLAMMABLE GAS" or the individual commodities ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE or SULFUR DIOXIDE must stop before entering SP trackage at East Mojave and entire train must be inspected from both sides to check for obvious leakage or other unsafe condition of equipment before proceeding.

I. Rule 109. Second paragraph will not apply. The following will govern:

When a train in motion on main track or siding has an emergency application of air brakes, or is derailed, milepost locations traversed by the train while moving under such conditions, as exact as possible, must be immediately noted. Train dispatcher must be notified without delay.

Track and structures under train at the time of emergency application or derailment, as well as any track or structure over which any part of train passed after emergency application or derailment occurred, must be inspected to determine that it is safe for passage of trains at authorized speed.

In all cases, inspection of train must be made before proceeding to determine that all wheels are on rail, no other dangerous condition exists and that it is safe to proceed.

J. Rule 124(A). Spring switches will be identified by the letters "SS" on a target.

(Continued on page 16)

(Continued from page 15)

K. Rule 124(B). Following is added:

When trailing movement is to be made over a spring switch equipped with facing point lock and initial movement of switch points is not to be actuated by the engine, switch must be lined for the movement. Employe lining switch must again line it for normal position after movement has been completed, unless he has arranged for another employe to do so.

Location and normal position of spring switches on main tracks, and designation of such spring switches equipped with facing point locks, will be listed in timetable under Rule 538.

L. Rule 151. Main tracks between Sandcut and Bena and between Cable and Tehachapi are numbered as follows:

North track — No. 1. South track — No. 2.

M. Following rules are added to govern movements against the current of traffic.

D-160. Except as provided for in Rule D-162, a movement against the current of traffic outside of yard limits must be authorized by the train dispatcher or designated employee. Within yard limits, movement must be authorized by yardmaster. If there is no yardmaster, movement must be authorized by the train dispatcher or designated employee.

Before authority is granted:

(a) It must be known that all train and engine movements are clear of affected track.

(b) All other trains and engines that could possibly enter the affected track must be advised of the intended movement and instructed not to enter track without permission.

(c) It must be known protection for the movement on the track to be occupied has been provided by one of the following methods:

1. Flag protection in accordance with Rule 99-A has been provided at or beyond the point where movement will be completed.
2. Opposing absolute or interlocking signal located at or beyond the point where movement will be completed is set to display stop indication and controls are secured with control blocks.

(d) MofW&S forces subject to occupying or obstructing affected track must be notified. (Effective Oct. 30, 1983).

D-S
Providing for the Use of a Section
of Double Track as Single Track

(1) BETWEEN 801 AM and 401 PM EASTWARD MAIN TRACK BETWEEN BESS CROSSOVER MP 27.3 AND CLOY CROSSOVER MP 29.3 WILL BE OUT OF SERVICE

WESTWARD MAIN TRACK WILL BE USED FOR EASTWARD AND WESTWARD TRAIN MOVEMENTS BETWEEN THESE POINTS AND WILL BE UNDER CONTROL OF FLAGMAN LOCATED AT BESS MP 27.3 AND CLOY MP 29.3

EASTWARD TRAINS MUST NOT PASS BESS MP 27.3 UNLESS PROCEED SIGNAL WITH GREEN FLAG OR GREEN LIGHT OR ORAL AUTHORIZATION RECEIVED FROM FLAGMAN LOCATED AT THIS POINT WHICH WILL BE AUTHORITY TO PROCEED AGAINST THE CURRENT OF TRAFFIC TO CLOY MP 29.3 AND RETURN TO EASTWARD MAIN TRACK

WESTWARD TRAINS MUST NOT PASS CLOY MP 29.3 UNLESS PROCEED SIGNAL WITH GREEN FLAG OR GREEN LIGHT OR ORAL AUTHORIZATION RECEIVED FROM FLAGMAN LOCATED AT THIS POINT

MOVEMENT THROUGH ANY INTERMEDIATE CROSSOVERS MUST NOT BE MADE WITHOUT FIRST OBTAINING AUTHORITY FROM FLAGMEN

(2) BETWEEN 801 AM AND 401 PM DAILY EXCEPT SATURDAYS AND SUNDAYS WESTWARD MAIN TRACK BETWEEN HOPE MP 88.1 AND INTERLOCKING SIGNAL FAYE MP 75.98 WILL BE OUT OF SERVICE

EASTWARD MAIN TRACK WILL BE USED FOR EASTWARD AND WESTWARD TRAIN MOVEMENTS BETWEEN THESE POINTS AND WILL BE UNDER CONTROL OF FLAGMAN LOCATED AT HOPE MP 88.1 AND SIGNAL OPERATOR FAYE

WESTWARD TRAINS MUST NOT PASS HOPE MP 88.1 UNLESS PROCEED SIGNAL WITH GREEN FLAG OR GREEN LIGHT OR ORAL AUTHORIZATION RECEIVED FROM FLAGMAN LOCATED AT THIS POINT WHICH WILL BE AUTHORITY TO PROCEED AGAINST THE CURRENT OF TRAFFIC TO FAYE MP 75.98 BEING GOVERNED BY SIGNAL INDICATION OR RULE 663 BY SIGNAL OPERATOR TO RETURN TO WESTWARD MAIN TRACK

EASTWARD TRAINS MUST NOT PASS INTERLOCKING SIGNAL FAYE MP 75.98 UNLESS AUTHORIZED BY SIGNAL INDICATION OR RULE 663 BY SIGNAL OPERATOR FAYE

MOVEMENT THROUGH ANY INTERMEDIATE CROSSOVERS MUST NOT BE MADE WITHOUT FIRST OBTAINING AUTHORITY FROM FLAGMAN HOPE AND SIGNAL OPERATOR FAYE

With Example (1) or (2) in effect, trains in both directions must use track specified between the stations named.

Where trains moving with current of traffic are authorized to run extra without train-order authority, Form D-S must not be used until all trains and engines which may use either track, have received copy of the order.

N. Rule 281(A) will not apply. The following will govern:

Aspect	Name	Indication
 ← Yellow ← Green	Approach Diverging	Proceed prepared to advance on diverging route at next block signal not exceeding prescribed speed through turnout.

O. Rule 282 will not apply. The following will govern:

Aspect	Name	Indication
 ← Flashing Yellow	Advance Approach	Proceed prepared to pass next block signal not exceeding 40 MPH

P. Rule 290 will not apply. The following will govern:

Aspect	Name	Indication
 ← Red ← Yellow	Diverging Approach	Proceed on diverging route, not exceeding prescribed speed through turnout, prepared to stop short of next block signal.

Q. The following block signal aspect, name and indication will govern:

Aspect	Name	Indication
 ← Red ← Lunar	Restricting	Proceed at Restricted Speed without stopping.

R. The following block signal aspect, name and indication will govern:

Aspect	Name	Indication
 ← Red ← Number Plate	Restricted Proceed	Proceed at Restricted Speed without stopping.

(Continued on page 17)

(Continued from page 16)

S. Rule 290(A) will not apply. The following will govern:

A block signal with triangular plate bearing letter "P" is also actuated by a special protective device and when signal displays red aspect Rules 291, 292 or the following item 20, as the case may be, will govern. In addition, careful examination from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains. Number or location of such signals will be shown in timetable under Rule 306 with description of the special protection afforded.

When a signal with a triangular plate protecting a spring switch displays stop indication, except when the switch is lined by hand for the movement, member of crew must open and close spring switch by hand, removing any obstruction.

T. The term "Control Station" will apply to interlocking operator and CTC dispatcher.

U. Rule 321. When stopped by interlocking signal or absolute signal (controlled signals) displaying "stop," authority to pass such stop signals must be obtained from control operator. At interlocking signal, control operator may authorize movement verbally by using words (train) is authorized to pass interlocking signal displaying stop at (location) under provisions of Rule 663(b)," or give train proceed signal by hand with yellow flag by day or yellow light by night. Within CTC limits, if authorized to pass absolute signal verbally, the train dispatcher will use words (train) is authorized to pass absolute signal displaying stop indication at (location) under provision of Rule 776." When such authority is received, crew will be governed by Santa Fe Operating Rule 321(A).

Within CTC limits, such authority extends from the stop signal to the next absolute signal, Rule 320 will not apply; trains may pass "stop and proceed" signals without stopping and may resume prescribed speed when lead locomotive passes next block signal displaying other than stop indication.

V. Following air brake rules are added:

Air Brake Rule 25-A

Head end crew must inform rear end crew that a running test of train air brakes is to be made. After acknowledgement that running test is to be made, engineer must apply brakes with sufficient force to insure air brakes are operating properly. Brake pipe pressure, as indicated by gauge at rear of train, must be observed prior to, and immediately after, the brake pipe reduction to give assurance that a brake pipe reduction was made. It must be known that brakes on the rear car of train apply. When the brake pipe pressure is being restored, as indicated by gauge at rear of train, and brakes are released on rear car, trainmen must inform engineer that the running test is complete. If radio communications are not distinct, train must be stopped with the automatic air brake and it must be determined that the brakes are operative throughout the train and have applied on rear car.

Air Brake Rule 25-B

At locations designated by the Timetable, conductor must contact engineer and inform him of the brake pipe pressure shown on the caboose gauge. Engineer must immediately repeat the brake pipe pressure figure to the conductor. If radio communication is not distinct, train must be stopped by use of automatic air brakes and it must be determined that brakes are operative throughout the train and have applied on rear car.

Air Brake Rule 33

The maximum tonnage per operative brake that may be handled on descending grades of 1.8 percent or over will be prescribed by the Superintendent.

Freight trains handling cars with single-capacity brakes (*), with tonnage exceeding 80 tons per operative brake, must not exceed 45 MPH, except maximum speed must not exceed: (1) 25 MPH; or (2) 20 MPH in grade territories as designated by Superintendent by milepost locations under appropriate subdivision.

*Loaded cars with empty-load brakes are to be considered the equivalent of one and one-half (1-1/2) cars in determining tons per operative brake.

W. Rule 319(A). The 5-minute wait period is not required when block indicator located at a switch indicates block clear.

X. Train Dispatcher authorizing movement under provision of Southern Pacific Rule 101-A or Southern Pacific Rule 110, be governed as follows:

Rule 101-A. When a train is advised by the train dispatcher of a specific location where another train has experienced an emergency application of brakes, movement between specific milepost locations must be made not exceeding 30 MPH looking out for misaligned track. After train clears the restricted limit, train dispatcher must be notified if track appears to be safe for movement at normal speed.

Rule 110. When a train is instructed by the train dispatcher in words "BETWEEN (*Milepost*) AND (*Milepost*) BE GOVERNED BY RULE 110," movement between specific milepost locations must be made not exceeding 10 MPH.

Y. Add the following to Rule 858(B):

"When an engine is left unattended *it must be placed on a track affording protection against entry to the main track* or coupled to sufficient other equipment on which hand brakes are fully applied to insure against an uncontrolled movement."

Z. *Rule G:* The use of alcoholic beverages or intoxicants by employes subject to duty, or their possession, use, or being under the influence thereof while on duty or on company property, is prohibited.

Employes shall not report for duty under the influence of, or use while on duty or on company property any drug, medication or other substance including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response or safety. Questionable cases involving prescribed medication shall be referred to a Southern Pacific medical officer.

The illegal use, possession or sale while on or off duty of a drug, narcotic or other substance which affects alertness, coordination, reaction, response or safety, is prohibited.

15. Rule 125: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

FOR OBSERVATION AND GUIDANCE, THE FOLLOWING CODES MAY APPEAR ON WORK ORDERS, TRACK LISTS AND WHEEL REPORTS.

AI	– Agri Industries	
B1	– Bad Order	
BA	– Blasting Agent	(HAZARDOUS)
CG	– Cargill	
CB	– Combustible	(HAZARDOUS)
CD	– Condemned	
CL	– Chlorine	(HAZARDOUS)
CM	– Corrosive	(HAZARDOUS)
DG	– Dangerous	
DH	– Do Not Hump	
DU	– Do Not Uncouple	
EQ	– Equity Export – Houston	
FG	– Flammable Gas	(HAZARDOUS)
FL	– Flammable	(HAZARDOUS)
FS	– Flammable Solid	(HAZARDOUS)
FW	– Flammable Solid (Dangerous When Wet)	(HAZARDOUS)
HE	– Head End Only	
HL	– High Wide Load	
HV	– High Value	
IP	– Interchange Prohibited	
IPSW	– Intraplant Switch (Respot Car)	
MR	– Mechanical Refrig. Maintain – Degrees	
MCNR	– Mechanical Car or Trailer – No Refrigeration Required	
NG	– Non-Flammable Gas	(HAZARDOUS)
NP	– No Placards Required	
OM	– Oxidizer	(HAZARDOUS)
OP	– Organic Peroxide	(HAZARDOUS)
OR	– Other Regulated Materials	
OX	– Oxygen	(HAZARDOUS)
PA	– Poison Gas	(HAZARDOUS)
PB	– Poison	(HAZARDOUS)
PE	– Houston Public Elevator	
RE	– Rear End Only	
RM	– Radioactive Material	(HAZARDOUS)
REJT	– Car Rejected by Shipper	
RSPT	– Respot Due to Railroad Error	
TURN	– Turn Car & Respot	
WH	– Weigh Heavy	
WI	– Waive Inspection – Set Direct	
WL	– Weigh Light	
XA	– Explosive "A"	(HAZARDOUS)
XB	– Explosive "B"	(HAZARDOUS)
XX	– DO NOT MOVE THIS CAR	
*(Speed)	– Speed Restriction	

*Numeric Speed Restriction will be shown.

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 unit totaling not more than 157,600 pounds tractive effort will be used. Below is 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	GP30	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.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

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 " " indicates wording at the side that applies
See footnotes for explanation

			PLACARD APPLIED ON CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
			TYPE OF CAR	ANY CARS (Car that runs regularly coupled to locomotive)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3			**RESTRICTIONS**								
4		WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th 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		LOADED FLAT CAR A FLATCAR 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		CAR PLACARDED	**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 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

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

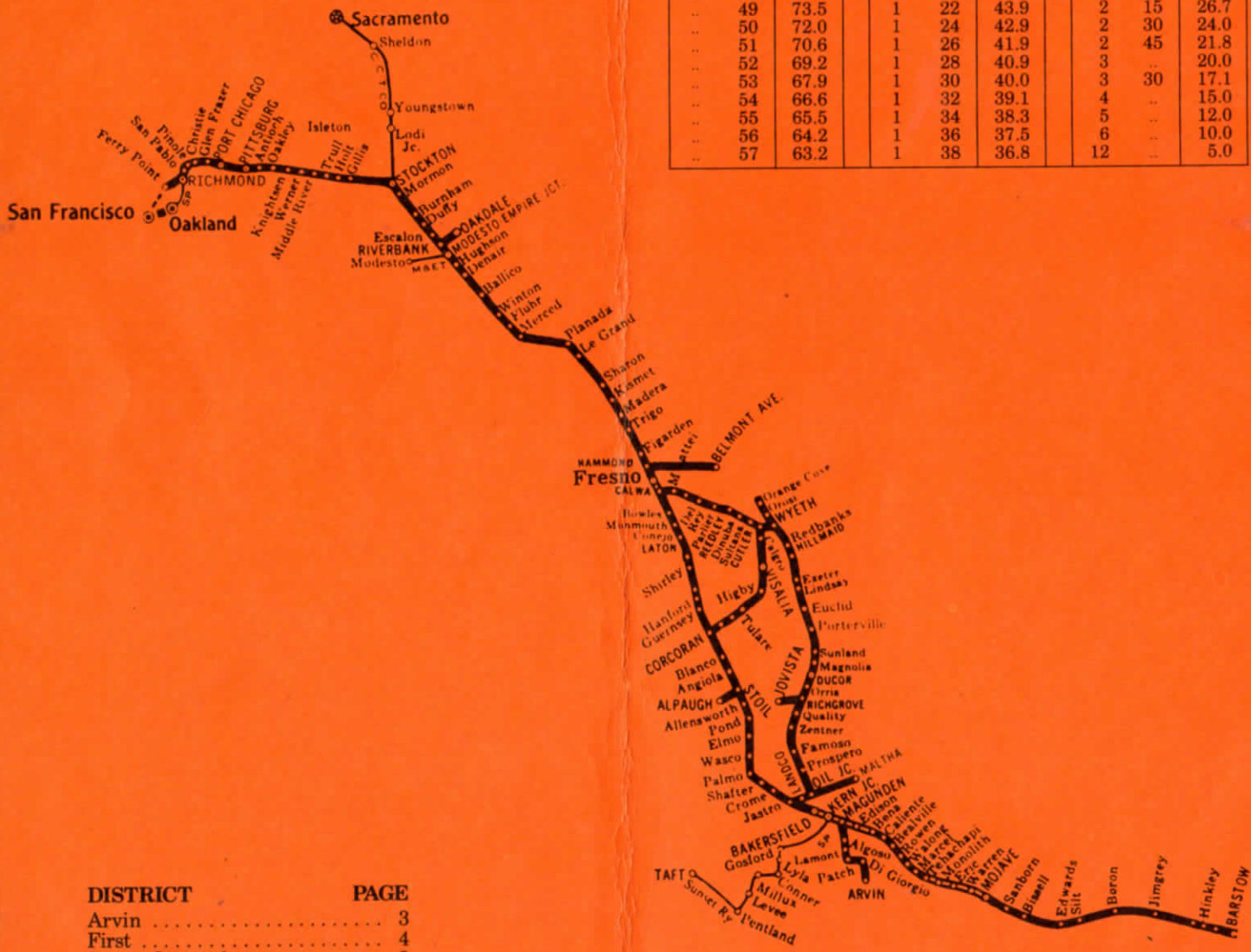
Damage to freight or cars can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

Handle freight carefully and keep our customers.

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

SPEED TABLE FOR INFORMATION ONLY

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



VALLEY DIVISION