

WESTWARD ↓	Length of Siding (Feet)	CP Nos.	Mile Post	Alameda Corridor Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		AC000	0.0	CP EAST REDONDO	X(2)		3MT CTC	8930	0.1	
		AC001	0.1	CP WEST REDONDO	X(2)		3MT CTC		0.3	
		AC004	0.4	CP 25TH STREET	X(2)		2MT CTC		3.7	
		AC041	4.1	CP NADEAU	X(2)				3.8	
		AC079	7.9	CP WEBER	X(2)				2.7	
		AC106	10.6	CP COMPTON					1.1	
		AC117	11.7	CP ALAMEDA	X(2)		3MT CTC		0.4	
		AC121	12.1	CP DEL AMO	X(2)				0.7	
		AC128	12.8	CP TYLER (Main 1 & 2)	X(2)				0.6	
		AC134	13.4	CP CARSON (Main 3)					1.0	
		AC144	14.4	CP DOLORES	X(2)				0.4	
		AC148	14.8	CP CHANNEL	X(2)				0.7	
		AC155	15.5	CP SEPULVEDA	X(2)				0.6	
		AC161	16.1	CP WEST THENARD					16.1	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Trains	17	1	4	5&7	9
Maintenance of Way	57	1	4	5&7	9

Train Dispatcher Telephone Numbers

Dispatcher - (909) 386-4422
 UP Corridor Manager - (909) 386-4282
 BNSF Chief Dispatcher - (909) 386-4230
 Emergency - * 911

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 16.1 **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.6 30 MPH.
 MP 0.6 to MP 0.9 35 MPH.
 MP 15.9 to MP 16.1 25 MPH.

1(C). Speed—Switches and Turnouts

All Main Track to Main Track Crossovers 40 MPH.
 Exceptions:
 CP AC000 (CP East Redondo) 30 MPH.
 CP AC001 (CP West Redondo) 30 MPH.
 CP AC117 (CP Alameda) 30 MPH.
 Trains 100 TOB and over 25 MPH.
 CP AC001 (Connection to San Bernardino Sub.) 15 MPH.
 CP AC001 (Connection BNSF Trk. 1 & 2 to Hobart Yard) 30 MPH.
 CP AC106 (Connection to Los Nietos Sub.) 30 MPH.
 CP AC106 (Connection to Dolores Industrial Lead) 15 MPH.
 CP AC117 (Connection to Wilmington Sub.) 15 MPH.
 CP AC155 (Connection Main 1 to BNSF Watson Lead) 30 MPH.
 BNSF Xing, turnouts 30 MPH.
 All other turnouts 15 MPH.

1(D). Speed—Other

CP AC155 (Main 1) Watson Lead to BNSF Xing 30 MPH.
 BNSF Xing to Long Beach Jct. 20 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 CP East Redondo to CP West Thenard 143 tons
 Alameda Industrial Lead 158 tons

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 16.1
 CP AC155 (Main 1) on Watson Lead to Long Beach Jct.

Mains 1, 2 and 3 connect to Pacific Harbor Lines RR at CP West Thenard.

Rule 6.26 Multiple Main Tracks—in effect:

MP 0.0 to MP 16.1

Three main tracks CP East Redondo to CP West Redondo.
 Two main tracks between CP West Redondo and CP Compton will be named Main 2 and Main 3.

Three main tracks CP Compton to CP West Thenard.

4. General Code of Operating Rules Items

Rule 1.3.1—Union Pacific Operating Rules, Signals Rules and Maintenance of Way Rules in effect. UP General Orders and Special Instructions apply concerning the above rules and signals.

UP Rule 9.12.1(A)—(Intermittent Track Occupancy) does not apply on the Alameda Corridor Subdivision.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures—None
- B. Other TWD locations
 MP 2.8—DED
 MP 6.4—DED
 MP 8.9—DED
 MP 12.9—Hot Box, DED and Hi Wide

6. FRA Excepted Track—None

7. Special Conditions

Power Derails—Locations of power derails on track leading to main tracks:

- Main 1—MP 0.1, BNSF 9th St. Yard Lead (Auto Dock North)
- Main 1—MP 0.2, Auto Dock South (Wilmington Sub.)
- Main 3—MP 0.2, UP J Yard
- Main 3—MP 10.7, UP Four Lead
- Main 3—MP 11.9, ACTA Storage 1
- Main 3—MP 11.9, ACTA Storage 2
- Main 1—MP 12.2, UP Industry Spur
- Main 3—MP 13.3, ACTA Storage 2

Emergency Ladders—There are 47 Emergency Ladders attached to the walls, on both sides, between CP West Redondo and CP Compton. In addition, there are 2 emergency telephones at each ladder, one near the ladder at the bottom and one at the top of the ladder.

Ladders are for emergency use only.

When necessary to use the ladders for any emergency, notify the train dispatcher if possible. Open the box (located just below the ladder) with a switch key, engage the hand crank and crank the ladder down. Always be aware of close clearances any time it is necessary to use emergency ladders or when getting on or off equipment.

Alameda Industrial Lead—(Off Main 3-MP 0.1). 1.9 miles long between MP 485.4 (J Yard) and MP 487.3 (BNSF Xing).

Delores Industrial Lead—(Off Main 3, MP 10.6 CP Compton). Movement between MP 502.1 and MP 507.0 is over Pacific Harbor Line trackage.

Operations over Pacific Harbor Line will be governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders.

Before entering Pacific Harbor Line trackage at West Thenard, MP 27.6 (PHL Alameda Sub.) or MP 501.0 (PHL San Pedro Sub.), all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster on Channel 58 to obtain authority, routing or other information.

Current Pacific Harbor Line Timetable and Track Work Advisory must be in your possession before entering Harbor Line trackage.

Dolores Yard Instructions—All trains and engines must receive permission from the Dolores Yardmaster or his representative before entering Dolores yard limits or to depart Dolores, Long Beach, and Pacific Harbor Lines.

All trains and engines destined to ICTF or the ICTF Support Yard must:

1. Receive permission and yarding instructions from the ICTF Tower to enter the ICTF Plant or Support Yard.
2. Monitor Channel 8686 while in the ICTF Plant or Support Yard.
3. Determine from the ICTF Tower if other crews are working in the yard and assure an understanding is reached as to specific moves and activities to be made.
4. Advise and receive permission from the ICTF Tower when ready to depart the ICTF Plant and Support Yard.

Del Amo Industrial Lead—(Off of Dolores Industrial Lead, MP 496.1) MP 496.5 - 1.5 miles to End of Track.

8. Line Segments

CP East Redondo to CP West Thenard - 8930
 Watson Lead - CP AC155 to Long Beach Jct. - 8931

9. Locations Not Shown as Station—None

10. Grade Chart

