

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



**SANTA SAFETY FE IRST**



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

**WESTERN REGION  
CALIFORNIA DIVISION  
TIMETABLE No.**

**2**

IN EFFECT

**Sunday, September 18, 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.**

## TABLE OF CONTENTS

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

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R.D. HARPER	Los Angeles	Calif.

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G.S. DRESSLER	D.C. FREEMAN	

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## EXPLANATION OF CHARACTERS

A	— Automatic Interlocking
B	— General Orders/Circulars
g	— Gate, normal position against conflicting route
G	— Gate, normal position against this Subdivision
g	— Gate, left in position last used
M	— Manual Interlocking
P	— Telephone
R	— Radio communication
S	— Crossing protected by stop signs
T	— Turning facility
X	— Crossover (DT)
Y	— Yard Limits
MT	— Main Track

## EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions	— Red, Yellow and Green flags or discs
Permanent Speed 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		NEEDLES SUBDIVISION		↑ EASTWARD			
FIRST CLASS				STATIONS		STATIONS				FIRST CLASS	
35 PSGR	3 PSGR							Mile Post	Siding Feet	4 PSGR	36 PSGR
Leave Daily	Leave Daily	Station Number	Siding Feet					Arrive Daily	Arrive Daily		
	AM 1:15	19800		DT ABS TWC	NEEDLES BMPRTXY	NEEDLES BMPRTXY	DT ABS TWC	578.0		AM s2:25	
					NO. 2.2	WEST NEEDLES		580.2			
		19795	5317	2MT CTC	JAVA	JAVA	2MT CTC	585.6			
		19790	5650		IBIS	IBIS		592.3			
		19785	5418		NO. 5.4	BANNOCK	X	597.0			
		19780	6716	DT ABS TWC	HOMER	HOMER	X	601.5			
	1:49	19775	9218		GOFFS	GOFFS	PX	609.1	7254	1:38	
		19770			FENNER	FENNER	PX	618.7			
		19765			ESSEX	ESSEX	X	626.2	5369		
		19760	5383	DT ABS TWC	DANBY	DANBY	X	634.7	5841		
	2:17	19295	9328	DT ABS TWC	CADIZ	CADIZ	PTX	648.1	9292	1:07	
		19290		ATS	SALTUS	SALTUS	X	658.4	2590		
		19285	5296		AMBOY	AMBOY	PX	661.5	5406		
		19280			BAGDAD	BAGDAD	PX	669.3	5022		
		19275	6746		SIBERIA	SIBERIA	X	676.6			
	2:51	19265	5414	DT ABS TWC	ASH HILL	ASH HILL	PTX	686.7	7113	12:38	
		19260			LUDLOW	LUDLOW	PX	693.4			
	3:06	19250	6605		PISGAH	PISGAH	PX	706.6	6682	12:22 AM	
		19245		DT ABS TWC	HECTOR	HECTOR	PX	712.8			
		19240	7352	ATS	NEWBERRY	NEWBERRY	XY	725.6	5363		
		19235			MINNEOLA	MINNEOLA	X	732.5			
	AM 10:07	19215		CTC 2MT	DAGGETT	DAGGETT	M	737.3			PM 5:30
					EAST BARSTOW	EAST BARSTOW		743.6			
s10:22	s3:58	19000			BARSTOW	BARSTOW	BPRT	745.9		11:54 PM	5:20 PM
AM	AM									Leave Daily	Leave Daily
NORTH (168.7)						(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	
		Psg.	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*
BOTH TRACKS	M.P. 646.1 and Goffs	79	55*
	Goffs and Needles	60	55*
	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	Eastward M.P. 700.0 to 694.0
M.P. 706.5 to 713.0	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	30
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		
Curve	M.P. 747.1 to 747.2	50
Fuel Facility	M.P. 747.2	
While Head End is Passing Over		30
2 Curves	M.P. 747.2 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

(Continued on next page)

## NEEDLES SUBDIVISION

### (C) SPEED RESTRICTIONS - VARIOUS (continued)

	LOCATION	MPH	
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	
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	30	
NEEDLES YARD			
Needles Freight Lead	M.P. 578.4 to 580.3	30	
"H" Street Crossing	M.P. 578.1	30	
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

(continued on next page)

## NEEDLES SUBDIVISION

### (D) SPEED RESTRICTIONS - SWITCHES (continued)

Station	Type	Location	MPH
House 86	D	Cajon Subdivision Receiving Yard Lead M.P. 4.3	30
Barstow Yard	D	EE and WE Inspection Yard Tracks 1102 and 1103	50
	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	TWC	105.8	
19460	880	VIDAL			120.0	
19330	2471	RICE	TY		140.4	
19325	2100	FREDA			144.0	
19320	2846	SABLON			151.0	
19315		MILLIGAN			164.0	
19310		FISHEL			169.2	
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
19400		BLYTHE	BPRTY		42.0
19335	526	STYX		TWC	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
	700	SPUR 5		TWC	26.1
	760	BASS			15.6
	122	SPUR 2			11.3
	114	SPUR 1			7.0
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-Stauffer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

WESTWARD ↓				CAJON SUBDIVISION	
FIRST CLASS				STATIONS	
35 PSGR	3 PSGR				
Leave Daily	Leave Daily	Station Number	Siding Feet		
AM 10:27	AM 4:12	19000		BARSTOW	BPRT
				HOUSE 93	
				HOUSE 90	
				VALLEY JCT.	
				HOUSE 86	
		19015		LENWOOD	
				HODGE	
				EAST ORO GRANDE	
		19035		ORO GRANDE	
				EAST VICTORVILLE	
		19045		VICTORVILLE	P
				FROST	
		19055		HESPERIA	
				LUGO	
		19065		SUMMIT	
		19075		CAJON	
		19080		KEENBROOK	
				VERDEMONT	
				FIFTH STREET	
s12:07 PM	s 6:03 AM	19100		SAN BERNARDINO	BPRT
Arrive Daily	Arrive Daily			SOUTH TRACK (82.0) NORTH TRACK (84.0)	

CAJON SUBDIVISION		↑ EASTWARD			
STATIONS		FIRST CLASS			
		36 PSGR		4 PSGR	
		Mile Post	Arrive Daily	Arrive Daily	
BARSTOW	BPRT	745.9	PM s 5:20	PM s11:50	
HOUSE 93		746.8			
HOUSE 90		749.0			
VALLEY JCT.		749A.0			
HOUSE 86		4.3			
LENWOOD		6.7			
HODGE		13.6			
EAST ORO GRANDE		29.4			
ORO GRANDE		31.5			
EAST VICTORVILLE		34.6			
VICTORVILLE	P	36.7			
FROST		38.0			
HESPERIA		45.1			
LUGO		50.1			
SUMMIT		55.9			
CAJON		62.8			
KEENBROOK		69.4			
VERDEMONT		73.9			
FIFTH STREET		80.8			
SAN BERNARDINO	BPRT	81.5	3:30 PM	10:02 PM	
			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

BETWEEN:	MPH	
	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	
		Psg.	Frt.
<b>WESTWARD MOVEMENTS BOTH TRACKS</b>			
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
<b>EASTWARD MOVEMENTS BOTH TRACKS</b>			
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.

- 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.
- Speed Restrictions:

	Operative Dynamic Brakes	M P H	Exceptions:	M P H
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	M P H	"RCE" or Helper Operation with Dynamic Brakes	M P H
SOUTH TRACK M.P. 56.6 to CAJON	Not To Exceed An Average of 85 Tons Per Operative Brake	15	Average Tonnage Does Not Exceed 135 Tons Per Operative Brake	15
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 Train Tonnage Between 6500 Tons and 12000 Tons Train Tonnage Does Not Exceed 6500 Tons	20 25 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.

- 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 locomotive 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

WEST- WARD ↓		REDLANDS SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS			Mile Post
		End of Track	Y	Rule 93	13.4
19165	790	MENTONE	Y		12.0
19145		REDLANDS	Y		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			STATIONS	
3 PSGR	Station Number	Siding Feet		
AM 6:03	19100		SAN BERNARDINO	BPRT
			WEST YARD	Y
6:10	24825	1935	RIALTO	
	24800		KAISER	PY
	24292		CUCAMONGA	TY
6:26	24284	2363	UPLAND	
	24264		CLAREMONT	Y
s6:38	24250	3079	POMONA	
	23710	2820	GLENDORA	
6:48	23700		AZUSA	T
	23690	6165	IRWINDALE	PY
	23592	2740	BUTLER	Y
	23580		ARCADIA	PY
	23572	1800	CHAPMAN	
s7:13	23565	1702	PASADENA	
7:18	23556	1698	OLGA	
			WATER STREET	Y
			BROADWAY	
			MISSION TOWER	MPRT
7:55 AM			LOS ANGELES Union Psgr Terminal	BMP
Arrive Daily			(59.3)	

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

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.	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	Eastward
M.P. 109.2 to 121.0	M.P. 129.0 to 122.8
M.P. 131.3 to 139.3	

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.	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 derrails:	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

WEST- WARD ↓		OLIVE SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
25275		ATWOOD	PT	0.0	
25290		OLIVE	CTC	2.4	
		S.P. CROSSING		M	4.1
		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.



# SAN BERNARDINO SUBDIVISION

↑ EASTWARD

		STATIONS		Mile Post	FIRST CLASS									
Station Number	Siding Feet				70 PSGR	72 PSGR	74 PSGR	76 PSGR	36 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	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
19100		SAN BERNARDINO	BMPRT	0.0					PM s 3:30					
		WEST YARD		0.0X										
		1.5												
19140		RANA		1.6										
		1.3												
25045		COLTON	M	2.9										
		S.P. Crossing												
	4490	WEST COLTON		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		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 6:52	AM s 8:34	AM s 11:25	PM s 1:20	PM s 2:20	PM s 3:19	PM s 5:20	PM s 6:25	PM s 7:19	PM s 9:19
		2.0												
23160		BASTA	M	163.0										
		U.P. Crossing												
		2.7												
23150		BUENA PARK		160.3										
		2.6												
23140		LA MIRADA	PT	157.7										
		4.7												
23120		LOS NIETOS	M	153.0										
		S.P. Crossing												
		0.9												
23110		D.T. JUNCTION	M	152.1										
		S.P. Crossing												
		1.2												
23100		PICO RIVERA	PT	150.9										
		1.1												
23040		BANDINI		149.8										
		1.3												
		LEVER BROS.		148.5										
		1.2												
		EASTERN AVE.		147.3										
		1.3												
23000		HOBART	BPR	146.0										
		1.5												
		HOBART TOWER		144.5										
		U.P. Crossing	MR											
		1.3												
23550		REDONDO JCT.	MPRT	143.2										
		U.P. Crossing												
		2.1												
		FIRST STREET		141.1										
		(70.7)												
		1.1												
		MISSION TOWER	MPRT	140.0										
		S.P. & U.P. Crossing												
		0.8												
		LOS ANGELES	BMP		6:20 AM	8:00 AM	10:50 AM	12:45 PM	1:45 PM	2:45 PM	4:45 PM	5:50 PM	6:45 PM	8:45 PM
		Union Psgr Terminal												
(72.4) EAST					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

\*Holidays: November 24, December 26, 1988, January 2, and February 20, 1989.

## 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.	Fr.
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
End Three Tracks	M.P. 148.5	
Junction Switch (South to South)		40
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

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

(continued on next page)

# SAN BERNARDINO SUBDIVISION

## (D) SPEED RESTRICTIONS - SWITCHES (continued)

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
Lambert	D	End of Two Tracks	40
Atwood	D	Olive Subdivision junction switch	25
Fullerton	D	San Diego Subdivn 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 crossovers and North main to setout track	40
	D	Main track crossovers	30
Hobart	D	Crossover North main track and setout track	30
	D	North track to middle track	40
Hobart Tower	D	East Crossover	30
	D	Middle Crossover	15
	D	West Crossover	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

WEST-WARD ↓		ESCONDIDO SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
25545	1376	ESCONDIDO	TY	RULE 93	21.2
25540	866	SAN MARCOS	Y		16.2
25530	1811	VISTA	Y		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

Escondido Subdivision	MPH
	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** ↓

**SAN DIEGO SUBDIVISION**

FIRST CLASS									STATIONS				
87 PSGR	85 PSGR	83 PSGR	81 PSGR	79 PSGR	77 PSGR	75 PSGR	73 PSGR	71 PSGR	Station Number	Siding Feet			Mile Post
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 8:45	PM 6:45	PM 4:45	PM 2:45	AM 11:45	AM 9:50	AM 8:00	AM 6:45	AM 5:20					
8:52	6:52	4:52	2:52	11:52	9:57	8:07	6:52	5:27					
									25710		NATIONAL CITY 3.8	Y	273.1
											22ND STREET 1.8	BPRXY	269.3
									25700		SAN DIEGO 3.3	TXY	267.5
									25690		OLD TOWN 6.3	Y	264.2
											ELVIRA 4.9	CTC	257.9
									25610		MIRAMAR 3.9	T	253.0
									25590	4877	SORRENTO 5.1		249.1
									25580		DEL MAR 11.1		244.0
									25555	5333	PONTO 6.5		233.8
									25510		ESCONDIDO JCT. 0.8	T	227.2
									25500	6096	OCEANSIDE 1.3	BP	226.4
									25446	8610	FALLBROOK JCT. 15.9		225.1
									25415	4927	SAN ONOFRE 4.4		209.2
									25410		SAN CLEMENTE 5.0		204.8
									25405	4673	SERRA 2.6		199.8
									25390		SAN JUAN CAPISTRANO 4.6		197.2
									25385	4972	GALIVAN 9.7		192.6
									25375	5982	VALENCIA 3.8		182.9
									25315		IRVINE 2.5	T	179.1
											EAST SANTA ANA 1.4		176.6
									25308		SANTA ANA 2.6	CTC 2MT	175.2
									25295	6250	ORANGE 2.1	T	172.6
											ANAHEIM STADIUM 0.7		170.5
											S.P. Crossing 2.0	M	169.8
									23210	3044	ANAHEIM 1.2		167.8
											HOUSE 1 1.6		166.6
									23200		FULLERTON	BPR	165.0
											(107.8)		

\* Holidays: November 24, December 26, 1988, January 2, and February 20, 1989.



# SAN DIEGO SUBDIVISION

↑ EASTWARD

		STATIONS		Mile Post	FIRST CLASS								
Station Number	Siding Feet				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									
		22ND STREET	BPRXY	269.3									
25700		SAN DIEGO	TXY	267.5	AM s 9:05	AM s 10:55	PM s 1:45	PM s 3:35	PM s 5:35	PM s 7:35	PM s 8:40	PM s 9:30	PM s 11:30
25690		OLD TOWN	Y	264.2	8:46	10:36	1:27	3:14	5:13	7:14	8:22	9:11	11:11
		ELVIRA		257.9									
25610		MIRAMAR	T	253.0									
25590	4877	SORRENTO		249.1									
25580		DEL MAR		244.0	s 8:21	s 10:11	s 1:02	s 2:49	s 4:48	s 6:49	s 7:57	s 8:46	s 10:46
25555	5333	PONTO		233.8									
25510		ESCONDIDO JCT.	T	227.2									
25500	6096	OCEANSIDE	BP	226.4	s 8:04	s 9:54	s 12:45	s 2:32	s 4:31	s 6:32	s 7:41	s 8:30	s 10:30
25446	8610	FALLBROOK JCT.		225.1									
25415	4927	SAN ONOFRE		209.2									
25410		SAN CLEMENTE		204.8		s 9:30	s 12:21						
25405	4673	SERRA		199.8									
25390		SAN JUAN CAPISTRANO		197.2	s 7:33	s 9:16	s 12:08 PM	s 2:01	s 4:00	s 6:01	s 7:06	s 7:59	s 9:59
25385	4972	GALIVAN		192.6									
25375	5982	VALENCIA		182.9									
25315		IRVINE	T	179.1									
		EAST SANTA ANA		176.6									
25308		SANTA ANA		175.2	s 7:13	s 8:55	s 11:45	s 1:40	s 3:39	s 5:40	s 6:45	s 7:39	s 9:39
25295	6250	ORANGE	T	172.6									
		ANAHEIM STADIUM		170.5	s 7:01	s 8:44	s 11:35	s 1:30	s 3:29	s 5:30	s 6:35	s 7:29	s 9:29
		S.P. Crossing	M	169.8									
23210	3044	ANAHEIM		167.8									
		HOUSE 1		166.6									
23200		FULLERTON	BPR	165.0	s 6:52 AM	s 8:34 AM	s 11:25 AM	s 1:20 PM	s 3:19 PM	s 5:20 PM	s 6:25 PM	s 7:19 PM	s 9:19 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: November 24, December 26, 1988, January 2, and February 20, 1989.

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	
	Psg.	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	
	Psg.	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)

# SAN DIEGO SUBDIVISION

## (C) SPEED RESTRICTIONS - VARIOUS (continued)

LOCATION	MPH	
	Psg.	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

Normal position for spring switch WE middle main track San Diego is for north main track.

Normal position for spring switch east end crossover San Diego, M.P. 267.3, is for movement through crossover to south main track.

## 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

WEST-WARD ↓		SAN JACINTO SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS			Mile Post
25065	1018	HIGHGROVE	PY	TWC	0.0
		1.5 S.P. Crossing	A		1.5
25075	1555	BOX SPRINGS	Y		7.2
25080		MARCH FIELD	P		9.6
25085	2046	ALESSANDRO			10.6
25090	1105	VAL VERDE	T		13.5
25110		PERRIS			18.3
25120	1030	ETHANAC			22.7
25125	1570	WINCHESTER			28.9
25135		HEMET	Y		36.0
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

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

WEST- WARD ↓		MOJAVE SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
19000	Yard	BARSTOW BPRT		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	HINKLEY	CTC	757.2	
18530	8034	JIMGREY		772.9	
18525	8052	BORON		784.0	
18519	8004	SILT		789.6	
18515	8007	EDWARDS		797.1	
18509	8019	BISSELL		803.6	
18505	8772	SANBORN		810.1	
17910	Yard	MOJAVE MR		814.7	
17410		KERN JCT. MR		DT ABS	885.2
17400	Yard	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.

## MOJAVE SUBDIVISION

### (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 - 30 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
House 90	D	Inspection Yard Lead	50
	D	Inspection Yard Lead	50
	D	North Departure Yard Lead	50
	D	South Departure Yard Lead	50
Barstow Yard	D	2 Crossovers	50
	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

## MOJAVE SUBDIVISION

### (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

<b>WEST- WARD</b> ↓	<b>ARVIN SUBDIVISION</b>	<b>↑ EAST- WARD</b>
<b>Station Number</b>	<b>Siding Feet</b>	<b>STATIONS</b>
17745	4859	ARVIN 4.3
17740		DI GIORGIO 2.0
17735	3273	RIBIER 2.2
17725	2643	LAMONT 1.1
17720		WEST LAMONT 6.6
17710		ALGOSO 0.3
17705		MAGUNDEN
		(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

WEST- WARD ↓		SUNSET RAILWAY SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS			Mile Post
17595		TAFT	Y		8.8
17585	1980	PENTLAND	Y		27.5
17576		LEVEE	Y		18.1
17572	2343	MILLUX	Y	RULE 93	14.4
17566		GULF	Y		12.3
17562	2316	CONNER	Y		9.6
17556		LYLA	Y		7.0
17534		GOSFORD	Y		0.0
(36.3)					

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

WEST- WARD ↓		BAKERSFIELD SUBDIVISION		↑ EAST- WARD	
FIRST CLASS				FIRST CLASS	
709	711			708	710
Leave Daily	Leave Daily	Station Number	Siding Feet	Mile Post	Arrive Daily
PM 3:45	AM 6:00	17400	Yard	887.7	PM 1:30
					PM 11:20
		16386	E-6726 W-6155	891.1	
		16376	9015	897.7	
		16368	E-4833 W-5963	905.4	
s4:10	s6:25	16359	6568	913.0	s12:49 s10:39
		16352	8964	919.2	
		16344	9032	924.6	
		16340	8948	932.3	
		16322	8999	942.1	
4:44	6:59	16313	E-5990 W-9951	950.9	12:16 10:05
		16308	8879	960.3	
s5:03	s7:18	16246	E-8963 W-4490	967.9	s12:01 s 9:50 PM
		16237	9055	973.2	
		16218	9051	982.2	
		16210	8959	988.3	
			CALWA CROSSING M S.P. Crossing	994.3	
5:27 PM	7:42 AM	16200	Yard	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
Alpough 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

Rule 98A: Junction switch at Cutler will be lined and locked for Porterville Subdivision.

**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	
16450		S.P. Crossing TULARE	MY	15.0	
16454		LOMA		20.2	
16640	2338	VISALIA S.P. Crossing	SY	25.2	
		S.P. Crossing	S	33.3	
16632		CALGRO		36.2	
16624	3380	CUTLER	Y	38.5	
16628		SULTANA		41.7	
16615		DINUBA		45.1	
16580	Yard	REEDLEY		48.8	
16575		LAC JAC		51.0	
16570		PARLIER		53.4	
16565	2651	DEL REY		58.5	
16560	2246	CASTY		61.9	
16555	1626	LONE STAR		64.4	
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

Rule 98A: Junction switch at Cutler will be lined and locked for Porterville Subdivision.

**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
				S.P. Crossing			PM 9:22
				SUNMAID CROSSING	M	996.8	
s 5:40	s 7:55	16200	Yard	FRESNO	BR	998.1	s 11:25 s 9:15
		16095	1900	HAMMOND		1000.1	
		16090	8514	FIGARDEN		1005.0	
		16084	8950	GREGG		1011.3	
s 6:07	s 8:22	15884	8984	MADERA		1019.6	s 10:53 s 8:43
		15876	9083	KISMET		1025.5	
		15872	13900	SHARON		1031.1	
		15866	8978	LE GRAND		1041.5	
		15862	9688	PLANADA		1047.3	
s 6:41	s 8:56	15780	10314	MERCED		1056.1	s 10:22 s 8:12
		15768	8989	FLUHR		1062.9	
		15760	8999	BALICO		1071.7	
s 7:02	s 9:17	15756	8964	DENAIR		1079.6	s 9:56 s 7:46
		15695	8971	MODESTO EMPIRE JCT.		1089.2	
s 7:21	s 9:36	15650	7231	RIVERBANK	BPT	1095.6	s 9:40 s 7:30
		15640	9254	ESCALON		1101.4	
		15630	8968	DUFFY		1109.6	
		7914		WALNUT		1116.9	
		15000	Yard	MORMON	BPRT	1119.7	
				U.P. Crossing		1120.7	
				STOCKTON TOWER	MR		
				S.P. Crossing			
s 7:55	s 10:10	15000	6794	STOCKTON	T	1121.4	s 9:10 s 7:00
		14480	4881	GILLIS		1126.6	
		14470	3674	HOLT		1129.1	
		14460	4943	TRULL		1133.0	
		14440	3558	ORWOOD	MR	1136.8	
8:21	10:36	14410	8075	KNIGHTSEN		1141.9	8:41 6:31
		14390		OAKLEY	Y	1145.9	
		14350	5580	SANDO	Y	1150.3	
s 8:31	s 10:46	14340		ANTIOCH	Y	1151.9	s 8:33 s 6:23
		14330	5535	PITTSBURG	BPRTY	1155.8	
8:50 PM	11:05 AM	14320	3600	PORT CHICAGO	M	1163.3	8:18 AM 6:08 PM
		11210	3456	MALTBY		1166.9	
		11230	3834	GLEN FRAZER	P	1173.4	
		11240	4936	CHRISTIE	P	1175.9	
		11250	5184	COLLIER		1179.1	
		11270	5310	GATELEY		1182.6	
		11280	5373	RHEEM		1186.5	
		11300	Yard	RICHMOND	BPRTY	1189.0	
Arrive Daily	Arrive Daily	(194.1)				Leave Daily	Leave Daily

## STOCKTON SUBDIVISION

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

## STOCKTON SUBDIVISION

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Fr.
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. 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
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
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 1152.1	60
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

## STOCKTON SUBDIVISION

### (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. 1152.1 to 1151.2	60
Curve	M.P. 1139.8 to 1139.5	55
Bridge	M.P. 1136.4 to 1134.7	30
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
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. 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

## STOCKTON SUBDIVISION

### (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 Special Instructions

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

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

Rule 2 supplemented by adding: While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where 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.

New Rule 81(B) Added Reading: Reverse Movements: All reverse movements by a train must be made at restricted speed, prepared to stop short of men or equipment. Such movements must be authorized by the control operator or train dispatcher unless: (1) Rule 93 or Rule 94 is in effect; or, (2) Reverse movement within block system limits is made within the same block. Outside CTC or DTC limits, a train having passed beyond the limits of a block must not back into that block without flag protection.

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.

## ALL SUBDIVISIONS Special Instructions

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

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

Rule 102(2) amended to read: 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 ascertaining that air pressure is present in the brake pipe by the following procedure:

- After air brakes have had sufficient time to release following an emergency application, make a 20 psi service application; and,
- After brake pipe exhaust ceases, place automatic brake valve cutout valve to out position. If brake pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

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 all wheels are properly positioned on the rail before proceeding.

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

- 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.
- 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.
- 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.

## ALL SUBDIVISIONS Special Instructions

Rule 316 is deleted in its entirety.

Rule 317(2) does not apply.

Rule 400 is amended to read as follows: Authority: Where designated by Timetable, use of main track will be authorized by issuance of a track warrant, under the direction and over the signature of the train dispatcher. The main track may be used as prescribed by Rule 93 or Rule 94.

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". Employees 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(1) is amended to read as follows: When authorized to proceed from one point to another, movement is authorized in the direction specified. When a crew member reports to the train dispatcher that train has passed a specific point within the authorized limits, track warrant authority is to be considered void up to that point, or,

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. Employees 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 employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

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

Rule 928 supplemented by adding: When necessary to cut out the dynamic brake on locomotive(s) within a consist to avoid exceeding the 24-axle limitations, start with the second locomotive and continue consecutively toward the rear of the locomotive consist until the proper number of locomotives have been cut out. The lead locomotive should not be cut out in order to provide load meter readings.

## ALL SUBDIVISIONS Special Instructions

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.

## ALL SUBDIVISIONS Special Instructions

### 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.

## ALL SUBDIVISIONS Special Instructions

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.
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.

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.

## ALL SUBDIVISIONS Special Instructions

14. Rule 403: An incorrect engine number shown on an address on a track warrant must be reported by a crew member and, if verbally 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. 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.

17. In the application of Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

- (1) Engineer, or employe at the control of the engine, must make a 20 PSI service air brake application; and,
- (2) Reverser lever must be removed and placed in charge of employe performing such work.

## ALL SUBDIVISIONS Special Instructions

18. 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

CLASS	MAKE	TYPE	WEIGHT	TRACTION 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

horsepower rating of units by class:

\* 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.

## ALL SUBDIVISIONS Special Instructions

### 19. MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS.

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:  <table style="width: 100%; margin-left: 20px;"> <tbody> <tr><td>76517</td><td></td><td></td></tr> <tr><td>76539</td><td>76556</td><td>76558</td></tr> <tr><td>76568</td><td>76595</td><td>76649</td></tr> <tr><td>76656</td><td>76696</td><td>76733</td></tr> <tr><td>76736 thru</td><td>76738</td><td></td></tr> <tr><td>76742 thru</td><td>76745</td><td>76747</td></tr> <tr><td>76748</td><td>76750</td><td>76751</td></tr> <tr><td>78256 thru</td><td>78269</td><td>78272</td></tr> <tr><td>78274</td><td>78278</td><td>78281</td></tr> <tr><td>78285</td><td>78287 thru</td><td>78293</td></tr> <tr><td>78326</td><td>78328 thru</td><td>78333</td></tr> <tr><td>78336 thru</td><td>78340</td><td>78343</td></tr> <tr><td>78344</td><td>78347</td><td>78348</td></tr> <tr><td>78350</td><td>78353</td><td></td></tr> </tbody> </table>	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
76517																																											
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78285	78287 thru	78293																																									
78326	78328 thru	78333																																									
78336 thru	78340	78343																																									
78344	78347	78348																																									
78350	78353																																										
(f) Trains handling EMPTY "Schnabel" type cars:  <table style="width: 100%; margin-left: 20px;"> <tbody> <tr><td>APWX 1004</td><td>GEX 40010, 80002, 80003</td></tr> <tr><td>BBCX 1000</td><td>GPWX 100</td></tr> <tr><td>CAPX 1001</td><td>HEPX 200</td></tr> <tr><td>CEBX 100, 101</td><td>KWUX 10</td></tr> <tr><td>CPOX 820</td><td>WECX 101, 102, 200-203,</td></tr> <tr><td>CWEX 1016</td><td>301</td></tr> </tbody> </table>	APWX 1004	GEX 40010, 80002, 80003	BBCX 1000	GPWX 100	CAPX 1001	HEPX 200	CEBX 100, 101	KWUX 10	CPOX 820	WECX 101, 102, 200-203,	CWEX 1016	301	40																														
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CEBX 100, 101	KWUX 10																																										
CPOX 820	WECX 101, 102, 200-203,																																										
CWEX 1016	301																																										
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																																										

## ALL SUBDIVISIONS Special Instructions

### 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 fuses.
  - (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.

Loaded cars placarded:



Loaded cars placarded:



Loaded cars placarded:



Loaded tank cars placarded:



Empty tank cars placarded:

RESIDUE\*:

Corrosive  
Poison  
Chlorine  
Organic Peroxide  
Oxidizer  
Oxygen  
Flammable  
Flammable Solid  
Flammable Solid  
Non Flammable Gas  
Flammable Gas  
Poison Gas

Loaded cars other than tank cars placarded:



Loaded cars placarded:



## RESTRICTIONS

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

**MUST NOT BE NEXT TO:**

**NO RESTRICTIONS**

Engine, occupied caboose or passenger car	X	X	X	X	
Car occupied by guard or escort	X (1)	X (1)	X	X (1)	
Loaded plain flat car	X	X	X	X	
Loaded bulkhead flat car	X (2)	X (2)	X	X (2)	
Loaded TOFC/COFC flat car	X	X (3)	X	X (4)	
Flat Car loaded with vehicles	X	X	X	X (5)	
Open top car with shiftable load	X (2)	X (2)	X	X (2)	
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X	X	X	
Car placarded EXPLOSIVES A	X		X		X
Car placarded POISON GAS		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

## HAZARDOUS MATERIAL INSTRUCTIONS

1. When initial movement of a loaded placarded rail car is a pull from an industry, the crew must have in its possession a shipping paper that shows:

1. The shipping name.
2. The hazard class.
3. The identification number (UN/NA).
4. The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.
5. The placard notation.
6. If the car is a placarded empty tank car, the words "empty" or "empty last contained" must precede the shipping name.

2. When picking up loaded placarded cars containing hazardous materials at plants, interchange points or other locations, unless otherwise provided, trainmen will make inspection to determine cars have no obvious leaks, that hand brakes, air brakes and trucks are in safe condition for movement, and that the identification number shown on the car or placard is the same as that shown on the shipping paper. Cars not in safe condition for movement, incompletely or inaccurately placarded, or having missing or inaccurate identification numbers must not be handled. Immediate report must be made to either the train dispatcher, yardmaster or supervisor as appropriate, by first available means of communication when such cars are not picked up. Report must include car number, location, and reason car cannot be moved.

3. Before coupling to any tank car on a track where tank cars are loaded or unloaded:

- (a) Any sign reading "STOP-TANK CAR CONNECTED" must first be removed by other than trainman or engineman.
- (b) Trainman must make an inspection to determine all connections have been removed and that cars to be moved are not coupled to other tank cars connected to loading or unloading fittings.

4. The following switching restrictions apply to loaded placarded cars containing hazardous materials:

- (a) A car placarded EXPLOSIVES A or POISON GAS, a DOT class 113 tank car containing FLAMMABLE GAS, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.
- (b) When handling a car placarded EXPLOSIVES A it must be separated from the engine by at least one nonplacarded car.
- (c) Cars placarded EXPLOSIVES A while in a yard or siding must be located so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing nor in or alongside a passenger station.

5. Placarded cars must be properly positioned in a train as outlined in the timetable chart entitled "Position in Train of Placarded Cars Containing Hazardous Materials".

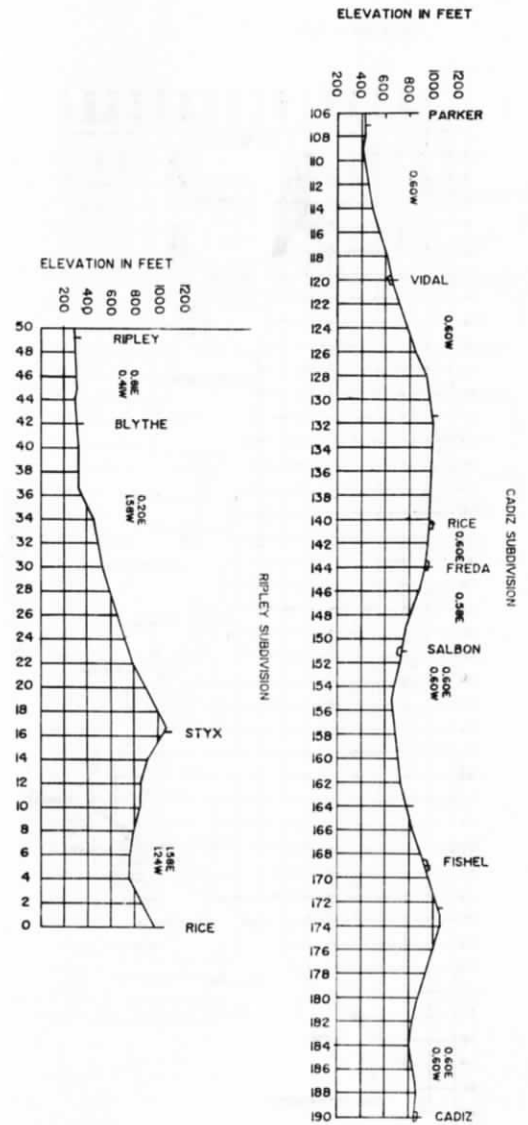
6. The crew of a train handling loaded placarded cars or "residue last contained" tank cars, must have in its possession:

1. For each shipment of hazardous material a copy of the shipping papers showing shipping name, hazard class, identification number (UN/NA), quantity, and placard notation.
2. A document indicating the position in the train of each placarded car except when the position is changed by the crew or when is picked up enroute.

7. Upon discovery of an unintentional release of material from a rail car transporting hazardous material, notify the train dispatcher or supervisor by first available means of communication, providing:

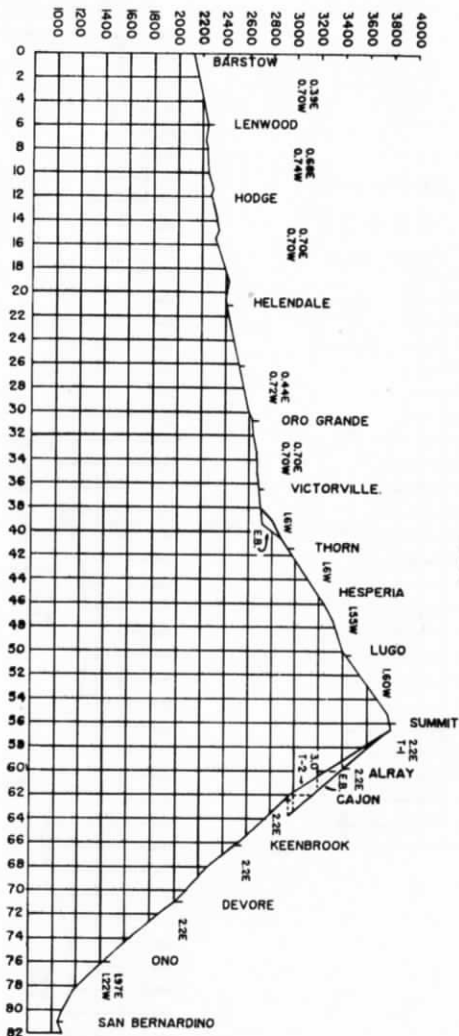
1. Your name and title.
2. Location of the leaking car.
3. Car initial and number.
4. Contents of the car.
5. Location of leak from the car.
6. Rate of leak.

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50088-30

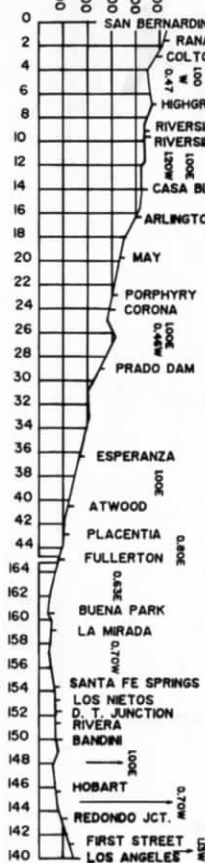
ELEVATION IN FEET



CAJON SUBDIVISION

C.E. No. 50088-30

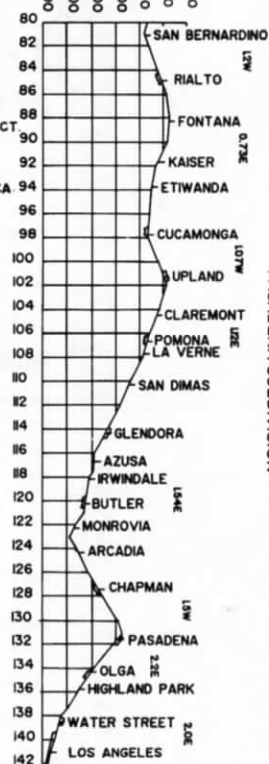
ELEVATION IN FEET



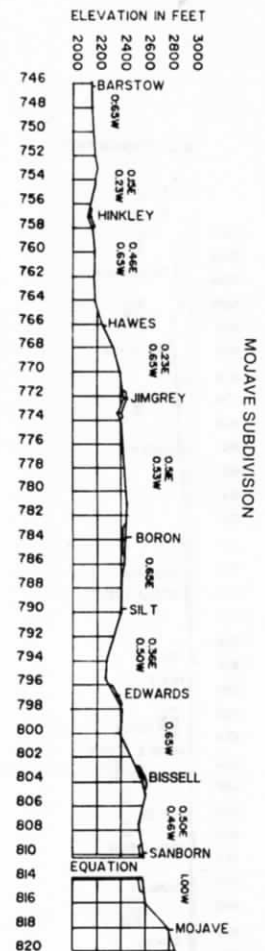
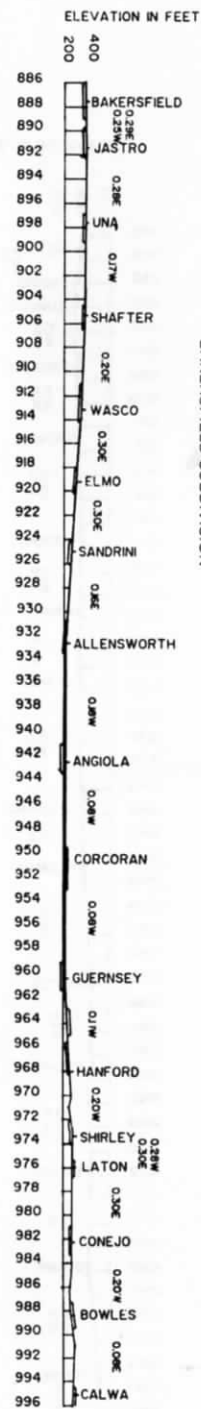
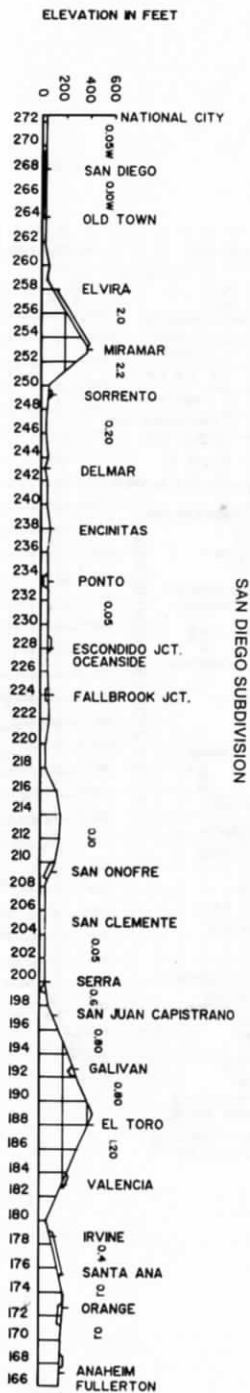
SAN BERNARDINO SUBDIVISION

C.E. No. 50088-34

ELEVATION IN FEET



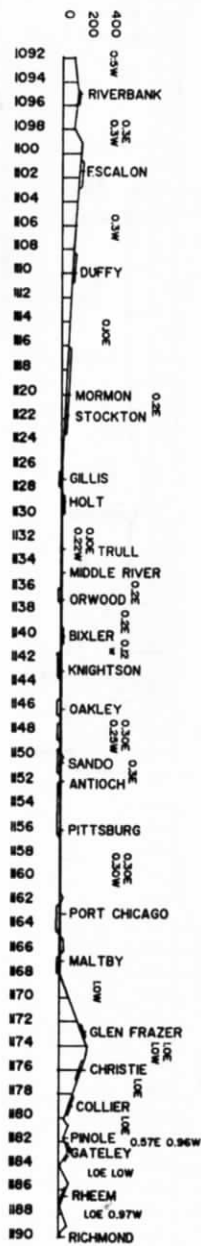
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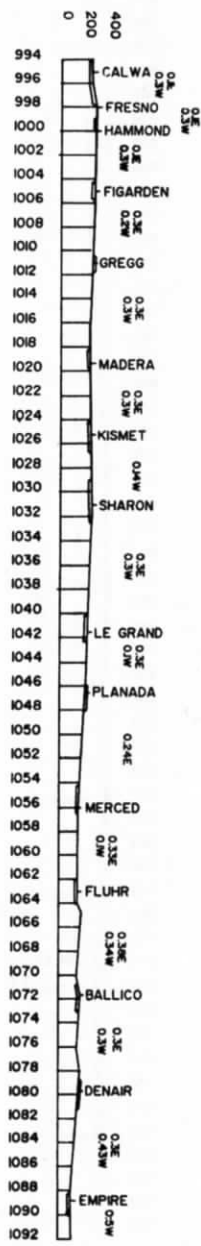
CL. NO. 50088-24

50088-22

ELEVATION IN FEET



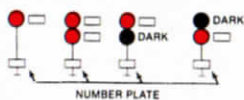
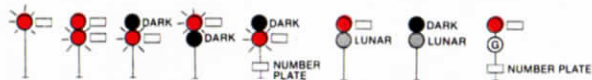
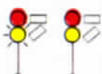
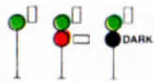
ELEVATION IN FEET



STOCKTON SUBDIVISION

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**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.

