

Division Operating Officers

Bakersfield

G.F. BACA	Trainmaster (Road)	395-5139
J.A. GOODIE	Asst. Trainmaster	395-5182
R.D. HARM	Asst. Trainmaster	395-5182
E.T. PAGET	Trainmaster	395-5139
J.A. STEVENSON	Road Foreman	395-5153
J.E. WATTS	Terminal Manager	395-5121
K.L. VALENZUELA	Asst. Trainmaster	395-5182
C.P. YOUNG	Asst. Trainmaster	395-5182

Barstow

K.P. NOE	Roadmaster	255-7634
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Fresno

G.G. ANGERER	Supervisor Signals	441-2535
C.G. ARMENTA	Supervisor Signals	441-2564
R.L. CUMMINGS	Trainmaster	441-2544
K.R. DUNCAN	Constr. Supervisor Signals	441-2549
A.L. GALLYER	Trainmaster	441-2544
J.A. HERNDON	Asst. Trainmaster	441-2544
J.P. HERNDON	Road Foreman	441-2642
J.J. PALACIOS	Roadmaster	441-2523
R.S. POWELL	Supt. Operations	441-2620
R.R. RUSSELL	Trainmaster	441-2544
J.D. SELFRIDGE	Asst. Manager Safety	441-2668
E.L. WESTER	Gen. Con. Supervisor Signals	441-2548
.....	Terminal Manager	441-2620

Pittsburg

R.R. RUSSELL	Trainmaster (Road)	231-2784
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Richmond

R.T. GOLDEN	Asst. Trainmaster	231-2601
L.B. HARTMAN	Terminal Manager	231-2603
H.L. HINKLE	Asst. Trainmaster	231-2601
J. B. JONES	Trainmaster	231-2700
N.A. MYROW	Trainmaster	231-2700
T.A. RIBOTA	Asst. Trainmaster	231-2601
M.J. WAGNER	Road Foreman	231-2701

Riverbank

K.E. BLACK	Trainmaster (Road)	942-5534
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Stockton

S.M. ANDERSON	Division Engineer	942-5518
G.A. BARNES	Trainmaster	942-5491
T.E. CARR	Road Foreman	942-5568
K. L. HINES	Trainmaster	942-5491
C. E. KEELER	Terminal Manager	942-5536
L.G. LONG	Roadmaster	942-5474
J.V. MUNOZ	Supervisor Structures	942-5445
J.M. RYAN	Terminal Supt.	942-5522
R. SANCHEZ	Roadmaster	942-5420
S. P. SCHAFFER	Trainmaster	942-5491
P.H. SHAVER	Trainmaster	942-5491
W.L. SMITH	Mgr. Safety and Rules	942-5506
R.E. SWEET	Constr. Supervisor Signals	942-5477

BNSF



Northern California Division

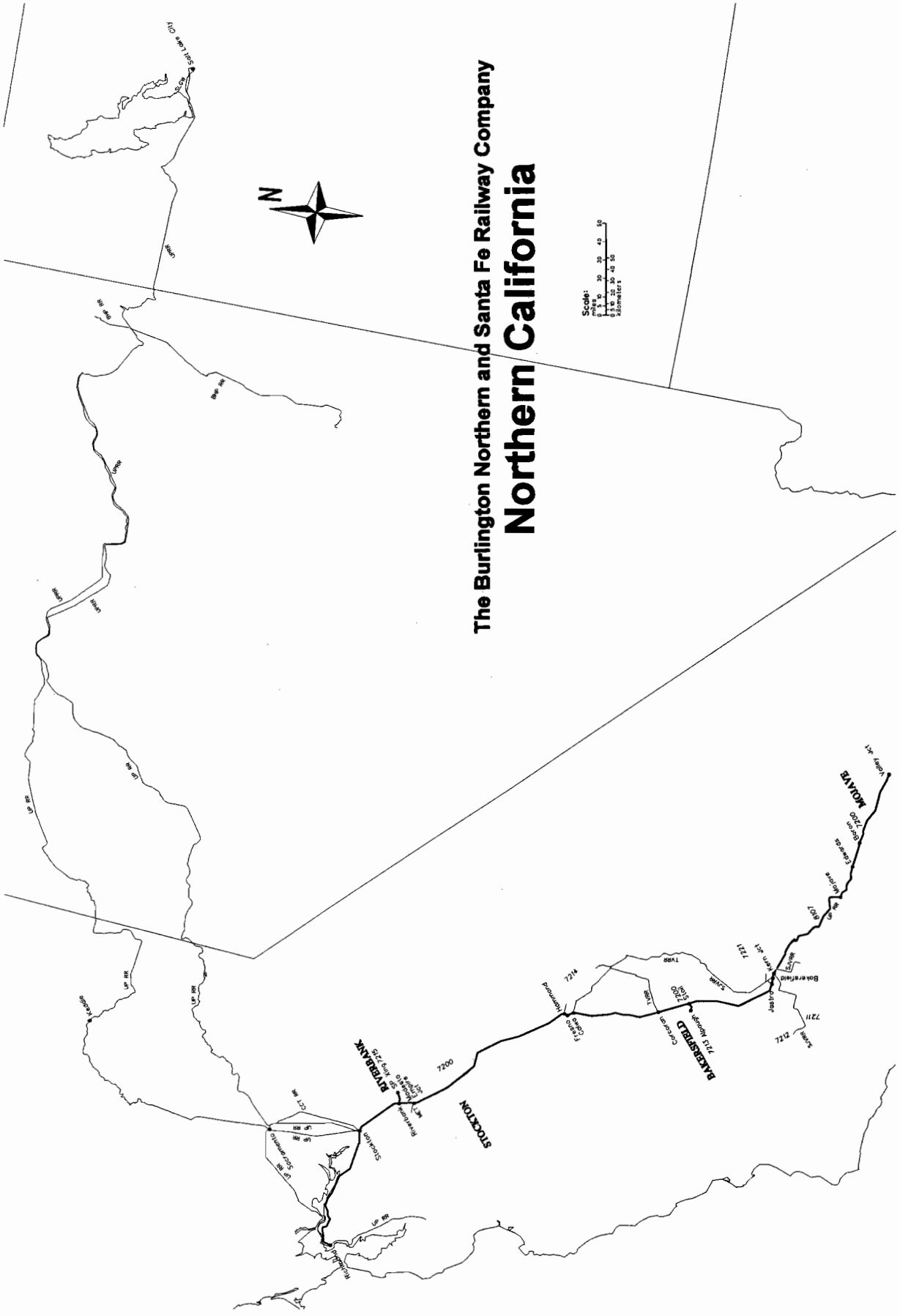
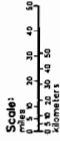
Timetable No. 3

IN EFFECT AT 0001
Pacific Continental Time

Wednesday, April 1, 1998

Division Superintendent
G.D. Allen
Stockton, California
(209) 942-5510

The Burlington Northern and Santa Fe Railway Company Northern California



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bakersfield Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		17400	887.7	BAKERSFIELD	BCPTR	DT		3.4	
	E6,726 W6,155	16386	891.1	JASTRO		2MT CTC		6.6	
	9,015	16376	897.7	UNA				7.7	
	E4,833 W5,963	16368	905.4	SHAFTER				7.6	
	6,568	16359	913.0	WASCO				6.2	
	8,964	16352	919.2	ELMO				5.4	
	9,032	16344	924.6	SANDRINI		CTC		7.7	
	8,948	16340	932.3	ALLENSWORTH				9.8	
	8,999	16322	942.1	ANGIOLA				8.8	
	E5,990 W9,951	16313	950.9	CORCORAN	T			9.4	
	8,879	16308	960.3	GUERNSEY				7.6	
	E8,963 W4,490	16246	967.4	HANFORD-SJV RRX	M			5.3	
	9,055	16237	973.2	SHIRLEY				9.0	
	9,051	16218	982.2	CONEJO				6.1	
	8,959	16210	988.3	BOWLES				4.7	
			993.0	THORPE				1.3	
			994.3	CALWA CROSSING	M			0.6	
		16200	994.9	CALWA	BCPT			107.2	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EM-ER
MP 886.5 to MP 889.4	84					
MP 889.4 to Calwa	55	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Bakersfield to Calwa	79 MPH.	55 MPH.*
MP 961.2 to MP 965.6 Running Track	20 MPH.	20 MPH.

* See System Special Instruction 1(B)

1(B). Speed—Permanent Restrictions

Westward	
MP 887.5 to MP 889.0 South Track	20 MPH. 20 MPH.
MP 887.5 to MP 887.75 North Track	20 MPH. 20 MPH.
MP 887.7 (HE only) Both Tracks	10 MPH. 10 MPH.
MP 887.75 to MP 889.6 North Track	79 MPH. 55 MPH.
MP 887.8 (HE Only) Both Tracks	4 MPH. 4 MPH.
MP 889.3 to MP 889.6 North Track	60 MPH. 55 MPH.
MP 889.3 to MP 889.6 South Track	40 MPH. 30 MPH.
MP 889.8 to MP 890.1 North Track	60 MPH. 55 MPH.
MP 889.8 to MP 890.1 South Track	60 MPH. 50 MPH.
MP 892.9 to MP 893.3	70 MPH. 65 MPH.
MP 931.5 to MP 932.1 (HE only)	75 MPH.
MP 946.4 to MP 947.0 (HE only)	75 MPH.
MP 949.9 to MP 950.5 (HE only)	65 MPH. 65 MPH.
MP 967.5 to MP 969.5	45 MPH. 45 MPH.
MP 967.7 to MP 967.8	30 MPH. 30 MPH.
MP 973.7 to MP 975.8	55 MPH. 45 MPH.
MP 975.8 to MP 976.2 (HE only)	60 MPH. 60 MPH.
MP 979.0 to MP 979.6 (HE only)	65 MPH. 65 MPH.
MP 984.6 to MP 985.2 (HE only)	70 MPH.
MP 993.6 to MP 994.1 (HE only)	45 MPH. 45 MPH.
MP 994.2 to MP 994.3	30 MPH. 30 MPH.
MP 994.2 to MP 995.2	40 MPH. 40 MPH.
Eastward	
MP 995.2 to MP 994.2	40 MPH. 40 MPH.
MP 994.3 to MP 994.2	30 MPH. 30 MPH.
MP 993.9 to MP 992.8 (HE only)	65 MPH. 65 MPH.

MP 986.8 to MP 986.2 (HE only)	70 MPH.
MP 985.0 to MP 984.4 (HE only)	75 MPH.
MP 980.2 to MP 979.6	70 MPH.
MP 975.8 to MP 973.7	55 MPH. 45 MPH.
MP 973.7 to MP 973.2 (HE only)	65 MPH. 65 MPH.
MP 969.5 to MP 967.5	45 MPH. 45 MPH.
MP 967.8 to MP 967.7	30 MPH. 30 MPH.
MP 967.5 to MP 967.0 (HE only)	65 MPH. 65 MPH.
MP 951.1 to MP 950.5 (HE only)	70 MPH.
MP 946.6 to MP 945.9 (HE only)	75 MPH.
MP 932.7 to MP 932.1 (HE only)	70 MPH.
MP 893.3 to MP 892.9	70 MPH. 65 MPH.
MP 890.1 to MP 889.8 North Track	60 MPH. 55 MPH.
MP 890.1 to MP 889.8 South Track	60 MPH. 50 MPH.
MP 889.6 to MP 889.3 North Track	60 MPH. 55 MPH.
MP 889.6 to MP 889.3 South Track	40 MPH. 30 MPH.
MP 889.2 to MP 887.75 North Track	79 MPH. 55 MPH.
MP 889.0 to MP 887.5 South Track	20 MPH. 20 MPH.
MP 887.8 (HE Only) Both Tracks	4 MPH. 4 MPH.
MP 887.75 to MP 887.5 North Track	20 MPH. 20 MPH.
MP 887.7 (HE only) Both Tracks	10 MPH. 10 MPH.

1(C). Speed—Switches and Turnouts

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

MP 889.2 Bakersfield, North track, Spring Switch	10 MPH.
MP 889.2 Bakersfield, Turnout to yard	15 MPH.
Jastro, WE South main Track	60 MPH.
Jastro, Crossovers	40 MPH.
Jastro, Porterville Jct. switch	30 MPH.
Una, Both ends siding	40 MPH.
Shafter, Both ends siding and crossover	40 MPH.
Wasco, Both ends siding	40 MPH.
Elmo, Both ends siding	40 MPH.
Sandrini, Both ends siding	40 MPH.
Allessworth, Both ends siding	40 MPH.
Angiola, Both ends siding	40 MPH.
Corcoran, Both ends east siding	30 MPH.
Corcoran, Both ends west siding	40 MPH.
Guernsey, EE Siding	40 MPH.
MP 961.2 Guernsey, Crossover	40 MPH.
Hanford, WE east siding	40 MPH.
Hanford, Both ends west siding	20 MPH.
MP 965.6 Hanford, Crossover	40 MPH.
Shirley, Both ends siding	40 MPH.
Conejo, Both ends siding	40 MPH.
Bowles, Both ends siding	40 MPH.
Calwa, EE Yard, turnout, to main track	10 MPH.
Calwa, End of 2 tracks and crossover	30 MPH.

1(D). Speed—Other

Lone Star Spur, MP 901.9 to end of track	10 MPH.
Bakersfield—Tracks 424 and 425	5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

Restricted Limits—in effect:

Kern Jct to Bakersfield	MP 885.2 to MP 887.75
	North main Track
Bakersfield	MP 885.2 to MP 889.1
	South Main Track

CTC—in effect on Main Track and Sidings:

Bakersfield to Calwa	MP 889.2 to MP 994.9
	MP 887.75 to MP 889.2
	North Main Track

Rule 6.24 Double Track

Kern Jct. (Mojave Subdivision) to Bakersfield	MP 885.2 to MP 887.75
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Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items

Rule 1.14—San Joaquin Valley trains and engines may use main track between Bakersfield and Jastro, joint with BNSF trains and engines.

Rule 5.16—Passenger Trains Observe and Call Signals: When a signal requires train to stop at, or pass the next signal at restricted speed, engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

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

Rule 9.9—All Trains Delayed Within a Block: In CTC, when any train stops or its speed is reduced below 10 MPH, the train must proceed at a speed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible, the signal displays a proceed indication, and the track is clear to the signal.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 - MP 900.0—Recall Code 8
 - MP 921.0—Recall Code 8
 - MP 943.7—Recall Code 8
 - MP 962.0—Recall Code 8
 - MP 987.0—Recall Code 8

6. FRA Excepted Track—None

7. Special Conditions

Bakersfield—While shoving Amtrak trains, an Amtrak crew member must precede the movement on foot from "D" Street (MP 887.8) to "F" Street (MP 887.7).

Bakersfield—Between Kern Junction and Bakersfield, street crossing protection circuits are so designed that following movements must not be nearer than 1,000 feet to preceding movements in order for the crossing protection devices to operate in the proper sequence.

Between MP 885.2 and MP 889.4—The engine whistle will not be sounded (except in case of emergency), the bell will be rung in lieu of the whistle.

8. Other Line Segments

Yard Line Segments

Line Segment Limits

- 7254 Bakersfield Yard
- 7255 Calwa Yard

Road Line Segments

Line Segment Limits

- 7200 Bakersfield to Calwa

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Rosedale	895.7	2,088	West
Crome	899.5	1,700	West
Lone Star Spur	901.9	5.6 Miles	East
Stoil	936.0	4,693	Both
Blanco	945.9	2,400	Both
Kings Park	964.0	7,571	Both
Laton	976.0	3,515	Both
Monmouth	985.6	1,324	Both

Length of Siding (Feet)	Station Nos.	Mile Post	Mojave Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	WESTWARD	EASTWARD
								↓	↑
		749.0	VALLEY JCT.	J			0.9		
		749.9	HUTT				7.3		
8,011	18540	757.2	HINKLEY				15.8		
8,034	18530	772.9	JIM GREY				11.0		
8,052	18525	784.0	BORON		CTC		5.6		
8,004	18519	789.6	SILT				7.5		
8,007	18515	797.1	EDWARDS	T			6.4		
8,019	18509	803.6	BISSELL				6.5		
8,772	18505	810.1	SANBORN				5.6		
	17910	814.7	MOJAVE (BNSF)	JM			0.6		
		380.7	MOJAVE (UP)				10.3		
	17830	370.4	CAMERON				8.0		
E5,040	17820	362.4	SUMMIT SWITCH				1.9		
	17815	360.5	TEHACHAPI				2.0		
		358.5	CABLE-X-OVER				1.9		
	17810	356.7	CABLE		UP RAILROAD		2.5		
6,189	17805	354.1	MARCEL				2.3		
4,800	17795	351.8	WALONG				3.0		
8,960	17790	348.8	WOODFORD				3.3		
8,080	17785	345.5	ROWEN				3.2		
7,530	17780	342.3	CLIFF				2.8		
13,270	17775	339.5	BEALVILLE				4.3		
	17770	335.2 335.1	CALIENTE				3.8		
	17765	331.3	ILMON				3.4		
	17760	327.9	BENA				2.9		
	17755	325.0	SANDCUT				4.9		
	17750	320.1	EDISON				3.5		
	17705	316.6	MAGUNDEN				3.0		
	17510	313.6 885.2	KERN JCT.	M	DT ABS		2.5		
	17400	887.7	BAKERSFIELD	BCPTR			136.7		

MP 887.5 to MP 889.0 South Track	20 MPH.
MP 887.5 to MP 887.75 North Track	20 MPH.
MP 887.7 (HE Only) Both Tracks	10 MPH.
MP 887.75 to MP 889.2 North Track	79 MPH. 55 MPH.
MP 887.8 (HE Only "D" St.)	4 MPH.
MP 784.7 Spur	20 MPH.
MP 785.0 Spur	20 MPH.
MP 797.1 Spur	20 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated. In CTC sidings, speed limit 40 MPH, except Boron and 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 while head end is passing over east and west leg wye switches.

Valley Jct., Cajon Subdiv. Jct.	50 MPH.
Hutt, Barstow Receiving Yard Lead	30 MPH.
Hinkley, EE and WE Siding	40 MPH.
Jimgrey, EE and WE Siding	40 MPH.
Boron, EE and WE Siding	40 MPH.
Silt, EE and WE Siding	40 MPH.
Edwards, EE and WE Siding	40 MPH.
Bissell, EE and WE Siding	40 MPH.
Sanborn, EE and WE Siding	40 MPH.
Kern Jct., Jct., to U.P.	30 MPH.

1(D). Speed—Other

Bakersfield—Tracks 424 and 425 5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

Restricted Limits—in effect:

Kern Jct. to Bakersfield	MP 885.2 to MP 887.75—North Main Track
	MP 885.2 to MP 889.1—South Main Track

CTC—in effect on Main Track and Sidings:

Valley Jct. to Mojave	MP 749A.0 to MP 814.5
Bakersfield NMT	MP 887.75 to MP 889.2

ABS—in effect:

Kern Jct to Bakersfield MP 885.2 to MP 887.7

Rule 6.24 Double Track

Kern Jct. to Bakersfield MP 885.2 to MP 887.75

Manual Interlockings Not Controlled by BNSF

<u>Location</u>	<u>Controlling Railroad</u>
Mojave (BNSF), MP 814.7	UP

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EM-ER
Valley Jct. to Hutt	32	2	3	4	5&7	9
Hutt to Kern Jct.	36	2	3	4	5&7	9
Kern Jct. to MP 886.5	55	1	3	4	5&7	9
MP 886.5 to MP 889.4	84	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Mojave Subdivision	70 MPH.	55 MPH.*%

* See System Special Instruction 1(B)

1(B). Speed—Permanent Restrictions

Eastward and Westward	Passenger	Freight
MP 749A.0 to MP 749A.8	45 MPH.	
MP 749A.8 to MP 750.5	50 MPH.	
MP 750.5 to 751.3	60 MPH.	
MP 813.5 to MP 814.5	40 MPH.	
Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.)		20 MPH.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
Rule 9.53 Flashing Yellow over Lunar	Approach-Thirty	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.

4. General Code of Operating Rules Items

Rule 1.14—BNSF trains may use Union Pacific joint track between Mojave and Kern Jct. San Joaquin Valley trains and engines may use main track between Kern Jct. and Bakersfield.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

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

Rule 101.13—Eastward and Westward trains must make a Running Air Brake Test at Summit Switch as prescribed by Rule 101.13, except when cutting helpers out at this location. When making the Running Air Brake Test, the following must be determined:

1. Retarding force of air brake system.
2. If equipped with a functioning ETD, that normal brake pipe pressure changes occur at rear of the train.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
MP 765.0—Recall Code 8
MP 788.0—Recall Code 8
MP 813.0—Recall Code 8

6. FRA Excepted Track—None

7. Special Conditions

Bakersfield—Between MP 885.2 and MP 889.4, the engine whistle will not be sounded (except in case of emergency), the bell will be rung in lieu of the whistle.

Bakersfield—Between Kern Junction and Bakersfield, street crossing protection circuits are so designed that following movements must not be nearer than 1,000 feet to preceding movements, in order for the crossing protection devices to operate in the proper sequence.

Monolith—Structures along south side of CLIC 807 provide close clearance and TRAINMEN MUST NOT RIDE on side of equipment at this location.

Minimum Dynamic Brake Requirements

Before descending grades described below, it must be known that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirements as outlined below, train must not proceed. Helper consist may be added to meet this requirement. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

Minimum Dynamic Brake Requirements for freight trains, Mojave Subdivision

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 105 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 or more
4,000 or less	6	6	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 12,000	12	12	16	20	24	26	30
12,001 to 14,000	12	12	18	24	28	30	34
14,001 and above	12	14	20	26	30	34	38

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7253 Barstow Yard
- 7254 Bakersfield Yard

Road Line Segments

Line Segment Limits

- 7220 Mojave to Kern Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity	Switch Opens
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	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Riverbank Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS						
			6.5	SP RRX			TWC	0.1	
		15660	6.4	OAKDALE		R			6.4	
		15650	0.0	RIVERBANK		JTR			6.5	

Tone Call-In						
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EM-ER
Riverbank to Oakdale	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

Freight

Riverbank Subdivision 25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Riverbank—Speed limit 5 MPH trains and engines on east leg of wye Track 7958 approaching and passing over Patterson Road either direction. All locomotive cranes/pile drivers, and Jordan spreaders 10 MPH.

See Item 1 of System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

Restricted Limits—in effect:
 Oakdale (BNSF track only) MP 6.0 to MP 6.5
 Riverbank MP 0.0 to MP 1.0

TWC—in effect:
 Riverbank to Oakdale MP 1.0 to MP 6.0

4. General Code of Operating Rules Items

Rule 1.14—Union Pacific may use joint track between Riverbank and Oakdale.

Rule 14.9A Transmitting Track Warrant—Add the following:
 After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state, "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.")

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments

Yard Line Segments
Line Segment Yard
 7256 Riverbank Yard

Road Line Segments

Line Segment Limits
 7215 Riverbank to Oakdale

9. Locations Not Shown as Stations—None

Length of Siding (Feet)	Station Nos.	Mile Post	Stockton Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.
			MAIN LINE STATIONS	Rule 4.3			
	16200	994.9	CALWA	BCPT			1.8
		996.7	SJ RRX-SUNMAID CRSG.	M	2MT CTC		1.3
	16200	998.1	FRESNO	BC			1.6
	16095	999.7	HAMMOND				5.3
8,514	16089	1005.0	FIGARDEN				6.3
8,950	16083	1011.3	GREGG				8.3
8,984	15884	1019.6	MADERA				5.8
9,083	15876	1025.4	KISMET				5.7
13,900	15872	1031.1	SHARON		CTC		10.4
8,978	15866	1041.5	LE GRAND				5.8
9,688	15862	1047.3	PLANADA				8.8
10,314	15780	1056.1	MERCED				6.8
8,989	15768	1062.9	FLUHR				8.8
8,999	15760	1071.7	BALLICO				7.9
8,964	15756	1079.6	DENAIR				9.6
	15695	1089.2	MODESTO EMPIRE JCT.	J	2MT CTC		6.4
7,231	15650	1095.6	RIVERBANK	JBPT			5.8
9,254	15640	1101.4	ESCALON				8.2
8,968	15630	1109.6	DUFFY				7.3
7,298		1116.9	WALNUT				2.8
	15000	1119.7	MORMON	BPCT	CTC		1.0
		1120.7	UP RRX STOCKTON TWR.-UP RRX	JCM			0.7
6,794	15000	1121.4	STOCKTON	T			7.7
	14480	1126.6	GILLIS				5.2
	14470	1128.9	HOLT				4.7
	14460	1133.6	TRULL		2MT CTC		3.8
	14440	1136.8	ORWOOD		CTC		2.4
		1139.2	BIXLER		2MT CTC		7.2
5,580	14349	1150.3	SANDO	Y			1.6
	14339	1151.9	ANTIOCH	Y	TWC ABS		3.9
5,800	14330	1155.8	PITTSBURG	BCPY			8.3
3,600	14319	1164.0	PORT CHICAGO	J	CTC		2.9
3,456	11210	1166.9	MALTBY				6.5
	11230	1174.4	GLEN FRAZER	P			2.6
4,936	11240	1176.0	CHRISTIE				3.1
5,184	11250	1179.1	COLLIER		TWC ABS		3.5
5,310	11270	1182.6	GATELEY				3.9
5,373	11280	1186.5	RHEEM				2.5
	11300	1189.0	RICHMOND	BCPTR			194.6

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EM-ER
Calwa to MP 1008.0	55	1	3	4	5&7	9
MP 1008.0 to MP 1174	36	1	3	4	5&7	9
MP 1174 to Richmond	45	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Calwa to Port Chicago	79 MPH.	55 MPH.*%
Port Chicago to Richmond	70 MPH.	55 MPH.*%

Freight Trains on descending grades, with dynamic brakes not in use, must not exceed:
 Westward MP 1175.0 to MP 1181.0 30 MPH.
 Eastward MP 1174.0 to MP 1167.0 30 MPH.
 *See System Special Instruction 1(B)

1(B). Speed—Permanent Restrictions

Westward		
MP 995.2 to MP 995.5	40 MPH.	40 MPH.
MP 995.5 to MP 998.1	40 MPH.	35 MPH.
MP 998.1 to MP 999.8	35 MPH.	30 MPH.
MP 1039.2 to MP 1039.8 (HE only)	75 MPH.	
MP 1047.5 to MP 1047.9	75 MPH.	65 MPH.
MP 1053.7 to MP 1054.1	70 MPH.	65 MPH.
MP 1055.1 to MP 1057.0 (HE only)	60 MPH.	60 MPH.
MP 1057.2 to MP 1057.7 (HE only)	70 MPH.	
MP 1069.1 to MP 1070.5	70 MPH.	65 MPH.
MP 1083.2 to MP 1083.8 (HE only)	70 MPH.	
MP 1087.9 to MP 1088.1 North & South		
Main Tracks	60 MPH.	55 MPH.
MP 1119.1 to MP 1119.5	60 MPH.	55 MPH.
MP 1120.0 to MP 1121.7	20 MPH.	20 MPH.
MP 1136.2 to MP 1136.4	35 MPH.	35 MPH.
MP 1139.5 to MP 1139.8 North Main Track	60 MPH.	55 MPH.
MP 1139.5 to MP 1139.8 South Main Track	60 MPH.	55 MPH.
MP 1151.2 to MP 1152.1 (HE only)	60 MPH.	60 MPH.
MP 1155.4 to MP 1155.7	70 MPH.	60 MPH.
MP 1161.3 to MP 1161.9	45 MPH.	45 MPH.
MP 1162.8 to MP 1163.3	65 MPH.	65 MPH.
MP 1167.3 to MP 1170.5	45 MPH.	45 MPH.
MP 1170.5 to MP 1180.9	35 MPH.	35 MPH.
MP 1180.9 to MP 1185.1	45 MPH.	45 MPH.
MP 1185.1 to MP 1185.4	35 MPH.	35 MPH.
MP 1185.4 to MP 1189.0	45 MPH.	45 MPH.
Eastward		
MP 1189.0 to MP 1185.4	45 MPH.	45 MPH.
MP 1185.4 to MP 1185.1	35 MPH.	35 MPH.
MP 1185.1 to MP 1180.9	45 MPH.	45 MPH.
MP 1180.9 to MP 1170.5	35 MPH.	35 MPH.
MP 1170.5 to MP 1167.3	45 MPH.	45 MPH.
MP 1167.3 to MP 1162.8	65 MPH.	65 MPH.
MP 1161.9 to MP 1161.3	45 MPH.	45 MPH.
MP 1155.7 to MP 1155.4	70 MPH.	60 MPH.
MP 1152.1 to MP 1151.2 (HE only)	60 MPH.	60 MPH.
MP 1139.8 to MP 1139.5 North Main Track	60 MPH.	55 MPH.
MP 1139.8 to MP 1139.5 South Main Track	60 MPH.	55 MPH.
MP 1136.4 to MP 1136.2	35 MPH.	35 MPH.
MP 1121.7 to MP 1120.0	20 MPH.	20 MPH.
MP 1119.5 to MP 1119.1	60 MPH.	55 MPH.
MP 1118.5 to MP 1117.9 (HE only)	75 MPH.	
MP 1088.1 to MP 1087.9 North & South		
Main Tracks	60 MPH.	55 MPH.
MP 1084.9 to MP 1084.3 (HE only)	70 MPH.	
MP 1070.5 to MP 1069.1	70 MPH.	65 MPH.
MP 1058.3 to MP 1057.7 (HE only)	70 MPH.	
MP 1057.0 to MP 1055.1 (HE only)	60 MPH.	60 MPH.
MP 1054.1 to MP 1053.7	70 MPH.	65 MPH.
MP 1047.9 to MP 1047.5	75 MPH.	65 MPH.
MP 1041.7 to MP 1041.1 (HE only)	70 MPH.	
MP 1040.4 to MP 1039.8 (HE only)	75 MPH.	
MP 999.8 to MP 998.1	35 MPH.	30 MPH.
MP 998.1 to MP 995.5 (HE only)	40 MPH.	35 MPH.
MP 995.5 to MP 995.2	40 MPH.	40 MPH.

1(C). Speed—Switches and Turnouts

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

MP 996.8 Sunmaid Crossing, 2 Crossovers	30 MPH.	30 MPH.
MP 996.8 Calwa, Turnout, Yard Lead to		
South Track	15 MPH.	15 MPH.
Fresno—End of 2 Tracks	30 MPH.	30 MPH.
Figarden—Both ends Siding	40 MPH.	40 MPH.
Gregg—Both ends Siding	40 MPH.	40 MPH.

Madera—Both ends Siding	40 MPH.	40 MPH.
Kismet—Both ends Siding	40 MPH.	40 MPH.
Sharon—Both ends Siding	40 MPH.	40 MPH.
Legrand—Both ends Siding	40 MPH.	40 MPH.
Planada—Both ends Siding	40 MPH.	40 MPH.
Merced—EE Siding	40 MPH.	40 MPH.
Merced—WE Siding	30 MPH.	30 MPH.
Fluhr—Both ends Siding	40 MPH.	40 MPH.
Balico—Both ends Siding	40 MPH.	40 MPH.
Denair—Both ends Siding	40 MPH.	40 MPH.
Modesto Empire Jct.—Turnouts	60 MPH.	60 MPH.
Riverbank—Both ends Siding	40 MPH.	40 MPH.
Escalon—Both ends Siding	40 MPH.	40 MPH.
Duffy—Both ends Siding	40 MPH.	40 MPH.
Walnut—Both ends Siding	40 MPH.	40 MPH.
MP 1117.6 Walnut—Crossover	30 MPH.	30 MPH.
Stockton Tower—Crossovers and Turnouts	15 MPH.	15 MPH.
Stockton—EE Siding	15 MPH.	15 MPH.
Stockton—WE Siding	30 MPH.	30 MPH.
Holt—MP 1128.9 End of two tracks	60 MPH.	60 MPH.
Trull—MP 1133.6 End of two tracks	60 MPH.	60 MPH.
Orwood—EE Siding	15 MPH.	15 MPH.
Orwood—WE Siding	30 MPH.	30 MPH.
Bixler—North Main Track	60 MPH.	60 MPH.
Oakley—North Main Track	60 MPH.	60 MPH.
Sando—EE Siding	30 MPH.	30 MPH.
Sando—WE Siding	15 MPH.	15 MPH.
Pittsburg—Both ends Siding	30 MPH.	30 MPH.
Port Chicago—UP Connection	50 MPH.	50 MPH.
Maltby—Both ends Siding	30 MPH.	30 MPH.
Christie—Both ends Siding	30 MPH.	30 MPH.
Collier—Both ends Siding	30 MPH.	30 MPH.
Gateley—Both ends Siding	30 MPH.	30 MPH.
Rheem—Both ends Siding	30 MPH.	30 MPH.

1(D). **Speed—Other**

Mormon—Freight lead, MP 1117.8 to MP 1119.1 20 MPH.

Maltby

Speed limit for westward trains leaving Maltby siding is 15 MPH until private road crossing, located at MP 1167.4, is fouled.

Temperature 100 Degrees or above

When air temperature meets the “threshold temperature”, all trains must reduce speed to 40 MPH on main tracks through these limits unless a more restrictive speed is in effect.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted to 40 MPH.

<u>Limits</u>	<u>Threshold</u>	<u>Speed</u>
MP 1167.4 to MP 1188.6	100 Degrees	40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. **Bridge and Equipment Weight Restrictions—None**

3. **Type of Operation**

Rule 6.13—Yard Limits

Oakley to Pittsburg MP 1146.4 to MP 1158.0

Yard Limits

Richmond MP 1187.3 to MP 1189.0

CTC—in effect on main track and sidings:

Calwa to Oakley MP 994.9 to MP 1146.4
 Port Chicago, UP Jct. MP 1163.5 to MP 1163.7

TWC—in effect:

Oakley to Port Chicago MP 1146.4 to MP 1163.5
 Port Chicago to Richmond MP 1163.7 to MP 1189.0

ABS—in effect:

Oakley to Port Chicago MP 1146.4 to MP 1163.5
 Port Chicago to Richmond MP 1163.7 to MP 1189.0

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply).	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

General Code of Operating Rules Items

Rule 1.14—Union Pacific trains may use joint track between Stockton Tower and Riverbank. Union Pacific trains may use joint track between Stockton Tower and Port Chicago. BNSF trains may use Union Pacific joint track between Stege and Oakland. San Joaquin Valley trains and engines may use joint track between Calwa and Hammond. BNSF trains may use UP joint track between Stege and Oakland, Stege and Warm Springs, Stockton and Keddie.

Rule 5.16—Passenger Trains—Observe and Call Signals: When a signal requires train to stop at, or pass the next signal at restricted speed, engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

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

Rule 9.9—All Trains—Train Delayed Within a Block:

In CTC, when any train stops or its speed is reduced below 10 MPH, the train must proceed at a speed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible, the signal displays a proceed indication, and the track is clear to the signal.

Rule 9.10—is amended on the Stockton Subdivision as follows: Paragraph under the heading “Exception” is amended to read: Within ABS limits, a train having authority to enter the main track at a switch where there is no governing signal will:

- be governed by main track signal provided it can be determined by signal indication that no train is approaching from the rear; or,
- be governed by main track signal after meeting a train while that train is still in the block to the rear.

Rule 9.13—When Crank Type Dual Control switches controlled by Stockton Tower are used in hand position, switches must not be returned to motor position until movement is clear of switches.

At Glen Frazer, MP 1173.3 when signal governing movement westward on main track indicates "Stop", train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to the right.

At Christie, 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 westward train on main track is west of signal at MP 1175.4, governing movement eastward on main track at east end of Christie, or if main track is clear between signals at MP 1173.3, governing movement westward at west end of Glen Frazer and signal at MP 1178.6, governing movement eastward on main track at east end of Collier. If train is occupying section of main track between signal at MP 1175.4, governing movement eastward on main track at east end of Christie and signal at MP 1178.6, governing movement eastward on main track at east end of Collier, the signal will not clear before two and one-half minutes.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 1130.9 (DED only)—WWD only
 - MP 1139.4 (DED only)—EWD only
 - MP 1144.5—Recall Code 8
 - Protects Bridge MP 1136.5 and Tunnel MP 1170.2
 - MP 1180.5—EWD only—Protects Tunnel MP 1175.4
- B. Other FED locations
 - MP 1010.0—Recall Code 8
 - MP 1029.3—Recall Code 8
 - MP 1051.1—Recall Code 8
 - MP 1076.2—Recall Code 8
 - MP 1099.1—Recall Code 8
 - MP 1123.0—Recall Code 8
 - MP 1130.9 (DED only)—EWD only
 - MP 1139.4 (DED only)—WWD only
 - MP 1168.9—Recall Code 8
 - MP 1180.5—WWD only
- C. Other Detectors
 - MP 1171.3, 1171.5—Slide Detector
 - 11701 & EWD signal east switch Glen Frazer
 - Rotating red light MP 1171.5

6. FRA Excepted Track—None

7. Special Conditions

**Close Clearance, Overhead and Side Obstructions
MP 1088.6**

Syphon—north headwall—south headwall

MP 1091.4

Syphon—north headwall

Glen Frazer

- Tunnel No. 1
- Tunnel No. 2
- Tunnel No. 3

East Antioch—Track 528, trainmen must not ride on south side of equipment.

MP 1165.8

Monsanto Chemical, tracks 1371 and 1372, structure located 503 feet west of east switch of the crossover alongside track has impaired overhead and side clearance. Cars should not be placed nor engine operated beyond this point (beside, or west of, these structures).

Richmond

Budway, CLIC 131, the loading dock will not clear man on side of car.

Oakland

Gary Steel: CLIC 690, a lighted sign reading: "STOP THIS STRUCTURE WILL NOT CLEAR MAN ON TOP OF CARS" has been placed over doorway into building.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7255 Calwa
- 7257 7256 Riverbank Yard
- 7258 Richmond

Road Line Segments

Line Segment Limits

- 7200 Calwa to Richmond MP 994.9 to MP 1189.0

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Trigo	1014.3	1,874	Both
Tuttle	1050.7	2,339	West
Kadota	1052.1	1,072	Both
Cement Spur	1057.5	1.2 Miles	East
Pritchard	1059.1	998	East
Hughson	1085.8	2,047	West
Claus	1092.8	2,228	Both
Woodsbro	1125.0	4,250	East
Gillis	1126.6	4,881	Both
Middle River	1134.8	2,300	East
Werner	1138.8	1,185	West
DuPont	1147.6	3,373	Both
East Antioch	1149.2	6,350	Both
Zee	1149.8	3,163	Both
Monsanto	1165.8	2,304	Both
Glen Frazer	1172.9		East
Pinole	1181.5	500	East
North Bay	1184.5	2,230	Both
San Pablo	1187.7	584	East

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ____ line no. ____ between MP ____ and MP ____ on ____ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ____ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ____ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ____ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ____ (without stopping) at ____ MPH until the entire train has passed MP ____ . You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

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

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