RULE 455, VERBAL AUTHORIZATION BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman _____ (of Gang No. _____) using Track Bulletin No. _____ Line no. _____ between MP _____ and MP _____ on _____ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

(a) Movement Beyond Red Flag
To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
"_____(train)_____ may pass red flag located at MP _____ (or enter limits) without stopping".
Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) Movement at Speed Greater Than Restricted Speed
To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
"_____(train)_____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")
Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) Movement at Speed Less Than Restricted Speed
To require train or engine to move at a speed less than restricted speed, the following will be added:
"_____(train)_____ may proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____.")
Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

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

SPEED TABLE

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile 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

SANTA FE SAFETY FIRST

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN REGION

CALIFORNIA DIVISION

TIMETABLE No. 1

IN EFFECT

Sunday, May 15, 1988

At 12:01 A.M.
Pacific Time

Q.W. TORPIN
General Manager

D.M. MILLER A.K. POTTORFF J.J. HODGES
Assistant General Managers
LOS ANGELES, CALIF.

J.L. FIELDS
Division Manager
SAN BERNARDINO, CALIF.

ASSISTANT DIVISION MANAGERS

T.H. SHALIN (Administration) . . . . . San Bernardino, Calif.
G.D. LAKE (Maintenance) . . . . . San Bernardino, Calif.
L.E. DALE (Mechanical) . . . . . San Bernardino, Calif.

SUPERINTENDENTS

T.A. BAHAM . . . . . Barstow, Calif.
J.R. MERRITT . . . . . Fresno, Calif.
R.D. HARPER . . . . . Los Angeles, Calif.

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W.F. McGINN . . . . . Barstow, Calif.
K.W. JURE . . . . . Fresno, Calif.
D.L. REYNOLDS . . . . . Fullerton, Calif.
M.L. PLUMLEE . . . . . Los Angeles, Calif.
L.D. JONES . . . . . Needles, Calif.
S.F. CROOK . . . . . Richmond, Calif.
W.N. LEAVERTON . . . . . San Bernardino, Calif.

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M.E. CURTIS . . . . . Barstow, Calif.
J.A. McRAE . . . . . Barstow, Calif.
M.F. BOYCE . . . . . Barstow, Calif.
D.R. FARFAN . . . . . Fresno, Calif.
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P.L. MEREDITH . . . . . Fullerton, Calif.
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D.F. TOUSANT . . . . . Los Angeles, Calif.
G. SEFCIK . . . . . Los Angeles, Calif.
L.B. HARTMAN . . . . . Pittsburgh, Calif.
J.R. FRAIZER . . . . . Richmond, Calif.
W.L. TYLER . . . . . San Diego, Calif.
J.D. LUSK . . . . . Watson, Calif.

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GENERAL SUPERVISORS TRAIN HANDLING

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J.T. CAMPBELL . . . . . Barstow, Calif.
M.E. BROOKS . . . . . Fresno, Calif.
M.A. THORNTON . . . . . Los Angeles, Calif.
W.G. COMSTOCK (Amtrak) . . . . . Los Angeles, Calif.

MANAGER OF RULES

C.R. SAUNDERS . . . . . San Bernardino, Calif.

MANAGERS OF SAFETY

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J.M. BIERD . . . . . San Bernardino, Calif.

SUPERVISORS TRAIN OPERATIONS

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D.R. MACIEL, JR. . . . . Fresno, Calif.
D.M. ILER . . . . . Fresno, Calif.
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D.L. DAVIES . . . . . San Bernardino, Calif.
D.K. YOUNG . . . . . San Bernardino, Calif.
R.C. BUNDY . . . . . San Bernardino, Calif.

TRAIN DISPATCHERS – FRESNO, CALIF.

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D.F. PAULS	G.E. BOWMAN	F.R. GARCIA
M.S. BYRNE	G.L. RICHARDSON	N.A. MYROW
	T.B. ROSAL	

TRAIN DISPATCHERS – SAN BERNARDINO, CALIF.

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D. E. PRYOR	J. X. JUSZCZYK	A. A. MARQUEZ
J. M. TIDEMANN	C. Q. PATTERSON	R. R. HUDSON
T. A. HUGHES	G. W. DRIPPS	G. J. FERRIS
R. N. BROWNING	K. L. BARRYMORE	V. D. HATCH
G. W. BUXTON	D. G. METCALFE	J. T. HICKS
G.S. DRESSLER	D.C. FREEMAN	

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EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions – Red, Yellow and Green flags or discs

Permanent Speed Sign – Square or rectangular in shape, Yellow with numerals or Green

Permanent Stop Sign – Rectangular in shape, Red

Whistle Sign – Square in shape, White with letter "W"

Santa Fe Police Communications Center
Toll Free Telephone Number
800 - 333 - 2383

WESTWARD ↓ — NEEDLES SUBDIVISION

FIRST CLASS 35 PSGR Leave Daily	FIRST CLASS 3 PSGR Leave Daily	Station Number	Siding Feet		STATIONS	
	AM 1:15	19800		DT ABS TWC	NEEDLES	BMPRTXY
					NO. 2.2 WEST NEEDLES	
		19795	5317	2MT CTC	5.4 JAVA	
		19790	5650		6.8 IBIS	M
		19785	5418	DT ABS TWC	NO. 5.4 BANNOCK	X
		19780	6716		4.6 HOMER	X
	1:49	19775	9218		7.5 GOFFS	PX
		19770		DT ABS TWC ATS	9.7 FENNER	PX
		19765			7.5 ESSEX	X
		19760	5383		8.5 DANBY	X
	2:17	19295	9328		13.4 CADIZ	PTX
		19290			10.3 SALTUS	X
		19285	5296		3.1 AMBOY	PX
		19280			7.8 BAGDAD	PX
		19275	6746	DT ABS TWC	7.4 SIBERIA	X
	2:51	19265	5414		NO. 9.5 ASH HILL	PTX
		19260			6.7 LUDLOW	PX
	3:06	19250	6605	DT ABS TWC ATS	13.2 PISGAH	PX
		19245			6.2 HECTOR	PX
		19240	7352		12.8 NEWBERRY	XY
		19235			6.9 MINNEOLA	X
AM 10:07		19215		CTC 2MT	4.8 DAGGETT	M
					6.3 EAST BARSTOW	
s10:22 AM Arrive Daily	s3:58 AM Arrive Daily	19000			2.3 BARSTOW	BPRT
		NORTH (168.7)				

NEEDLES SUBDIVISION — EASTWARD ↑

STATIONS			Mile Post	Siding Feet	FIRST CLASS 4 PSGR Arrive Daily	FIRST CLASS 36 PSGR Arrive Daily
NEEDLES	BMPRTXY	DT ABS TWC	578.0		AM s2:25	
SO. 2.1 WEST NEEDLES			580.2			
5.4 JAVA		2MT CTC	585.6			
6.8 IBIS	M		592.3			
SO. 4.6 BANNOCK	X	DT ABS TWC	597.0			
4.6 HOMER	X		601.5			
7.5 GOFFS	PX		609.1	7254	1:38	
9.7 FENNER	PX		618.7			
7.5 ESSEX	X		626.2	5369		
8.5 DANBY	X		634.7	5841		
13.4 CADIZ	PTX	DT ABS TWC ATS	648.1	9292	1:07	
10.3 SALTUS	X		658.4	2590		
3.1 AMBOY	PX		661.5	5406		
7.8 BAGDAD	PX		669.3	5022		
7.4 SIBERIA	X	DT ABS TWC	676.6			
SO. 7.7 ASH HILL	PTX		686.7	7113	12:38	
6.7 LUDLOW	PX		693.4			
13.2 PISGAH	PX	DT ABS TWC ATS	706.6	6682	12:22 AM	
6.2 HECTOR	PX		712.8			
12.8 NEWBERRY	XY		725.6	5363		
6.9 MINNEOLA	X		732.5			PM 6:00
4.8 DAGGETT	M	CTC 2MT	737.3			
6.3 EAST BARSTOW			743.6			
2.3 BARSTOW	BPRT		745.9		11:54 PM Leave Daily	5:20 PM Leave Daily
(166.0) SOUTH						

YARD LIMITS
Needles, M.P. 575.1 to 580.2
Newberry, M.P. 725.0 to 728.0 (South track only)

TWC in effect between Daggett and Ibis, and at Needles.

Double Track in effect between Ibis and Daggett.

Rule 410: In Double Track (DT) territory, when running with the current of traffic, not necessary to report limits clear unless so instructed by dispatcher.

Rule 450: Westward trains from Union Pacific Railroad for which Daggett is initial station will receive a track warrant at Union Pacific, Yermo.

No. 4, No. 36 and eastward Union Pacific trains will not receive a track warrant at Barstow unless otherwise instructed by the train dispatcher.

CTC in effect: On main tracks between M.P. 580.2 and M.P. 592.3; between M.P. 737.3 and Barstow; on freight lead, Needles.

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 40 MPH, immediately reduce to that speed".

Helper locomotives at or near rear of train may use dynamic brake as follows: Goffs to Cadiz; Ash Hill to Bagdad; Pisgah to Hector; Goffs to Needles.

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

	BETWEEN:	MPH Psgr.	MPH Frt.
NORTH TRACK	Needles and M.P. 609.1	60	55*
	Goffs and Bagdad	90	55*
	Bagdad and Pisgah	79	55*
	Pisgah and Daggett	90	55*
	Daggett and Barstow	79	55*
SOUTH TRACK	Barstow and Daggett	79	55*
	Daggett and Pisgah	90	55*
	Pisgah and M.P. 685.8	79	55*
	M.P. 685.8 and M.P. 671.4	79	45
	M.P. 671.4 and Bagdad	79	55*
	Bagdad and M.P. 646.1	90	55*
	M.P. 646.1 and Goffs	79	55*
	Goffs and Needles	60	55*
BOTH TRACKS	Daggett and Ibis against current of traffic	59	49

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:
Westward M.P. 611.0 to M.P. 635.0
M.P. 706.5 to 713.0
Eastward M.P. 700.0 to 694.0
M.P. 686.5 to 669.5
M.P. 607.4 to 578.0

*Maximum authorized speed for freight trains is 70 MPH provided:
(1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses, and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 8500 feet.
(4) Train does not average more than 80 tons per operative brake.
(5) Locomotive can control speed to 70 MPH without use of air brakes.
NOTE: Freight trains qualifying for 70 MPH must not exceed 60 MPH between Needles and Goffs.

NEEDLES SUBDIVISION

(B) SPEED RESTRICTIONS – TONNAGE

(a) Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

(b) Freight trains averaging more than 80 tons per operative brake, having more than 5500 tons or having more than 1200 tons per operative dynamic brake must not exceed 45 MPH Goffs to Needles.

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
	NORTH TRACK	
"H" Street Crossing	M.P. 578.1	15
17 Curves	M.P. 578.0 to 587.0	50
3 Curves	M.P. 587.0 to 587.8	45
3 Curves	M.P. 587.8 to 589.3	50
2 Curves	M.P. 589.3 to 592.7	55
Curve	M.P. 592.7 to 593.3	50
Curve	M.P. 593.3 to 593.8	30*
7 Curves	M.P. 593.8 to 599.1	55
Curve	M.P. 609.1 to 610.3	80
6 Curves	M.P. 610.3 to 614.6	85
2 Curves	M.P. 618.9 to 620.4	80
3 Curves	M.P. 623.2 to 625.5	80
2 Curves	M.P. 629.9 to 631.0	80
Curve	M.P. 638.8 to 639.2	80
5 Curves	M.P. 642.4 to 646.0	80
Curve	M.P. 655.7 to 656.0	85
Curve	M.P. 670.5 to 671.5	70
11 Curves	M.P. 671.5 to 678.1	50
3 Curves	M.P. 678.1 to 680.3	35
3 Curves	M.P. 680.3 to 682.7	50
2 Curves	M.P. 682.7 to 683.5	40
2 Curves	M.P. 683.5 to 686.2	50
2 Curves	M.P. 686.2 to 688.4	70
2 Curves	M.P. 688.4 to 689.5	55
2 Curves	M.P. 689.5 to 692.9	75
Curve	M.P. 692.9 to 693.7	65
4 Curves	M.P. 693.7 to 695.0	45*
10 Curve	M.P. 695.0 to 702.0	55
4 Curves	M.P. 707.8 to 710.4	65
2 Curves	M.P. 710.4 to 711.6	80
5 Curves	M.P. 739.7 to 745.0	75
4 Curves	M.P. 745.0 to 747.1	50
	SOUTH TRACK	
3 Curves	M.P. 747.1 to 745.0	50
5 Curves	M.P. 745.0 to 739.7	75
Curve	M.P. 711.6 to 710.6	80
4 Curves	M.P. 710.6 to 708.2	65
Curve	M.P. 708.2 to 707.8	60
Curve	M.P. 702.0 to 701.5	55
Curve	M.P. 701.5 to 700.4	65
6 Curves	M.P. 700.4 to 696.2	70
2 Curves	M.P. 696.2 to 694.9	55
4 Curves	M.P. 694.9 to 693.6	45*
Curve	M.P. 693.6 to 692.8	65
2 Curves	M.P. 692.8 to 689.5	75
2 Curves	M.P. 689.5 to 688.4	55
3 Curves and Grade	M.P. 688.4 to 685.8	65
Curve and Grade	M.P. 685.8 to 683.4	70
2 Curves and Grade	M.P. 683.4 to 680.7X	45*
2 Curves and Grade	M.P. 680.7X to 677.8	60
10 Curves and Grade	M.P. 677.8 to 671.4	65
Curve	M.P. 656.0 to 655.7	80
5 Curves	M.P. 646.1 to 642.4	70
Curve	M.P. 639.2 to 638.8	75
3 Curves	M.P. 631.0 to 628.7	75

(Continued on next page)

NEEDLES SUBDIVISION

(C) SPEED RESTRICTIONS – VARIOUS (continued)

	LOCATION	MPH
6 Curves	M.P. 625.5 to 618.9	65
5 Curves	M.P. 618.9 to 612.2	70
4 Curves	M.P. 612.2 to 609.1	65
3 Curves	M.P. 589.3 to 587.8	50
3 Curves	M.P. 587.8 to 587.0	45
14 Curves	M.P. 587.0 to 578.0	50
"H" Street Crossing	M.P. 578.1	15
	NEEDLES YARD	
Needles Freight Lead	M.P. 578.4 to 580.3	30
"H" Street Crossing	M.P. 578.1	15
	BARSTOW YARD	
Needles Subdivision Yard Entry between First Street Bridge, M.P. 746.5 and junction High and Low Leads		30
Low Lead		15
Balloon Track		10

*Denotes restrictions protected by Inert ATS Inductors

(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 Dual Control, spring and power switches and crossovers at following locations:

"D" - Dual Control "S" - Spring "WE" - West end
"EE" - East end "P" - Power

Station	Type	Location	MPH
Needles	D	Crossover freight lead to North Track M.P. 578.4	30
	D	Crossover M.P. 578.4	30
West Needles	D	West end freight lead	50
	D	Two Crossovers	50
Ibis	D	Two Crossovers	50
Bannock	S	WE North Siding	15
Homer	S	WE North Siding	15
Goffs	S	WE North Siding EE South Siding	15
Essex	S	EE South Siding	15
Danby	S	WE North Siding EE South Siding	15
Cadiz	S	WE North Siding EE South Siding	15
Amboy	S	WE North Siding EE South Siding	15
Bagdad	S	EE South Siding	15
Siberia	S	WE North Siding	15
Ash Hill	S	WE North Siding EE South Siding	15
Pisgah	S	WE North Siding EE South Siding	15
Newberry	S	WE North Siding EE South Siding	15
Daggett	D	Two Crossovers	50
	D	Turnout to Union Pacific main track	20
	S	WE U.P. Siding	15
East Barstow	D	Two Crossovers	50
	D	Auxiliary Yard Entry	30
Barstow	D	EE Passenger Siding	20
	D	Crossover	50
	D	Yard Entry	50
House 93	D	WE Passenger Siding	20
	D	Crossover	50
	D	Departure Yard Lead	50
	D	Inspection Yard Lead	50
House 90	D	Inspection Yard Lead	50
	D	North Departure Yard Lead	50
	D	South Departure Yard Lead	50
	D	Two Crossovers	50
Valley Jct.	D	California Division Jct.	50
Hutt	D	Mojave Subdivision Receiving Yard Lead	30
House 86	D	Cajon Subdivsion Receiving Yard Lead M.P. 4.3	30
Barstow Yard	D	EE and WE Inspection Yard Tracks 1102 and 1103	50

(continued on next page)

NEEDLES SUBDIVISION

(D) SPEED RESTRICTIONS – SWITCHES (continued)

Station	Type	Location	MPH
Barstow Yard	D	Jct. of High and Low Leads on Needles Subdivision Yard Entry Track	30
	P	Crossovers between Cajon and Mojave Subdivision 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 Yard	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

(E) SPEED RESTRICTIONS – LIGHT ENGINES

		Light Forward
Diesels without dynamic brakes in use	Ash Hill-Bagdad . . .	24
	Goffs-Needles	24

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Klondike	682.0	345	West (North Track)
Lavic	702.7	235	East (South Track)
Airport Spur	732.6	9048	East (North Track)
Cool Water	735.9	300	West (North Track)
Nebo	741.6	5488	East and West (South Track)

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 587.9	Highwater	Signals 5861, 5863, 5892 & 5894
M.P. 607.5 North Track	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 612.4 South Track	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 628.1 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 642.9	Highwater	Signals 6421 & 6442
M.P. 644.5 North Track	Hot Box & Dragging Equipment	Rotating white lights at scanner at M.P. 646.5 & locator (M.P. 648.1)
M.P. 651.6 South Track	Hot Box & Dragging Equipment	Rotating white lights at scanner & at locator (M.P. 648.9)
M.P. 665.0 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 690.3 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 711.1 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 733.3 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner

WEST-WARD ↓ CADIZ SUBDIVISION ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
19500		PARKER	PTY	105.8
		14.2		
19460	880	VIDAL		120.0
		20.4		
19330	2471	RICE	TY	140.4
		3.6		
19325	2100	FREDA		144.0
		7.0		
19320	2846	SABLON		151.0
		13.0		
19315		MILLIGAN		164.0
		5.2		
19310		FISHEL		169.2
		21.3		
19295		CADIZ	PTY	190.5
		(84.7)		

TWC in effect between Parker and Cadiz.

YARD LIMITS
Parker to Earp, M.P. 103.1 and 108.0
Rice, M.P. 139.0 to 142.0
Cadiz, M.P. 189.0 to 190.5

Rule 452: Crews tying up at Parker will retain Form "A" track bulletins, and, unless directed otherwise by the train dispatcher, will observe them on succeeding trips.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Cadiz Subdivision	49

(B) SPEED RESTRICTIONS – TONNAGE

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

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Bridge and Curve	M.P. 106.8 to 107.3	30
Track	M.P. 107.3 to 118.9	40
Curve	M.P. 165.2 to 165.6	40
Curve	M.P. 183.0 to 183.2	40
Curve	M.P. 190.0 to 190.3	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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Earp	107.3	1236	West
Grommet	131.6	300	East
Standard Chemical Co.	162.6	988	East and West
Pacific Salt Co.	163.7	212	East and West
Metropolitan Water Dist.	163.9	1711	East and West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 186.6	Highwater	Rotating red light on poles located M.P. 187.1 and M.P. 186.1

WEST-WARD ↓ RIPLEY SUBDIVISION ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
19410		RIPLEY	Y RULE 93	49.4
		7.4		
19400		BLYTHE	BPRTY	42.0
		25.5		
19335	526	STYX	TWC	16.5
		16.5		
19330	2471	RICE	TY	0.0
		(49.4)		

TWC in effect between Blythe and Rice.

YARD LIMITS
Ripley, M.P. 49.4 to 41.0
Rice, M.P. 1.0 to 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Rice and Blythe	40
Blythe and Ripley	20

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
4 Curves	M.P. 0.0 to 1.0	15
Track	M.P. 1.0 to 6.0	30
Bridge	M.P. 10.3	20
3 Curves	M.P. 14.6 to 15.2	25
4 Curves	M.P. 15.6 to 16.4	20
4 Curves	M.P. 16.7 to 17.7	30
5 Curves	M.P. 34.6 to 36.4	30

(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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Midland	17.8	308	West
Cox	20.4	933	East
Inca	22.6	1512	East and West
Mesaville	33.0	472	West
Miller Farms	44.7	1450	East and West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge M.P. 10.3	Highwater	Rotating red light on poles located M.P. 9.9 and M.P. 10.7

WEST-WARD ↓ LUCERNE VALLEY SUBDIVISION ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
19060	2900	CUSHENBURY	Y	29.2
		3.1		
	700	SPUR 5		26.1
		10.5		
	760	BASS	TWC	15.6
		4.3		
	122	SPUR 2		11.3
		4.3		
	114	SPUR 1		7.0
		6.8		
19055		HESPERIA	PY	0.0
		(29.2)		

TWC in effect between Cushenbury and Hesperia.

YARD LIMITS
Hesperia, M.P. 0.0 to 0.9
Cushenbury, M.P. 28.0 to 29.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Hesperia and M.P. 25.2	35
M.P. 25.2 and 29.2	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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Pluess-Staufer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

WESTWARD ↓				CAJON SUBDIVISION			EASTWARD ↑	
FIRST CLASS							FIRST CLASS	
35 PSGR	3 PSGR			STATIONS			36 PSGR	4 PSGR
Leave Daily	Leave Daily	Station Number	Siding Feet			Mile Post	Arrive Daily	Arrive Daily
AM 10:27	AM 4:12	19000		BARSTOW BPRT		745.9	PM s 5:20	PM s11:50
				0.9				
				HOUSE 93		746.8		
				2.2				
				HOUSE 90		749.0		
				0.9				
				VALLEY JCT.		749A.0		
				0.9				
				HOUSE 86		4.3		
				2.4				
		19015		LENWOOD		6.7		
				6.9				
				HODGE		13.6		
				15.8				
				EAST ORO GRANDE		29.4		
				2.1				
		19035		ORO GRANDE	CTC 2MT	31.5		
				3.1				
				EAST VICTORVILLE		34.6		
				2.1				
		19045		VICTORVILLE P		36.7		
				1.3				
				FROST		38.0		
				7.1				
		19055		HESPERIA		45.1		
				5.0				
				LUGO		50.1		
				5.8				
		19065		SUMMIT		55.9		
				NO. 8.9 — SO. 6.9				
		19075		CAJON		62.8		
				6.6				
		19080		KEENBROOK		69.4		
				4.5				
				VERDEMONT		73.9		
				6.9				
				FIFTH STREET		80.8		
				0.7				
s12:07 PM	s 6:03 AM	19100		SAN BERNARDINO BPRT		81.5	3:30 PM	10:02 PM
Arrive Daily	Arrive Daily			SOUTH TRACK (82.0) NORTH TRACK (84.0)			Leave Daily	Leave Daily

CTC in effect: On Main Tracks between Barstow and San Bernardino.

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 40 MPH, immediately reduce to that speed".

Rule 916: At Summit, westward passenger trains will make running test of train brakes between M.P. 55 and M.P. 56.

If train is stopped at Summit for any reason, an automatic brake application of not less than 10 psi will be made and not released until ready to proceed.

Main tracks cross at grade separation M.P. 39.1 and are designated as prescribed by Rule 153 (as amended) either side of crossing.

Helper locomotives at or near rear of train may use dynamic brake:
Summit to Victorville and Summit to San Bernardino

Rule 450: Nos. 3, 4, 35, 36 and Union Pacific trains will not receive a track warrant unless instructed otherwise by the train dispatcher. Santa Fe trains which operate through San Bernardino without changing crews will not receive a track warrant at San Bernardino.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH	
BETWEEN:	Psgr.	Frt.
Barstow and San Bernardino	79	55*

Speed limit freight trains with dynamic brakes not in use, 30 MPH on descending grades:
Eastward M.P. 54.4 to M.P. 38

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:
Between M.P. 79.2 and M.P. 79.5 on Both Tracks

* Between Barstow and Summit, maximum authorized speed for freight trains is 70 MPH provided:
(1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses, and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 8500 feet.
(4) Train does not average more than 80 tons per operative brake.
(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 operative brake, or when train exceeds 7000 tons.

CAJON SUBDIVISION

(C) SPEED RESTRICTIONS – VARIOUS LOCATION		MPH Psgr.	MPH Frt.
WESTWARD MOVEMENTS BOTH TRACKS			
2 Curves	M.P. 746.4 to 747.1	50	50
2 Curves	M.P. 747.1 to 4.6 (North Track)	60	60
4 Curves	M.P. 747.1 to 4.6 (South Track)	60	60
2 Curves	M.P. 10.3 to 11.9	75	
Curve	M.P. 16.7 to 17.2	75	
Curve	M.P. 19.7 to 20.4	75	
Curve	M.P. 30.6 to 31.8	75	
2 Curves	M.P. 31.8 to 33.8	55	55
2 Curves	M.P. 33.8 to 34.3	35*	35
4 Curves	M.P. 34.3 to 37.2	45	45
1 Curve	M.P. 37.2 to 37.4	35	35
8 Curves	{ M.P. 37.4 to 39.1 (North Track) / M.P. 39.1 to 42.0 (South Track) }	45	45
2 Curves	{ M.P. 37.4 to 39.1 (South Track) / M.P. 39.1 to 39.3 (North Track) }	40	40
4 Curves	M.P. 39.3 to 42.0 (North Track)	45	45
Curve	M.P. 42.0 to 43.7	50	50
Curve	M.P. 47.2 to 48.1	65	65
Curve	M.P. 48.1 to 48.8	55	55
17 Curves	M.P. 48.8 to 56.1	50	50
Grade	M.P. 56.1 to 56.6 (South Track)	40	40
Grade	M.P. 56.1 to 56.6 (North Track)	45	45
Grade	M.P. 56.6 to 62.2 (South Track)	30*	20
Grade	M.P. 56.6 to 64.2X (North Track)	30*	30
Grade	M.P. 62.2 to 64.2	40	35
Grade	M.P. 64.2 to 66.5	35	35
Grade	M.P. 66.5 to 72.6	40	35
Grade	M.P. 72.6 to 80.8	50	35
Curve and Track	M.P. 80.8 to 81.5	20*	20
EASTWARD MOVEMENTS BOTH TRACKS			
Curve	M.P. 81.5 to 80.8		20
Curve	M.P. 79.5 to 79.3		55
Curve	M.P. 79.3 to 78.3		60
2 Curves	M.P. 72.6 to 71.5		45
2 Curves	M.P. 71.5 to 70.8		40
8 Curves	M.P. 70.8 to 66.5		45
6 Curves	M.P. 66.5 to 64.2		35
3 Curves	M.P. 64.2 to 62.2		45
16 Curves	M.P. 62.2 to 56.6 (South Track)		30
Curve	M.P. 56.6 to 56.1 (South Track)		40
5 Curves	M.P. 64.2X to 61.7X (North Track)		35
12 Curves	M.P. 61.7X to 57.4X (North Track)		30
Curve	M.P. 57.4X to 57.0X (North Track)		40
Curve	M.P. 57.0X to 56.1 (North Track)		45
17 Curves	M.P. 56.1 to 48.8		50
Curve	M.P. 48.8 to 48.1		55
Curve	M.P. 48.1 to 47.2		65
Curve	M.P. 43.7 to 42.0		50*
8 Curves	{ M.P. 42.0 to 39.1 (South Track) / M.P. 39.1 to 37.4 (North Track) }		45
4 Curves	M.P. 42.0 to 39.3 (North Track)		45
2 Curves	{ M.P. 39.3 to 39.1 (North Track) / M.P. 39.1 to 37.4 (South Track) }		40
1 Curve	M.P. 37.4 to 37.2		35
4 Curves	M.P. 37.2 to 34.3		45
2 Curves	M.P. 34.3 to 33.8		35
2 Curves	M.P. 33.8 to 31.8		55
Curve	M.P. 31.8 to 30.6		75
Curve	M.P. 20.4 to 19.7		75
Curve	M.P. 17.2 to 16.7		75
2 Curves	M.P. 11.9 to 10.3		75
2 Curves	M.P. 4.6 to 747.1 (North Track)		60
4 Curves	M.P. 4.6 to 747.1 (South Track)		60
2 Curves	M.P. 747.1 to 746.4		50

* Denotes restrictions protected by Inert ATS Inductors

CAJON SUBDIVISION

(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 Dual Control switches and crossovers at following locations:

Station	Type	Location	MPH
Barstow		See Needles Subdivision Page 5	
Lenwood	D	Two crossovers	50
Hodge	D	Two crossovers	50
East Oro Grande	D	Two crossovers	50
East Victorville	D	One crossover	50
Frost	D	Two crossovers	50
Lugo	D	Two crossovers	50
Summit	D	Two crossovers	50
Cajon	D	Two crossovers	50
Keenbrook	D	Two crossovers	50
Verdemont	D	Two crossovers	50
Fifth Street	D	One crossover	20

(E) RULE 921 – SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS GOVERNING THE USE OF RETAINERS FOR WESTWARD FREIGHT TRAINS, SUMMIT TO SAN BERNARDINO.

1. Trains with all locomotives on head end must not exceed an average of 115 tons per operative brake. Trains with "RCE" in operation or with helper locomotives at or near rear of train must not exceed 135 tons per operative brake. Train tonnage excludes weight of locomotives.

2. Speed Restrictions:

	Operative Dynamic Brakes	MPH	Exceptions:	MPH
SOUTH TRACK M.P. 56.6 to CAJON	Average Tonnage Does Not Exceed 115 Tons Per Operative Brake	15	Average Tonnage Does Not Exceed 95 Tons Per Operative Brake and Train Tonnage Does Not Exceed 4500 Tons	20
NORTH TRACK M.P. 56.6 TO CAJON AND EITHER TRACK CAJON TO SAN BERNARDINO	Average Tonnage Does Not Exceed 115 Tons Per Operative Brake	20	Average Tonnage Does Not Exceed 95 Tons Per Operative Brake and Train Tonnage Does Not Exceed 6500 Tons	30
	Without Operative Dynamic Brakes	MPH	*RCE* or Helper Operation with Dynamic Brakes	MPH
SOUTH TRACK M.P. 56.6 to CAJON	Not To Exceed An Average of 85 Tons Per Operative Brake		Average Tonnage Does Not Exceed 135 Tons Per Operative Brake	15
		15	Average Tonnage Does Not Exceed 95 Tons Per Operative Brake and Train Tonnage Does Not Exceed 4500 Tons	20
NORTH TRACK M.P. 56.6 to CAJON AND EITHER TRACK CAJON TO SAN BERNARDINO	Not To Exceed An Average of 95 Tons Per Operative Brake	15	Average Tonnage Does Not Exceed 135 Tons Per Operative Brake	20
			Train Tonnage Between 6500 Tons and 12000 Tons	25
			Train Tonnage Does Not Exceed 6500 Tons	30

NOTE: Either Track Cajon to San Bernardino, when average tonnage does not exceed 95 tons per operative brake and train tonnage does not exceed 4500 tons and speed controlled only with dynamic brakes 35 MPH, if air brakes used to control speed of train 30 MPH.

3. When it is known before leaving Summit that locomotives do not have operative dynamic brakes, train must stop. Before releasing train brakes, starting behind lead locomotives, set 15 retainers in high pressure position, release train brakes, then place head one-half of trains' retainers in high pressure and remainder of retainers in low pressure position. Brake system must be fully charged before proceeding. Excessive use of engine brakes is prohibited. If retainers are positioned before reaching Cajon, a 10 minute cooling stop must be made at Verdemont.

   If train averages over 85 tons per operative brake on South Track Summit to Cajon, or over 95 tons per operative brake on North Track Summit to Cajon or either track Cajon to San Bernardino, before proceeding, locomotives must have 2 or more operative dynamic brakes.

CAJON SUBDIVISION

4. With dynamic brakes in use and brake pipe reduction exceeds 18 psi, to maintain authorized speed, train must be stopped immediately.

   To control train speed, a sufficient number of retainers (not less than 20), starting behind lead locomotives, must be set in high pressure position, before releasing train brakes.

   Before proceeding, brake system must be fully charged.

   Trains operating with retainers must stop east of controlled signal Fifth Street and turn down retainers before proceeding.

5. Any time a train stops and it is necessary to hold train while the brake system is being recharged, starting behind lead locomotive, apply a sufficient number of hand brakes. Before proceeding, hand brakes must be released.

6. Speed of trains must not be controlled exclusively with dynamic brakes and locomotives brakes, when train tonnage exceeds: 2500 tons on South Track Summit to Cajon; 3500 tons on North Track Summit to Cajon and 4500 tons on either track Cajon to San Bernardino.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Helendale	21.1	1051	East & West (North Track)
	21.1	1050	East & West (South Track)
Thorn	41.1	2995	East & West (North Track)
Martinez Spur	54.2	3780	East (North Track)
Alray	59.7X	920	East (North Track)
Devore	71.0	1600	East & West (South Track)
Ono	75.0	1960	East (North Track)

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 28.5 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 48.5 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner

WESTWARD ↓ REDLANDS SUBDIVISION ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
		End of Track	Y		13.4
		1.4			
19165	790	MENTONE	Y	Rule 93	12.0
		3.2			
19145		REDLANDS	Y		8.8
		8.8			
19100		SAN BERNARDINO	BPRTY		0.0
		(13.4)			

YARD LIMITS
M.P. 13.4 to San Bernardino

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Redlands Subdivision	10

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Crossings	M.P. 0.0 to 0.7	5

(D) SPEED RESTRICTIONS – SWITCHES
Maximum speed through all turnouts 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Craf	11.4	188	East

WESTWARD ↓ PASADENA SUBDIVISION

FIRST CLASS 3 PSGR Leave Daily	Station Number	Siding Feet	STATIONS	
AM 6:03	19100		SAN BERNARDINO	BPRT
			0.7 WEST YARD	Y
6:10	24825	1935	2.9 RIALTO	
	24800		6.9 KAISER	PY
	24292		5.9 CUCAMONGA	TY
6:26	24284	2363	3.2 UPLAND	
	24264		3.9 CLAREMONT	Y
s6:38	24250	3079	1.9 POMONA	
	23710	2820	7.7 GLENDORA	
6:48	23700		2.5 AZUSA	T
	23690	6165	1.3 IRWINDALE	PY
	23592	2740	2.0 BUTLER	Y
	23580		4.0 ARCADIA	PY
	23572	1800	3.1 CHAPMAN	
s7:13	23565	1702	4.4 PASADENA	
7:18	23556	1698	2.5 OLGA	
			4.5 WATER STREET	Y
			0.7 BROADWAY	
			0.6 MISSION TOWER	MPRT
7:55 AM			0.8 LOS ANGELES Union Psgr Terminal	BMP
Arrive Daily			(59.3)	

PASADENA SUBDIVISION ↑ EASTWARD

STATIONS			Mile Post	FIRST CLASS 4 PSGR Arrive Daily
SAN BERNARDINO	BPRT	CTC 2MT	81.5	PM s10:02
0.7 WEST YARD	Y		82.0	
2.9 RIALTO			84.9	9:47
6.9 KAISER	PY		91.8	
5.9 CUCAMONGA	TY		97.7	
3.2 UPLAND			100.9	9:32
3.9 CLAREMONT	Y		104.8	
1.9 POMONA		ABS TWC	106.7	s 9:27
7.7 GLENDORA			114.4	
2.5 AZUSA	T		116.9	
1.3 IRWINDALE	PY		118.2	
2.0 BUTLER	Y		120.2	
4.0 ARCADIA	PY		124.2	
3.1 CHAPMAN			127.3	9:01
4.4 PASADENA			131.7	s 8:56
2.5 OLGA			134.2	
4.5 WATER STREET	Y		138.7	
0.7 BROADWAY		CTC 2MT	139.4	8:34
0.6 MISSION TOWER	MPRT		140.0	
0.8 LOS ANGELES Union Psgr Terminal	BMP			8:30 PM
(59.3)				Leave Daily

At Los Angeles: Rules and Regulations of Los Angeles Union Passenger Terminal must be observed within terminal limits.

CTC in effect: On main tracks between Broadway and Mission Tower and on main tracks between San Bernardino and West Yard.

TWC in effect between West Yard and Broadway.

YARD LIMITS
West Yard, M.P. 82.2 to 83
Kaiser to Cucamonga, M.P. 89.7 to 99.0
Claremont, M.P. 104.4 to 105.5
Irwindale to Arcadia, M.P. 117.5 to 124.5
Water Street to Broadway, M.P. 138.2 to 139.4

Rule 315(A): When crank type dual control switches controlled by Mission Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
San Bernardino and Los Angeles	65	55
Rialto, Cucamonga Foothill Spur, Muscat, Metropolitan and Pasadena Industrial Spurs	15	15

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

Westward
M.P. 109.2 to 121.0
M.P. 131.3 to 139.3

Eastward
M.P. 129.0 to 122.8

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between:
M.P. 111.8 and 115.5
M.P. 118.8 and 119.7
M.P. 123.5 and 123.8
M.P. 127.3 and 128.3

(B) SPEED RESTRICTIONS – TONNAGE

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

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH Psgr.	MPH Frt.
Track	M.P. 81.5 to 82.2	20	20
Track	M.P. 82.2 to 85.2	30*	30
Fontana	M.P. 88.5 to 88.9	50	50
6 Curves	M.P. 111.8 to 116.9	55	
2 Curves	M.P. 118.8 to 119.7	55	
2 Curves	M.P. 122.2 to 124.8	60	
Track	M.P. 124.8 to 131.0	60	40
Track	M.P. 131.0 to 131.8	20*	20
Track	M.P. 131.8 to 135.5	30	25
11 Curves	M.P. 135.5 to 140.0	25	25
Curve	M.P. 140.0 to 140.2	15	15

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS – SWITCHES

Trailing movements, spring point derails:	MPH
Metropolitan Spur, 4068 ft. from main track	10

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

Station	Type	Location	MPH
West Yard	D	One crossover	20
Broadway	D	Two track junction switch	20

PASADENA SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	2200	West
Fontana	88.8	700	East & West
Muscat Spur	90.4	4685	West
Etiwanda	93.7	2700	East & West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	5600	East & West
La Verne	107.9	750	East
Metropolitan Spur	108.6	5475	West
San Dimas	110.2	2100	East & West
Bircher Spur	119.0	7918	West
Duarte	121.0	764	East & West
Monrovia	122.4	600	West
Pasadena Industrial Spur	127.5	10933	East
Lamanda Park		1772	East & West
Raymond	132.7	475	West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 92.8	Highwater	Signals 921 and 932
Bridge 93.6	Highwater	Signals 923 and 932
M.P. 121.4	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 135.0 Westward Movements	Slide Detector Fence	Signal 1331 & rotating red light at M.P. 135.0
M.P. 135.3 Eastward Movements	Slide Detector Fence	Signal 1352 & rotating red light at M.P. 135.3

WESTWARD ↓ OLIVE SUBDIVISION ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
25275		ATWOOD	PT	CTC	0.0
		2.4			
25290		OLIVE			2.4
		1.7			
		S.P. CROSSING	M		4.1
		1.4			
		OLIVE JCT.	T		5.5
		(5.5)			

CTC in effect: On main track between Atwood and Olive Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Olive Subdivision	40

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Curve	M.P. 0.0 to 0.8	25

(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 Dual Control switches and crossovers at following locations:

Station	Type	Location	MPH
Atwood	D	Junction switch	25

Rule 450: Trains will not receive track warrant unless instructed otherwise by the train dispatcher.

WESTWARD ↓

FIRST CLASS

91 PSGR	87 PSGR	85 PSGR	83 PSGR	81 PSGR	79 PSGR	35 PSGR	77 PSGR	75 PSGR	73 PSGR	71 PSGR
Leave Sat. * Sun. **	Leave Daily	Leave Daily ***	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.
						PM 12:07				
PM s 9:05	PM s10:43	PM s 8:43	PM s 6:49	PM s 4:50	PM s 1:41	PM s 1:20	AM s11:45	AM s10:01	AM s 8:46	AM s 7:16
9:50 PM	11:25 PM	9:25 PM	7:30 PM	5:35 PM	2:25 PM	2:02 PM	12:30 PM	10:45 AM	9:35 AM	7:55 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.

* Holidays: May 30, July 4 and September 5, 1988.

** Operates July 30 through September 11, 1988. Also operates September 5, 1988.

*** Operates daily May 15 through July 29, and September 12 through September 17, 1988. Operates daily except Sat. and Sun. July 30 through September 11, 1988. Will not operate September 5, 1988.

SAN BERNARDINO SUBDIVISION

Station Number	Siding Feet	STATIONS			Mile Post
19100		SAN BERNARDINO	BMPRT	CTC 3MT	0.0
		WEST YARD			0.0X
		1.5			
19140		RANA			1.6
		1.3			
25045		COLTON S.P. Crossing	M		2.9
		1.3			
	4490	WEST COLTON		CTC 2MT	4.2
		2.5			
25065		HIGHGROVE	P		6.7
		2.5			
		RIVERSIDE JCT.			9.2
		0.6			
25200		RIVERSIDE			9.8
		0.8			
		WEST RIVERSIDE			10.6
		3.4			
25210	4905	CASA BLANCA	PT		14.0
		2.4			
25225	3095	ARLINGTON			16.4
		3.2			
25250	4692	MAY		CTC	19.6
		3.2			
25255	8059	PORPHYRY			22.8
		1.3			
25260	8370	CORONA			24.1
		5.1			
25265	4735	PRADO DAM			29.2
		7.2			
25270	6359	ESPERANZA			36.4
		2.9			
		LAMBERT			39.3
		1.3			
25275		ATWOOD	PT		40.6
		5.4			
23200		FULLERTON	BPR		165.0
		2.0			
23160		BASTA U.P. Crossing	M		163.0
		2.7			
23150		BUENA PARK			160.3
		2.6		CTC 2MT	
23140		LA MIRADA	PT		157.7
		4.7			
23120		LOS NIETOS S.P. Crossing	M		153.0
		0.9			
23110		D.T. JUNCTION S.P. Crossing	M		152.1
		1.2			
23100		PICO RIVERA	PT		150.9
		1.1			
23040		BANDINI			149.8
		1.3			
		LEVER BROS.			148.5
		1.2		CTC 3MT	
		EASTERN AVE.			147.3
		1.3			
23000		HOBART	BPR		146.0
		1.5			
		HOBART TOWER U.P. Crossing	MR	CTC 2MT	144.5
		1.3			
23550		REDONDO JCT. U.P. Crossing	MPRT		143.2
		2.1			
		FIRST STREET		CTC	141.1
		(70.7) 1.1			
		MISSION TOWER S.P. & U.P. Crossing	MPRT		140.0
		0.8			
		LOS ANGELES Union Psgr Terminal	BMP		

WEST (72.4)

SAN BERNARDINO SUBDIVISION

↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post	FIRST CLASS 70 PSGR Arrive Daily	72 PSGR Arrive Daily	74 PSGR Arrive Daily	76 PSGR Arrive Daily	36 PSGR Arrive Daily	78 PSGR Arrive Daily	80 PSGR Arrive Daily	82 PSGR Arrive Daily Except Sat. Sun. & *Hol.	84 PSGR Arrive Sat. Sun. & *Hol. Only	86 PSGR Arrive Daily
19100		SAN BERNARDINO	BMPRT	CTC 3MT	0.0					PM s 3:30					
		WEST YARD			0.0X										
		1.5													
19140		RANA			1.6										
		1.3													
25045		COLTON S.P. Crossing	M		2.9										
		1.3													
	4490	WEST COLTON		CTC 2MT	4.2										
		2.5													
25065		HIGHGROVE	P		6.7										
		2.5													
		RIVERSIDE JCT.			9.2										
		0.8													
25200		RIVERSIDE			9.8										
		0.8													
		WEST RIVERSIDE			10.6										
		3.4													
25210	4905	CASA BLANCA	PT		14.0										
		2.4													
25225	3095	ARLINGTON			16.4										
		3.2													
25250	4692	MAY		CTC	19.6										
		3.2													
25255	8059	PORPHYRY			22.8										
		1.3													
25260	8370	CORONA			24.1										
		5.1													
25265	4735	PRADO DAM			29.2										
		7.2													
25270	6359	ESPERANZA			36.4										
		2.9													
		LAMBERT			39.3										
		1.3													
25275		ATWOOD	PT		40.6										
		5.4													
23200		FULLERTON	BPR		165.0	AM s 6:47	AM s 8:32	AM s11:17	PM s 1:17	PM s 2:20	PM s 3:17	PM s 5:17	PM s 6:17	PM s 7:12	PM s 9:17
		2.0													
23160		BASTA U.P. Crossing	M		163.0										
		2.7													
23150		BUENA PARK			160.3										
		2.6													
23140		LA MIRADA	PT	CTC 2MT	157.7										
		4.7													
23120		LOS NIETOS S.P. Crossing	M		153.0										
		0.9													
23110		D.T. JUNCTION S.P. Crossing	M		152.1										
		1.2													
23100		PICO RIVERA	PT		150.9										
		1.1													
23040		BANDINI			149.8										
		1.3													
		LEVER BROS.			148.5										
		1.2		CTC 3MT											
		EASTERN AVE.			147.3										
		1.3													
23000		HOBART	BPR		146.0										
		1.5													
		HOBART TOWER U.P. Crossing	MR	CTC 2MT	144.5										
		1.3													
23550		REDONDO JCT. U.P. Crossing	MPRT		143.2										
		2.1													
		FIRST STREET		CTC	141.1										
		(70.7) 1.1													
		MISSION TOWER S.P. & U.P. Crossing	MPRT		140.0										
		0.8													
		LOS ANGELES Union Psgr Terminal	BMP			6:15 AM	8:00 AM	10:45 AM	12:45 PM	1:45 PM	2:45 PM	4:45 PM	5:45 PM	6:40 PM	8:45 PM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily

(72.4) EAST

* Holidays: May 30, July 4 and September 5,1988

SAN BERNARDINO SUBDIVISION

CTC in effect: On main tracks between San Bernardino and Mission Tower and between West Yard and Rana.

At Los Angeles: Rules and Regulations of Los Angeles Union Passenger Terminal must be observed within terminal limits.

Industry track between M.P. 140.2 and 143.1 must not be occupied or fouled without authority of Control Operator at Redondo Jct. When requesting authority, limits must be specified. Track must not be entered or fouled beyond limits granted. Authority may be relayed through Control Operator at Mission Tower. All movements on Industry Track must be at restricted speed. Control Operator at Redondo Jct. must be notified when movement clear of Industry Track.

The normal position of switches connecting any track, except main track, to the Industry Track is lined and locked for movement on the Industry Track.

Rule 153: Main track between San Bernardino and Rana is designated South Track. Two main tracks between West Yard and Rana are designated as follows: The track to the right as viewed from a westward train is the North Track and the track to the left is the Middle Track.

Rule 315(A): When crank type dual control switches controlled by Mission Tower, Redondo Jct., or Hobart Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

Rule 450: Eastward trains from Union Pacific Railroad for which West Riverside is initial station will receive track warrant at Union Pacific East Yard, Los Angeles. Westward trains from San Diego Subdivision will not receive a track warrant at Fullerton; eastward trains from Olive Subdivision will not receive a track warrant at Atwood; eastward trains from Pasadena Subdivision will not receive a track warrant at Mission Tower; and trains originating on Harbor Subdivision will not receive a track warrant at Redondo Jct. unless instructed otherwise by the train dispatcher.

SAN BERNARDINO SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
San Bernardino or West Yard and Fullerton	60	55
Fullerton and M.P. 158.7	79	55
M.P. 158.7 and 151.3	65	55
M.P. 151.3 and 144.5	79	55
M.P. 144.5 and Los Angeles	65	55

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between M.P. 152.6 and M.P. 154.2
M.P. 160.8 and M.P. 161.1
M.P. 165.3 and M.P. 165.4

(B) SPEED RESTRICTIONS – TONNAGE

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

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
2 Curves	M.P. 0.0X to 0.4X	15
2 Curves and Bridge	M.P. 0.0 to 0.9 (South Track)	15
4 Curves	M.P. 0.9 to 1.6 (South Track)	20
7 Curves and Colton	M.P. 0.4X to 3.2	30
2 Curves	M.P. 3.2 to 4.0	40
Curve	M.P. 6.6 to 6.8	40
2 Curves	M.P. 6.8 to 9.6	50
2 Curves	M.P. 11.8 to 12.5	40
4 Curves	M.P. 15.4 to 17.1	50
Corona	M.P. 22.5 to 25.6	45
Railroad Avenue Crossing	M.P. 25.6	30
Corona	M.P. 25.6 to 25.8	45
6 Curves	M.P. 31.4 to 34.5	50
Curve	M.P. 34.5 to 35.1	45
Two Track Junction Switch	M.P. 39.2 (South Track)	40
Placentia	M.P. 42.7 to 43.6	50
2 Curves	M.P. 45.2 to 45.7	50
Fullerton	M.P. 165.2 to 164.7	50
Curve	M.P. 163.8 to 163.5	75
R. R. Crossing	M.P. 163.0	50
Curve	M.P. 161.1 to 160.8	65
R. R. Crossing	M.P. 153.0	50
R. R. Crossing	M.P. 152.1	50
Curve	M.P. 151.7 to 151.4	60
Curve	M.P. 144.5 to 144.9 (South Track) (Middle Track)	40
Crossing and Curve	M.P. 144.5 to 143.4	30
2 Curves	M.P. 143.4 to 142.9	15*
3 Curves	M.P. 141.1 to 140.2	30*
Curve	M.P. 140.2 to 140.0	15*
	HOBART YARD	
Inbound, Outbound and Top End Leads		10

*Denotes Restrictions Protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS – SWITCHES

Trailing movements, spring point derails:	MPH
Rana, switching lead	10

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

Station	Type	Location	MPH
Rana	D	Junction switch and crossover	20
Colton	D	SP connection switch (east)	20
West Colton	D	Two crossovers	50
Riverside Jct.	D	One crossover	30
West Riverside	D	One crossover	40

(continued on next page)

SAN BERNARDINO SUBDIVISION

(D) SPEED RESTRICTIONS – SWITCHES (continued)

Station	Type	Location	MPH
Lambert	D	End of Two Tracks	40
Atwood	D	Olive Subdivision junction switch	25
Fullerton	D	San Diego Subdivision junction switch	40
	D	Two crossovers M.P. 45.5	50
Basta	D	One crossover M.P. 163.0	50
Buena Park	D	One crossover	50
La Mirada	D	One crossover	50
D. T. Jct.	D	Two crossovers	50
Bandini	D	Two crossovers	50
Lever Bros.	D	End 3 tracks Switch to South Track	40
Eastern Ave.	D	Main track crossover and North main to setout track	40
Hobart	D	Main track crossover	30
	D	Crossover North main track and setout track	30
Hobart Tower	D	North track to middle track	40
	D	East Crossover Middle Crossover West Crossover	30 15 30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Prenda Spur (Prenda)	14.3	300	East & West
La Sierra	18.5	440	West
Porphyry (3-M Spur)	22.7	18480	Wye
West Corona	26.8	5812	East & West
Wilshire	156.8	2900	East & West
Stephens	155.5	7530	East & West
Santa Fe Springs	154.1	4250	East & West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 4.6	Highwater	Eastward Automatic Signals 52 and 54 Westward Controlled Signals east end Bridge
M.P. 6.0 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 23.5	Highwater	Westward Controlled Signal at EE Porphyry Eastward Controlled Signal at WE Porphyry
Bridge 24.9	Highwater	Signal 241 westward movements on main track Controlled signal eastward movements at WE Corona Westward Controlled Signal governing movements into EE Corona siding
M.P. 32	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner

WESTWARD ↓ ESCONDIDO SUBDIVISION ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
25545	1376	ESCONDIDO	TY	RULE 93	21.2
		4.9			
25540	866	SAN MARCOS	Y		16.2
		7.0			
25530	1811	VISTA	Y		9.2
		9.2			
25510		ESCONDIDO JCT.	TY		0.0
		(21.1)			

YARD LIMITS
Escondido to Escondido Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Escondido Subdivision	20

(C) SPEED RESTRICTIONS – VARIOUS

LOCATION	MPH
Hill St., 17 Curves and Track M.P. 0.3 to 7.1	15

(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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Talica	3.7	1347	East & West

WESTWARD ↓

FIRST CLASS

91 PSGR	87 PSGR	85 PSGR	83 PSGR	81 PSGR	79 PSGR	77 PSGR	75 PSGR	73 PSGR	71 PSGR
Leave Sat. * Sun. **	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.
PM 6:45	PM 8:45	PM 6:45	PM 4:45	PM 2:45	AM 11:40	AM 9:45	AM 8:00	AM 6:45	AM 5:25
6:52	8:52	8:52	4:52	2:52	11:47	9:52	8:07	6:52	5:32
s 7:17	s 9:17	s 7:17	s 5:17	s 3:20	PM s12:12	s10:20	s8:33	s7:17	s 5:55
s 7:49	s 9:33	s 7:33	s 5:33	s 3:36	s12:28	s10:36	s 8:50	s 7:33	s 6:11
			s 5:53	s 3:56					
s 8:21	s10:03	s 8:03	s 6:10	s 4:12	s 1:01	s11:06	s 9:24	s 8:03	s 6:41
s 843	s10:23	s 8:23	s 6:31	s 4:32	s 1:20	s11:26	s 9:43	s 8:24	s 7:01
s 8:53	s10:34	s 8:34	s 6:40	s 4:41	s 1:32	s11:36	s 9:52	s 8:33	
s 9:05 PM	s10:43 PM	s8:43 PM	s 6:49 PM	s 4:50 PM	s 1:41 PM	s11:45 AM	s10:01 AM	s 8:46 AM	s 7:16 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.

* Holidays: May 30, July 4 and September 5, 1988

** Operates July 30 through September 11, 1988. Also operates September 5, 1988

*** Operates daily May 15 through July 29 and September 12 through September 17, 1988. Operates daily except Sat. and Sun. July 30 through September 11, 1988. Will not operate September 5, 1988.

SAN DIEGO SUBDIVISION

Station Number	Siding Feet	STATIONS			Mile Post
25710		NATIONAL CITY	Y		273.1
		3.8			
		22ND STREET	BPRXY	DT	269.3
		1.8			
25700		SAN DIEGO	TXY	DT ABS TWC	267.5
		3.3			
25690		OLD TOWN	Y		264.2
		6.3			
		ELVIRA		CTC	257.9
		4.9			
25610		MIRAMAR	T	CTC 2MT	253.0
		3.9			
25590	4877	SORRENTO		CTC	249.1
		5.1			
25580		DEL MAR			244.0
		11.1			
25555	5333	PONTO			233.8
		6.5			
25510		ESCONDIDO JCT.	T		227.2
		0.8			
25500	6096	OCEANSIDE	BP		226.4
		1.3		CTC ATS	
25446	8610	FALLBROOK JCT.			225.1
		15.9			
25415	4927	SAN ONOFRE			209.2
		4.4			
25410		SAN CLEMENTE			204.8
		5.0			
25405	4673	SERRA			199.8
		2.6			
25390		SAN JUAN CAPISTRANO			197.2
		4.6			
25385	4972	GALIVAN			192.6
		9.7			
25375	5982	VALENCIA			182.9
		3.8			
25315		IRVINE	T	CTC 2MT ATS	179.1
		2.5			
		EAST SANTA ANA			176.6
		1.4		CTC 2MT	
25308		SANTA ANA			175.2
		2.6			
25295	6250	ORANGE	T		172.6
		2.1			
		ANAHEIM STADIUM			170.5
		0.7		CTC	
		S.P. Crossing	M		169.8
		2.0			
23210	3044	ANAHEIM			167.8
		1.2			
		HOUSE 1			166.6
		1.6			
23200		FULLERTON	BPR		165.0

(107.8)

SAN DIEGO SUBDIVISION

↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post	FIRST CLASS 70 PSGR	72 PSGR	74 PSGR	76 PSGR	78 PSGR	80 PSGR	82 PSGR	84 PSGR	86 PSGR
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
25710		NATIONAL CITY	Y		273.1									
		3.8												
		22ND STREET	BPRXY		269.3									
		1.8		DT										
25700		SAN DIEGO	TXY	DT	267.5	AM s 9:00	AM s10:50	PM s 1:40	PM s 3:35	PM s 5:25	PM s 7:30	PM s 8:30	PM s 9:15	PM s11:30
25690		3.3 OLD TOWN	Y	ABS TWC	264.2	8:44	10:31	1:19	3:11	5:09	7:11	8:14	9:01	11:09
		6.3 ELVIRA		CTC	257.9									
		4.9		CTC										
25610		MIRAMAR	T	2MT	253.0									
		3.9		CTC										
25590	4877	SORRENTO			249.1									
		5.1												
25580		DEL MAR			244.0	s 8:21	s10:03	s12:56	s 2:48	s 4:46	s 6:48	s 7:51	s 8:38	s10:46
		11.1												
25555	5333	PONTO			233.8									
		6.5												
25510		ESCONDIDO JCT.	T		227.2									
		0.8												
25500	6096	OCEANSIDE	BP		226.4	s 8:05	s 9:47	s12:40	s 2:32	s 4:30	s 6:32	s 7:35	s 8:22	s10:30
		2.3		CTC										
25446	8610	FALLBROOK JCT.		ATS	225.1									
		14.9												
25415	4927	SAN ONOFRE			209.2									
		4.4												
25410		SAN CLEMENTE			204.8		s 9:26	s12:15						
		5.0												
25405	4673	SERRA			199.8									
		2.6												
25390		SAN JUAN CAPISTRANO			197.2	s 7:28	s 9:12	s12:01 PM	s 2:02	s 3:57	s 5:57	s 7:02	s 7:52	s9:57
		4.6												
25385	4972	GALIVAN			192.6									
		9.7												
25375	5982	VALENCIA			182.9									
		3.8												
25315		IRVINE	T	CTC 2MT	179.1									
		2.5		ATS										
		EAST SANTA ANA			176.6									
		1.4		CTC										
25308		SANTA ANA		2MT	175.2	s 7:06	s 8:53	s11:38	s 1:40	s 3:38	s 5:38	s 6:39	s 7:32	s 9:38
		2.6												
25295	6250	ORANGE	T		172.6									
		2.1												
		ANAHEIM STADIUM			170.5	s 6:56	s 8:44	s11:27	s 1:27	s 3:27	s 5:27	s 6:27	s 7:22	s 9:27
		0.7		CTC										
		S.P. Crossing	M		169.8									
		2.0												
23210	3044	ANAHEIM			167.8									
		1.2												
		HOUSE 1			166.6									
		1.6												
23200		FULLERTON	BPR		165.0	s 6:47 AM	s 8:32 AM	s11:17 AM	s 1:17 PM	s 3:17 PM	s 5:17 PM	s 6:17 PM	s 7:12 PM	s 9:17 PM
		(107.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily

CTC in effect: On main tracks, end of double track Old Town to Fullerton and on sidings Ponto, Serra and Orange.

Double Track in effect between Old Town and 22nd Street.

Rule 151: Between Old Town and crossover at west end of 22nd Street M.P. 268.7 trains will keep to left.

TWC in effect between Old Town and M.P. 267.2. A proceed indication on eastward controlled signal Old Town will be authority to run with the current of traffic between Old Town and M.P. 267.2.

Three main tracks in service at San Diego passenger station between Ash Street, M.P. 267.3, and Broadway, M.P. 267.6.

YARD LIMITS
Old Town to San Diego, M.P. 264.2 to 267.2
22nd Street to National City, M.P. 268.8 to 273.1
Rule 94 in effect at San Diego – M.P. 267.2 to 268.8.

Rule 104(B): Unless otherwise instructed, main track switches at San Diego Passenger Yard between Broadway and Cedar Streets may be left lined as last used.

Rule 450: Eastward trains originating west of Fullerton on San Bernardino Subdivision will not receive a track warrant at Fullerton unless instructed otherwise by the train dispatcher.

*Holidays: May 30, July 4 and September 5, 1988

Between Sorrento and Miramar, if no helper consist available, eastward freight trains must double the hill if:

1. Trailing tonnage exceeds 1,200 tons per operating 6 axle unit, or 800 tons per operating 4 axle unit (3800 class and 7400 class locomotives are considered as 6 axle locomotives for this instruction); or
2. Trailing tonnage exceeds 3,500 tons and contains any empty cars in the head 10 cars (TOFC-COFC cars containing having any empty stanchions or platforms must be considered as an empty.) These restrictions also apply to subsequent cuts; or
3. Train exceeds 4,800 tons.

In all cases, when lead locomotive reaches M.P. 251, engineer will reduce not less than 2 throttle positions and not increase throttle until rear of train has passed M.P. 253.

Rule 410: In Double Track territory when running with the current of traffic, not necessary to report limits clear unless so instructed by the train dispatcher.

SAN DIEGO SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
National City and Sorrento	79	55
Sorrento and East Santa Ana	90	55
South Track, M.P. 179.1 and 175	40	40
East Santa Ana and Fullerton	79	55

Speed limit freight trains, with dynamic brakes not in use on descending grades when train exceeds 70 tons per operative brake and train exceeds 2000 tons:

WESTWARD	MPH	EASTWARD	MPH
M.P. 253.0 to 249.0	25	M.P. 189.2 to 197.0	30
M.P. 188.0 to 181.0	30	M.P. 253.0 to 262.0	25

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between:
M.P. 165.4 and 166.0
M.P. 250.0 and 250.5
M.P. 254.2 and 255.4
M.P. 256.7 and 260.3
M.P. 262.4 and 262.7

(B) SPEED RESTRICTIONS – TONNAGE

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

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH Psgr.	MPH Frt.
Track	M.P. 273.0 to 267.3	10	10
Track	M.P. 267.3 to 264.1	30	30
Curve	M.P. 262.7 to 262.4	70	
2 Curves	M.P. 260.3 to 259.9	60	
Curve	M.P. 259.1 to 258.5	65	
3 Curves	M.P. 258.5 to 257.9	35*	30
2 Curves	M.P. 257.9 to 256.6	65	
4 Curves	M.P. 255.4 to 253.5	65	
2 Curves	M.P. 253.5 to 252.8	35	35
10 Curves and Grade	M.P. 252.8 to 251.0	25*	20
2 Curves and Grade	M.P. 251.0 to 250.6	40	20
2 Curves	M.P. 250.6 to 250.0	50*	20
Curve	M.P. 247.0 to 246.8	85	
Curve	M.P. 245.8 to 245.6	55*	50
Curve	M.P. 244.6 to 244.4	75	
Curve	M.P. 244.4 to 244.1	50*	45
Curve	M.P. 244.1 to 243.5	65	
Crossing	M.P. 241.8 (Lomas Santa Fe Dr.)	70	
2 Curves	M.P. 238.8 to 237.4	80	
3 Crossings	M.P. 226.8 to 225.9	30	30
Curve	M.P. 225.9 to 225.5	50	45
3 Curves	M.P. 224.7 to 223.8	75	
4 Curves	M.P. 209.0 to 206.3	70	
San Clemente	M.P. 206.3 to 203.7	40	40
Crossing	M.P. 201.0 (Beach Rd.)	75	
Curve	M.P. 200.3 to 199.9	45*	40
Curve	M.P. 199.9 to 198.6	60	
3 Curves	M.P. 198.6 to 197.9	35*	35
2 Curves	M.P. 197.9 to 197.0	60	
2 Curves North Track	M.P. 176.1 to 175.3	40*	40
4 Crossings	M.P. 175.3 to 173.8	60	

(continued on next page)

(C) SPEED RESTRICTIONS – VARIOUS (continued)

	LOCATION	MPH Psgr.	MPH Frt.
6 Curves	M.P. 173.8 to 172.2	40	40
Curve	M.P. 172.2 to 172.0 (Main Track and Siding)	35*	35
6 Crossings	M.P. 172.0 to 169.2	45	45
2 Crossings	M.P. 169.2 to 168.0	60	
2 Crossings	M.P. 168.0 to 167.7	40	40
Curve	M.P. 165.9 to 165.4	40	40

* Denotes restrictions protected by Inert ATS Inductors

(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 Dual Control switches and crossovers at following locations:
"EE" - East End "WE" - West End

Station	Type	Location	MPH
Fullerton	D	San Diego Subdiv. junction switch M.P. 165.4	40
Orange	D	WE Siding	40
	D	EE Siding (Main Track)	40
Santa Ana	D	End Two Tracks - M.P. 175	40
Irvine	D	EE Two Tracks - M.P. 179.1	40
Serra	D	EE and WE of Siding	40
Ponto	D	EE and WE of Siding	40
Miramar	D	WE Two Tracks - M.P. 252.9	30
Elvira	D	EE Two Tracks - M.P. 257.9	40
Old Town	D	Two-Track Junction Switch	30
San Diego	S	WE Middle Main Track	10
	S	Crossover M.P. 267.3	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Tustin	179.5	1800	East & West
El Toro	188.1	530	East
Stuart	221.7	1210	East & West
Carlsbad	229.3	2500	West
San Diego, G. & E. Co. Spur	231.3	1005	East
Encinitas	238.1	450	East
Solana Beach	241.9	436	East

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 179.7	Highwater	Eastward Controlled Signals located at east end 2 tracks M.P. 179.0 and westward signal 1801
Bridge 197.9	Highwater	Signal 1952 and Controlled Signal west end of siding Serra
Bridge 207.6	Highwater	Eastward signal 2062 and westward Controlled Signal located M.P. 209.2
Bridge 246.9	Highwater	Eastward signal 2462 and westward Controlled Signal M.P. 248.8

SAN JACINTO SUBDIVISION

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
25065	1018	HIGHGROVE	PY	TWC	0.0
		1.5			
		S.P. Crossing	A		1.5
		5.7			
25075	1555	BOX SPRINGS	Y		7.2
		2.4			
25080		MARCH FIELD	P		9.6
		1.0			
25085	2046	ALESSANDRO			10.6
		2.9			
25090	1105	VAL VERDE	T		13.5
		4.8			
25110		PERRIS			18.3
		4.4			
25120	1030	ETHANAC			22.7
		6.2			
25125	1570	WINCHESTER			28.9
		7.1			
25135		HEMET	Y		36.0
		2.3			
25140		SAN JACINTO	Y		38.3
		(38.3)			

TWC in effect between Highgrove and San Jacinto.

YARD LIMITS
Highgrove to Box Springs, M.P. 0.0 to 7.5
Hemet to San Jacinto, M.P. 36.0 to 38.3

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
San Jacinto Subdivision	25

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Curve and Track	M.P. 18 to 19.2	15
Track	M.P. 34.8 to 35.7	15
Track	M.P. 35.7 to San Jacinto	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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Lily Cup	0.6	545	East & West
Mayer Farms	15.9	920	East & West
Granite Spur	14.5	4752	Wye
Ellis	19.9	800	East
Egan	33.1	760	East & West

HARBOR SUBDIVISION

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
23550		REDONDO JCT.	MPRTY	RULE 93	0.0
		1.5			
		MALABAR	Y		1.5
		1.0			
21630		S.P. Crossing	A		
		NADEAU	Y		2.5
		0.3			
		S.P. Crossing	A		2.8
		0.7			
21650		WINGFOOT			3.5
		2.5			
21660		WILDASIN			6.0
		1.3			
21670		VAN NESS			7.3
		0.7			
21680		HYDE PARK			8.0
		1.9			
21690		INGLEWOOD		TWC	9.9
		3.7			
21710	4962	LAIRPORT	Y		13.6
		1.0			
		S.P. Crossing	Y		14.6
		0.2			
21720		EL SEGUNDO	TY		14.8
		1.8			
21770		LAWNDALE			16.6
		3.5			
21780		ALCOA	Y		20.1
		1.6			
21830		TORRANCE	Y		21.7
		1.6			
21820		IRONSIDES			23.3
		3.3			
22100		WATSON	BPRTY		26.6
		1.4			
22240		WILMINGTON	Y		28X
		2.0			
21840		PIER A YARD	TY	RULE 93	
		1.1			
22475		WEST THENARD	Y		
		S.P. Crossing	A		
		2.5			
22500		LONG BEACH	Y		
		(28.0)			

TWC in effect between Nadeau and Watson.

Spring point derail located at 2414 feet west of M.P. 27, west end Watson Yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Nadeau:
For westward movement at M.P. 1.7 with 1000 foot approach circuit.
For eastward movement at M.P. 2.3 with 1000 foot approach circuit.
Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, stop must be made. After stopping, train or engine may proceed.

Within these limits, main track must be continuously occupied or switch for tracks CLIC 2808 or 2809 left open. Tracks CLIC 2808 and 2809 must not be used by trains, engines or equipment to clear main track.

Harbor Belt Line: Movement over tracks between Anaheim St. and Pier A Yard or San Pedro must be authorized by Harbor Belt Line.

Southern Pacific: Movement over joint track between West Thenard and Long Beach must be authorized by Southern Pacific at Long Beach.

YARD LIMITS
Redondo Jct. to Nadeau, M.P. 0.0 to 2.5
Lairport to El Segundo, M.P. 12.7 to 15
M.P. 18 to 22
M.P. 24.7 to Long Beach
Harbor Belt Line
M.P. 26.6 to Anaheim Street, M.P. 28X

Rule 315(A): When crank type dual control switches controlled by Redondo Jct. are used in hand position, switches must not be returned to motor position until movement clear of switches.

HARBOR SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Harbor Subdivision	20
Alcoa Spur	10

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Track and Crossing	M.P. 0.0 to 1.6	12
Track	M.P. 1.6 to 10.1	15
Crossing	M.P. 13.1	15
All Movements Harbor Belt Line		10
West Thenard and Long Beach		10
S.P. Crossing	Nadeau	10
S.P. Crossing	M.P. 14.6 (while head end is passing over)	10

(D) SPEED RESTRICTIONS – SWITCHES

Maximum speed permitted through all turnouts – 10 MPH.

MOJAVE SUBDIVISION

WESTWARD ↓ | ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
19000	Yard	BARSTOW	BPRT	CTC	745.9
		0.9			
		HOUSE 93			746.8
		2.2			
		HOUSE 90			749.0
		0.9			
		VALLEY JCT.			749A.0
		0.9			
		HUTT			749A.9
18540	8011	7.3 HINKLEY			757.2
18530	8034	15.8 JIMGREY			772.9
18525	8052	11.0 BORON			784.0
18519	8004	5.6 SILT			789.6
18515	8007	7.5 EDWARDS			797.1
18509	8019	6.4 BISSELL			803.6
18505	8772	6.5 SANBORN			810.1
17910	Yard	5.6 MOJAVE	MR		814.7
		(70.6) 66.9			
17410		KERN JCT.	MR	DT ABS	885.2
17400	Yard	2.5 BAKERSFIELD	BPRT		887.7
		(140.0)			

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

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

Double Track in effect between Kern Jct. and Bakersfield.

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 40 MPH immediately reduce to that speed."

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
Mojave Subdivision	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, double stack cars, cabooses, and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 8500 feet.
(4) Train does not average more than 80 tons per operative brake.
(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 operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
2 Curves	M.P. 746.4 to 747.1	50
Curve	M.P. 747.1 to 749A.0 (North Track)	60
3 Curves	M.P. 747.1 to 749A.0 (South Track)	60
Curve	M.P. 749A.0 to 749A.8	45
Curve	M.P. 749A.8 to 750.5	50
Curve	M.P. 750.5 to 751.3	60
2 Curves	M.P. 813.5 to 814.5	40
Kern Jct. to Bakersfield		20
"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
	BARSTOW YARD	
Low Lead		15
Balloon Track		10

In CTC sidings, speed limit 40 MPH, except Boron – 20 MPH while head end of train is passing over switch to P.C. Borax Spur, and east and west end house track switches 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 Dual Control switches and crossovers at following locations.

"D" - Dual Control "P" - Power "EE" - East End
"S" - Spring "WE" - West End

Station	Type	Location	MPH
Barstow	D	EE Passenger Siding	20
	D	Crossover	50
	D	Yard Entry	50
House 93	D	WE Passenger Siding	20
	D	Crossover	50
	D	Departure Yard Lead	50
	D	Inspection Yard Lead	50
House 90	D	Inspection Yard Lead	50
	D	North Departure Yard Lead	50
	D	South Departure Yard Lead	50
	D	2 Crossovers	50
Barstow Yard	D	EE and WE Inspection Yard Tracks 1102 and 1103	50
	D	Jct. of High and Low Leads on Yard Entry Track from Needles	30
	P	Crossovers Between Bakersfield and Mojave Subdivision 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
Valley Jct.	D	California Division Jct.	50
Hutt	D	Mojave Subdivision Receiving Yard Lead	30

(D) SPEED RESTRICTIONS – SWITCHES (continued)

Station	Type	Location	MPH
Hinkley	D	EE and WE Siding	40
Jimgrey	D	EE and WE Siding	40
Boron	D	EE and WE Siding	40
Silt	D	EE and WE Siding	40
Edwards	D	EE and WE Siding	40
Bissell	D	EE and WE Siding	40
Sanborn	D	EE and WE Siding	40
Kern Jct.	D	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 North track.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Waterman Spur	751.3	3.9 miles	West
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

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 765.0	Hot Box & Dragging Equipment	Rotating white lights & radio communication at scanner
M.P. 813.0	Hot Box & Dragging Equipment	Rotating white lights & radio communication at scanner

WEST-WARD ↓ ARVIN SUBDIVISION ↑ EAST-WARD

Station Number	Siding Feet	STATIONS			Mile Post
17745	4859	ARVIN	Y		333.1
		4.3			
17740		DI GIORGIO	Y		328.8
		2.0			
17735	3273	RIBIER	Y		326.8
		2.2		RULE	
17725	2643	LAMONT	Y	93	324.6
		1.1			
17720		WEST LAMONT	Y		323.5
		6.6			
17710		ALGOSO	Y		316.9
		0.3			
17705		MAGUNDEN	Y		316.6
		(16.5)			

YARD LIMITS
Arvin to Magunden, M.P. 333.1 to 316.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Arvin Subdivision	20

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Curve	M.P. 316.7 to 317.1	10
Curve	M.P. 324.2 to 324.4	10
Curve	M.P. 329.7 to 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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

SUNSET RAILWAY SUBDIVISION

WESTWARD ↓ | ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
17595		TAFT	Y	8.8
		8.8		
17585	1980	PENTLAND	Y	27.5
		9.4		
17576		LEVEE	Y	18.1
		3.7		
17572	2343	MILLUX	Y	14.4
		2.1		
17566		GULF	Y	12.3
		2.7		
17562	2316	CONNER	Y	9.6
		2.6		
17556		LYLA	Y	7.0
		7.0		
17534		GOSFORD	Y	0.0
		(36.3)		

RULE 93

General Code of Operating Rules and current California Division General Orders and Circulars are applicable to the Sunset Railway Company. No switch lights on Sunset Railway.

YARD LIMITS
Gosford to Taft, M.P. 0.0 to 8.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Gosford and Pentland	15
Pentland and Taft	10

2. TRACKS BETWEEN STATIONS

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

BAKERSFIELD SUBDIVISION

WESTWARD ↓ | ↑ EASTWARD

FIRST CLASS 709 Leave Daily	FIRST CLASS 711 Leave Daily	Station Number	Siding Feet	STATIONS		Mile Post	FIRST CLASS 708 Arrive Daily	FIRST CLASS 710 Arrive Daily
PM 3:45	AM 6:00	17400	Yard	BPRT	D	887.7	PM 1:30	PM 11:20
				3.4				
		16386	E-6726 W-6155	JASTRO		891.1		
				6.6				
		16376	9015	UNA		897.7		
				7.7				
		16368	E-4833 W-5963	SHAFTER		905.4		
				7.6				
s4:10	s6:25	16359	6568	WASCO		913.0	s12:49	s10:39
				6.2				
		16352	8964	ELMO		919.2		
				5.4				
		16344	9032	SANDRINI		924.6		
				7.7				
		16340	8948	ALLENSWORTH		932.3		
				9.8				
		16322	8999	ANGIOLA	C	942.1		
				8.8				
4:44	6:59	16313	E-5990 W-9951	CORCORAN	T C	950.9	12:16	10:05
				9.4				
		16308	8879	GUERNSEY		960.3		
				7.6				
s5:03	s7:18	16246	E-8963 W-4490	S.P. Crossing M HANFORD		967.9	s12:01 PM	s 9:50
				5.3				
		16237	9055	SHIRLEY		973.2		
				9.0				
		16218	9051	CONEJO		982.2		
				6.1				
		16210	8959	BOWLES		988.3		
				6.0				
				CALWA CROSSING M S.P. Crossing		994.3		
				0.6				
5:27 PM	7:42 AM	16200	Yard	CALWA BPRT		994.9	11:32 AM	9:22 PM
Arrive Daily	Arrive Daily			(107.2)			Leave Daily	Leave Daily

CTC in effect on main track and sidings, between M.P. 889.2 Bakersfield and Calwa.

Double Track in effect between Kern Jct. and Bakersfield, M.P. 888.2.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
Bakersfield Subdivision	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, double stack cars, cabooses, and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 8500 feet.
(4) Train does not average more than 80 tons per operative brake.
(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 operative brake, or when train exceeds 7000 tons.

BAKERSFIELD SUBDIVISION

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
	WESTWARD	
Bakersfield	M.P. 887.5 to 889.0	20
"F" Street Crossing	M.P. 887.7	10
Curve	M.P. 889.3 to 889.6	30
Curve	M.P. 889.9 to 890.1	40
Curve	M.P. 892.9 to 893.3	65
Crossing	M.P. 896.0 to 896.6	70
Crossing	M.P. 896.7 to 897.3	65
Crossing	M.P. 916.4 to 917.0	70
Crossing	M.P. 931.5 to 932.1	75
Crossing	M.P. 946.4 to 947.0	75
Crossing	M.P. 949.9 to 951.7	65
Crossing	M.P. 964.4 to 967.0	70
Hanford and 1 Curve	M.P. 967.5 to 969.5	45
3 Curves	M.P. 973.7 to 975.8	45
Crossing	M.P. 975.8 to 976.2	60
Crossing	M.P. 979.0 to 979.6	65
Crossing	M.P. 984.6 to 985.2	70
Crossing	M.P. 993.6 to 994.1	45
	M.P. 994.2 to 995.2	40
	EASTWARD	
	M.P. 995.2 to 994.2	40
Crossing	M.P. 993.9 to 992.8	65
Crossing	M.P. 986.8 to 986.2	70
Crossing	M.P. 985.0 to 984.4	75
Crossing	M.P. 980.2 to 979.6	70
3 Curves	M.P. 975.8 to 973.7	45
Crossing	M.P. 973.7 to 973.2	65
Hanford and 1 Curve	M.P. 969.5 to 967.5	45
Crossing	M.P. 967.5 to 967.0	65
Crossing	M.P. 951.1 to 950.5	70
Crossing	M.P. 946.6 to 945.9	75
Crossing	M.P. 932.7 to 932.1	70
Crossing	M.P. 917.6 to 917.0	70
Crossing	M.P. 911.0 to 910.4	75
Crossing	M.P. 897.2 to 896.6	70
Curve	M.P. 893.3 to 892.9	65
Curve	M.P. 890.1 to 889.8	40
Curve	M.P. 889.6 to 889.0	30
Bakersfield	M.P. 889.0 to 887.5	20
"F" Street Crossing	M.P. 887.7	10

BAKERSFIELD SUBDIVISION

(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 dual control switches and crossovers at following locations:

"D" - Dual Control
"S" - Spring Switch
"ESL" - Electric Switch Lock
"EE" - East End
"WE" - West End

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

2. 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

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 921.0	Hot Box & Dragging Equipment	Rotating white lights & radio communication at scanner
M.P. 948.5	Hot Box & Dragging Equipment	Rotating white lights & radio communication at scanner

WEST-WARD ↓	PORTERVILLE SUBDIVISION			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
16286	E-6726 W-6155	JASTRO Y	RULE 93	114.0
		0.5		
17390	1450	LANDCO Y		113.5
		2.8		
17083	1436	OIL JUNCTION Y		110.7
		38.8		
17005		DUCOR Y	TWC	71.9
		5.9		
16998		ULTRA		66.0
		7.8		
16990		PORTERVILLE TY		58.2
		6.3		
16924	1645	STRATHMORE		51.9
		5.2		
16914		LINDSAY		46.7
		7.5		
16904	1729	EXETER		39.2
		0.3		
		Visalia Elect. Crossing S		38.9
		2.2		
16890		VENIDA		36.7
		5.5		
16865		HILLMAID		31.2
		0.1		
		Visalia Elect. Crossing S		31.1
		1.0		
16855		REDBANKS		30.1
		1.8		
16845		CAIRNS		28.3
		1.4		
16836		RAYO		26.9
		6.3		
16825		WYETH TY		20.6
		1.6		
16624	3371	CUTLER Y		19.0
		(93.4)		

TWC in effect between Ducor and Cutler.

Between Oil Junction and Ducor the following will govern:
Current Southern Pacific Timetable and General Orders.

YARD LIMITS:
Jastro to Oil Jct., M.P. 114.0 to 110.7
Ducor (Santa Fe tracks only), M.P. 71.3 to 71.9
Porterville, M.P. 57.4 to 59.2
Cutler to and including Wyeth

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Porterville Subdivision	40
Orange Cove Spur, M.P. 11.2 to M.P. 13.0	10
Orange Cove Spur, M.P. 13.0 to Wyeth	20

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Exeter	M.P. 39.1 to 39.6	20
Lindsay	M.P. 46.1 to 47.1	20
2 Curves	M.P. 61.5 to 62.1	30
Oil Junction to 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.

PORTERVILLE SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Orange Cove Spur	20.6	8.4 miles	East and West
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

WEST-WARD ↓	OIL CITY SUBDIVISION			↑ EAST-WARD
Station Number	Siding Feet	STATIONS		Mile Post
17083	1436	OIL JUNCTION Y	RULE 93	308.6
		2.2		
17090	1481	SEGURO Y		310.8
		0.8		
17085	1149	MALTHA Y		311.6
		(3.0)		

YARD LIMITS
Oil Junction to Maltha inclusive, M.P. 308.6 to 311.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Oil City Subdivision	20

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	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.

WEST-WARD ↓		VISALIA SUBDIVISION			↑ EAST-WARD
Station Number	Siding Feet	STATIONS			Mile Post
16313	Yard	CORCORAN	PTY		0.3
		14.7			
16450		S.P. Crossing TULARE	MY		15.0
		5.2			
16454		LOMA			20.2
		5.0			
16640	2338	VISALIA S.P. Crossing	SY		25.2
		8.1			
		S.P. Crossing	S		33.3
		2.9		TWC	
16632		CALGRO			36.2
		2.3			
16624	3380	CUTLER	Y		38.5
		3.2			
16628		SULTANA			41.7
		3.4			
16615		DINUBA			45.1
		3.7			
16580	Yard	REEDLEY			48.8
		2.2			
16575		LAC JAC			51.0
		2.4			
16570		PARLIER			53.4
		5.1			
16565	2651	DEL REY			58.5
		3.4			
16560	2246	CASTY			61.9
		2.5			
16555	1626	LONE STAR			64.4
		4.5			
16200	Yard	CALWA	BPRTY		68.9
		(68.6)			

TWC in effect between Corcoran and Calwa.

YARD LIMITS
Corcoran M.P. 0.0 to 1.2
Tulare M.P. 14.5 to 17.4
Visalia M.P. 23.5 to 26.5
Cutler M.P. 37.9 to 40.0
Calwa M.P. 67.2 to 68.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

	MPH
Visalia Subdivision	40

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Tulare	M.P. 14.3 to 15.9	20
Visalia	M.P. 24.5 to 26.0	15
Reedley	M.P. 48.2 to 50.1	20
Parlier	M.P. 53.1 to 53.6	24
Del Rey	M.P. 58.4 to 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.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Higby	22.1	1000	East
Enson	43.9	270	East
Mattei Spur	65.2	2.2 miles	West

WEST-WARD ↓		STOCKTON SUBDIVISION					↑ EAST-WARD	
FIRST CLASS							FIRST CLASS	
709	711			STATIONS			708	710
Leave Daily	Leave Daily	Station Number	Siding Feet			Mile Post	Arrive Daily	Arrive Daily
PM 5:27	AM 7:42	16200	Yard	CALWA	BPRT	994.9	AM 11:32	PM 9:22
				1.6	CTC			
				S.P. Crossing SUNMAID CROSSING	M	996.8		
				2 MT				
				1.3				
s 5:40	s 7:55	16200	Yard	FRESNO	BR	998.1	s11:25	s 9:15
				2.0				
		16095	1900	HAMMOND		1000.1		
				4.9				
		16090	8514	FIGARDEN		1005.0		
				6.3				
		16084	8950	GREGG		1011.3		
				8.3				
s 6:07	s 8:22	15884	8984	MADERA		1019.6	s10:53	s 8:43
				5.9				
		15876	9083	KISMET		1025.5		
				5.7	CTC			
		15872	13900	SHARON		1031.1		
				10.4				
		15866	8978	LE GRAND		1041.5		
				5.8				
		15862	9688	PLANADA		1047.3		
				8.8				
s 6:41	s 8:56	15780	10314	MERCED		1056.1	s10:22	s 8:12
				6.8				
		15768	8989	FLUHR		1062.9		
				8.8				
		15760	8999	BALLICO		1071.7		
				7.9				
s 7:02	s 9:17	15756	8964	DENAIR		1079.6	s9:56	s 7:46
				9.6				
		15695	8971	MODESTO EMPIRE JCT.		1089.2		
				6.4				
s 7:21	s 9:36	15650	7231	RIVERBANK	BPT	1095.6	s 9:40	s 7:30
				5.8				
		15640	9254	ESCALON		1101.4		
				8.2				
		15630	8968	DUFFY		1109.6		
				7.3				
			7914	WALNUT		1116.9		
				2.8				
		15000	Yard	MORMON	BPRT	1119.7		
				1.0				
				U.P. Crossing STOCKTON TOWER S.P. Crossing	MR	1120.7		
				0.7				
s 7:55	s10:10	15000	6794	STOCKTON	T	1121.4	s 9:10	s 7:00
				5.2				
		14480	4881	GILLIS		1126.6		
				2.5				
		14470	3674	HOLT		1129.1		
				3.9				
		14460	4943	TRULL		1133.0		
				3.8				
		14440	3558	ORWOOD	MR	1136.8		
				5.1				
8:21	10:36	14410	8075	KNIGHTSEN		1141.9	8:41	6:31
				4.0	TWC			
		14390		OAKLEY	Y	1145.9		
				4.4				
		14350	5580	SANDO	Y	1150.3		
				1.6	ABS			
s 8:31	s10:46	14340		ANTIOCH	Y	1151.9	s 8:33	s 6:23
				3.9				
		14330	5535	PITTSBURG	BPRY	1155.8		
				7.8				
8:50 PM	11:05 AM	14320	3600	PORT CHICAGO	M	1163.3	8:18 AM	6:08 PM
				3.3				
		11210	3456	MALTBY		1166.9		
				6.5				
		11230	3834	GLEN FRAZER	P	1173.4		
				2.6				
		11240	4936	CHRISTIE	P	1175.9		
				3.1				
		11250	5184	COLLIER		1179.1		
				3.5				
		11270	5310	GATELEY		1182.6		
				3.9				
		11280	5373	RHEEM		1186.5		
				2.5				
		11300	Yard	RICHMOND	BPRTY	1189.0		
Arrive Daily	Arrive Daily			(194.1)			Leave Daily	Leave Daily

At Port Chicago, No. 708 and No. 710 will originate and No. 709 and No. 711 will terminate at the SP connection switch located at M.P. 1163.5 and schedule time will apply at this location.

TWC in effect on Cameo Spur.

TWC in effect between Stockton and Richmond.

TWC in effect on Oakdale Spur between M.P. 1 and M.P. 6. Movement outside these limits on Oakdale Spur will be made in accordance with Rule 105.

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

Rule 315(A): When Crank Type Dual Control switches, controlled by Stockton Tower and Orwood are used in hand position, switches must not be returned to motor position until movement is clear of switches.

Rule 312(4): 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 indicates "Stop," trains must stop and, unless otherwise restricted, proceed with member of crew preceding movement over bridge.

At Glen Frazer, when Signal 11731 indicates "Stop and Proceed" or signal governing movement from west end siding to main track indicates "Stop", train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right.

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.

YARD LIMITS
Oakley to and including Pittsburg, M.P. 1145.0 to 1158.0
Richmond, M.P. 1187.3 to 1189.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS
(A) MAXIMUM AUTHORIZED SPEED

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

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

Westward M.P. 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 Stockton Subdivision 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 Port Chicago maximum authorized speed for freight trains is:
70 MPH provided:
(1) Train does not contain empty car(s) (10-PACK cars, double stack cars, cabooses, and flat cars loaded with empty trailers, empty containers or container chassis are considered loads).
(2) Train does not exceed 5500 tons.
(3) Train does not exceed 8500 feet.
(4) Train does not average more than 80 tons per operative brake.
(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 operative brake, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
	WESTWARD	
	M.P. 995.2 to 995.5	40
2 Curves	M.P. 995.5 to 996.8	35
Crossings	M.P. 996.8 to 1002.0	20
	M.P. 1002.0 to 1003.2	50
Crossing	M.P. 1003.8 to 1004.2	70
Crossing	M.P. 1014.5 to 1015.1	75
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
Crossing	M.P. 1055.7 to 1057.0	30
Crossing	M.P. 1057.2 to 1057.7	70
Crossing	M.P. 1063.4 to 1064.0	75
2 Curves	M.P. 1069.1 to 1070.5	65
Crossing	M.P. 1083.2 to 1083.8	70
Curve	M.P. 1087.9 to 1088.1	50
Crossing	M.P. 1088.9 to 1089.5	70
Crossing	M.P. 1097.7 to 1098.3	70
Crossing	M.P. 1106.5 to 1107.1	75
Curve	M.P. 1119.1 to 1119.5	55
Switch and Crossings	M.P. 1120.0 to 1121.7	20
Bridge	M.P. 1134.7 to 1136.4	30
Curve	M.P. 1139.5 to 1139.8	55
Antioch	M.P. 1151.2 to 1151.9	55
Curve	M.P. 1155.4 to 1155.7	60
2 Curves	M.P. 1161.3 to 1161.9	45
Curve	M.P. 1162.8 to 1163.3	65
6 Curves	M.P. 1167.3 to 1170.5	45
26 Curves and Tunnel No. 3	M.P. 1170.5 to 1180.9	35

(C) SPEED RESTRICTIONS – VARIOUS (continued)

	LOCATION	MPH
	WESTWARD	
7 Curves	M.P. 1180.9 to 1185.1	45
Curve	M.P. 1185.1 to 1185.4	35
3 Curves	M.P. 1185.4 to 1189.0	45
	EASTWARD	
3 Curves	M.P. 1189.0 to 1185.4	45
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
Curve	M.P. 1163.3 to 1162.8	65
2 Curves	M.P. 1161.9 to 1161.3	45
Curve	M.P. 1155.7 to 1155.4	60
Antioch	M.P. 1151.9 to 1151.2	55
Curve	M.P. 1139.8 to 1139.5	55
Bridge	M.P. 1136.4 to 1134.7	30
Crossing	M.P. 1125.8 to 1125.2	70
Crossings and Switch	M.P. 1121.7 to 1120.0	20
Curve	M.P. 1119.5 to 1119.1	55
Crossing	M.P. 1118.5 to 1117.9	75
Crossing	M.P. 1098.9 to 1098.3	70
Crossing	M.P. 1090.1 to 1089.3	70
Curve	M.P. 1088.1 to 1087.9	50
Crossing	M.P. 1084.9 to 1084.3	70
2 Curves	M.P. 1070.5 to 1069.1	65
Crossing	M.P. 1058.3 to 1057.7	70
Crossing	M.P. 1057.0 to 1055.7	30
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
Crossing	M.P. 1041.7 to 1041.1	70
Crossing	M.P. 1040.4 to 1039.8	75
Crossing	M.P. 1014.5 to 1013.9	75
Crossing	M.P. 1004.8 to 1004.2	70
	M.P. 1003.2 to 1002.0	50
Crossings	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 dual control switches and crossovers at following locations:

"D" - Dual Control
"S" - Spring
"EE" - East End
"WE" - West End

Station	Type	Location	MPH
Calwa	D	Two Crossovers M.P. 996.8	30
	D	Turnout Yard Lead to South Main Track M.P. 996.8	15
Fresno	D	End of Two Tracks	20
Figarden	D	EE and WE Siding	40
Gregg	D	EE and WE Siding	40
Madera	D	EE and WE Siding	40
Kismet	D	EE and WE Siding	40
Sharon	D	EE and WE Siding	40
LeGrand	D	EE and WE Siding	40
Planada	D	EE and WE Siding	40
Merced	D	EE Siding	40
	D	WE Siding	30

(D) SPEED RESTRICTIONS – SWITCHES (continued)

Station	Type	Location	MPH
Fluhr	D	EE and WE Siding	40
Ballico	D	EE and WE Siding	40
Denair	D	EE and WE Siding	40
Empire	D	EE and WE Siding	40
Riverbank	D	EE and WE of Lead	15
	D	EE and WE Siding	40
Escalon	D	EE and WE Siding	40
Duffy	D	EE and WE Siding	40
Walnut	D	EE Siding	40
	D	Two Crossovers WE Siding	30
Stockton	D	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	D	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	D	SP Connection	50
	S	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 and WE Siding	30
Gateley	S	EE and WE Siding	30
Rheem	S	EE and WE Siding	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Cameo Spur	1000.1	5 miles	East
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	1059.1	998	East
Hughson	1085.8	2047	East & West
Claus	1092.8	2228	East & West
Oakdale Spur	1095.6	6.5 miles	East & West
Burnham	1112.3	400	East
Rockwell	1114.8	903	East
Woodsbro	1125.0	4250	East & West
Middle River	1134.8	2300	East
Werner	1138.8	1185	West
Bixler	1139.8	3990	East & West
Du Pont	1147.6	3473	East & West
East Antioch	1149.2	6350	East & West
Zee	1149.8	3163	East & West
Monsanto	1165.8	2304	East & West
Pinole	1181.5	500	East
Bethlehem Steel	1184.5	1562	East & West
San Pablo	1187.7	584	East & West

STOCKTON SUBDIVISION

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 1010.0	Hot Box and Dragging Equipment	Rotating white lights and radio communication at scanner
M.P. 1051.1	Hot Box and Dragging Equipment	Rotating white lights and radio communication at scanner
M.P. 1076.2	Hot Box and Dragging Equipment	Rotating white lights and radio communication at scanner
M.P. 1099.1	Hot Box and Dragging Equipment	Rotating white lights and radio communication at scanner
M.P. 1171.3 and 1171.5	Slide Detector	11701 and 11722 and rotating red light M.P. 1171.5

ALL SUBDIVISIONS

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

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

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

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

Rule 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

Rule 19 sixth paragraph amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph page 30 amended to read: Testing does not include visual observations made by an employe positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph page 32 amended to read: ON A MAIN TRACK – A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

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

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

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

ALL SUBDIVISIONS

Rule 102(2) amended to read: Trains not exceeding 5,000 tons must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test.

If train exceeds 5,000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail before proceeding.

Train must not proceed, nor flagman be recalled, until engineer knows that visual inpsection is completed where required or brake pipe pressure has been restored where applicable.

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

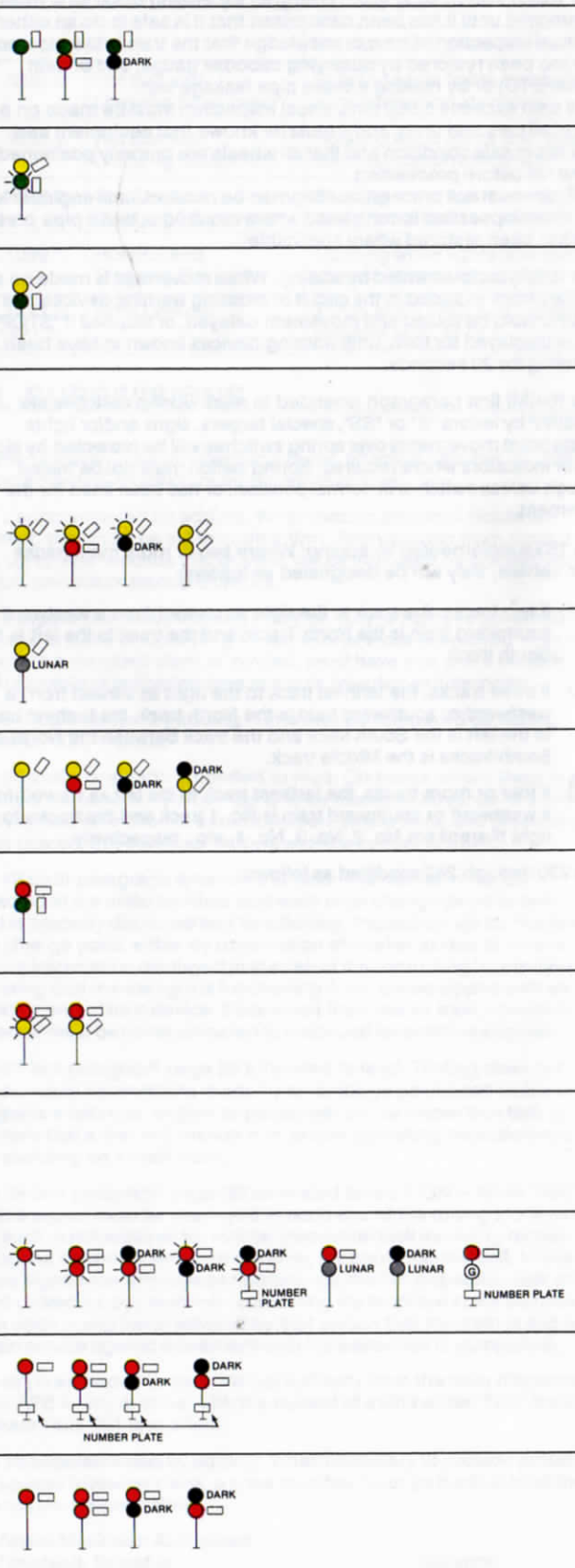
Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in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

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

1. If two tracks, the track to the right as viewed from a westward or southward train is the North Track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

Rule 230 through 242 modified as follows:

ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS



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

ALL SUBDIVISIONS

Rule 317(2) does not apply.

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

Rule 405 supplemented by adding: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted,(16) revised, (18) and (19) added.

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

Rule 408(2) is amended to read: When authorized to work between two specific points, movement may be made in either direction between those points without flag protection.

Rule 450 is supplemented by adding: Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

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

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

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

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

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 928. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

ALL SUBDIVISIONS

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

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

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
All Other Classes	70	45

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

* Engine without cars must not exceed 70 MPH.

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

7. Rule 101(B): 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	3	5
Amtrak	2	2

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

Subdivision	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 AT-199466 AT-199467 and Jordan Spreaders MPH	Locomotive Crane AT-199720 Other Machines MPH
Needles, Cadiz, Cajon Pasadena, San Bernardino, San Diego, Mojave, Bakersfield, and Stockton	40	45	30
Olive Subdivision	40	40	30
Porterville and Visalia	20	20	20
All Other Subdivisions	15	15	15

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 or as rear car at speed not exceeding 50 MPH.

9. RULE 109(C) TRACKSIDE WARNING DETECTORS:

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

When train is stopped at signals in connection with highwater 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 trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES:

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

   Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

   If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. EXCEPTION: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of 10-Pack equipment after second detector stop.
3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.

   Use yellow crayon marker to write date and letter "X" above each journal indicated or found to be overheated and the date and letter "W" above each wheel indicated, found to be defective or overheated.
5. 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, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.
6. 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.

INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

1. After train passes the detector:
   A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
   B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.

2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
   A. If such message or tone is not received, train may proceed at prescribed speed.
   B. If such message or tone is received, train must be governed by Item 4
3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
   A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
   B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

   When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.
5. If a train received 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

   * DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

1. When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Trains must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective axle and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
2. When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

10. Rule N: Union Pacific trains will use joint tracks between West Riverside and Daggett. Southern Pacific trains will use Santa Fe main track Pasadena Subdivision between M.P. 104.5 and M.P. 105.5.

Southern Pacific trains will use A.T.&S.F. main track between Stockton Tower and Riverbank, between Fresno and Hammond, Cameo Spur and on Oakdale Spur. Sacramento Northern trains will use joint track between Stockton Tower and Pittsburg.

A.T.&S.F. trains will use Southern Pacific main track between Kern Jct. and Mojave, between Oil Jct. and Ducor and between Richmond and Oakland.

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

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

13. Rule 450: Track bulletins will be used on California Division.

14. Rule 403: An incorrect engine number shown on an address on a track warrant must be reported by a crew member and, if authorized by the train dispatcher, may be changed to show the correct engine number.

15. Rule 104(B): Trains operating without cabooses must not leave siding switch used to enter siding lined and locked for siding unless authorized to do so by the train dispatcher.

16. Maximum authorized speed of following equipment:

	MPH
(a) Trains handling continuous welded or jointed rail, except 25 MPH on all curves of 6° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40
(b) Trains handling ACFX tank cars 17451 thru 17495 Trains handling NATX tank cars 10841 thru 10865	45
(c) Trains handling gondolas: PC 598500 thru 598599, CR 598500 thru 598999 or SP 345000 thru 345699	45
(d) Trains handling ATSF tank and work equipment cars: 100301 thru 101099 189000 thru 189999 192770 thru 192875 199880 thru 199899 202750 thru 202999 209000 thru 209999	45
(e) Trains handling following tank cars: DVLX 4001 thru 4190 and the following UTLX cars: 76517 76539 76556 76558 76568 76595 76649 76656 76696 76733 76736 thru 76738 76742 thru 76745 76747 76748 76750 76751 78256 thru 78269 78272 78274 78278 78281 78285 78287 thru 78293 78326 78328 thru 78333 78336 thru 78340 78343 78344 78347 78348 78350 78353	40
(f) Trains handling EMPTY "Schnabel" type cars: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPUX 100 CAPX 1001 HEPX 200 CEBX 100, 101 KWUX 10 CPOX 820 WECX 101, 102, 200-203, CWEX 1016 301	40
All cars listed in (f) must be handled on or near the rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.	
(g) Trains handling LOADED "Schnabel" type cars listed in (f), also CEBX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.	
(h) Trains handling solid consists of military equipment	55
(i) Trains handling empty gondola cars KCS 801011 thru 802930	45
(j) Trains handling hopper cars WFAX 84654 thru 84700	45
(k) Solid trains of empty trailers and/or empty containers	55

17. Within Track Warrant Control limits, any track warrant received with only Box 13, 14 and 17 marked requiring speed or other restriction must be retained and complied with on all trips during the tour of duty on which they were received.

HAZARDOUS MATERIAL

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

A. DETERMINE STATUS OF ALL CREW MEMBERS.

B. RESCUE INJURED, remove them to a safe area, and call for assistance.

C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.

D. NOTIFY the Manager Operations Planning by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (714) 387-1241, 387-1359, or 387-1254 San Bernardino; (209) 441-2652 Fresno. Tell him:

(1) Your name and title.

(2) Train identification symbol.

(3) Specific location of the incident (station, mile post location, nearest street or highway crossing).

(4) If you need fire or medical response.

E. IF NO FIRE OR VAPOR CLOUDS are apparent:

(1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fusees.

(2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.

(3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.

F. PROVIDE the Manager Operations Planning with as much of the following information as possible after you have inspected the train.

(1) Initial and number of cars involved.

(2) Location of hazardous material in derailment.

(3) Description of hazardous materials from shipping papers.

(4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.

(5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.

(6) Location of nearby stream, river, pond, lake or other body of water.

(7) Location of access roads.

(8) Any other information that will help the Manager understand the situation.

G. WARN people to stay away from the emergency area.

H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.

I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

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

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

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

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

See footnotes for explanation.

RESTRICTIONS

		Loaded cars placarded: POISON GAS	Loaded cars placarded: EXPLOSIVES A	Loaded cars placarded: RADIOACTIVE	Loaded tank cars placarded: CORROSIVE, 1824, POISON, 1617, CHLORINE, 1017, ORGANIC PEROXIDE, OXIDIZER, OXYGEN, 2031, FLAMMABLE, 1090, FLAMMABLE SOLID, 1381, FLAMMABLE SOLID W, 1428, 1005, FLAMMABLE GAS, 1075	Empty tank cars placarded: RESIDUE*: Corrosive; Poison; Chlorine; Organic Peroxide; Oxidizer; Oxygen; Flammable; Flammable Solid; Flammable Solid W; Non Flammable Gas; Flammable Gas; Poison Gas	Loaded cars other than tank cars placarded: DANGEROUS, CORROSIVE, 1824, POISON, 1617, CHLORINE, 1017, ORGANIC PEROXIDE, OXIDIZER, OXYGEN, 2031, FLAMMABLE, 1090, FLAMMABLE SOLID, 1381, FLAMMABLE SOLID W, 1428, 1005, FLAMMABLE GAS, 1075, EXPLOSIVES A, BLASTING AGENTS	Loaded cars placarded: 1993, 2761
Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.		X	X		X			NO RESTRICTIONS
MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X	X	X	X	X		
	Car occupied by guard or escort	X (1)	X (1)		X (1)			
	Loaded plain flat car	X	X		X			
	Loaded bulkhead flat car	X (2)	X (2)		X (2)			
	Loaded TOFC/COFC flat car	X	X (3)		X (4)			
	Flat Car loaded with vehicles	X	X		X (5)			
	Open top car with shiftable load	X (2)	X (2)		X (2)			
	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
	Car placarded EXPLOSIVES A	X		X	X		X	
	Car placarded POISON GAS		X	X	X		X	
	Car placarded RADIOACTIVE	X	X		X		X	
	Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

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

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

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

* Examples of Residue Placards are shown on following page.

SWITCHING RESTRICTIONS

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

ANY CAR PLACARDED

EXPLOSIVES A OR POISON GAS

OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD
OR
DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

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

NUMBER 2
FLAMMABLE GAS

NUMBER 3
FLAMMABLE LIQUID

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

Examples of Residue Placards

ALL SUBDIVISIONS

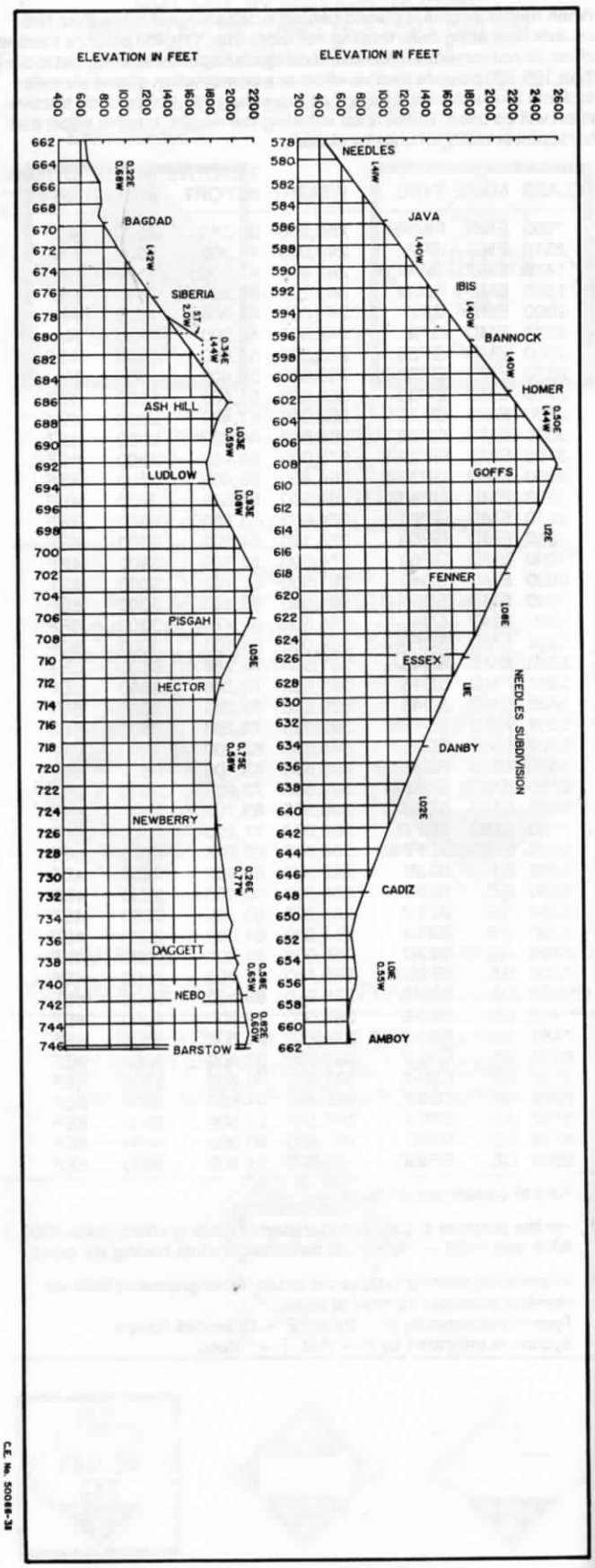
When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit 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	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
**4000	EMD	GP60	274,500	57,500	3800	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF-40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5705	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7410	GE	B40-8	283,000	69,200	4000	4EF
7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

* Amtrak passenger units.

** For the purpose of calculating dynamic braking effort, Units 4000 – 4019 and 7400 – 7429 must be considered as having six axles.

*** Information relating to dynamic brake is designated as follows:
Number indicates number of axles.
Type is indicated by B – Basic, E – Extended Range.
System is indicated by F – Flat, T – Taper.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ELEVATION IN FEET
NEEDLES
JAVA
IBIS
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HOMER
GOFFS
FENNER
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AMBOY
NEEDLES SUBDIVISION
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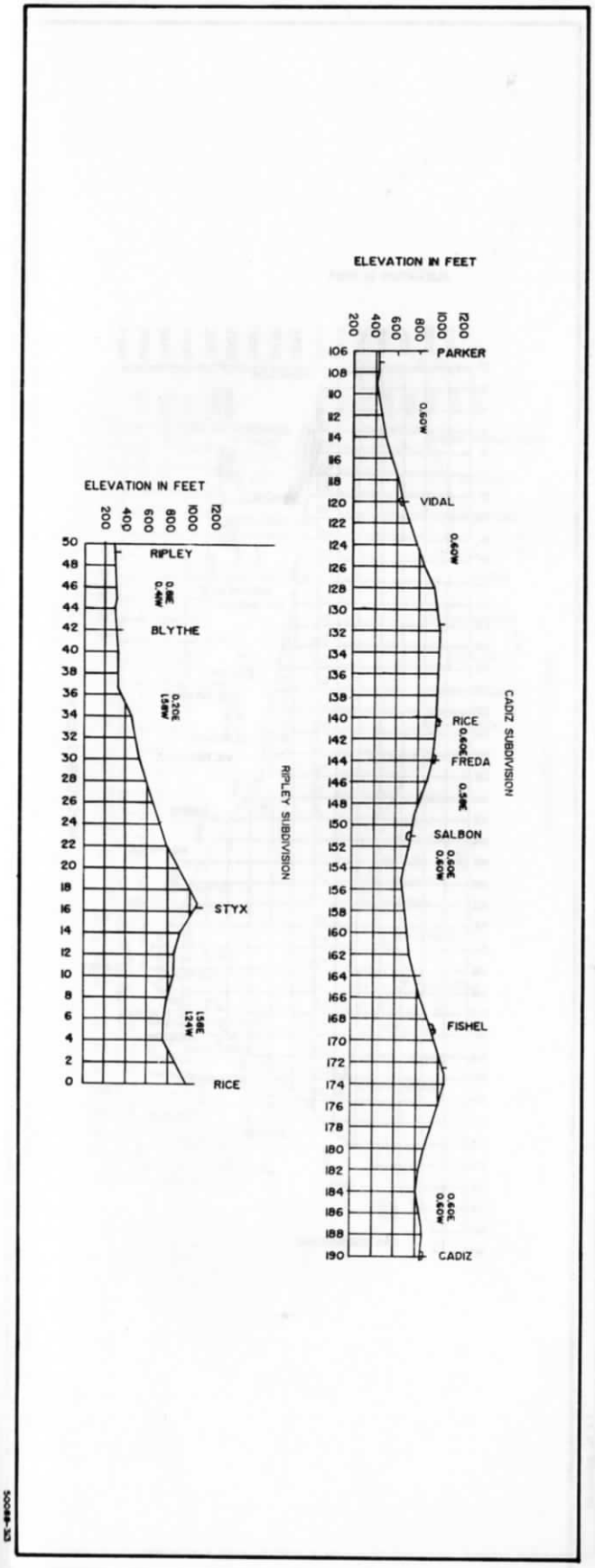
SIBERIA
ASH HILL
LUDLOW
PISGAH
HECTOR
NEWBERRY
DAGGETT
NEBO
BARSTOW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ELEVATION IN FEET
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BLYTHE
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RICE
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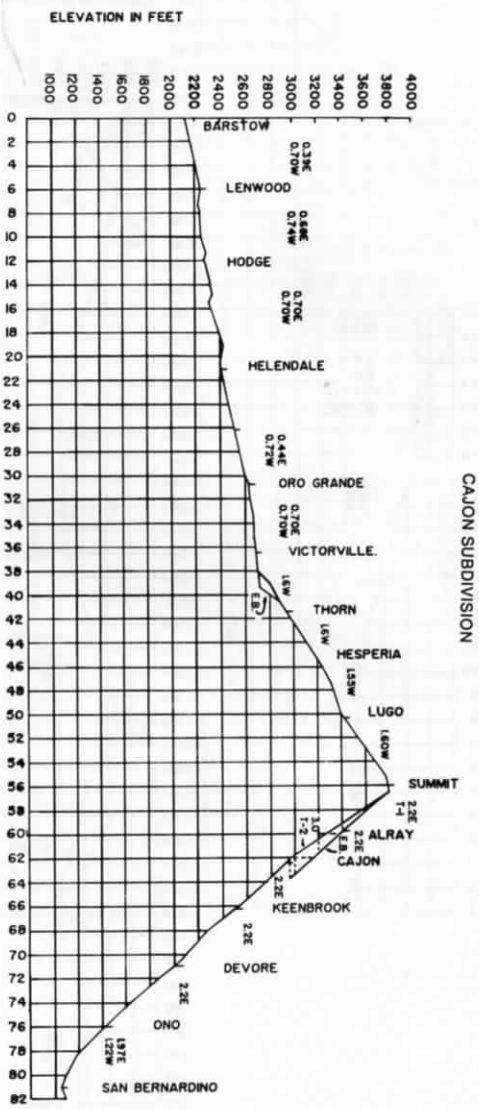

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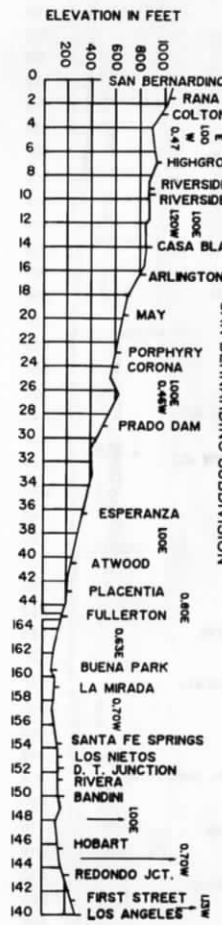

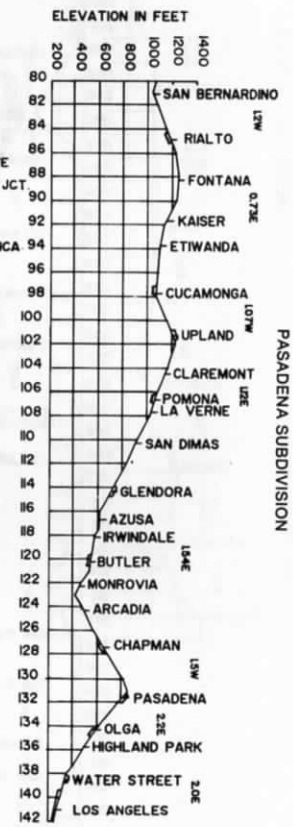

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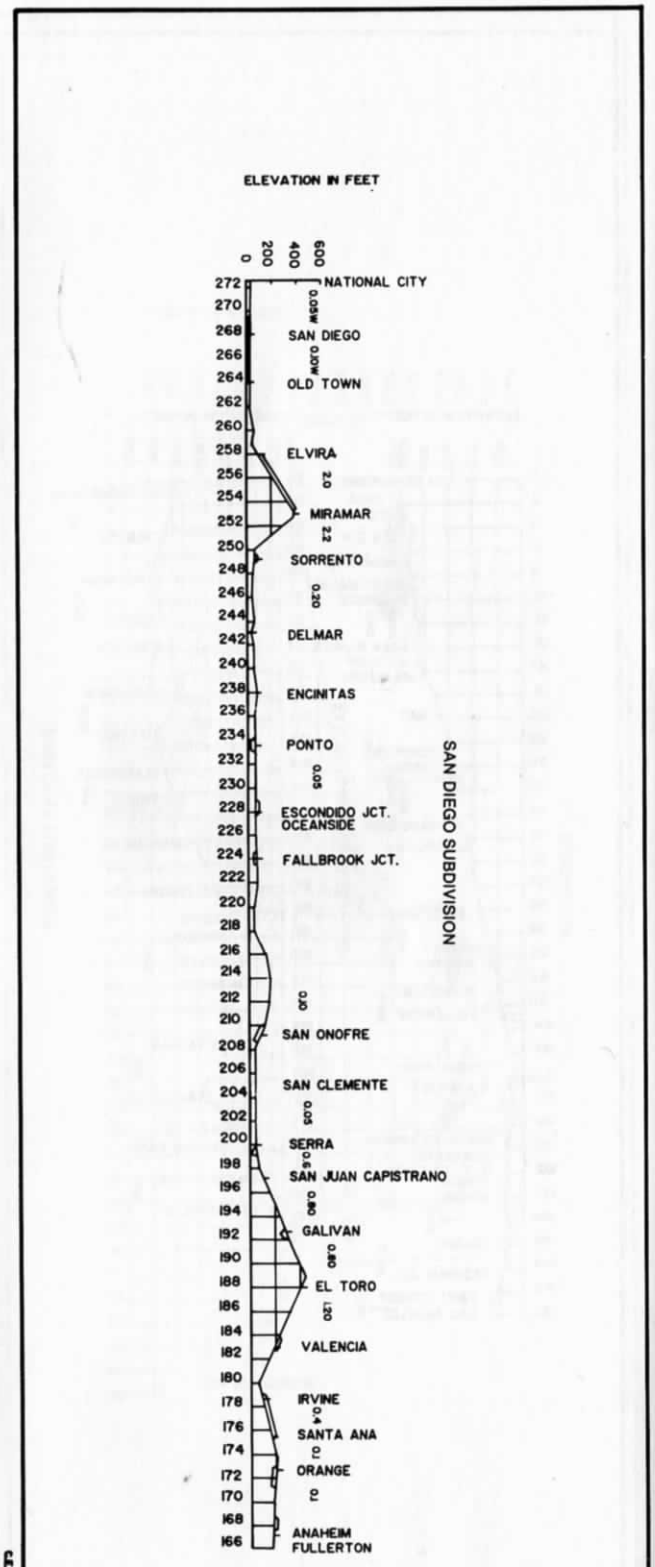

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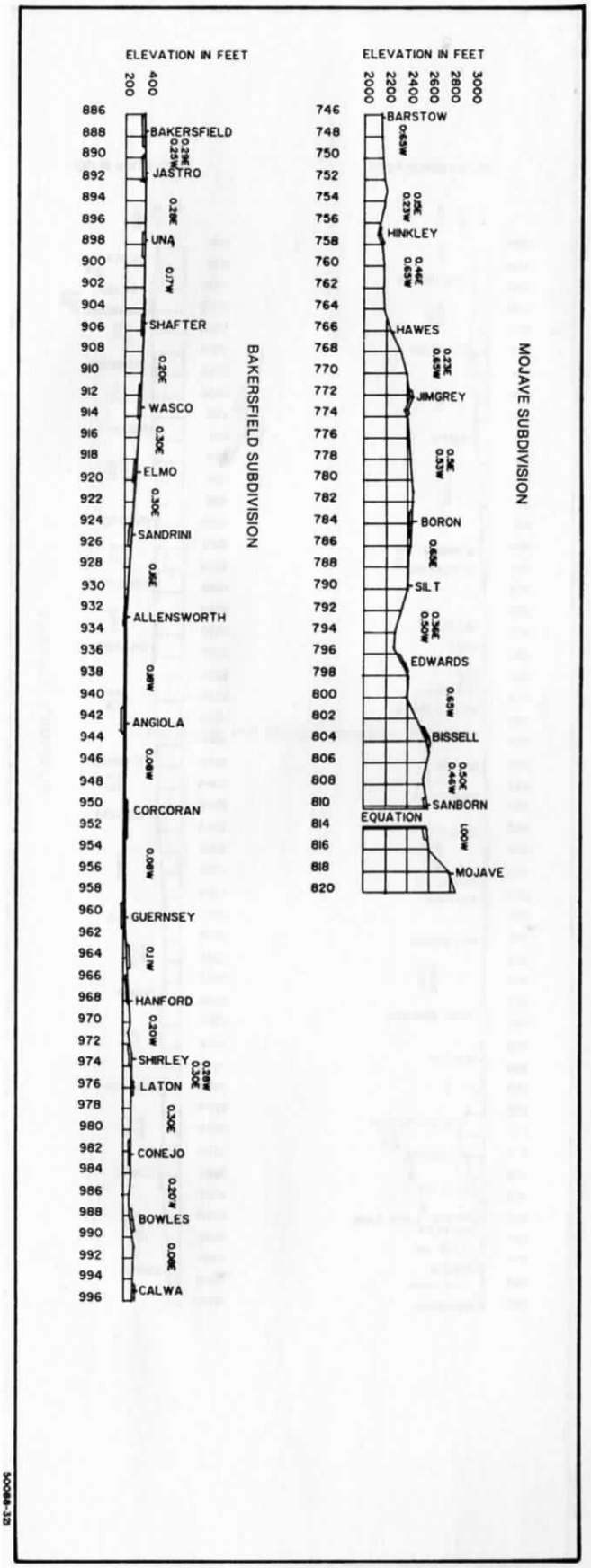

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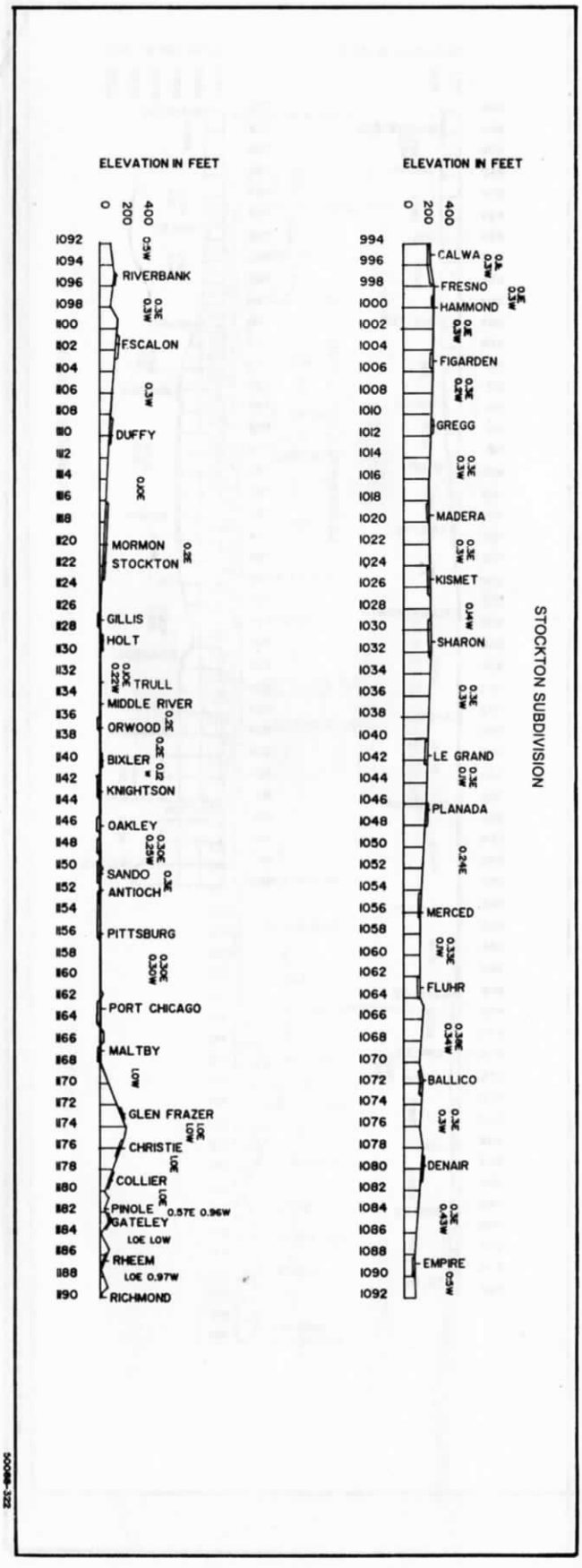

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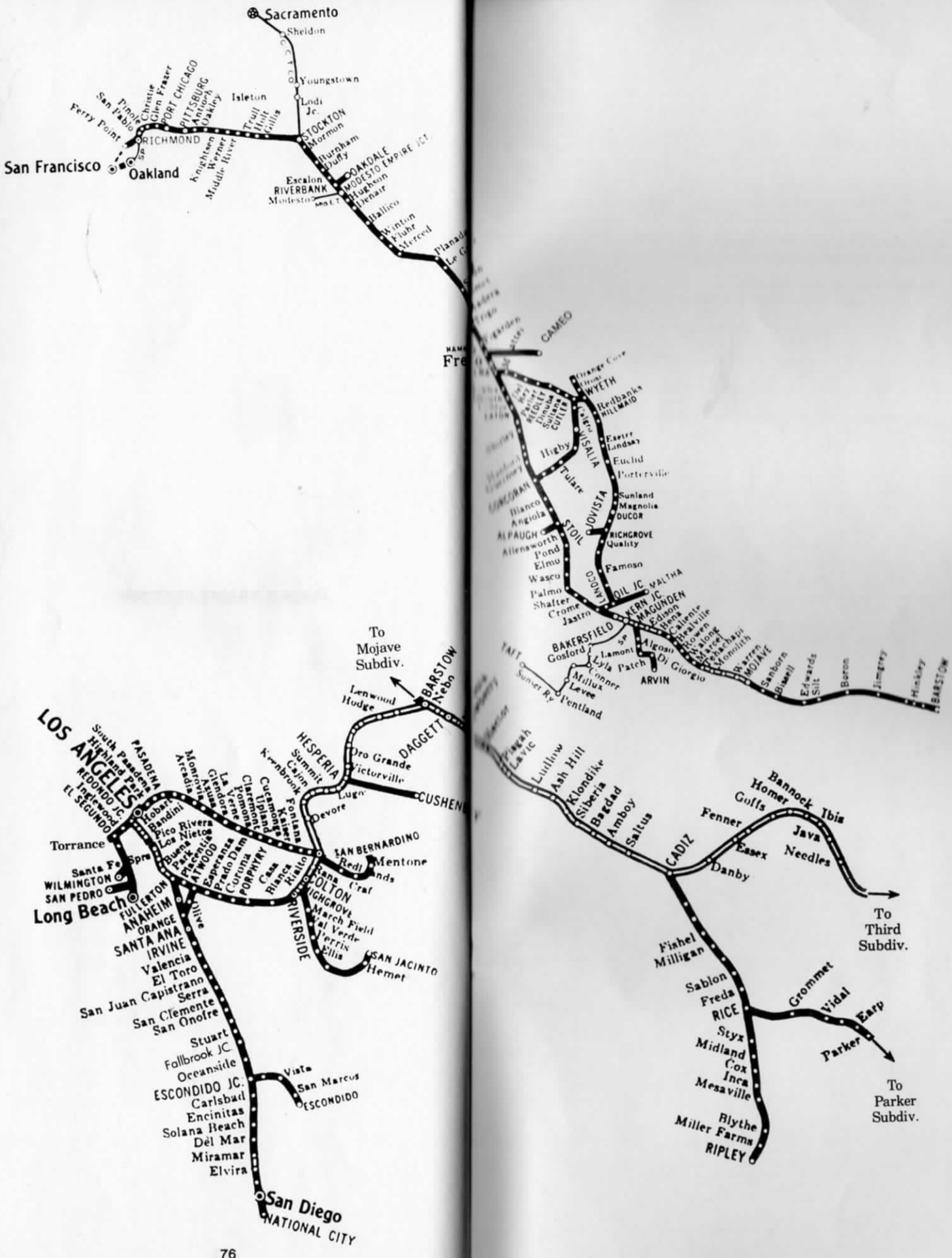
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Sheldon
Youngstown
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Isleton
STOCKTON
Mormon
Burnham
Duffy
OAKDALE
MODESTO EMPIRE JCT.
Hughson
Denair
Escalon
RIVERBANK
Modesto
Ballico
Winton
Fluhr
Merced
Planada
CAMEO
Orange Cove
Hirmat
WYETH
Redbanks
HILLMAID
Exeter
Lindsay
Euclid
Porterville
Highy
Tulare
VISALIA
JOVISTA
Sunland
Magnolia
DUCOR
RICHGROVE
Quality
Famoso
Blanco
Angiola
ALPAUGH
Allensworth
STOIL
Pond
Elmo
Wasco
Palmo
Shafter
Crome
Jastro
LANOCO
OIL JC.
MALTHA
KERN JC.
MAGUNDEN
Edison
Buena
Caliente
Brewalville
Rosedale
Bakersfield
Monolith
Barren
MOJAVE
Sanborn
Bissell
Edwards
Silt
Boron
Jimgrey
Hinkley
BARSTOW
BAKERSFIELD
Gosford
SP
Lamont
Algoa
Di Giorgio
ARVIN
TAFT
Sumner Ry
Lyla
Patch
Conner
Millux
Levee
Pentland
To Mojave Subdiv.
BARSTOW
Nebo
Lenwood
Hodge
DAGGETT
Oro Grande
Victorville
HESPERIA
Summit
Cajon
Keenbrook
Fontana
Lugo
Devore
CUSHENB
SAN BERNARDINO
Redlands
Mentone
Crafton
COLTON
HIGHGROVE
March Field
Val Verde
Perris
Ellis
RIVERSIDE
SAN JACINTO
Hemet
LOS ANGELES
South Pasadena
Highland Park
PASADENA
Monrovia
Arcadia
Azusa
La Verne
Glendora
Claremont
Pomona
Cucamonga
Upland
Kaiser
Fontana
Hobart
Bandini
Pico Rivera
Los Nietos
Buena Park
Placentia
ATWOOD
Esperanza
Prado Dam
Corona
PORPHYRY
Casa Blanca
Rialto
Inglewood
REDONDO JC.
El Segundo
Torrance
Santa Fe
Spr
WILMINGTON
SAN PEDRO
Long Beach
FULLERTON
ANAHEIM
ORANGE
SANTA ANA
IRVINE
Olive
Valencia
El Toro
San Juan Capistrann
Serra
San Clemente
San Onofre
Stuart
Fallbrook JC.
Oceanside
ESCONDIDO JC.
Carlsbad
Encinitas
Solana Beach
Del Mar
Miramar
Elvira
Vista
San Marcos
ESCONDIDO
San Diego
NATIONAL CITY
Pisgah
Lavic
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Ash Hill
Klondike
Siberia
Bagdad
Amboy
Saltus
CADIZ
Danby
Fenner
Bannock
Homer
Goffs
Ibis
Java
Essex
Needles
To Third Subdiv.
Finhel
Milligan
Sablon
Freda
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Styx
Midland
Cox
Inca
Mesaville
Blythe
Miller Farms
RIPLEY
Grommet
Vidal
Earp
Parker
To Parker Subdiv.