

## BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

**A culture** that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

**A work environment**, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

**Work practices and training** for all employees that make safety essential to the tasks we perform ...

**An empowered work force**, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

# BNSF



## Northern California Division

### Timetable No. 6

IN EFFECT AT 0001

Pacific Continental Time

**Sunday, January 20, 2002**

#### **Division General Manager**

F.W. Comiskey

Stockton, California

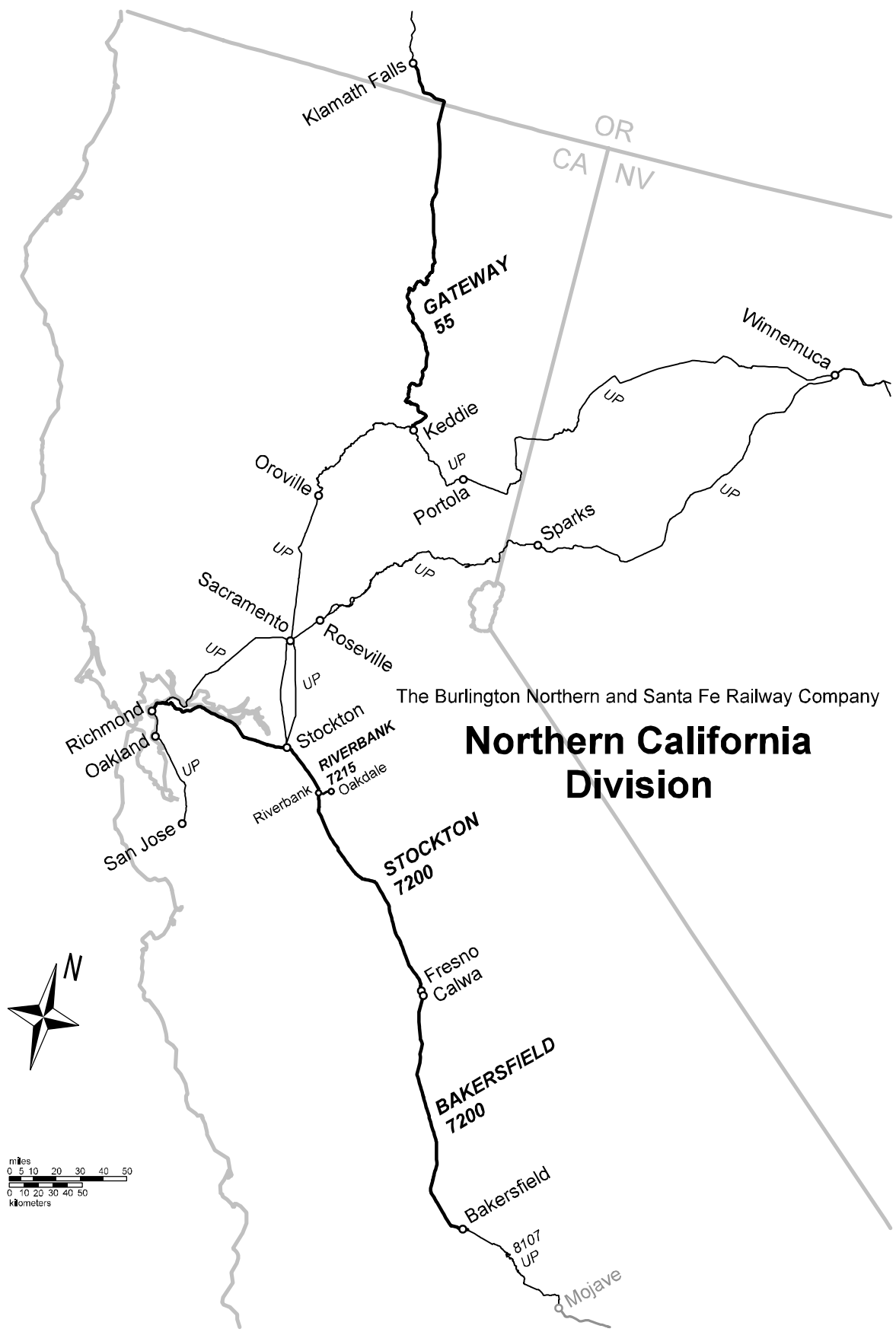
(209) 942-5510

#### **General Director Transportation**

J.R. Gooding

Stockton, California

(209) 942-5554



## Division Managers

### Bakersfield

A.A. BOLDRA ..... Trainmaster ..... (661) 395-5182  
 T.L. BRYANT ..... Trainmaster ..... (661) 395-5182  
 J.A. GOODIE ..... Trainmaster ..... (661) 395-5182  
 J.A. MARTINEZ ..... Road Foreman ..... (661) 395-5104  
 R.E. ONSTOTT ..... Road Foreman ..... (661) 395-5135  
 W.R. VAUGHN ..... Asst. Trainmaster ..... (661) 395-5182  
 J.E. WATTS ..... Terminal Manager ..... (661) 395-5121

### Fresno

N.S. BEDSTED ..... Division Trainmaster ..... (559) 457-7665  
 R.L. CUMMINGS ..... Trainmaster ..... (559) 457-7544  
 K.R. DUNCAN ..... Construction Supvr. Signals.. (559) 457-7563  
 A.L. GALLYER ..... Trainmaster ..... (559) 457-7544  
 R.D. HARM ..... Trainmaster ..... (559) 457-7544  
 J.P. HERNDON ..... Road Foreman ..... (559) 457-7642  
 F.P. MATTERA ..... Terminal Manager ..... (559) 457-7620  
 N.S. McEACHERN ..... Trainmaster ..... (559) 457-7544  
 J.J. PALACIOS ..... Roadmaster ..... (559) 457-7523  
 C.M. PALMIERI ..... Asst. Trainmaster ..... (559) 457-7544  
 C.L. PARKER ..... Supervisor Structures ..... (559) 457-7564  
 R.S. POWELL ..... Supt. Operations ..... (559) 457-7580  
 A.G. SILVA ..... Roadmaster ..... (559) 457-7523  
 D.D. SWALLOW ..... Field Engineer ..... (559) 457-7552  
 K.R. WALTER ..... Supervisor Signals ..... (559) 457-7562

### Keddie

B.A. DEINES ..... Trainmaster ..... (530) 596-4312

### Klamath Falls

S.R. MATZDORFF ..... Trainmaster ..... (541) 880-5630  
 T.E. SMITH ..... Roadmaster ..... (541) 880-5639

### Pittsburg

P.M. MULLEN ..... Road Foreman ..... (510) 231-2777

### Richmond

J.S. DAVIS ..... Terminal Manager ..... (510) 231-2603  
 T.E. CARR ..... Road Foreman ..... (510) 231-2701  
 S.B. EDENFIELD ..... Trainmaster ..... (510) 231-2700  
 R.T. GOLDEN ..... Asst. Trainmaster ..... (510) 231-2601  
 L.B. HARTMAN ..... Trainmaster ..... (510) 231-2601  
 J.B. JONES ..... Trainmaster ..... (510) 231-2601  
 G.N. PHELPS ..... Trainmaster ..... (510) 231-2601

### Riverbank

R.A. ATKINS ..... Asst. Trainmaster ..... (209) 942-5431  
 T.T. DOUGLAS ..... Trainmaster ..... (209) 942-5431  
 J.M. KRUSE ..... Asst. Trainmaster ..... (209) 942-5431  
 M.A. MATA ..... Asst. Trainmaster ..... (209) 942-5431  
 P.H. SHAVER ..... Trainmaster ..... (209) 942-5431

### Stockton

M.J. BABIK ..... Asst. Trainmaster ..... (209) 942-5491  
 J.R. ESTUDILLO ..... Manager of Signals ..... (209) 942-5433  
 J. FLEMING ..... Mgr. Engineering ..... (209) 942-5475  
 C.R. GROOM ..... Trainmaster ..... (209) 942-5491  
 P.E. HEUSLER ..... Roadmaster ..... (209) 942-5474  
 J.M. JENKINS ..... Supt. Operations ..... (209) 942-5522  
 M.W. LEE ..... Terminal Manager ..... (209) 942-5506  
 T.J. LONGANECKER .. Safety Manager ..... (209) 942-5506  
 R.A. MASON ..... Division Engineer ..... (209) 942-5518  
 T.J. MEIWES ..... Supervisor Signals ..... (209) 942-5436  
 D.W. ROYAL ..... Trainmaster ..... (209) 942-5491  
 S.P. SCHAFFER ..... Trainmaster ..... (209) 942-5491  
 T.J. SINDELAR ..... Asst. Trainmaster ..... (209) 942-5491  
 J.M. TAYLOR ..... Director Administration ..... (209) 942-5512

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Bakersfield Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		17400	888.0	BAKERSFIELD	BCPTX	2MT CTC	7200	1.2	
			889.2	WEST BAKERSFIELD				1.9	
		16386	891.1	JASTRO	X(2)			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		CTC	7200	6.2	
	8,964	16352	919.2	ELMO				5.4	
	9,032	16344	924.6	SANDRINI				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	MC	FS	EMER
MP 886.5 to MP 889.4	84				
MP 889.4 to Calwa	55	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

Passenger      Freight

Bakersfield to Calwa, including trains 100 TOB and over ..... 79 MPH. .... 55 MPH.

Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

- Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
- Train does not exceed 8,500 feet.
- Train does not average more than 80 TOB.
- Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

MP 961.2 to MP 965.6 Running Track ..... 20 MPH. .... 20 MPH.

1(B). Speed—Permanent Restrictions

Westward

MP 888.0 to MP 889.6—Main 1	79 MPH.	55 MPH.
MP 888.0 to MP 889.3—Main 2	40 MPH.	40 MPH.
MP 889.3 to MP 889.6—Main 1	60 MPH.	55 MPH.
MP 889.3 to MP 889.6—Main 2	40 MPH.	30 MPH.
MP 889.8 to MP 890.1—Main 1	60 MPH.	55 MPH.
MP 889.8 to MP 890.1—Main 2	60 MPH.	50 MPH.
MP 892.9 to MP 893.3	70 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 993.6 to MP 994.1 (HER)	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 (HER)	65 MPH.	65 MPH.
MP 975.8 to MP 973.7	55 MPH.	45 MPH.
MP 969.5 to MP 967.5	45 MPH.	45 MPH.
MP 967.8 to MP 967.7	30 MPH.	30 MPH.
MP 893.3 to MP 892.9	70 MPH.	65 MPH.
MP 890.1 to MP 889.8—Main 1	60 MPH.	55 MPH.
MP 890.1 to MP 889.8—Main 2	60 MPH.	50 MPH.
MP 889.6 to MP 889.3—Main 1	60 MPH.	55 MPH.
MP 889.6 to MP 889.3—Main 2	40 MPH.	30 MPH.
MP 889.2 to MP 888.0—Main 1	79 MPH.	55 MPH.
MP 889.3 to MP 888.0—Main 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 888.0, Crossover	40 MPH.
Jastro, WE Main 2	60 MPH. .... 50 MPH.
Jastro, Crossovers	40 MPH.
Jastro, Porterville Jct. switch	20 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.
Allensworth, 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, 425, 532, 533, and 534	5 MPH.
Bridge 889.8, cars heavier than 143 tons	25 MPH.

Temperature Restrictions

When air temperature exceeds threshold temperatures, all trains will be governed by the following table on main tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit.

Between Bakersfield and Calwa:

Temperature Range	Trains under 6,000 Tons	Trains over 6,000 Tons	Trains Exceeding 100 TOB	Passenger Trains
Exceeds 110 degrees	Maximum 55 MPH.	Maximum 45 MPH.	Maximum 45 MPH.	No Restrictions
Exceeds 115 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
Exceeds 120 degrees	Maximum 40 MPH.	Maximum 30 MPH.	Maximum 30 MPH.	Maximum 50 MPH.

Notify the train dispatcher when your train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

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

**2. Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**

Bakersfield to Calwa ..... 143 tons, Restriction A

**3. Type of Operation**

**Restricted Limits**—in effect:

Kern Jct. to Bakersfield ..... MP 885.2 to MP 887.5  
 Main 1  
 Kern Jct. to Bakersfield ..... MP 885.2 to MP 888.0  
 Main 2

**CTC**—in effect on Main Track and sidings:

Bakersfield to Calwa ..... MP 889.2 to MP 994.9  
 MP 887.5 to MP 889.2  
 Main 1  
 Bakersfield to Calwa ..... MP 887.95 to MP 889.2  
 Main 2

**Rule 6.24**—Double Track—in effect:

Kern Jct. (Mojave Subdivision)  
 to Bakersfield ..... MP 885.2 to MP 887.5

**Rule 6.26**—Multiple Main Track—in effect:

Bakersfield ..... MP 888.0 to MP 887.5

**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 per BNSF Rule 9.1.12.

**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 5.8.2**—Item 11, Sound whistle approaching ALL crossings, public and private. Exception: At Bakersfield, between MP 885.2 and MP 888.8, the engine whistle will not be sounded in advance of street crossings protected by automatic crossing gates except that the engine whistle may be used at the discretion of the engineer to avoid injury to persons or damage to property and must be sounded when approaching roadway workers on or near the track. Engine bell must be rung at all crossings.

**Rule 5.16**—Passenger Trains Observe and Call Signals—When a signal requires a train to stop at or pass the next signal at restricted speed, the 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 is 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 6.19**—When flagging is required, distance will be 2.0 miles.

**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, that signal displays a proceed indication, and track is clear to the signal.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD 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**

**Locomotive Consists**—When building locomotive consists, locomotives rated at less than 2000 horsepower and not equipped with a dynamic brake must be placed immediately behind the lead locomotive in the consist.

**Bakersfield**—Amtrak trains operating between “D” Street, MP 887.8 and “F” Street, MP 887.7 must display ditch lights, sound whistle signal 5.8.2 (11), and ring bell continuously.

When Amtrak trains are shoved, a member of the crew must precede the movement on foot from “D” Street, MP 887.8, to “F” Street, MP 887.7, when not equipped with ditch lights on the leading end of the movement.

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.

**System Special Instructions Amendment**—

Item 9, Amtrak Instructions, under “Equipment”, the line reading “Movement with locomotives between cars is prohibited” does not apply on the Northern California Division.

The following will apply:

- Movement with locomotive between cars is prohibited unless:
  - A. Locomotive is being used in “push-pull” service.
  - B. “MU” control cables are connected through the entire train.
  - C. Locomotive between cars is not isolated or dead-in-tow.

**8. Other Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 7254 ..... Bakersfield Yard
- 7255 ..... Calwa Yard

**Road Line Segments**

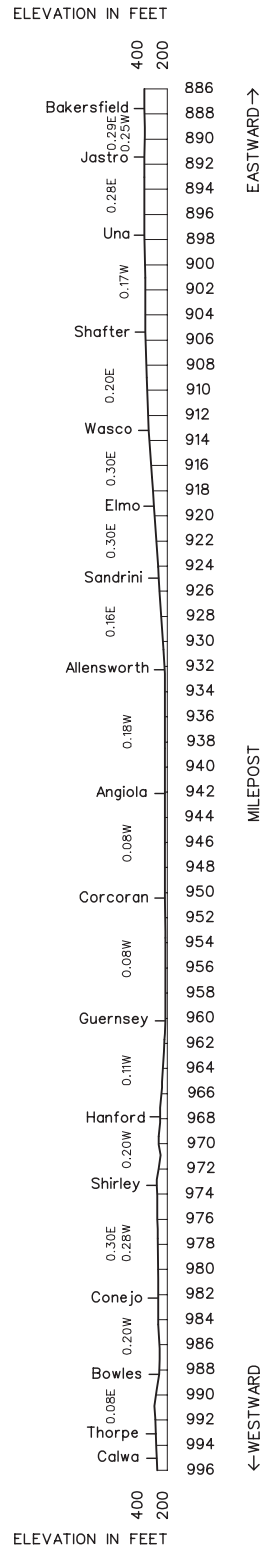
**Line Segment Limits**

- 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

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Gateway Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		14295	0.0	BIEBER LINE JCT	J				1.0	
		14296	1.0	KLAMATH FALLS	BT				14.4	
			2.0	WEST KLAMATH FALLS						
	2,620	14311	15.4	MERRILL					9.1	
		14320	24.5	MALIN					7.1	
	2,487	14327	31.6	STRONGHOLD	A				13.1	
	5,073	14340	44.7	MAMMOTH					9.5	
	6,751	14350	54.2	KEPHART					12.3	
	5,036	14362	66.5	SCARFACE			TWC	55	11.8	
	6,820	14374	78.3	LOOKOUT	J				12.7	
	8,024	14385	90.0	BIEBER	T				17.2	
	4,251	14505	108.2	LITTLE VALLEY					18.3	
	6,758	14520	126.5	HALLS FLAT	T				13.7	
	4,235	14525	140.2	LODGE POLE					23.4	
	4,338	14545	163.6	WESTWOOD					13.7	
	7,942	14555	177.3	ALMANOR					11.0	
	4,236	14560	188.3	GREENVILLE					8.5	
	4,208	14565	196.8	MOCCASIN					6.0	
		14570	202.8	KEDDIE	JT				202.8	

Radio Channel No. 66 in service.

UPRR Radio Channel 27 in service at Keddie.

Radio Call-In		
Bieber-18(X)	Big Valley-20(X)	Halls Flat-21(X)
Westwood-23(X)	Canyon Dam-24(X)	Crescent Mills-25(X)
Keddie-26(X)	Klamath Falls-16(X)	Malin-32(X)
Tionesta-17(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Phone -Mon.-Fri. 0500-2100—234-1722-Fax 234-2079  
 Dispatcher Phone -Mon.-Fri. 2100-0500, Sat.-Sun. 24 Hrs.  
 234-6454-Fax 234-6467

1. Speed Regulations

1(A). Speed—Maximum

Bieber Line Jct. to Keddie .....	Freight 49 MPH.
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1(B). Speed—Permanent Restrictions

MP 14.8 to MP 15.1 .....	40 MPH.
MP 31.1 to MP 31.4 .....	30 MPH.
MP 93.7 to MP 124.3 .....	25 MPH.
MP 124.3 to MP 126.0 .....	40 MPH.
MP 136.3 to MP 165.7 .....	40 MPH.
MP 165.7 to MP 188.8 .....	25 MPH.
MP 188.8 to MP 196.8 .....	40 MPH.
MP 196.8 to MP 202.8 .....	12 MPH.

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

1(D). Speed—Other

On sidings .....	10 MPH.
Almanor Railroad .....	5 MPH.

Item 1A of System Special Instructions applies to all trains.

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

**HOT WEATHER SPEED RESTRICTIONS**—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
90 to 99 degrees	Maximum 45 MPH.	Maximum 40 MPH.
100 degrees & over	Maximum 35 MPH.	Maximum 30 MPH.

EXCEPTION: The following locations have been identified as critical zones:

- MP 31.3 - MP 31.4
- MP 92.0 - MP 124.3
- MP 165.7 - MP 200.8

Through the limits of these critical zones, when the ambient (air) temperature is in one of the following ranges, the applicable further restriction will apply:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
100 degrees & over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 25 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 25 MPH.

NOTE: When complying with the above temperature restrictions, existing restrictions must be observed.

**Cold Weather Speed Restrictions** - When temperatures are below -10 degrees Fahrenheit, the applicable restrictions will apply:

- 40 MPH for trains exceeding 100 tons per operative brake
- 50 MPH for trains less than 100 tons per operative brake
- 65 MPH for passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bieber Line Jct. to Bieber .....	143 tons, Restriction G
Bieber to Keddie .....	134 tons, Restriction G

3. Type of Operation

TWC—in effect:

West Klamath Falls MP 2.0 to Keddie MP 202.8

4. General Code of Operating Rules Items

Test Mile Location

Eastbound	
MP 195.0 to MP 194.0	
MP 193.0 to MP 192.0	
MP 137.0 to MP 136.0	
MP 135.0 to MP 134.0	
Westbound	
MP 21.0 to MP 22.0	
MP 23.0 to MP 24.0	
MP 134.0 to MP 135.0	
MP 136.0 to MP 137.0	

**Rule 6.10**—In addition to the requirements of General Code of Operating Rule 6.10 and to Signal Switch Awareness Form, the Conductor must do the following:

- After passing the last station, but at least 2 miles from the limits of authority granted by a Track Warrant, the Conductor must review Track Warrant(s) that his/her train is operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items on the Track Warrant(s). After receiving verbal acknowledgment from the



Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

Before departing from a siding or when holding the main track at a station before departing that station, the Conductor must review Track Warrant(s) that his/her train will be operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items listed on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

Upon completion of tour of duty, arrange to submit all Track Warrants and Signal/Switch Awareness Forms to proper authority.

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**Rule 6.28**—in effect:  
Bieber Line Jct. MP 0.0 to West Klamath Falls MP 2.0

**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridge, Tunnel or other Structures: None
- B. Other TWD Locations
  - MP 19.6—Recall Code 168
  - MP 50.3—Recall Code 178
  - MP 68.6—Recall Code 198
  - MP 107.4—Recall Code 208
  - MP 167.2—Recall Code 238
  - MP 195.6—Recall Code 258
  - MP 201.9 (DED only)—Exception Reporting Only (Transmits on the BNSF and UPRR radio channels simultaneously).

**6. FRA Excepted Track**—None

**7. Special Conditions**

**Train Inspection**—A member of inbound crews on through trains operating cabooseless will give outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

All trains must approach Tunnel No. 2, MP 202.03, prepared to stop short of fouled track.

Between MP 202.8 and MP 147.2 - When the power-on light on the exterior of a signal house is not lit, immediately notify the train dispatcher.

EXCEPTION: Crossing at MP 147.2 which is solar powered.

Tonnage limits are as follows from Bieber to Keddie:

EASTWARD ( All Trains)—5,500 tons

WESTWARD

Manifest/Intermodal Trains:

Without distributed power/helpers—7,000 tons

With helpers/distributed power on rear—9,500 tons

With helpers/distributed power cut in—12,000 tons

Loaded Unit Bulk Commodity Trains:

Same as above, except

With helpers/distributed power cut in—15,000 tons

Note: Helpers may also be cut in if tonnage is less than 9,500 tons.

**Train Make-Up Instructions for the Gateway Subdivision**—

Unless more restrictive instructions are in effect, all trains except yard engines, work trains, transfer movements, solid loaded or solid empty unit trains and solid intermodal trains with symbols beginning with alpha designations P,S,Q,Z or B must comply with the following train make-up instructions:

Trailing Tonnage	Restrictions
0 - 3,000 Tons	No Restrictions
Between 3,000 Tons to 5,000 Tons	Blocks of 15 or more cars weighing 90 tons or more per car must not be handled behind any car in the train weighing less than 45 tons.
Over 5,000 Tons	Rear 1/4 of train must not exceed more than 30 percent of the train's total tonnage.  Blocks of 15 or more cars weighing 90 tons or more per car must not be handled behind any car in the train weighing less than 45 tons.  First 15 cars of train must weigh at least 45 tons per car. If 15 cars weighing at least 45 tons each are not available, all available cars weighing 45 tons or more must be placed on head end.

**TTOX AND TTFX - 2 AXLE CARS**—

Empty two-axle (TTOX, Car Kind Code QA) and empty units on multiplatform two-axle cars (TTFX, Car Kind Code QDE) must not be placed in train ahead of more than 3,000 trailing tons.

**LIGHT, LONG CAR RESTRICTION**—

Long cars (80 feet or longer and excluding multiplatform cars) which weigh less than 45 tons may not be placed ahead of more than 3,000 trailing tons.

**SHORT CAR, LONG CAR RESTRICTION**—

Long cars (80 feet or longer and excluding multiplatform cars), regardless of weight, must not be placed next to a short car (45 feet or less) with more than 3,000 trailing tons.

Note: In the application of the "Light, Long Car" and Short Car, Long Car Restrictions" above, solid-drawbar connected "Twin Flat" cars (Car kind QB,QD,QL) must always be placed in the rear 3,000 tons.

BETWEEN MP 178 and MP 188 - Westward trains exceeding 3,500 tons must utilize the balanced braking method of controlling speed as described in Air Brake and Train Handling Rule 104.13.1.

**TRAIN MAKE UP GUIDELINES WHEN USING DISTRIBUTED POWER/HELPERS**—

a) No car weighing less than 45 tons by car count may be ahead of any remote distributed power unit(s) or helper locomotives. Doublestack equipment may be handled ahead of the remote consist but there must not be any empty units within the first 10 units ahead of the remote consist. All other intermodal equipment must be placed behind the remote DP or helper consist. This excludes autorack equipment weighing more than 45 tons.

b) No long car/short car combination described above may be within 10 car/units ahead of distributed power/helper locomotive(s).

Note: In the application of the short car/long car rule above, all doublestack equipment is considered less than 80 ft. in length.

Trains departing the gateway Subdivision destined UPRR, Canyon Subdivision, will not exceed 5,700 feet.



**DYNAMIC BRAKE REQUIREMENTS FOR WESTWARD FREIGHT TRAINS —**

Use the following chart to determine you meet the minimum requirements for operative dynamic brakes. This requirement is for the portion of the Gateway Subdivision BETWEEN MP 178 and MP 188. Train must not proceed if minimum requirements are not met.

**TONS PER OPERATIVE BRAKE (TOB)**

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
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 to 16,000	12	14	20	26	30	34	38

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table to determine TOB, round the figures up to the next whole number. For example: 105.1 TOB becomes 106 TOB. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

**Flash Flood Warnings—**Refer to Item 31, System Special Instructions.

The following locations on this subdivision have been identified as "critical areas".

- MP 95.37 to MP 95.47
- MP 106.86 to MP 106.96
- MP 124.80 to MP 124.90
- MP 135.60 to MP 135.70
- MP 142.75 to MP 142.85
- MP 143.50 to MP 144.50
- MP 171.30 to MP 171.80
- MP 188.00 to MP 202.00

**BNSF AIR BRAKE AND TRAIN HANDLING RULES IN EFFECT 0001, APRIL 1, 1998 ARE AMENDED ON THE GATEWAY SUBDIVISION AS FOLLOWS—**

**RULE 100.3** —The portion of the 2nd paragraph that reads 12 months is changed to read 6 months.

**RULE 101.13**—All Westbound trains will perform a running air brake test between MP 147 and MP 167 year around.

**RULE 101.29.2** —The carman will complete an ETD certification form which will be delivered to the engineer. The form will be kept with the daily inspection card on the lead locomotive.

**RULE 104.3.2 (B)**—Dynamic brake restrictions for Gateway Subdivision are as follows:

Trains up to 4500 trailing tons may up to 18 axles of dynamic brake, per consist.

Trains over 4501 trailing tons may use up to 24 axles of dynamic brake per consist.

**Train Make-up Restrictions—Roadrailer Equipment**

A. Total Trailing tonnage must not exceed 3000 tons.

Additional Restrictions;

0 - 1500 Tons—No Restrictions

Over 1500 Tons—No more than 1500 trailing tons behind any RoadRailer unit weighing **less than 28 tons**.

NOTE: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

B. Additional RoadRailer Power and Dynamic Brake Restrictions:

On the Gateway Subdivision, no more than 24 rated axles of power may be used.

Between Bieber and Keddie, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the . throttle, as outlined in ABTH Rule 104.6. In addition, do not increase throttle until at least 10 seconds after the amperage or tractive effort decreases.

No more than 16 rated axles of dynamic brake may be used at any time on RoadRailer trains.

**8. Line Segments**

**Road Line Segments**

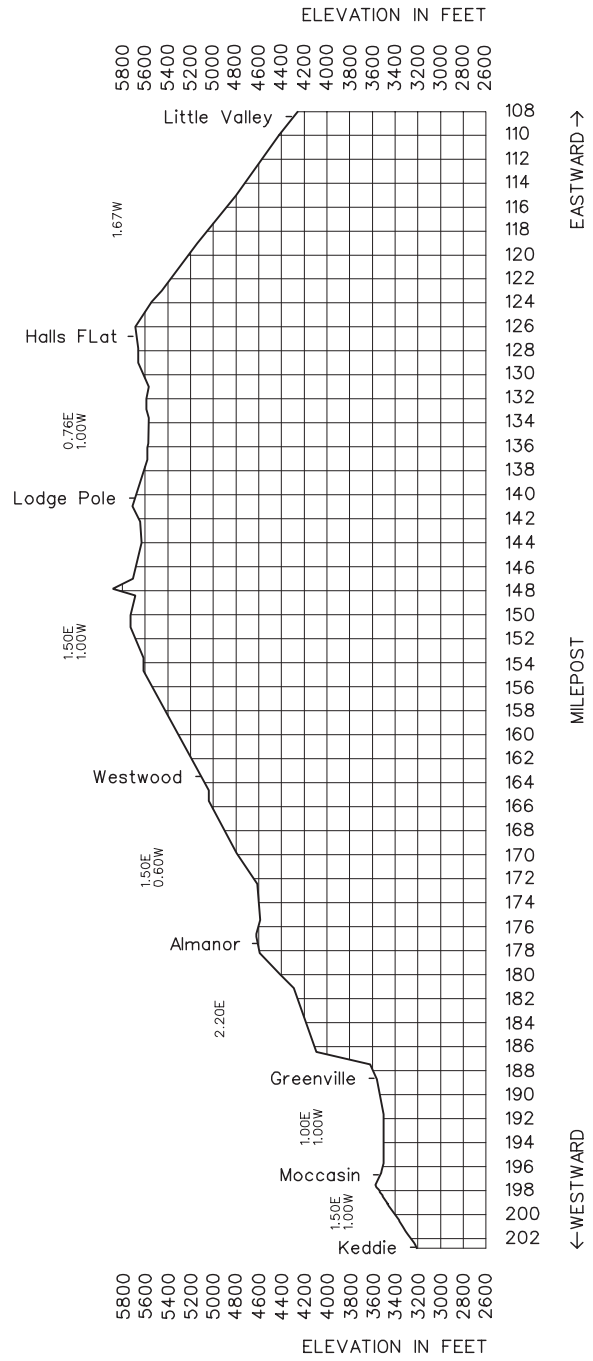
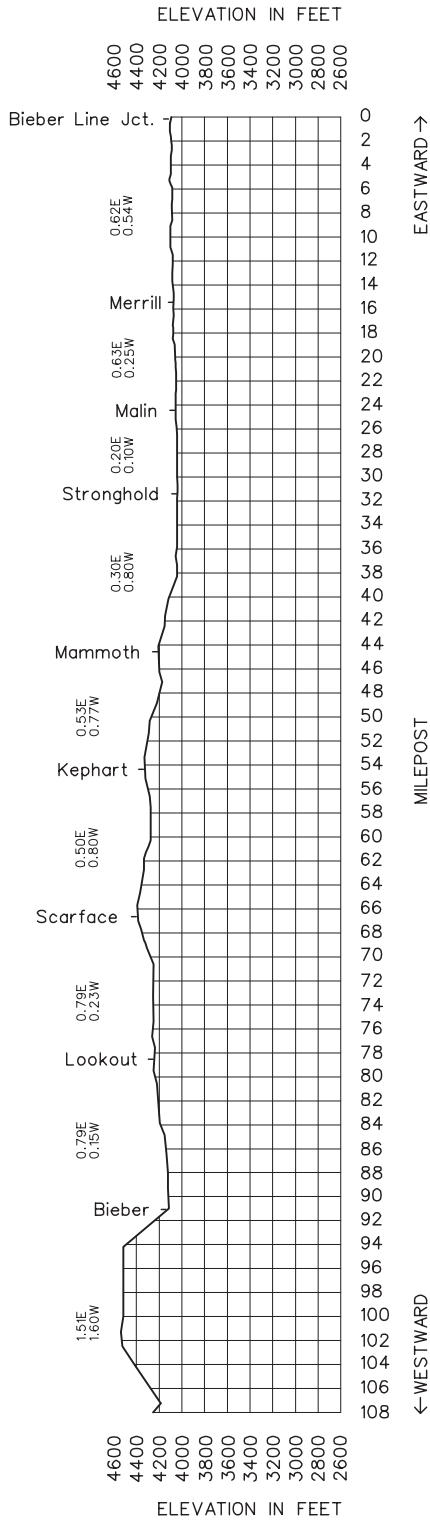
**Line Segment Limits**

55 ..... Bieber Line Jct. to Keddie

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
14300 Henley	3.4 west of Klamath Falls - MP 4.2	30	East
14312 Stonebridge	1.7 west of Merrill- MP 16.7	20	East
14332 Hantchen	4.7 west of Stronghold- MP 36.3	22	West
14348 Tionesta	6.0 west of Mammoth - MP 50.7	10	West
14540 Clear Creek Jct.	3.3 west of Westwood- MP167.7	10	East
14563 Crescent Mills	2.6 east of Moccasin- MP 194.4	6	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mojave Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			749A.0	VALLEY JCT.	J		CTC	7200	0.9	
			749A.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						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)			UP RAILROAD	8107	10.3	
			17830	CAMERON					8.0	
E5,040	17820	362.4	SUMMIT SWITCH						1.9	
			17815	TEHACHAPI					2.0	
			358.5	CABLE-X-OVER					1.9	
			17810	CABLE					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	7200	2.3	
			886.9	AMTRAK LEAD	R				1.7	
			887.5	EAST BAKERSFIELD			CTC 2MT	0.6		
	17400	888.0	BAKERSFIELD	BCPTR				136.7		

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Barstow Yard	32	1	4	5&7	9
Barstow to Kern Jct.	65	2	4	5&7	9
UP Mojave to Kern Jct.	14	1	4	5&7	9
Kern Jct. to MP 889.4	84	1	4	5&7	9

Between Valley Jct. and Mojave is under the jurisdiction of the Southern California Division

1. Speed Regulations

1(A). Speed—Maximum

Mojave Subdivision, including trains  
100 TOB and over ..... 70 MPH. .... 55 MPH.

Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.

2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

MP 886.9 to MP 887.5 (Amtrak Lead) ..... 20 MPH. .... 20 MPH.

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 MP 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.
MP 888.0 to MP 889.3—Main 2		40 MPH.
MP 888.0 to MP 889.2—Main 1	79 MPH.	55 MPH.
MP 784.7 Spur		20 MPH.
MP 785.0 Spur		10 MPH.
MP 797.1 Spur		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.

Valley Jct., Cajon Subdivision Jct.	50 MPH.
Hutt, Barstow Receiving Yard Lead	30 MPH.
CTC Siding (excluding exceptions)	40 MPH.
Boron Siding	30 MPH.
Edwards Siding, between MP 797.0 and MP 797.3	30 MPH.
Kern Jct. to UP	30 MPH.
Mojave Jct. to UP	25 MPH.

1(D). Speed—Other

Bakersfield—Tracks 424, 425, 532, 533 and 534 ..... 5 MPH.

Temperature Restrictions

When air temperature exceeds threshold temperatures, all trains will be governed by the following table on Main Tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit.

Between Valley Jct. and Mojave:

Temperature Range	Trains under 6,000 Tons	Trains over 6,000 Tons	Trains Exceeding 100 TOB	Passenger Trains
Exceeds 110 degrees	Maximum 55 MPH.	Maximum 45 MPH.	Maximum 45 MPH.	No Restrictions
Exceeds 115 degrees	Maximum 50 MPH.	Maximum 40 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
Exceeds 120 degrees	Maximum 40 MPH.	Maximum 30 MPH.	Maximum 30 MPH.	Maximum 50 MPH.

Notify the train dispatcher when your train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

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

**2. Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**  
 Valley Jct. to Bakersfield ..... 143 tons, Restriction A

**3. Type of Operation**  
**Restricted Limits**—in effect:  
 Kern Jct. to Bakersfield ..... MP 885.2 to MP 887.5—Main 1  
 Kern Jct. to Bakersfield MP 885.2 to MP 888.0—Main 2

**CTC**—in effect on Main Track and sidings:  
 Valley Jct. to Mojave ..... MP 749A.0 to MP 814.5  
 Bakersfield Main 1 ..... MP 886.9 to MP 889.2  
 Bakersfield Main 2 ..... MP 887.95 to MP 889.2  
 Amtrak Lead ..... MP 886.9 to MP 887.5

**ABS**—in effect:  
 Kern Jct. to Bakersfield Main 1 ..... MP 885.2 to MP 886.9  
 Kern Jct. to Bakersfield Main 2 ..... MP 885.2 to MP 888.0

**Rule 6.24**—Double Track—in effect:  
 Kern Jct. to Bakersfield ..... MP 885.2 to MP 887.5

**Rule 6.26**—Multiple Main Track—in effect:  
 Bakersfield ..... MP 888.0 to MP 887.5

**Manual Interlockings Not Controlled by BNSF**  

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

**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 per BNSF Rule 9.1.12.
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 and Air Brake 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 BNSF track between Kern Jct. and Bakersfield.

**Rule 5.8.2**—Item 11, Sound whistle approaching ALL crossings, public and private.  
 Exception: At Bakersfield, between MP 885.2 and MP 888.8, the engine whistle will not be sounded in advance of street crossings protected by automatic crossing gates except that the engine whistle may be used at the discretion of the engineer to avoid injury to persons or damage to property and must be sounded when approaching roadway workers on or near the track. Engine bell must be rung at all crossings.

**Rule 6.19**—When flagging is required, distance will be 2.0 miles.

**Rule 8.3**—The following crossovers at Bakersfield may be left lined and locked as last used:  
 MP 886.1, Main 1 to Main 2 (Tulare Street)  
 MP 887.3, Main 1 to Main 2 (Chester Avenue)  
 MP 887.5, Main 2 to Working Lead

MP 887.7, Main Track to Track 402  
**Rule 101.13**—Eastward and westward trains must make a Running Air Brake Test at Summit Switch as prescribed by Rule 101.13.

Exceptions: Cutting out helpers or light engine consists, the rule does not apply.  
 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 TWD 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**  
**MP 331.3 to MP 381.3**—Freight trains operating between these mileposts that exceed the maximum authorized speed by 5 MPH must stop by using an emergency application of the air brakes.

**Locomotive Consists**—When building locomotive consists, locomotives rated at less than 2000 horsepower and not equipped with a dynamic brake must be placed immediately behind the lead locomotive in the consist.

**Bakersfield**—Amtrak trains operating between “D” Street, MP 887.8 and “F” Street, MP 887.7 must display ditch lights, sound whistle signal 5.8.2 (11), and ring bell continuously.

When Amtrak trains are shoved, a member of the crew must precede the movement on foot from “D” Street, MP 887.8, to “F” Street, MP 887.7, when not equipped with ditch lights on the leading end of the movement.

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 the south side of CLIC 807 provide close clearance and TRAINMEN MUST NOT RIDE on the side of equipment at this location.

**Minimum Dynamic Brake Requirements**  
 Between Mojave and Ilmon when operating on descending grades, 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 Required Operative Axles of Dynamic Brake for BNSF freight trains, between Mojave and Ilmon.**

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 or 145
2,000 or less	4	4	4	4	6	6	8
2,001 to 3,000	6	6	6	6	8	8	10
3,001 to 4,000	8	8	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 11,000	12	12	14	18	22	24	28
11,001 to 12,000	12	12	16	20	24	26	30
12,001 to 13,000	12	12	18	22	26	28	32
13,001 to 14,000	12	12	18	24	28	30	34
14,001 to 15,000	12	14	20	26	30	32	36
15,001 to 16,000	12	14	20	26	30	34	38
16,001 to 71,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

The total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table above. When using the table to determine TOB, round the figures up to the next whole number. For example: 105.1 TOB becomes 106 TOB.

Note: Air Brake and Train Handling Rule 104.3.2, item B., dynamic brake limitation is 28 axles cut in per consist. Information concerning dynamic brake axle rating is located in the BNSF System Special Instructions, item 2 (B).

Total brake pipe reduction to control train speed must not exceed 18 psi for trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If total brake pipe reduction exceeds the above limitations, train must be stopped immediately.

As part of the job safety briefing process, "Mojave Subdivision Train Make-Up and Locomotive Placement Worksheet" must be completed and reviewed by train and when applicable, helper crews along with the Trainmaster or Assistant Trainmaster on duty at either Bakersfield or Barstow. A computer generated train list will be used to determine train make up and locomotive placement. It must be agreed that train makeup and helper/distributed power placement are correct before train departs. Form will be filed at the initial terminal. If helpers/distributed power are to be placed in train after departing originating terminal, the Trainmaster or Assistant Trainmaster at that terminal must review the placement of the helpers/distributed power with the crew before the train departs. If the train consist is changed enroute, the train and, when applicable, helper crew will complete a new form and agree to changes. The new form will be will then be filed at destination terminal at tie-up.

Forms are available at on-duty points Bakersfield and Barstow.

**SUPPLEMENTAL INSTRUCTIONS FOR BNSF TRAINS OPERATING IN COMPLIANCE WITH BNSF TRAIN MAKE UP INSTRUCTIONS ON UPRR MOJAVE SUBDIVISION BETWEEN ILMON AND MOJAVE**

BNSF trains operating on UPRR Mojave Subdivision will use BNSF train make-up restrictions/instructions as designated by the General Manager or his representative. However, only one company's restrictions/instructions will be used on any given train.

When a train contains helpers, minimum tonnage restrictions will apply to the first five cars immediately ahead of the helpers.

Cars in restricted portion of train must conform to the following minimum weight restrictions.

- Articulated double stack cars (counted as 3 cars-QY) ..... 150 ton
- Articulated double stack cars (counted as 2 cars-QV) ..... 100 ton
- Articulated three pack cars (counted as 2 cars-QC, QM) ..... 100 ton
- Articulated five pack cars (counted as 3 cars-Q5, QO, QE) ..... 150 ton
- All other cars ..... 50 ton

If helpers are on rear of train, 89-foot or longer flat cars loaded with a single trailer/container must not be placed within the restricted portion of the train.

On trains with helpers, two axle cars weighing less than 35 tons must be placed behind the helpers with no more than 1,500 tons trailing. Caboose must be placed at the rear of the train.

Maximum train length shall be 7,000 feet. Maximum tonnage of train, except unit trains, must not exceed 11,000 tons.

Helper consist will not have less than eight actual axles, and will not exceed a powered axle rating of 24 axles.

Cars measuring less than 42 feet in length must be entrained in the rear 4,000 tons of train. \*\*Cars greater than 41 feet 6 inches can be considered as 42 feet.

Trains containing a solid block of 20 or more loaded bi-levels and/or tri-levels must not exceed 6,500 feet in length excluding engines.

Caboose are not to be moved other than at rear of train, unless specifically authorized.

Scale test cars and cars designated as rear-end-only must be entrained within the rear five cars of train. A scale test car must not be handled as the rear car in a train.

Following train make-up restrictions apply to OTTX cars:

- (a) Empty cars must be entrained at rear of train.
- (b) Loaded cars must be entrained as close to the rear as train makeup permit.
- (c) Trains containing loaded OTTX cars must not exceed 6,100 feet.
- (d) Trains having more than 10 OTTX cars, loaded or empty, must not exceed 4,500 feet.

Cars SP-345000-345999 are to be moved only in unit trains.

Loaded continuous welded rail (CWR) trains must be handled separately from other trains. Short ribbon rails 700 feet or less in length may be moved mixed trains providing tonnage behind loaded ribbon rail cars does not exceed 2,000 tons. A box car or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading or loading.

**ADDITIONAL INSTRUCTIONS FOR EASTWARD TRAINS**

When train tonnage exceeds 3,000 tons, minimum tonnage restrictions will apply to head portion of train by car count as follows:

- 3001-3199 tons ..... first 10 cars of train



- 3200-3399 tons ..... first 11 cars of train
- 3400-3599 tons ..... first 12 cars of train
- 3600-3799 tons ..... first 13 cars of train
- 3800-3999 tons ..... first 14 cars of train
- 4000-4925 tons ..... first 15 cars of train
- 4926-6000 tons ..... first 20 cars of train

NOTE: Total trailing tonnage cannot exceed 5400 tons with E grade coupler and maximum train length of 6,000 feet.

EXCEPTION: No car with C grade coupler can have more than 4925 tons.

A High Strength Coupler (E grade) can be determined by looking at the casting identification located on the top of the coupler. A high strength coupler will have the letter "E" as the last character of identification.

Cars in restricted head portion of train must conform to the following minimum weight restrictions:

- Two axle cars ..... 35 tons
- Articulated double stack cars (counted as 3 cars - QY) ..... 150 tons
- Articulated double stacks cars (counted as 2 cars-QV) ..... 100 tons
- Articulated three pack cars (counted as 2 cars -QC, QM) ..... 100 tons
- Articulated five pack cars (counted as 3 cars-Q5, QO, QE) ..... 150 tons
- All other cars ..... 50 tons

89-foot or longer flat cars loaded with a single trailer/container must not be placed in the restricted head portion of the train.

Unless otherwise instructed, all eastward trains heavier than 4,925 tons will have helpers positioned or entrained according to the following tables:

TRAIN TONNAGE	CUT-IN AHEAD	MAXIMUM POWERED AXLES
4925-5499	1800 tons	12
5500-6299	2700 tons	18
6300-9850	Greater of 3600 tons or 1/2 trailing tonnage	24

**Additional instructions for westward trains:**

When train tonnage exceeds 3,800 tons, minimum tonnage restrictions will apply to head portion of train by car count as follows;

- 3801-3999 tons ..... first 5 cars of train
- 4000-4199 tons ..... first 6 cars of train
- 4200-4399 tons ..... first 7 cars of train
- 4400-5100 tons ..... first 10 cars of train
- 5101-6000 tons ..... first 15 cars of train

NOTE: Total trailing tonnage cannot exceed 6000 tons with E grade coupler and maximum train length of 7000 feet.

EXCEPTION: No car with C grade coupler can have more than 5100 trailing tons.

A High Strength Coupler (E grade) can be determined by looking at the casting identification located on the top of the coupler. A high strength coupler will have the letter "E" as the last character of identification.

Cars in restricted head portion of train must conform to the following minimum weight restricts:

- Two axle cars ..... 35 tons
- Articulated double stack cars (counted as 3 cars-QY) ..... 150 tons
- Articulated double stack cars (counted as 2 cars -QV) ..... 100 tons
- Articulated three pack cars (counted as 2 cars-QC, QM) ..... 100 tons
- Articulated five pack cars (counted as 3 cars-Q5, QO, QE) ..... 150 tons
- All other cars ..... 50 tons

89-foot or longer flat cars loaded with a single trailer/container must not be placed within the first 10 cars of the train.

Unless other wise instructed, all westward trains heavier than 5,100 tons will have helpers positioned or entrained according to the following table:

TRAIN TONNAGE	PLACEMENT	MAXIMUM POWERED AXLES
5100-7999	Rear of Train	16
8000 tons or over	Cut in ahead of 2400 tons	24

**Flash Flood Warnings**—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to Restricted Speed:

- Bridge MP 755.6
- Bridge MP 770.7
- Bridge MP 773.2
- Bridge MP 775.7
- Bridge MP 775.9

**System Special Instructions Amendment—**

Item 9, Amtrak Instructions, under "Equipment", the line reading "Movement with locomotives between cars is prohibited" does not apply on the Northern California Division.

The following will apply:

- Movement with locomotive between cars is prohibited unless:
  - A. Locomotive is being used in "push-pull" service.
  - B. "MU" control cables are connected through the entire train.
  - C. Locomotive between cars is not isolated or dead-in-tow.

**Train Make-up Restrictions—Roadrailer Equipment**

A. Total Trailing tonnage must not exceed 3000 tons.

Additional Restrictions;

**TRAIN TONNAGE RESTRICTION**

- 0 - 1500 Tons No Restrictions
- Over 1500 Tons No more than 1500 trailing tons behind any RoadRailer unit weighing less than 28 tons.

NOTE: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

B. Additional RoadRailer Power and Dynamic Brake Restrictions:

On the Mojave Subdivision, no more than 24 rated axles of power may be used.

Between Ilmon and Mojave, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the throttle, as outlined in ABTH Rule 104.6. In addition, do not increase throttle until at least 10 seconds after the amperage or tractive effort decreases.

No more than 16 rated axles of dynamic brake may be used at any time on RoadRailer trains.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7253 ..... Barstow Yard
- 7254 ..... Bakersfield Yard

Road Line Segments

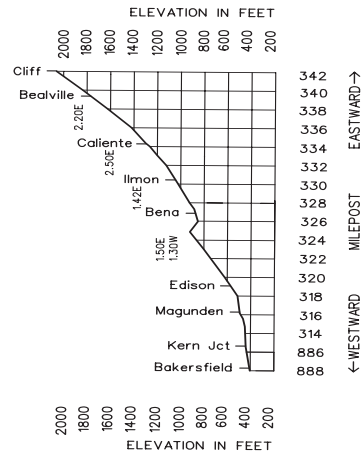
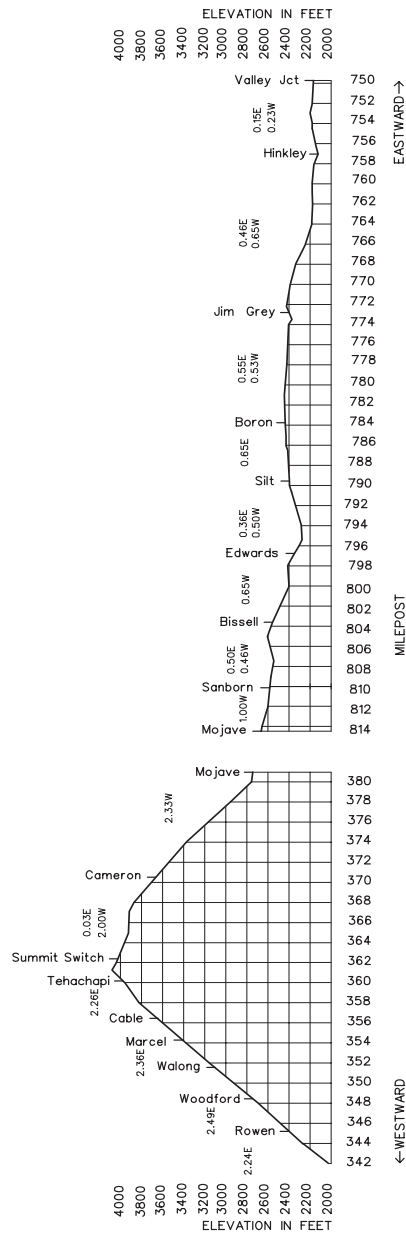
Line Segment Limits

- 7200 ..... Valley Jct. to Mojave
- 8107 ..... Mojave to Kern Jct. (UP Railroad)
- 7200 ..... Kern Jct. to Bakersfield

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Miles	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

10. Grade Charts





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Riverbank Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				UP RRX	U					
			6.5	UP RRX	U				0.1	
		15660	6.4	OAKDALE	R	TWC	7215		6.4	
		15650	0.0	RIVERBANK	JTR				6.5	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Riverbank to Oakdale	36	1	4	5&7	9

**1. Speed Regulations**

**1(A). Speed—Maximum**

Riverbank Subdivision ..... **Freight** 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.

**Temperature Restriction**

When air temperature meets the threshold temperature of 100 degrees F between the hours of 1400 and 1900, operate at 10 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

UP RRX to Riverbank ..... 143 tons, Restriction D

**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 5.8.2**—Item 11, Sound whistle approaching ALL crossings, public and private.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions—**

**Locomotive Consists**—When building locomotive consists, locomotives rated at less than 2000 horsepower and not equipped with a dynamic brake must be placed immediately behind the lead locomotive in the consist.

**System Special Instructions Amendment—**

Item 9, Amtrak Instructions, under "Equipment", the line reading "Movement with locomotives between cars is prohibited" does not apply on the Northern California Division.

The following will apply:

- A. Locomotive is being used in "push-pull" service.
- B. "MU" control cables are connected through the entire train.
- C. Locomotive between cars is not isolated or dead-in-tow.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Yard**

7256 ..... Riverbank Yard

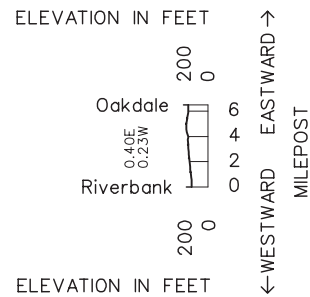
**Road Line Segments**

**Line Segment Limits**

7215 ..... Riverbank to Oakdale

**9. Locations Not Shown as Stations**

**10. Grade Charts**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Stockton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		16200	994.9	CALWA	BCPT				1.8	
			996.7	SJ RRX - SUNMAID CRSG.	MX(2)		2MT CTC		1.3	
		16200	998.1	FRESNO	BC				1.6	
		16095	999.7	HAMMOND	J				5.3	
	8,093	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				1.7	
			1097.3	STANISLAUS					4.1	
	9,254	15640	1101.4	ESCALON					8.2	
	8,968	15630	1109.6	DUFFY					2.3	
			1111.9	EAST MARIPOSA					2.9	
			1114.8	WEST MARIPOSA					2.1	
	7,298		1116.9	WALNUT			CTC	7200	2.8	
		15000	1119.7	MORMON	BPCT				0.8	
			1120.5	KEDDIE JCT.	JM				0.2	
			1120.7	UP CROSSING	JM				0.7	
	6,794	15000	1121.4	STOCKTON	T				0.8	
			1122.2	WEST STOCKTON					4.4	
		14480	1126.6	GILLIS					2.3	
		14470	1128.9	HOLT					4.7	
		14460	1133.6	TRULL			2MT CTC		3.8	
	3,558	14440	1136.8	ORWOOD	M		CTC		2.4	
			1139.2	BIXLER					7.2	
			14390	OAKLEY			2MT CTC		4.4	
	5,580	14349	1150.3	SANDO					1.6	
		14339	1151.9	ANTIOCH			TWC ABS		3.9	
	5,800	14330	1155.8	PITTSBURG	BCP				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	BCPTY				195.2	

Spring switches are located at both ends of the following sidings: Sando, Pittsburg, Christie, Collier, Gateley, Maltby, and Rheem.

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Calwa to MP 1008.0	55	1	4	5&7	9
MP 1008.0 to MP 1146.4	36	1	4	5&7	9
MP 1146.4 to Richmond	45	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Calwa to Port Chicago, including trains 100 TOB and over .....	79 MPH.	55 MPH.

Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

Port Chicago to Richmond, including trains 100 TOB and over .....	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.

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 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 (HER) .....	60 MPH.	60 MPH.
MP 1057.2 to MP 1057.7 (HER) .....	70 MPH.	
MP 1069.1 to MP 1070.5 .....	70 MPH.	65 MPH.
MP 1083.2 to MP 1083.8 (HER) .....	70 MPH.	
MP 1087.9 to MP 1088—Both Main Tracks .....	60 MPH.	55 MPH.
MP 1111.9 for 0.6 miles to C.P. Almond (Lead) .....	20 MPH.	20 MPH.
MP 1114.8 to MP 1116.1, Lead Track .....	20 MPH.	20 MPH.
MP 1119.1 to MP 1119.5 .....	60 MPH.	55 MPH.
MP 1120.0 to MP 1121.7 .....	20 MPH.	20 MPH.
MP 1133.7 to MP 1133.5 .....	50 MPH.	50 MPH.
MP 1136.2 to MP 1136.4 .....	60 MPH.	40 MPH.
MP 1139.5 to MP 1139.8—Main 1 .....	60 MPH.	55 MPH.
MP 1139.5 to MP 1139.8—Main 2 .....	60 MPH.	55 MPH.
MP 1151.2 to MP 1152.1 (HER) .....	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 1188.5 .....	45 MPH.	45 MPH.

**Eastward**

MP 1188.5 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 1163.3 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 (HER)	60 MPH.	60 MPH.
MP 1139.8 to MP 1139.5—Main 1	60 MPH.	55 MPH.
MP 1139.8 to MP 1139.5—Main 2	60 MPH.	55 MPH.
MP 1136.4 to MP 1136.2	60 MPH.	40 MPH.
MP 1133.5 to MP 1133.7	50 MPH.	50 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 (HER)	75 MPH.	
MP 1116.1 to MP 1114.8, Lead Track	20 MPH.	20 MPH.
MP 1111.9 for 0.6 miles to C.P. Almond (Lead)	40 MPH.	40 MPH.
MP 1088.1 to MP 1087.0—Both Main Tracks	60 MPH.	55 MPH.
MP 1084.9 to MP 1084.3 (HER)	70 MPH.	
MP 1070.5 to MP 1069.1	70 MPH.	65 MPH.
MP 1058.3 to MP 1057.7 (HER)	70 MPH.	
MP 1057.0 to MP 1055.1 (HER)	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 999.8 to MP 998.1	35 MPH.	30 MPH.
MP 998.1 to MP 995.5 (HER)	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 Main 2	15 MPH.	15 MPH.
Fresno—End of two 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.	50 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.
East Mariposa, turnout	40 MPH.	40 MPH.
West Mariposa, crossover	40 MPH.	40 MPH.
Walnut—Both ends siding	40 MPH.	40 MPH.
MP 1117.8—Walnut crossover	50 MPH.	50 MPH.
MP 1120.4—Crossover WE Mormon Yard	10 MPH.	10 MPH.
Keddie Jct.—Switch	10 MPH.	10 MPH.
UP Crossing, Crossovers	15 MPH.	15 MPH.
West Stockton—WE siding	30 MPH.	30 MPH.
West Stockton—Crossover to Port Lead	15 MPH.	15 MPH.
Holt—MP 1128.9 End of two tracks	60 MPH.	50 MPH.
Trull—MP 1133.6 End of two tracks	50 MPH.	50 MPH.
Orwood—Both ends siding	10 MPH.	10 MPH.
Bixler—Main 1	60 MPH.	50 MPH.
Oakley—Main 1	60 MPH.	50 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	10 MPH.	10 MPH.
Collier—Both ends siding	30 MPH.	30 MPH.
Gateley—Both ends siding	10 MPH.	10 MPH.
Rheem—Both ends siding	30 MPH.	30 MPH.

**1(D). Speed—Other**

Stockton Intermodal Tracks—201, 203, 205	20 MPH.
Exception: Eastward trains departing, 10 MPH until head end occupies Jack Tone Road at MP 1112.2.	
Stockton Intermodal Tracks—305, 306	20 MPH.
Exception: Eastward trains departing	40 MPH.
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 occupied.

Tunnel No. 3, MP 1173.56 to MP 1174.62, cars with car kind code M3F 13 MPH.

**Temperature Restrictions**

When air temperature exceeds threshold temperatures, all trains will be governed by the following table on Main Tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit.

Between Calwa and MP 1121.4:

Temperature Range	Trains under 6,000 Tons	Trains over 6,000 Tons	Trains Exceeding 100 TOB	Passenger Trains
Exceeds 110 degrees	Maximum 55 MPH.	Maximum 45 MPH.	Maximum 45 MPH.	No Restrictions
Exceeds 115 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
Exceeds 120 degrees	Maximum 40 MPH.	Maximum 30 MPH.	Maximum 30 MPH.	Maximum 50 MPH.

Between MP 1121.4 and Richmond:

Temperature Range	Trains under 6,000 Tons	Trains over 6,000 Tons	Trains Exceeding 100 TOB	Passenger Trains
Exceeds 95 degrees	Maximum 55 MPH.	Maximum 45 MPH.	Maximum 45 MPH.	No Restrictions
Exceeds 100 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
Exceeds 105 degrees	Maximum 40 MPH.	Maximum 30 MPH.	Maximum 30 MPH.	Maximum 50 MPH.

Notify the Train Dispatcher when your train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Calwa to Richmond 143 tons, Restriction B

**3. Type of Operation**

**Rule 6.13—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
Lead Track East Mariposa	MP 1111.9 for 0.6 miles to CP Almond
Lead Track West Mariposa	MP 1114.84 to MP 1116.0

**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 1188.3

**Rule 6.26, Multiple Main Tracks**

- Calwa to Fresno ..... MP 994.9 to MP 998.1
- Modesto Empire Junction ..... MP 1087.1 to MP 1090.8
- Holt to Trull ..... MP 1128.8 to MP 1133.6
- Bixler to Oakley ..... MP 1138.4 to MP 1146.3

**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 per BNSF Rule 9.1.12.

**4. General Code of Operating Rules Items**

**Rule 1.14**—UPRR Trains may use joint track between Keddie Jct. and Riverbank and between Keddie Jct. and Port Chicago. BNSF trains may use Union Pacific joint track between Stege and Oakland, Stege and Warm Springs and Stockton and Keddie. SJVR trains may use joint track between Calwa and Hammond.

**Rule 5.8.2**—Item 11, Sound whistle approaching ALL crossings, public and private.

**Rule 5.16**—Passenger Trains—Observe and Call Signals: When a signal requires a train to stop at or pass the next signal at Restricted Speed, the 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 is 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 6.19**—When flagging is required, distance will be 2.0 miles.

**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, that signal displays a proceed indication, and 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**—At Christie, eastward train on siding must remain West of spotting section until ready to depart. Spotting section is 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 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—WWD only
  - MP 1139.4—DED—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 TWD 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—EWD only
  - MP 1139.4—DED—WWD only
  - MP 1168.9—Recall Code 8
  - MP 1180.5—WWD only
- C. Other detectors
  - MP 1171.3, 1171.5—Slide Detector
  - MP 1170.1 & EWD, rotating red light MP 1171.5

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Orwood**—Excess dimension cars must not operate through siding.

**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.

**Flash Flood Warnings**—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed: Bridge MP 1128.66

**Locomotive Consists**—When building locomotive consists, locomotives rated at less than 2000 horsepower and not equipped with a dynamic brake must be placed immediately behind the lead locomotive in the consist.

**System Special Instructions Amendment—**

Item 9, Amtrak Instructions, under "Equipment", the line reading "Movement with locomotives between cars is prohibited" does not apply on the Northern California Division.

The following will apply:  
 Movement with locomotive between cars is prohibited unless:  
 A. Locomotive is being used in "push-pull" service.  
 B. "MU" control cables are connected through the entire train.  
 C. Locomotive between cars is not isolated or dead-in-tow.

**8. Line Segments**  
**Yard Line Segments**

- Line Segment Limits**  
 7255 ..... Calwa  
 7256 ..... Riverbank Yard  
 7258 ..... Richmond

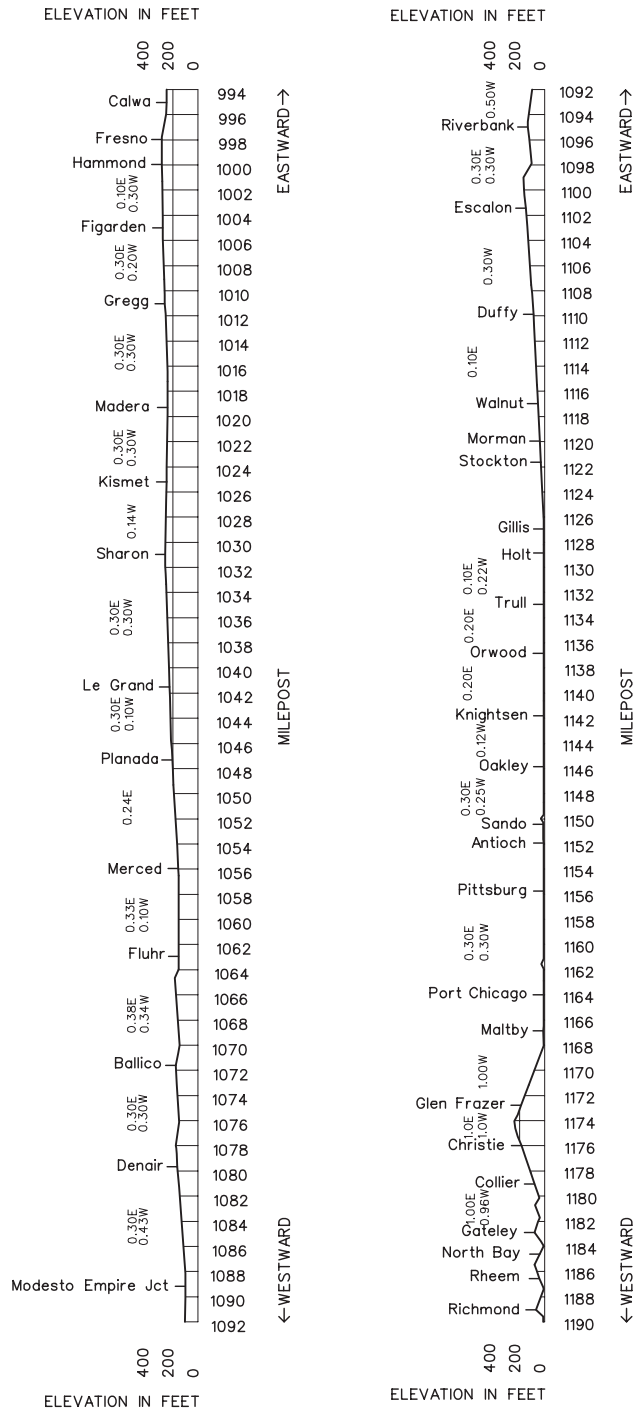
**Road Line Segments**

- 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	1014.7	6,650	Both
Tuttle	1050.7	2,339	Both
Kadota	1052.1	851	Both
Swanson	1083.0	6,850	Both
Hughson	1085.8	2,047	Both
Claus	1092.8	2,228	Both
Woodsbro	1125.0	4,250	East
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
Pinole	1181.5	500	East
North Bay	1184.5	2,230	Both
San Pablo	1187.7	584	East

**10. Grade Charts**



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**GCOR and MWOR Rule 15.2A—Verbal Permission:**

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) \_\_\_\_ using track bulletin No. \_\_\_\_ (and/or Line No. \_\_\_\_ ) between MP \_\_\_\_ and MP \_\_\_\_ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP \_\_\_\_ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at \_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at \_\_\_\_ MPH between MP \_\_\_\_ and MP \_\_\_\_ and then proceed at .. \_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding \_\_\_\_ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

**Northern California Division**

**Safety Hotline**

(909) 386-4700

**Report Unsafe Motorist**

1-800-697-6736

**Report Trespassers**

1-800-832-5452

**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