

## 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**



## Southern California Division

### Timetable No. 7

IN EFFECT AT 0800  
Pacific Continental Time

**Wednesday February 18, 2004**

#### **Division General Manager**

Michael Shircliff

San Bernardino, California

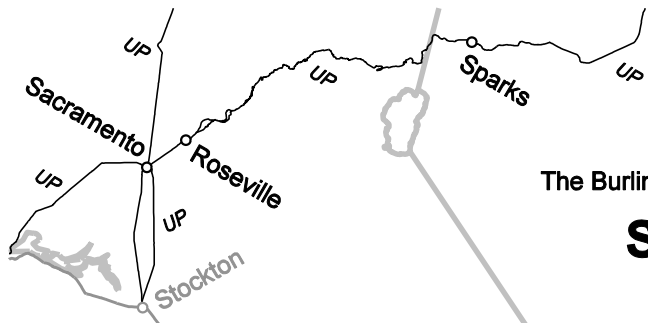
(909) 386-4150

#### **General Director Transportation**

R.M. Reilly

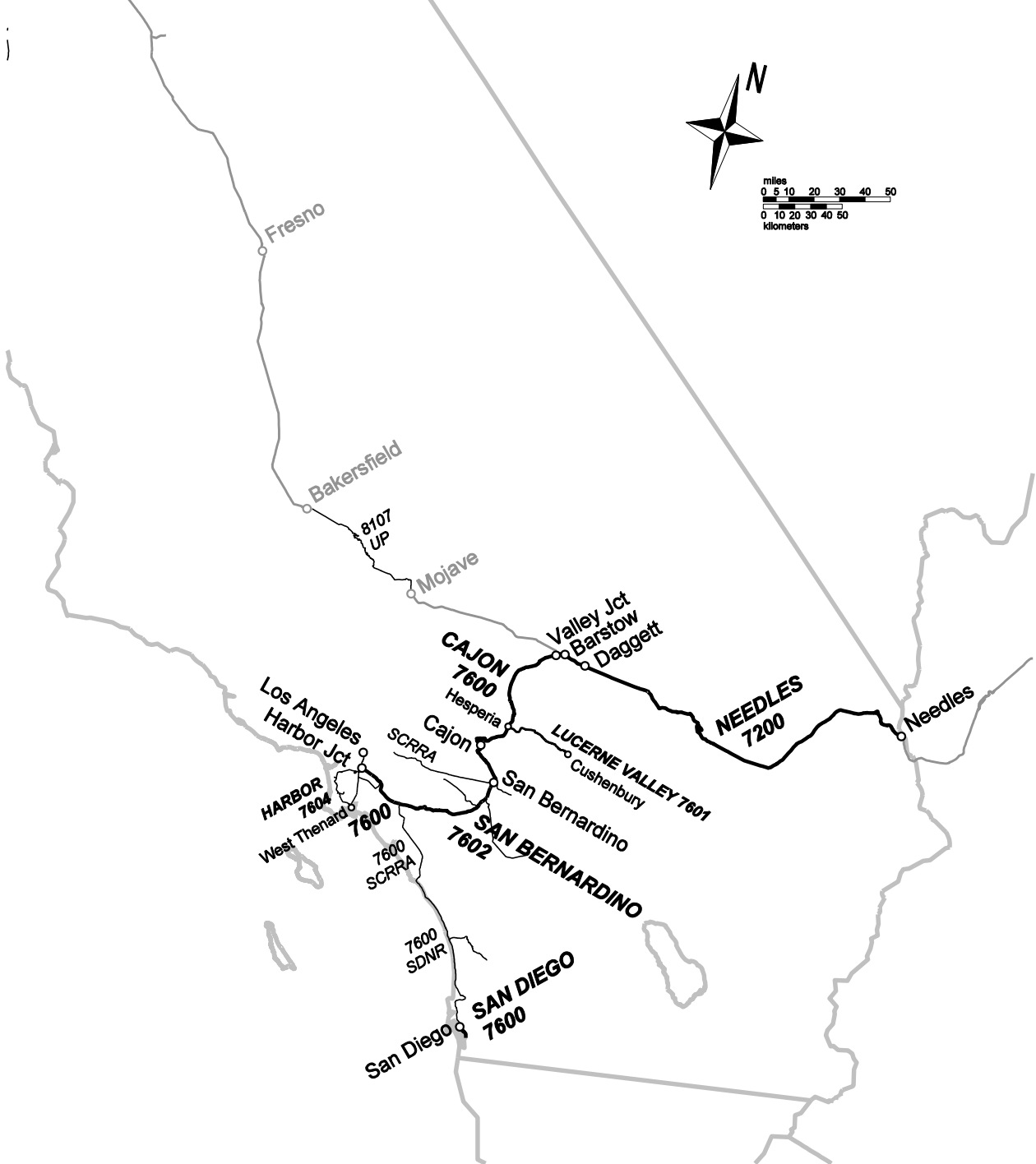
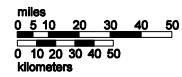
San Bernardino, California

(909) 386-4075



The Burlington Northern and Santa Fe Railway Company

# Southern California Division



## Division Managers

### Barstow

W.A. BURNARD ..... Trainmaster ..... (760) 255-0276  
 J.P. FLOREZ ..... Trainmaster ..... (760) 255-7589  
 M.T. HILL ..... Trainmaster ..... (760) 255-7602  
 K.M. JOHNSON ..... Asst. Term. Superintendent (760) 255-7605  
 L.A. LAWRENCE ..... Trainmaster ..... (760) 255-7583  
 C.F. McDONALD ..... Signal Supervisor ..... (760) 255-7693  
 M.J. McNABB ..... Roadmaster ..... (760) 255-7654  
 D.A. NEAL ..... Trainmaster ..... (760) 255-7585  
 M.F. SICKLER ..... Terminal Superintendent .... (760) 255-7601  
 S. SPEISSER ..... Trainmaster ..... (760) 255-5912  
 S.M. THOMPSON ..... Trainmaster ..... (760) 255-7607  
 R.N. WADE ..... Trainmaster ..... (760) 255-7595  
 D.J. WALKER ..... Trainmaster ..... (760) 255-5056

### Hobart

A. AGUERO ..... Trainmaster ..... (323) 267-4232  
 R. CRAFT ..... Trainmaster ..... (323) 267-4016  
 R.J. BREEDLOVE ..... Trainmaster ..... (323) 267-4232  
 J.W. CAPPS ..... Roadmaster ..... (323) 267-4009  
 L.R. GOMEZ ..... Terminal Superintendent .... (323) 267-4002  
 W.E. JOHNSON ..... Terminal Manager ..... (323) 267-4014  
 J.D. MARTINEZ ..... Trainmaster ..... (323) 267-4010  
 J.T. McCABE ..... Terminal Manager ..... (323) 267-4028  
 J.C. MENDEZ ..... Trainmaster ..... (323) 267-4010  
 R.X. MENDOZA ..... Trainmaster ..... (323) 267-4010  
 K.J. MILLER ..... Road Foreman of Engines (323) 264-4601  
 J.J. ROSALES ..... Trainmaster ..... (323) 267-4232  
 J. SANCHEZ ..... Supt. Field Operations ..... (323) 869-3000  
 B.D. SHOEMAKE ..... Terminal Manager ..... (323) 267-4013  
 V.L. STEWART ..... Terminal Manager ..... (323) 267-4011  
 N. VARGAS ..... Trainmaster ..... (323) 267-4010  
 T. VELASQUEZ ..... Signal Supervisor ..... (323) 267-4070

### Kaiser

J.R. FRAIZER ..... Trainmaster ..... (909) 386-4859  
 C.M. LINDBECK ..... Asst. Trainmaster ..... (909) 386-4859

### La Mirada

R.P. DENNISON ..... Trainmaster ..... (323) 267-5665  
 W.J. STRICH ..... Road Foreman of Engines (323) 267-5664

### Needles

J.D. BARNES ..... Roadmaster ..... (760) 326-5414  
 G.DELEON ..... Road Foreman of Engines .. (760) 326-5421  
 J.A. LANGDON ..... Signal Supervisor ..... (760) 326-5443  
 R.C. MEYER ..... Equipment Supervisor ..... (760) 326-5427  
 Vacant ..... Trainmaster ..... (760) 326-5462

### San Bernardino

J. CLEGG ..... Trainmaster ..... (909) 386-4382  
 L. DANIELS ..... Trainmaster ..... (909) 386-4382  
 T.J. EASLEY ..... Director Administration ..... (909) 386-4465  
 R.A. GIRARD ..... Road Foreman of Engines . (909) 386-4385  
 D. GONZALES ..... Roadmaster ..... (909) 386-4061  
 T.R. GRAHAM ..... Trainmaster ..... (909) 386-4345  
 C. JAMES ..... Trainmaster ..... (909) 386-4382  
 O.G. KIRKLEY ..... Manager Signals ..... (909) 386-4050  
 K.C. McREYNOLDS ..... Superintendent Operations (909) 386-4380  
 R.A. MILLS ..... Terminal Manager ..... (909) 386-4387  
 R.C. MITCHELL ..... Trainmaster ..... (909) 386-4382  
 J.A. SAAVEDRA Jr. .... Signal Supervisor ..... (909) 386-4051  
 J. SALVINI ..... Equipment Supervisor ..... (909) 386-4352  
 D.L. SEATON ..... Trainmaster ..... (909) 386-4382  
 D. SILVA ..... Asst. General Foreman ..... (909) 386-4320  
 L.A. SMITH ..... Term. Superintendent ..... (909) 386-4304  
 M.S. THERET ..... Division Engineer ..... (909) 386-4504  
 B.N. WELTE ..... Manager Safety ..... (909) 386-4006

### San Diego

T.D. CALLIES ..... Trainmaster ..... (619) 386-4800  
 D.C. WESSEL ..... Trainmaster ..... (619) 386-4801

### Watson

C.L. ADAMS ..... Trainmaster ..... (323) 267-4086  
 R.J. GORMLEY ..... Trainmaster ..... (323) 267-4086  
 D.E. LEATHERS ..... Superintendent Operations (323) 267-4252  
 C.J. WEST ..... Trainmaster ..... (323) 267-4086

### Victorville

M.S. EDWARDS ..... Roadmaster ..... (909) 386-4730  
 A. MORALES ..... Roadmaster ..... (909) 386-4060

WESTWARD ↓	Length of Siding (Feet)	CP Nos.	Mile Post	Alameda Corridor Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS						
		AC000	0.0	CP EAST REDONDO	X(2)				0.1	
		AC001	0.1	CP WEST REDONDO	X(2)				0.3	
		AC004	0.4	CP 25TH STREET	X(2)				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	X(2)				1.1	
		AC117	11.7	CP ALAMEDA	X(2)		3MT CTC	8930	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	

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

	<b>Freight</b>
MP 0.0 to MP 16.1 .....	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 Wilmington Sub.) .....	15 MPH.
CP AC001 (Connection BNSF Trk. 1 & 2 to San Bernardino Sub .....	25 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.) .....	30 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 .....	20 MPH.
BNSF Xing to Rolling Jct. ....	20 MPH.
Yard 41 Tracks 924, 925, 926 at Tosco .....	5 MPH.
Oil Can Spot .....	5 MPH.
Loaded Slab Trains .....	30 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 E. Redondo to CP W. Thenard.....143 tons, Restriction A  
 Alameda Industrial Lead ..... 158 tons

**3. Type of Operation**

**CTC—in effect:**

MP 0.0 to MP 16.1

Watson Lead between CP AC155 to BNSF Crossing

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 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.

**Rule 1.36—**Trains handling excessive dimension loads must contact Corridor Dispatcher-10 before entering track between MP 0.4 and MP 10.6.

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

**Rule 6.29.1—**When inspecting a passing train, that part reading “The trainman’s inspection must be made from the ground” does not apply between MP 0.4 and MP 10.6.

**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—Recall Code 8

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Remote Control Operations—**Signs located at MP 0.4 (Alameda Corridor Subdivision) and MP 149.8 (San Bernardino Subdivision), designate the Remote Control Area at San Bernardino.

**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).

**Dolores Industrial Lead**—(Off Main 3, MP 10.6 CP Compton) - MP 495.5, 5.5 miles long to connection with Pacific Harbor Line at West Thenard, MP 501.0.

**Pacific Harbor Line Operations**—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 16.1 (Alameda Corridor Sub.) or MP 501.0 (connection with Dolores Industrial Lead) all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster on Channel 5858 to obtain authority, routing or other information. Current Pacific Harbor Line Timetable must be in your possession before entering Pacific Harbor Line Trackage.

**Dolores Yard Instructions**—All trains and engines must receive permission from the Dolores Yardmaster or his representative before entering the limits of Dolores Yard or to depart Dolores Yard.

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.

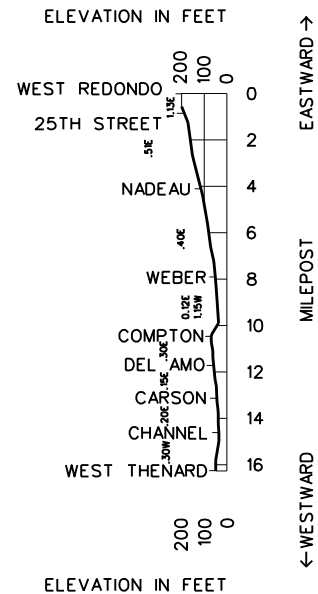
**Train Make-Up Restrictions**—All BNSF trains operating on the Alameda Corridor Subdivision must comply with system train make-up rules along with the following added restriction: All eastward BNSF trains operating on the Alameda Corridor must not have more than 7,325 trailing tons behind any car weighing less than 45 tons.

**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**



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Cajon Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		19000	0.0	BARSTOW	XBCPT				0.9	
			0.9	EAST D YARD	X(2)		4MT CTC		2.2	
			2.7	WEST D YARD	X(2)				0.9	
			3.4	VALLEY JCT.	J				0.9	
			4.3	WEST R YARD					2.4	
		19015	6.7	LENWOOD	X(2)		7600		6.9	
			13.6	HODGE	X(2)				15.8	
			29.4	EAST ORO GRANDE	X(2)				2.1	
		19035	31.5	ORO GRANDE					3.1	
			34.6	EAST VICTORVILLE					2.1	
		19045	36.7	VICTORVILLE	BP	2MT CTC			1.3	
			38.0	FROST	X(2)				7.1	
		19055	45.1	HESPERIA					5.0	
			50.1	LUGO	X(2)				2.7	
	14,671(1)		52.8	MARTINEZ					3.1	
		19065	55.9	SUMMIT	X(2)			0.7		
			56.6	SILVERWOOD	J			NO 8.2 SO 6.2		
		19075	62.8	CAJON	X(2)			6.6		
		19080	69.4	KEENBROOK	X(2)			4.5		
			73.9	VERDEMONT	X(2)			6.0		
			79.9	BASELINE	X(2)			0.7		
			80.6	SEVENTH STREET	X	3MT CTC		0.8		
		19100	81.4	SAN BERNARDINO	X(2) JBCPT				84.0	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Barstow Yard	32	1	4	5&7	9
Barstow to WBCS Hodge	65	1	4	5&7	9
WBCS Hodge to Lugo	72	2	4	5&7	9
Lugo to San Bernardino	72	1	4	5&7	9

**Dispatcher Phones:**

Barstow to but not including Hodge—(909) 386-4213  
 Fax—(909) 386-4243  
 Hodge to San Bernardino—(909) 386-4214  
 Fax—(909) 386-4294

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
Barstow to San Bernardino	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 SSI item 1 (C) 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).

The maximum speed for freight trains is 45 MPH when:

- Train exceeds 10,000 feet; or
- Train averages 90 TOB or more.

Eastward freight trains on descending grades, with dynamic

brakes not in use between MP 54.4 to MP 38.0 ..... 30 MPH.

**1(B). Speed—Permanent Restrictions**

	Passenger	Freight
<b>Westward:</b>		
MP 0.6 to MP 0.8	50 MPH.	50 MPH.
MP 0.8 to MP 2.7 (Nos. 1, 2, and 4 Main)	30 MPH.	30 MPH.
MP 0.8 to MP 2.7 (No. 3 Main)	50 MPH.	50 MPH.
MP 2.7 to MP 4.6	65 MPH.	60 MPH.
MP 31.9 to MP 33.8, curve	60 MPH.	55 MPH.
MP 33.8 to MP 34.4, curve		
Protected by Inert ATS Inductors	40 MPH.	35 MPH.
MP 34.4 to MP 36.2, curve (Main 1)	65 MPH.	45 MPH.
MP 34.4 to MP 36.2, curve (Main 2)	60 MPH.	45 MPH.
MP 36.2 to MP 37.2, curve	50 MPH.	45 MPH.
MP 37.2 to MP 37.4, curve	35 MPH.	35 MPH.
MP 37.4 to MP 39.1, curve (Main 1)	50 MPH.	45 MPH.
MP 39.1 to MP 42.0, curve (Main 2)	50 MPH.	45 MPH.
MP 37.4 to MP 39.1, curve (Main 2)	45 MPH.	40 MPH.
MP 39.1 to MP 42.0, curve (Main 1)	50 MPH.	45 MPH.
MP 42.0 to MP 43.7, curve	55 MPH.	50 MPH.
MP 47.2 to MP 48.1, curve	75 MPH.	65 MPH.
MP 48.1 to MP 48.8, curve	55 MPH.	55 MPH.
MP 48.8 to MP 50.4, curve	55 MPH.	50 MPH.
MP 50.4 to MP 52.2, curve	50 MPH.	50 MPH.
MP 52.2 to MP 56.1, curve	55 MPH.	50 MPH.
MP 56.1 to MP 56.6, grade (Main 2)	40 MPH.	40 MPH.
MP 56.1 to MP 56.6, grade (Main 1)	45 MPH.	45 MPH.
MP 56.6 to MP 61.5, grade (Main 2)		
Protected by Inert ATS Inductors	30 MPH.	20 MPH.
MP 56.6 to MP 64.2X, grade (Main 1)		
Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 56.6, CP 566, Main 1 to UPRR	30 MPH.	30 MPH.
MP 61.5 to MP 62.2, grade (Main 2)	30 MPH.	30 MPH.
MP 62.2 to MP 64.2, grade	40 MPH.	35 MPH.
MP 64.2 to MP 66.5, grade	35 MPH.	35 MPH.
MP 66.5 to MP 72.6, grade	40 MPH.	35 MPH.
MP 72.6 to MP 80.7, grade	50 MPH.	35 MPH.
MP 80.7 to MP 81.5, curve		
Protected by Inert ATS Inductors	30 MPH.	30 MPH.
<b>Eastward:</b>		
MP 81.5 to MP 80.7, curve	30 MPH.	30 MPH.
MP 80.7 to MP 79.2, curve	60 MPH.	
MP 79.2 to MP 78.3, curve	70 MPH.	
MP 72.6 to MP 72.0, curve	50 MPH.	45 MPH.
MP 72.0 to MP 71.5, curve	45 MPH.	45 MPH.
MP 71.5 to MP 70.8, curve	45 MPH.	40 MPH.
MP 70.8 to MP 66.5, curve	50 MPH.	45 MPH.
MP 66.5 to MP 64.2, curve	40 MPH.	35 MPH.
MP 64.2 to MP 62.2, curve	50 MPH.	45 MPH.
MP 62.2 to MP 58.8, curve (Main 2)	35 MPH.	30 MPH.
MP 58.8 to MP 57.2, curve (Main 2)	30 MPH.	30 MPH.
MP 57.2 to MP 56.5, curve (Main 2)	40 MPH.	30 MPH.
MP 56.5 to MP 56.1, curve (Main 2)	50 MPH.	40 MPH.
MP 64.3X to MP 63.7X, curve (Main 1)	40 MPH.	35 MPH.
MP 63.7X to MP 63.1X, curve (Main 1)	35 MPH.	35 MPH.
MP 63.1X to MP 61.7X, curve (Main 1)	40 MPH.	35 MPH.
MP 61.7X to MP 57.4X, curve (Main 1)	30 MPH.	30 MPH.
MP 57.4X to MP 56.8X, curve (Main 1)	45 MPH.	40 MPH.
MP 56.8X to MP 56.1, curve (Main 1)	45 MPH.	45 MPH.
MP 56.1 to MP 52.1, curve	55 MPH.	50 MPH.
MP 52.1 to MP 50.4, curve	50 MPH.	50 MPH.
MP 50.4 to MP 48.8, curve	55 MPH.	50 MPH.
MP 48.8 to MP 48.1, curve	55 MPH.	55 MPH.
MP 48.1 to MP 47.2, curve	75 MPH.	65 MPH.
MP 43.7 to MP 42.0, curve		
Protected by Inert ATS Inductors	55 MPH.	50 MPH.

MP 42.0 to MP 39.1, curve (Main 2) .....	50 MPH.	45 MPH.
MP 42.0 to MP 37.4, curve (Main 1) .....	50 MPH.	45 MPH.
MP 39.1 to MP 37.4, curve (Main 2) .....	45 MPH.	40 MPH.
MP 37.4 to MP 37.2, curve .....	35 MPH.	35 MPH.
MP 37.2 to MP 36.2, curve .....	50 MPH.	45 MPH.
MP 36.2 to MP 34.4, curve (Main 1) .....	65 MPH.	45 MPH.
MP 36.2 to MP 34.4, curve (Main 2) .....	60 MPH.	45 MPH.
	<b>Passenger</b>	<b>Freight</b>
MP 34.4 to MP 33.9, curve .....	40 MPH.	35 MPH.
MP 33.9 to MP 31.8, curve .....	60 MPH.	55 MPH.
MP 4.6 to MP 2.7, curve .....	65 MPH.	60 MPH.
MP 2.7 to MP 0.8, (No. 3 Main) .....	50 MPH.	50 MPH.
MP 2.7 to MP 0.8, (Nos. 1, 2 and 4 Main) .....	30 MPH.	30 MPH.
MP 0.8 to MP 0.4, curve .....	50 MPH.	50 MPH.

**1(C). Speed—Switches and Turnouts**

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

Barstow, EE passenger siding .....	20 MPH.	10 MPH.
Barstow, crossover .....	50 MPH.	50 MPH.
Barstow, yard entry .....	50 MPH.	50 MPH.
Barstow Yard: EE and WE inspection yard tracks 1101, 1102, 1103, .....	25 MPH.	25 MPH.
Jct., high and low leads on Needles Subdiv., yard entry track .....	25 MPH.	25 MPH.
Crossovers between Cajon and Mojave Subdiv. yard entry tracks, power switches .....	25 MPH.	25 MPH.
EE and WE all receiving yard tracks, power switches .....	25 MPH.	25 MPH.
EE departure yard tracks 1201 through 1205, power switches .....	25 MPH.	25 MPH.
WE all departure yard tracks, power switches .....	25 MPH.	25 MPH.
Crossover between north departure lead and south departure lead WE departure yard, power switches .....	25 MPH.	25 MPH.
Crossover between WE inspection yard track 1103 and WE departure yard track 1201, power switches .....	25 MPH.	25 MPH.
EE departure yard tracks 1206 through 1210, power switches .....	15 MPH.	15 MPH.
MP 0.1, passenger siding over switch No. 0142 .....	15 MPH.	10 MPH.
MP 0.1 Needles Subdivision yard entry Between First St. Bridge and WJ Switch High lead .....	25 MPH.	25 MPH.
Low lead .....	15 MPH.	15 MPH.
Balloon track .....	10 MPH.	10 MPH.
MP 0.02 Barstow, EE passenger siding .....	20 MPH.	10 MPH.
MP 0.0 Barstow, 2 crossovers .....	50 MPH.	50 MPH.
MP 0.01 Barstow, yard entry .....	50 MPH.	50 MPH.
MP 0.6 East D Yard, WE passenger siding .....	20 MPH.	10 MPH.
MP 0.7 East D Yard, crossover .....	50 MPH.	50 MPH.
MP 0.7 East D Yard, departure yard lead .....	50 MPH.	50 MPH.
MP 0.8 East D Yard, turnout to No. 1 Main .....	50 MPH.	50 MPH.
MP 0.9 East D Yard, turnout to No. 2 Main .....	50 MPH.	50 MPH.
MP 0.9 East D Yard, inspection yard lead .....	50 MPH.	50 MPH.
MP 2.6 West D Yard, turnout to No. 1 Main .....	50 MPH.	50 MPH.
MP 2.7 Crossover .....	50 MPH.	50 MPH.
MP 2.7 West D Yard, inspection yard lead .....	50 MPH.	50 MPH.
MP 2.7 West D Yard, north departure yard lead .....	50 MPH.	50 MPH.
MP 2.8 West D Yard, south departure yard lead .....	50 MPH.	50 MPH.
MP 2.8 to MP 2.9, 3 crossovers .....	50 MPH.	50 MPH.
MP 3.4 Valley Jct., Mojave Subdiv. Jct. ....	40 MPH.	40 MPH.
MP 4.3 West R Yard, receiving yard lead .....	25 MPH.	25 MPH.
MP 6.8 Lenwood, 2 crossovers .....	50 MPH.	50 MPH.
MP 13.6 Hodge, 2 crossovers .....	50 MPH.	50 MPH.
MP 29.4 East Oro Grande, 2 crossovers .....	50 MPH.	50 MPH.
MP 34.5 East Victorville, crossover .....	50 MPH.	50 MPH.
MP 34.7 East Victorville, turnout, Leon Lead to Main 2 .....	10 MPH.	10 MPH.
MP 38.0 Frost, 2 crossovers .....	50 MPH.	50 MPH.
MP 50.1 Lugo, 2 crossovers .....	50 MPH.	50 MPH.
MP 52.8 Martinez, turnout siding to Main 1 .....	40 MPH.	40 MPH.
MP 55.8 Summit, turnout Main 1 to siding .....	40 MPH.	40 MPH.
MP 55.9 Summit, 2 crossovers .....	50 MPH.	50 MPH.
MP 56.6 Silverwood, turnout Main 1 to UPRR .....	30 MPH.	30 MPH.
MP 65.3 Cajon, 2 crossovers .....	50 MPH.	50 MPH.
MP 69.4 Keenbrook, 2 crossovers .....	50 MPH.	50 MPH.
MP 69.6 turnout to UPRR .....	20 MPH.	20 MPH.
MP 73.4 Verdumont, 2 crossovers .....	50 MPH.	50 MPH.

MP 79.6 Baseline, turnout to Main 3 .....	50 MPH.
MP 79.8 Baseline, 2 crossovers .....	50 MPH.
MP 80.5 Seventh Street, turnout, Main 1 and yard lead .....	10 MPH.
MP 80.6 Seventh Street, crossover Main 2 to Main 1 .....	40 MPH.
MP 0.0 San Bernardino, turnout, Main 3 to Main 4 .....	15 MPH.

**1(D). Speed—Other**

Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for westbound freight trains operating between MP 56.6 and MP 78.0.

**1. Speed Restrictions Westbound Freight Trains**

Main 2 between MP 56.6 and MP 61.5:

- A. 20 MPH if train does not exceed 4,500 tons or 95 TOB.
- B. 15 MPH if train exceeds 4,500 tons or 95 TOB.
- C. Cannot proceed if train exceeds 14,000 tons or 135 TOB.

Main 2 with helpers/distributed power between MP 56.6 and MP 61.5:

- A. 20 MPH if train does not exceed 4,500 tons or 95 TOB.
- B. 15 MPH if train exceeds 4,500 tons or 95 TOB.
- C. Cannot proceed if train exceeds 14,000 tons or 135 TOB.

Main 1 between MP 56.6 and MP 78.0 and Main 2 between MP 61.5 and MP 78.0:

- A. 30 MPH if train does not exceed 6,500 tons or 95 TOB.
- B. 20 MPH if train exceeds 6,500 tons or 95 TOB.
- C. Cannot proceed if train exceeds 16,000 tons or 135 TOB.
- D. 35 MPH for light engine consists.

Main 1 with helpers/distributed power between MP 56.6 and MP 78.0 and Main 2 with helpers/distributed power between MP 61.5 and MP 78.0:

- A. 30 MPH if train does not exceed 6,500 tons or 135 TOB.
- B. 25 MPH if train is between 6,500 tons and 12,000 tons and does not exceed 135 TOB.
- C. 20 MPH if train does not exceed 14,000 tons or 135 TOB.
- D. 15 MPH if train does not exceed 18,000 tons or 145 TOB.
- E. Cannot proceed if train exceeds 18,000 tons or 145 TOB.

Exception: Westbound freight trains exceeding 16,000 tons or 135 TOB may operate through turnout to UPRR at Silverwood (MP 56.6). Train cannot proceed on this route if exceeding 17,000 tons or 145 TOB. Westbound freight trains departing Barstow in excess of 16,000 tons or 135 TOB must notify train dispatcher before passing Lenwood (MP 6.7).

Note: Westbound freight trains operating between MP 56.6 and MP 78.0 must have a properly functioning speed indicator on the controlling locomotive of the head-end consist.

- 2. Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.
- 3. Dynamic Brake Requirements for Westbound Freight Trains:

Westbound freight trains operating between Summit and Cajon must test their Dynamic Brakes between Lenwood and Frost to determine retarding force. Helper engineers must indicate to trains being helped the total operative dynamic brake axles in helper consist.

4. Trains greater than 3,000 tons before leaving Summit, it must be known that the lead locomotive in the consist has an operative extended range dynamic brake and that the locomotive consist has the minimum number of operative axles of dynamic brake. If the train does not meet the minimum requirement, THE TRAIN MUST NOT PROCEED. A helper consist may be added to meet the requirement. This requirement must be met using the axle count of locomotives having operative extended range type dynamic braking only.

After leaving Summit, if the dynamic brake on the lead locomotive in the consist becomes inoperative, or if the dynamic brake on a trailing locomotive becomes inoperative, and the loss of the dynamic brake causes the train to have less than the minimum required axles of dynamic brake, if in the judgement of the engineer the train is under control, the train may proceed without stopping.

Exception: Trains 3,000 tons or less and TOB is not greater than 40 are not required to have its locomotive consist equipped with extended range dynamic brake but must have the minimum number of (Basic or Extended range) operative axles of dynamic brake.

When operating with basic dynamic brakes (other than extended range) retarding force decreases as train speed reduces below 18 MPH. Additional brake pipe reduction and/or increased dynamic braking effort may be necessary to control train speed.

**Tons Per Operative Brake (TOB)**

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

**Minimum required operative axles of dynamic brake for Main 2 between MP 56.6 and MP 61.5:**

**Tons Per Operative Brake (TOB)**

Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135
2,000 or less	4	6	8	8	8	10	10
2,001 to 4,000	10	12	14	16	18	18	20
4,001 to 5,000	12	14	18	20	20	22	24
5,001 to 6,000	14	18	20	22	24	26	28
6,001 to 7,000	16	20	22	24	28	30	32
7,001 to 8,000	16	22	24	28	32	34	36
8,001 to 9,000	18	24	28	32	36	38	40
9,001 to 10,000	20	26	32	36	38	42	44
10,001 to 12,000	24	32	38	42	46	50	52
12,001 to 14,000	28	36	42	48	54	58	60

**Minimum required operative axles of dynamic brake for Main 1 between MP 56.6 and MP 78.0 and Main 2 between MP 61.5 and 78.0:**

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
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 17,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

Air Brake and Train Handling Rule 103.2.1, dynamic brake limitation is 28 axles cut in per consist. Information concerning dynamic brake axle rating is located in the System Special Instructions, item 2 (B).

EXCEPTION: On Cajon Subdivision, trains may operate with 32 rated axles of dynamic brake per lead consist, provided that the following cars must not be within the first 25 cars/platforms:

- 1) Any conventional car (non-multi-platform) weighing less than 60 tons.

Note: Single well double stack cars within the first 25 cars/platforms must weigh a minimum of 45 tons in the application of this rule.

- 2) Any 80 foot or longer flat car with a single trailer/container, regardless of car weight.

Note: This includes twin flat cars (solid-drawbar connected flat cars TTEX and RTTX series) with a single trailer/container on either segment/platform.

- 3) Multi-platform cars with any empty platform.

Note: Solid loaded double stack trains may be operated with 32 rated axles of dynamic brake per lead consist.

5. West of MP 56.6, under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold the train in place while the air brake system is being recharged, starting behind the lead locomotives, apply a sufficient number of hand brakes to hold the train in place.

The brake system must be fully charged, after which a brake pipe reduction must be made that is sufficient to hold the train in place while the hand brakes are being released. Before proceeding, all hand brakes must be released.

Westbound movements (excluding light engines) departing Summit routed MT 2 may not proceed with any signal aspect more restrictive than Flashing Yellow (or



Red Over Flashing Yellow if routed through crossover from MT 1 or Martinez Siding). This will provide 2 unoccupied blocks for spacing while initially descending the grade. Train brake system recharging must begin as signal aspect changes to Yellow or Red Over Yellow prior to departing Summit following another train on MT 2.

Exception: If a signal more favorable than Yellow cannot be provided, train dispatcher or other supervisor may permit a train to proceed on a more restrictive signal aspect.

- 6. 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.

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

Before proceeding, the brake system must be fully recharged. Excessive use of the engine brake is prohibited. If retainers are positioned before reaching Cajon, a 10-minute stop to cool wheels must be made at Verdernont.

Trains operating with retainers must stop East of the controlled signal at Baseline and place the retainers in Direct Exhaust position before proceeding.

- 7. The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds: 2,500 tons on Main 2 between MP 56.6 and MP 61.5 or 3,500 tons on Main 1 between MP 56.6 and MP 78.0 and on Main 2 between MP 61.5 and MP 78.0.

**Air Temperatures Exceeding Threshold**

When the air temperature exceeds threshold temperature, 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 MP 0.0 and MP 50.1:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 TOB	Freight Trains over 100 TOB
Exceeds 110 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 115 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 120 degrees	50 MPH	No Restriction	40 MPH	30 MPH

Between Lugo MP 50.1 and San Bernardino MP 81.4

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 TOB	Freight Trains over 100 TOB
Exceeds 100 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 105 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 110 degrees	50 MPH	No Restriction	40 MPH	30 MPH

Train crews must notify the train dispatcher if their train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

**Oro Grande, East Victorville, Victorville, Thorn, Keenbrook, Devore and Ono**—The speed limit is 5 MPH on other than main tracks for locomotives in excess of four axles. (Except at Oro Grande, locomotives with more than four axles are prohibited from operating on Clic 8246 and Clic 8247 at Riverside Cement.)

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

- 2. **Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**  
Barstow to San Bernardino ..... 143 tons, Restriction B
- 3. **Type of Operation**  
**CTC**—in effect:  
Barstow to San Bernardino ..... MP 0.0 to MP 81.4  
Mojave Connection track West D MP 3.01 (Cajon Subdivision) to Hutt MP 749.55 (Mojave Subdivision).  
**Rule 6.26**—Multiple Main Tracks:  
Barstow to San Bernardino ..... MP 0.0 to MP 81.4
- 4. **General Code of Operating Rules Items**  
**Rule 5.8.2**—Item 11, Sound whistle approaching all crossings, public and private.  
**Rule 6.19**—When flagging is required, distance will be 2.0 miles.  
**Rule 6.26**—Main tracks cross at grade separation, MP 39.1, and are designated as prescribed by Rule 6.26 either side of crossing.

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

Aspect	Name	Indication
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.

**Rule 9.13**—At San Bernardino, the A1 switch in the A-yard adjacent to MT1 at MP 0.41 on the San Bernardino Subdivision is a dual control switch but does not have a signal governing movement over it. When instructed or permitted to hand-operate this dual control switch only, and not in conjunction with the MT1 dual control switch, movement may proceed to the switch without authority to pass a stop indication, as none will govern. Eastward movements attempting to depart the A1 lead through the San Bernardino control point must not foul the A1 switch until signal indication is received, or the Cajon Subdivision Dispatcher authorizes movement past the stop indication (with instruction to hand operate the switch(es) if needed.)

**Rule 9.13.1**—When permitted or instructed to hand-operate the A1 dual control switch, be governed by the instructions found in the plastic tube mounted directly on the switch labeled "INSTRUCTIONS".

**Air Brake Rule 103.3**—If the train is stopped at Summit for any reason, an automatic brake application of not less than 15 psi must be made and not released until ready to proceed.

**Air Brake Rule 100.13**—At Summit, westbound passenger trains must make a running air brake test between MP 55 and

MP 56. Westbound freight trains operating between Summit and Cajon must make a running air brake test between Lenwood and Lugo, and in doing so must determine the following:

- A. Retarding force of air brake system.
- B. That normal brake pipe pressure changes occur at the rear of the train.

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 8.5—DED—Exception Reporting  
Transmits on both Channel 65 and 72
  - MP 28.5—DED—Exception Reporting
  - MP 32.7—DED—Exception Reporting
  - MP 37.9—DED—Exception Reporting
  - MP 42.9—DED—Exception Reporting
  - MP 48.5—DED—Exception Reporting
  - MP 52.8—DED—Exception Reporting
  - MP 58.2X—Main 1—DED—Exception Reporting
  - MP 58.6—Main 2—DED—Exception Reporting
  - MP 64.7—Recall Code 8
  - MP 71.3—DED—Exception Reporting
  - MP 76.5—DED—Exception Reporting

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Testing Emergency Application Capability From Rear of Train**

Before departing Barstow or Yermo, westbound freight trains operating on Cajon Subdivision with two-way ETD's must obtain a signed ETD Certification Form, documenting that the two-way ETD is armed and the battery is fully charged. This form must be kept on the controlling locomotive of the train with the daily inspection report. It must be known that it is possible to effect an emergency application of the air brakes from the rear of a train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. The ability to propagate an emergency application of the air brakes through the entire train MUST be tested as follows:

**Trains Operating with Two-Way ETD Equipment and Trains with Distributed Power Remote Consist at rear of Train**—Two-way ETD equipment must be used to initiate an emergency application of the air brakes from the rear of the train to the front. This test of emergency application capability must be made after all other air brake tests have been completed and MUST be propagated through the entire train.

**Distributed Power Trains with Distributed Power Remote Consist at Rear of Train**—The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train. The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

- A. Close angle cock behind each locomotive consist.
- B. Initiate emergency application with automatic brake valve on the controlling unit of head end consist.
- C. Determine that emergency application of air brakes propagates forward from each remote locomotive consist.

Note: When testing trains with more than one remote consist, station a person at each closed angle cock. If only one person is available, make test on rear portion first. Leave that angle cock closed, recover emergency, move forward to next consist, close angle cock at rear of that consist and perform

emergency test. Repeat as needed. After each section of the train has been tested, open all angle cocks and perform train check before departing. In any event, use train check before departure to ensure that all angle cocks are open.

**Freight trains that exceed the maximum authorized speed by 5 MPH, MUST stop by using an emergency application of the air brakes.**

Westbound freight trains operating between MP 56.6 and MP 78.0 that are experiencing air brake problems MUST STOP immediately using an emergency air brake application, if necessary, and must secure the train. The train must not proceed until the air brake system is repaired.

At Summit, freight trains required to stop before descending the grade must recharge the train brake system before proceeding.

**Automatic Brake Valve Cutout Valve Position**—When operating westward freight trains on the Cajon Subdivision, place the automatic brake valve cutout valve in FRT position. In the event of equalizing reservoir leakage while operating between MP 56.6 and MP 78.0, the train MUST BE STOPPED. After stopping, the train must be properly secured and the automatic brake valve cutout valve placed in PASS position. The train brake system must be fully charged before proceeding.

A radio report must be made promptly to the Mechanical Desk, Fort Worth, and Form 1226-B Std. "Locomotive Inspection Form" must be completed and turned in at conclusion of the trip.

Between MP 56.6 and MP 78.0, westbound freight trains with more than one-half double-stack equipment that average 100 TOB or more and exceeds 250 tons per axle of operative dynamic brake must have helper/distributed power to provide additional axles of dynamic braking effort. Westbound trains must notify the Cajon Subdivision Dispatcher BEFORE departing Barstow if the train is operating with distributed power or will require additional helpers in route. Eastbound freight trains exceeding 6,500 tons or under 2.5 HPT will contact the Cajon Subdivision Dispatcher as soon as possible, preferably prior to departing origin, to determine if helpers are needed.

Westbound freight trains departing Barstow must notify the Cajon Subdivision dispatcher of the following information:

1. Work to be performed on the Cajon Subdivision and at San Bernardino.
2. If the train qualifies for Main 2.

**Remote Control Operations**—Signs located at MP 5.0 (Cajon Subdivision), MP 751.0 (Mojave Subdivision) and MP 743.6 (Needles Subdivision), designate the Remote Control Area at Barstow.

Signs located at MP 73.9 (Cajon Subdivision) and MP 3.2 (San Bernardino Subdivision), designate the Remote Control Area at San Bernardino.

**Remote Control Zone**—Receiving tracks 1-10 (1501-1510) including leads to hump crest are designated as a Remote Control Zone (RCZ) at Barstow yard.

Activation/Deactivation Procedure at Barstow

Remote Control Operator will contact the Route Selector and request that Remote Control Zone protection be established after remote control locomotive has cleared in receiving track where protection is desired. All communication between the Remote Control Operator and the Route Selector will be by radio. The following words will be used "(Employee Name)\_\_\_\_\_would like to establish a zone in track (Track

Number)\_\_\_\_\_”. The Route Selector will line west receiving track switch away from lead and provide switch blocking including switches on hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the Remote Control Zone has been activated. Remote Control Zone will remain activated using the following words: “Zone is activated in (Track Number)\_\_\_\_\_”. A zone is not active until verified by the Route Selector. Remote Control Zone will remain activated until Remote Control Operator has requested that the Remote Control Zone be deactivated.

All tracks east of the hump crest are governed by GCOR Rule 6.28, Movement on Other Than Main Track, and are not included in the Remote Control Zone.

Before receiving tracks 1-10 (1501-1510) including leads to hump crest can be fouled or occupied, Route Selector must be contacted to determine if Remote Control Zone has been activated.

**ONO Sidings—**(CLIC 8381, CLIC 8391 and CLIC 8392)

Cars left unattended at these locations must be secured with a sufficient number of handbrakes to prevent movement. Use the table in the ABTH Rule 104.14 to determine the number of handbrakes to be applied. Cars must be left a sufficient distance from the derail (approximately 150 feet) to allow locomotives to be attached to the cars and main track switch to be closed while performing an air test on the cars.

Note: The grade at these locations is 2.2% descending east to west.

**Train Make-Up Instructions—**Exception to train make-up instructions contained in System General Orders. When trains operate on the Cajon Subdivision, Main Track 1 between MP 56.6 and MP 80.0 the following will apply:

If trains are greater than 4,500 tons and less than 5,000 tons, the cars listed in the train make-up instructions must not be in the first 10 cars/platforms. If a train is 5,000 tons or greater, the cars listed in the train make-up instructions must not be within the first 15 cars/platforms. With this exception trains that are Main Track 1 only must notify the Cajon Subdivision Dispatcher upon departing Watson.

**Close Clearance Overhead and Side Obstructions that Impair Clearance—**

Victorville—Southwestern Portland Cement Co. “A” track (CLIC 8274), “B” track (CLIC 8275)

Hesperia—Don Oakes Lumber Company (CLIC 8323)

**Long Mile Post Condition—**

Between MP 0.0 to MP 3.0, each mile is 6495 feet.

Between MP 3.0 to MP 4.0, each mile is 5821 feet.

**Work Train Instructions—**These instructions apply to all work trains operating on the Cajon Subdivision.

All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Department(s)) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur.

All work trains operating must be operated with the ability to initiate an emergency application from the rear of train.

All mountain grade train handling rules outlined under ABTH Rule 102.6, 103.7 apply to work trains.

All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and charged.

All cars left standing on the main track (in addition to securing with hand brakes) will be left in emergency when locomotive is detached.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7253 ..... Barstow Yard

7650 ..... San Bernardino Yard

**Road Line Segments**

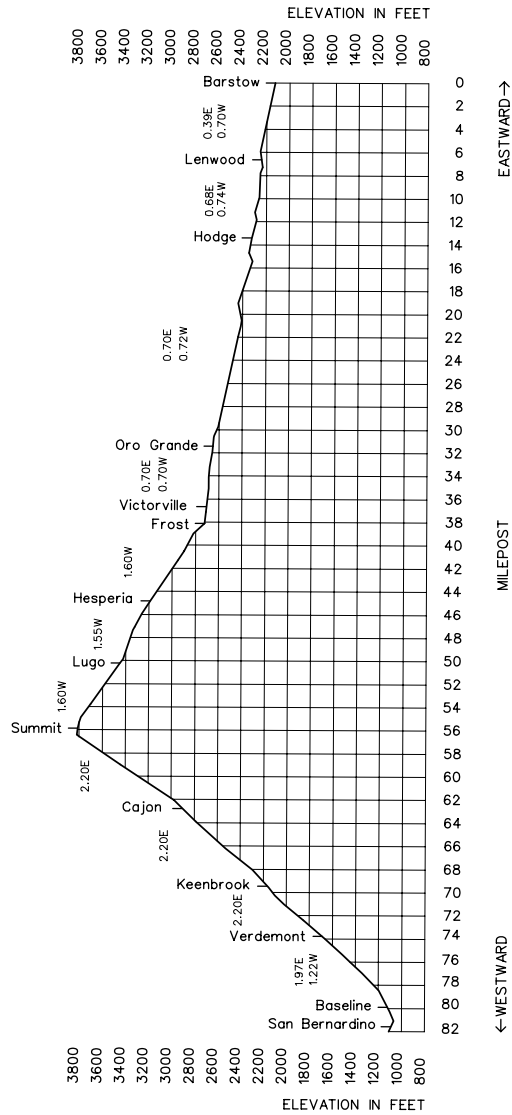
**Line Segment Limits**

7600 ..... Barstow to San Bernardino

**9. Locations Not Shown as Stations**

Name		Mile Post Location	Capacity Feet	Switch Opens
Helendale	Main 1	21.1	640	Both
	Main 2	21.1	937	East
Oro Grande	Main 1	31.5	2,591	Both
	Main 2	31.5	2,145	
Victorville	Main 1	36.7	4,750	Both
	Main 2	36.7	4,700	
Thorn	Main 1	41.1	3,635	Both
Hesperia	Main 2	45.1	6,760	Both
Alray	Main 1	59.7X	820	East
Cajon	Main 1	64.3X	1,025	East
Old Keenbrook	Main 1	67.3	100	West
Devore	Main 2	71.0	1,200	West
Cargill	Main 1	72.5	3,301	Both
Ono	Main 1	74.5	7,562	Both
Ono	Main 1	75.2	6,573	Both
Ono	Main 1	76.7	7,562	Both
	Main 2			

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Harbor Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		23550	0.1	HARBOR JCT.	JR				1.4	
			1.5	MALABAR	R				1.3	
			2.8	UP RRX	MR				0.7	
		21650	3.5	WINGFOOT	R				2.5	
		21660	6.0	WILDASIN	R				1.3	
		21670	7.3	VAN NESS	R				0.7	
		21680	8.0	HYDE PARK	R				0.24	
			8.2	ORTIZ	R				1.66	
		21690	9.9	INGLEWOOD	R				2.1	
			12.0	WILLIAMS	R				1.6	
		21710	13.6	LAIRPORT	R		7604		1.0	
			14.6	UP RRX	UR				0.2	
		21720	14.8	EL SEGUNDO	TR				1.8	
		21770	16.6	LAWNDALE	R				3.5	
7,900		21780	20.1	ALCOA	R				1.6	
		21830	21.7	TORRANCE	R				1.6	
		21820	23.3	IRONSIDES	R				3.3	
		22100	26.6	WATSON	JBR				0.5	
			27.1	ROLLING JCT.	JR				0.5	
		22475	27.6	WEST THENARD UP RRX	J	CTC			31.7	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Harbor Jct. to MP 25.0	78	1	4	5&7	9
MP 25.0 to West Thenard	32	1	4	5&7	9
Pacific Harbor Line (ATM-Badger Bridge)	58	-	-	-	-
Pacific Harbor Line (Terminal Island)	72	-	-	-	-
Alameda Corridor Transportation Authority	57	-	-	-	-

Dispatcher Phone—(909)386-4211  
 Fax—(909) 386-4241

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
Harbor Subdivision .....	20 MPH.
Alcoa Spur .....	10 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.1 to MP 1.6 .....	12 MPH.
MP 1.6 to MP 10.1 .....	15 MPH.
MP 14.6 RRX (HER) - Restricted speed not to exceed .....	10 MPH.

**1(C). Speed—Switches and Turnouts**

Harbor Subdivision .....	10 MPH.
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**1(D). Speed—Other**

Watson Lead, Rolling Jct. to BNSF Crossing .....	20 MPH.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders .....	20 MPH.

When ambient temperature reaches 100 degrees F after 1400 hours, train speed is restricted to 10 MPH with continuous patrols.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**  
 Harbor Jct. to Long Beach ..... 143 tons, Restriction A

**3. Type of Operation**

**Restricted Limits—in effect:**  
 MP 0.1 (Harbor Jct.) to MP 27.6 (West Thenard)

When approaching UPRRX Manual Interlocking at MP 2.8, contact the UPRR Train Dispatcher by radio (Channel 1414, Tone \* 50) with information regarding your expected arrival at the interlocking. This requirement is to avoid blocking road crossings.

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

**Rule 5.8.2** - Sound whistle approaching all crossings, public and private.

**Rule 6.6** - Trains granted permission to back up to pick up a crew member must not back up to foul UP RRX at MP 14.6.

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

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

**6. FRA Exempted Track—None**

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 26.0, MP 27.4 and MP 27.8X designate the Remote Control Area at Watson Yard.

**Testing Emergency Application Capability From Rear of Train**

It must be known that it is possible to effect an emergency application of the air brakes from the rear of a train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment.

The ability to propagate an emergency application of the air brakes through the entire train MUST be tested as follows on all trains except:

- \* UPRR trains that will not operate on the Cajon Subdivision
- \* PASSENGER and COMMUTER trains

**Trains Operating with Two-Way ETD Equipment and Trains with Distributed Power remote Consist at rear of Train**

Two-way ETD equipment must be used to initiate an emergency application of the air brakes from the rear of the train to the front. This test of emergency application capability must be made after all other air brake tests have been completed and MUST be propagated through the entire train.

**Distributed Power Trains with Distributed Power Remote Consist at Rear of Train**

The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train. The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

- A. Close angle cock behind each locomotive consist.
- B. Initiate emergency application with automatic brake valve on the controlling unit of head end consist.
- C. Determine that emergency application of air brakes propagates forward from each remote locomotive consist.

Note: When testing trains with more than one remote consist, station a person at each closed angle cock. If only one person is available, make test on rear portion first. Leave that angle cock closed, recover emergency, move forward to next consist, close angle cock at rear of that consist and perform emergency test. Repeat as needed. After each section of the

train has been tested, open all angle cocks and perform train check before departing. In any event, use train check before departure to ensure that all angle cocks are open.

**Pacific Harbor Line**—BNSF Employees operating on the PHL must have in their possession the current PHL Timetable and Special Instructions.

All movements between West Thenard and Port of Long Beach, West Thenard and Port of Los Angeles, Watson Yard at Anaheim Street and Pasha Terminal Figueroa Street, must be cleared through the Pacific Harbor Line Railway assistant trainmaster at Badger Bridge on Channel 58 when operating in both directions.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7653 ..... Wilmington Yard

**Road Line Segments**

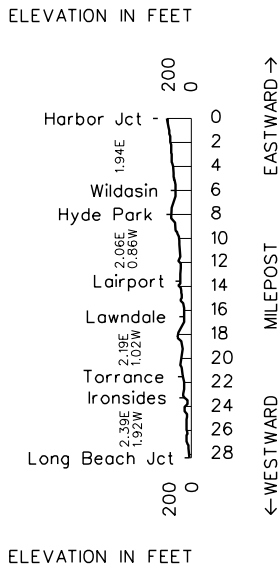
**Line Segment Limits**

7604 ..... Harbor Jct. to Rolling Jct.

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Lairport - Main 1	13.6	4,962	

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lucerne Valley Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS						
	2,900	19060	29.2	CUSHENBURY		R			3.1	
	700		26.1	SPUR 5			TWC	7601	26.1	
		19055	0.0	HESPERIA		R			29.2	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Cushenbury to Hesperia	72	1	4	5&7	9

**Dispatcher Phone**—(909) 386-4214  
**Fax**—(909) 386-4294

**1. Speed Regulations**

**1(A). Speed—Maximum**

**Freight**  
 Hesperia to MP 29.2 ..... 20 MPH.

**1(B). Speed—Permanent Restrictions**

MP 4.1 to MP 4.4 ..... 10 MPH.

**1(C). Speed—Switches and Turnouts**

Lucerne Valley Subdivision ..... 10 MPH.

**1(D). Speed—Other**

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders ..... 10 MPH.

**Air Temperatures Exceeding Threshold**

From 1100 to 1900, if ambient temperature is over 100 degrees F, track is out of service unless train is preceded by track inspector, then movement is restricted to 10 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Cushenbury to Hesperia ..... 143 tons, Restriction D

**3. Type of Operation**

**TWC**—in effect:

Cushenbury to Hesperia—MP 28.0 to MP 0.9

**Restricted Limits**—in effect:

Cushenbury MP 29.2 to MP 28.0

Hesperia MP 0.9 to MP 0.0

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

**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 Exempted Track**—None

**7. Special Conditions**

Spur 4 Pleuss-Stauffer (CLIC 8417, CLIC 8422) has impaired clearance.

**Cushenbury**—Tracks 8446, 8447 and Scale Track have impaired clearance.

On tracks 8441 and 8442, employees are prohibited from switching cars other than gondola and hopper types.

**8. Line Segments**

**Road Line Segments**

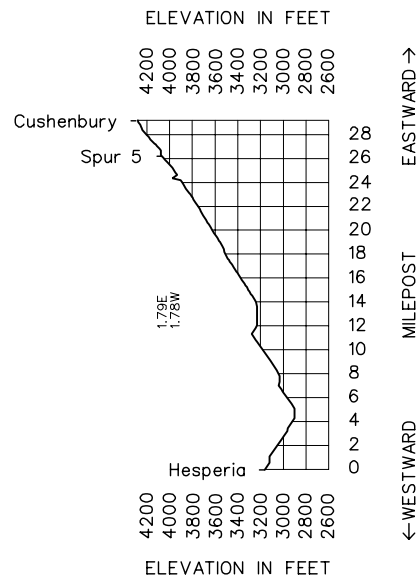
**Line Segment Limits**

7601 ..... Hesperia to Cushenbury

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Bass	15.5	700	Both
Pleuss-Stauffer, Inc.	23.5	884	West
Chas. Pfizer and Co., Inc.	26.2	1,300	East

**10. Grade Chart**



**8. Line Segments**

**Road Line Segments**

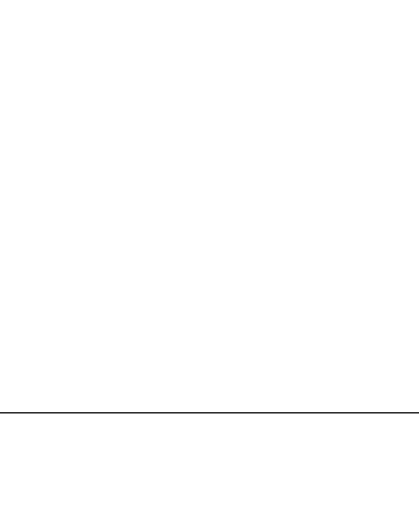
**Line Segment Limits**

7601 ..... Hesperia to Cushenbury

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Bass	15.5	700	Both
Pleuss-Stauffer, Inc.	23.5	884	West
Chas. Pfizer and Co., Inc.	26.2	1,300	East

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Needles Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		19800	578.0	NEEDLES	BCPT			(1) 2.2 (2) 2.1	
			580.2	WEST NEEDLES	X(2)			12.2	
		19790	592.3	IBIS	X			(1) 10.0 (2) 9.2	
		19780	601.5	HOMER				7.7	
(1) 12,527		19775	609.2	EAST GOFFS	X			2.4	
			611.6	WEST GOFFS	X			11.0	
		19770	622.6	CP FENNER	X(2)			3.6	
		19765	626.2	ESSEX				8.5	
		19760	634.7	EAST DANBY	X			2.2	
			636.9	WEST DANBY	X			10.3	
		19295	647.2	EAST CADIZ	X			1.8	
			649.0	WEST CADIZ	XTJ			9.4	
		19290	658.4	SALTUS				1.6	
		19285	660.0	EAST AMBOY	X			1.8	
			661.8	WEST AMBOY	X			7.5	
		19280	669.3	BAGDAD	X	2MT CTC	7200	7.4	
		19275	674.6	EAST SIBERIA	X			1.9	
		19275	676.6	WEST SIBERIA	X			9.7	
		19265	686.3	EAST ASH HILL	XT			1.9	
			688.2	WEST ASH HILL	X			5.2	
		19260	693.4	LUDLOW	X(2)			11.8	
			705.2	EAST PISGAH	X			2.1	
			707.3	WEST PISGAH	X			5.5	
		19245	712.8	HECTOR				11.5	
			724.3	CP 7245	X(2)			1.4	
(1) 7,352		19240	725.7	EAST NEWBERRY	X			1.5	
			727.2	WEST NEWBERRY	X			4.0	
			731.2	MINNEOLA	X(2)			6.1	
		19215	737.3	DAGGETT	X(2)			2.3	
			739.6	WEST DAGGETT				4.0	
			743.6	EAST BARSTOW	X(2)			2.3	
		19000	745.9	BARSTOW Main 1 (168.7), Main 2 (166.0)	BCPT			168.7	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
East Needles to Minneola	55	1	4	5&7	9
Minneola to Barstow	65	1	4	5&7	9
Barstow Yard	32	1	4	5&7	9

**Dispatcher Phones:**

WBCS East Needles to but not including Minneola—  
(909) 386-4212, Fax—(909) 386-4242  
Minneola to Barstow—(909) 386-4213, Fax—(909) 386-4243

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
Main 1		
Needles to Goffs, including trains 100		
TOB and over .....	79 MPH.	55 MPH.
Goffs to Bagdad, including trains 100		
TOB and over .....	90 MPH.	55 MPH.

**Passenger Freight**

Bagdad to MP 706.6, including trains 100		
TOB and over .....	79 MPH.	55 MPH.
MP 706.6 to Daggett, including trains 100		
TOB and over .....	90 MPH.	55 MPH.
Daggett to Barstow, including trains 100		
TOB and over .....	79 MPH.	55 MPH.
Main 2		
Barstow to Daggett, including trains 100		
TOB and over .....	79 MPH.	55 MPH.
Daggett to MP 706.6, including trains 100		
TOB and over .....	90 MPH.	55 MPH.
MP 706.6 to MP 685.8, including trains 100		
TOB and over .....	79 MPH.	55 MPH.
MP 685.8 to MP 671.4 .....	79 MPH.	45 MPH.
MP 671.4 to Bagdad, including trains 100		
TOB and over .....	79 MPH.	55 MPH.
Bagdad to MP 646.1, including trains 100		
TOB and over .....	90 MPH.	55 MPH.
MP 646.1 to Needles, including trains 100		
TOB and over .....	79 MPH.	55 MPH.

Unless otherwise restricted, the maximum speed for freight trains is 70 MPH (except MP 685.8 to MP 671.4) provided:

1. Train does not contain empty car(s). Refer to SSI, 1(C) 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 105 tons per operative brake under item (3).

Light engines without dynamic brakes in use: 24 MPH on descending grades—Eastward Ash Hill to Bagdad and Goffs to Needles.

Note: Eastward freight trains must not exceed 60 MPH between Goffs and Needles, and are further restricted to 45 MPH if any of the following apply:

- Train averages more than 80 TOB.
- Train exceeds 5,500 tons.
- Tonnage (including locomotives without operative dynamic brake) exceeds 300 tons per axle of operative dynamic brake, using the table in System Special Instructions Item 2(C).

**1(B). Speed—Permanent Restrictions**

Main 1

MP 578.1 (HER) .....	30 MPH.	30 MPH.
MP 578.0 to MP 579.4 .....	50 MPH.	40 MPH.
MP 579.4 to MP 582.7 .....	45 MPH.	40 MPH.
MP 582.7 to MP 584.5 .....	50 MPH.	50 MPH.
MP 584.5 to MP 587.0 .....	55 MPH.	50 MPH.
MP 587.0 to MP 587.8 .....	50 MPH.	45 MPH.
MP 587.8 to MP 589.3 .....	50 MPH.	50 MPH.
MP 589.3 to MP 592.7 .....	65 MPH.	55 MPH.
MP 592.7 to MP 593.3 .....	60 MPH.	50 MPH.
MP 593.3 to MP 593.8 .....		
Protected by Inert ATS Inductors .....	30 MPH.	30 MPH.
MP 593.8 to MP 597.8 .....	65 MPH.	55 MPH.
MP 597.8 to MP 599.1 .....	60 MPH.	55 MPH.
MP 599.1 to MP 601.5 .....	70 MPH.	
MP 608.2 to MP 609.1 .....	70 MPH.	
MP 609.1 to MP 609.7 .....	80 MPH.	
MP 618.9 to MP 619.2 .....	85 MPH.	
MP 638.8 to MP 639.2 .....	85 MPH.	
MP 642.4 to MP 642.7 .....	85 MPH.	



MP 644.8 to MP 646.2	75 MPH.	
MP 671.5 to MP 674.0	60 MPH.	50 MPH.
MP 674.0 to MP 678.1	55 MPH.	50 MPH.
MP 678.1 to MP 680.3	40 MPH.	35 MPH.
MP 680.3 to MP 682.7	55 MPH.	50 MPH.
MP 682.7 to MP 683.5	40 MPH.	40 MPH.
MP 683.5 to MP 686.2	55 MPH.	50 MPH.
MP 688.4 to MP 689.5	60 MPH.	55 MPH.
MP 692.9 to MP 693.7	70 MPH.	65 MPH.
MP 693.7 to MP 695.0		
Protected by Inert ATS Inductors	45 MPH.	45 MPH.
MP 695.0 to MP 696.1	60 MPH.	55 MPH.
MP 696.1 to MP 700.4	65 MPH.	55 MPH.
MP 698.8 to MP 699.2	55 MPH.	55 MPH.
MP 700.4 to MP 702.0	55 MPH.	55 MPH.
MP 707.8 to MP 710.6	70 MPH.	65 MPH.
MP 710.6 to MP 711.6	80 MPH.	
MP 745.0 to MP 745.9	50 MPH.	50 MPH.
<b>Main 2</b>		
MP 745.9 to MP 745.0	50 MPH.	50 MPH.
MP 711.6 to MP 710.6	80 MPH.	
MP 710.6 to MP 708.2	70 MPH.	65 MPH.
MP 708.2 to MP 707.8	65 MPH.	60 MPH.
MP 702.0 to MP 701.5	60 MPH.	55 MPH.
MP 701.5 to MP 700.4	70 MPH.	65 MPH.
MP 699.2 to MP 696.2	70 MPH.	
MP 696.2 to MP 694.9	60 MPH.	55 MPH.
MP 694.9 to MP 693.6		
Protected by Inert ATS Inductors	50 MPH.	45 MPH.
MP 693.6 to MP 692.8	70 MPH.	65 MPH.
MP 689.5 to MP 688.4	60 MPH.	55 MPH.
MP 688.4 to MP 685.8	70 MPH.	65 MPH.
MP 685.8 to MP 683.4	75 MPH.	
MP 683.4 to MP 680.7X		
Protected by Inert ATS Inductors	50 MPH.	
MP 680.7X to MP 678.3X	75 MPH.	
MP 678.3X to MP 677.8	65 MPH.	
MP 677.8 to MP 676.9	75 MPH.	
MP 676.9 to MP 671.4	70 MPH.	
MP 639.2 to MP 638.8	75 MPH.	
MP 625.5 to MP 625.3		65 MPH.
MP 624.6 to MP 618.9	75 MPH.	65 MPH.
MP 612.2 to MP 611.0	75 MPH.	65 MPH.
MP 611.0 to MP 609.2		65 MPH.
MP 609.2 to MP 608.3	70 MPH.	
MP 601.5 to MP 599.1	70 MPH.	
MP 599.1 to MP 597.7	65 MPH.	
MP 597.7 to MP 595.2	75 MPH.	
MP 591.4 to MP 589.3	70 MPH.	
MP 589.3 to MP 587.8	55 MPH.	50 MPH.
MP 587.8 to MP 587.0	45 MPH.	45 MPH.
MP 587.0 to MP 585.2	65 MPH.	50 MPH.
MP 585.2 to MP 583.2	50 MPH.	50 MPH.
MP 583.2 to MP 582.3	55 MPH.	50 MPH.
MP 582.3 to MP 578.0	60 MPH.	50 MPH.
MP 578.1 (HER)	30 MPH.	30 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 578.4 Needles, crossover, freight lead to Main 1	20 MPH.	20 MPH.
MP 578.4 Needles, crossover	30 MPH.	30 MPH.
West Needles, WE freight lead	20 MPH.	20 MPH.
West Needles, 2 crossovers	50 MPH.	50 MPH.
Ibis, 2 crossovers	50 MPH.	50 MPH.
East Goffs, crossover	50 MPH.	50 MPH.
turnout EE Main 1 siding	40 MPH.	40 MPH.
West Goffs, crossover	50 MPH.	50 MPH.
turnout WE Main 1 siding	40 MPH.	40 MPH.
Fenner, 2 crossovers	50 MPH.	50 MPH.
East Danby, crossover	50 MPH.	50 MPH.
West Danby, crossover	50 MPH.	50 MPH.
East Cadiz, crossover	50 MPH.	50 MPH.
West Cadiz, crossover	50 MPH.	50 MPH.
East Amboy, crossover	50 MPH.	50 MPH.
West Amboy, crossover	50 MPH.	50 MPH.
West Amboy, turnout WE Main 1 siding	10 MPH.	10 MPH.
East Siberia crossover	50 MPH.	50 MPH.

West Siberia crossover	50 MPH.	50 MPH.
East Ash Hill, crossover	50 MPH.	50 MPH.
West Ash Hill, crossover	50 MPH.	50 MPH.
Ludlow, crossovers	50 MPH.	50 MPH.
East Pisgah, crossover	50 MPH.	50 MPH.
West Pisgah, crossover	50 MPH.	50 MPH.
CP 7245, 2 crossovers	50 MPH.	50 MPH.
East Newberry, turnout EE Main 1 Siding	10 MPH.	10 MPH.
West Newberry, turnout WE Main 1 Siding	10 MPH.	10 MPH.
Minneola, 2 crossovers	50 MPH.	50 MPH.
Daggett, 2 crossovers	50 MPH.	50 MPH.
Daggett, turnout, Main 1 to UP No. 2 Track	40 MPH.	40 MPH.
Daggett, crossover, Main 1 to UP No. 1 Track	40 MPH.	40 MPH.
West Daggett, turnout, West Daggett, Main 1 to UP No. 1 Track	40 MPH.	40 MPH.
East Barstow, 2 crossovers	50 MPH.	50 MPH.
East Barstow, auxiliary yard entry	40 MPH.	40 MPH.
Barstow, EE passenger siding	20 MPH.	10 MPH.
Barstow, crossover	50 MPH.	50 MPH.
Barstow, yard entry	50 MPH.	50 MPH.
Barstow Yard, EE and WE inspection yard tracks 1101, 1102, 1103	25 MPH.	25 MPH.

**1(D). Speed—Other**

Bridge 694.7, cars heavier than 143 tons	25 MPH.	25 MPH.
Barstow, MP 0.4 Needles Subdivision yard entry between First St. and WJ Switch		
High Lead	25 MPH.	25 MPH.
Low Lead	25 MPH.	25 MPH.
Trains U-VVCPHX and U-SBDPHX: Between MP 686.0 and MP 677.0	20 MPH.	20 MPH.

**Air Temperatures Exceeding Threshold**

When the air temperature exceeds threshold temperature, 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 Needles MP 578.0 and MP 650.5:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 TOB	Freight Trains over 100 TOB
Exceeds 115 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 120 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 125 degrees	50 MPH	No Restriction	40 MPH	30 MPH

Between MP 650.5 and MP 745.9:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 TOB	Freight Trains over 100 TOB
Exceeds 110 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 115 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 120 degrees	50 MPH	No Restriction	40 MPH	30 MPH

Train crews must notify the train dispatcher if their 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**  
 Needles to Barstow ..... 143 tons, Restriction A

3. **Type of Operation**  
**CTC**—in effect:  
 MP 578.0 to MP 745.9  
 On Freight Lead:  
 MP 574.8 to MP 580.2

**Multiple Main Tracks—Two Main Tracks**  
 MP 578.0 to MP 745.9

4. **General Code of Operating Rules Items**  
**Rule 1.14**—Union Pacific trains may use joint track between Daggett and Barstow. BNSF trains may use A&C RR tracks between MP 189.0 and MP 190.4, under the provisions of Rule 6.28. A&C RR trains may use BNSF Main 2 auxiliary and yard tracks 6476 and 6478 at Cadiz.

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

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

**Rule 12.1**—ATS in effect on Main 1, Goffs to Bagdad and Pisgah to Daggett in Westward direction only; and on Main 2, Daggett to Pisgah, and Bagdad to MP 646.1 in Eastward direction only.

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

Aspect	Name	Indication
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.

5. **Trackside Warning Detectors (TWD)**
- A. Protecting bridges, tunnels or other structures: None
  - B. Other TWD locations
    - MP 584.6—Recall Code 8
    - MP 589.6—Main 1—DED—Exception Reporting
    - MP 590.8—Main 2—DED—Exception Reporting
    - MP 594.6—Main 1—DED—Exception Reporting
    - MP 600.7—Recall Code 0
    - MP 614.9—Recall Code 0
    - MP 628.1—Recall Code 8—Exception Reporting
    - MP 644.5—Recall Code 0—Exception Reporting
    - MP 654.0—Recall Code 8
    - MP 665.2—Recall Code 0—Exception Reporting
    - MP 670.0—Main 1—DED—Exception Reporting
    - MP 674.5—Main 1—DED—Exception Reporting
    - MP 680.0—DED—Exception Reporting
    - MP 683.6—Exception Reporting
    - MP 691.8—Recall Code 8
    - MP 696.4—Main 2, DED—Exception Reporting
    - MP 702.7—Main 1, DED—Exception Reporting
    - MP 709.2—Main 1, DED—Exception Reporting
    - MP 711.1—Recall Code 0—Exception Reporting
    - MP 732.9—Recall Code 8—Exception Reporting
  - C. Other detectors
    - MP 587.9—High Water
    - WWD signals 5861, 5863
    - EWD signals 5892,5894

MP 642.9—High Water  
 Signal Main 1—6442  
 Signal Main 1—6411  
 Signal Main 2—6444  
 Signal Main 2—6413

6. **FRA Excepted Track**—None

7. **Special Conditions**  
**Remote Control Operations**—Signs located at MP 5.0 (Cajon Subdivision), MP 751.0 (Mojave Subdivision) and MP 743.6 (Needles Subdivision), designate the Remote Control Area at Barstow.

**Remote Control Zone**—Receiving tracks 1-10 (1501-1510) including leads to hump crest are designated as a Remote Control Zone (RCZ) at Barstow yard.

Activation/Deactivation Procedure at Barstow  
 Remote Control Operator will contact the Route Selector and request that Remote Control Zone protection be established after remote control locomotive has cleared in receiving track where protection is desired. All communication between the Remote Control Operator and the Route Selector will be by radio. The following words will be used "(Employee Name)\_\_\_\_\_would like to establish a zone in track (Track Number)\_\_\_\_\_". The Route Selector will line west receiving track switch away from lead and provide switch blocking including switches on hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the Remote Control Zone has been activated. Remote Control Zone will remain activated using the following words: "Zone is activated in (Track Number)\_\_\_\_\_". A zone is not active until verified by the Route Selector. Remote Control Zone will remain activated until Remote Control Operator has requested that the Remote Control Zone be deactivated.

All tracks east of the hump crest are governed by GCOR Rule 6.28, Movement on Other Than Main Track, and are not included in the Remote Control Zone.

Before receiving tracks 1-10 (1501-1510) including leads to hump crest can be fouled or occupied, Route Selector must be contacted to determine if Remote Control Zone has been activated.

**Saltus**  
 Six-axle locomotives must not operate on West Salt Spur, CLIC 6491.

All safety hub (flop-over) switches on the Needles Subdivision are considered "rigid" and must not be run through.

Do not leave cars, locomotives or any other equipment on CLIC tracks 7276 and 7277 at Newberry unless permission is obtained from the train dispatcher.

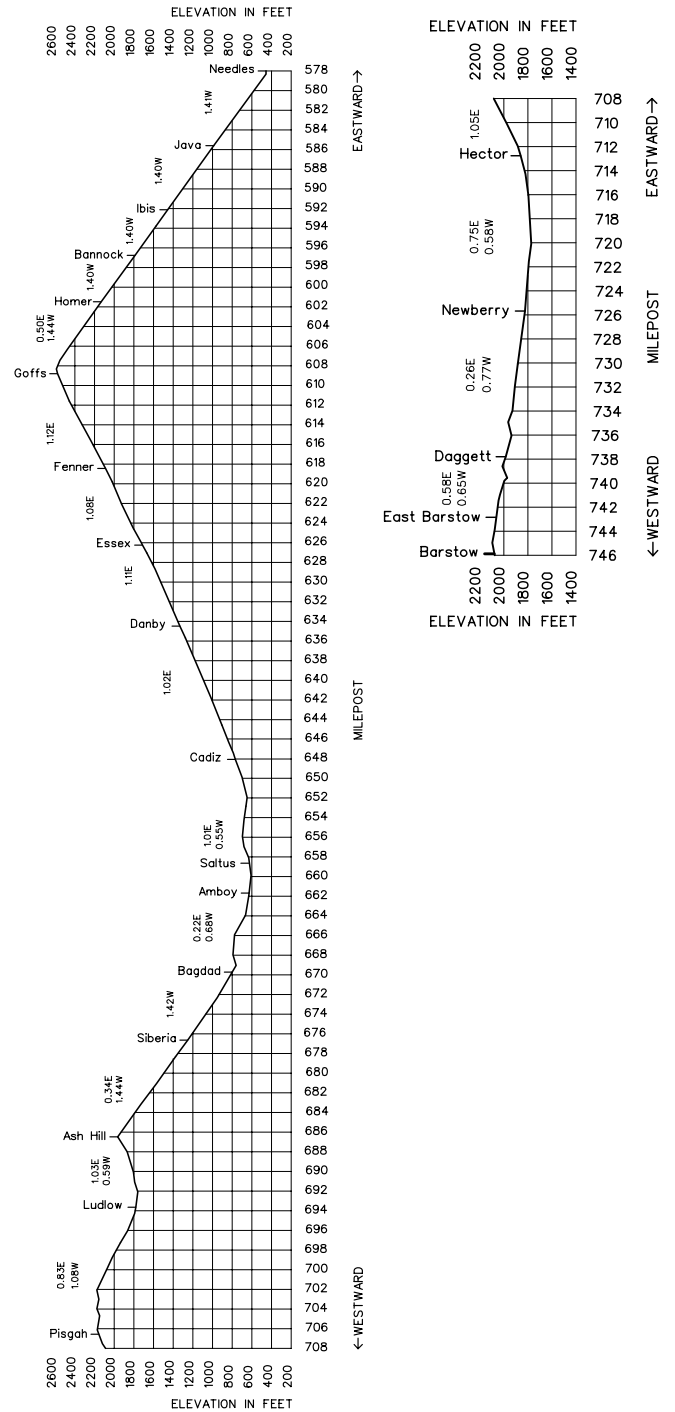
8. **Line Segments**  
**Yard Line Segments**  
**Line Segment Limits**  
 7253 ..... Barstow Yard

**Road Line Segments**  
**Line Segment Limits**  
 7200 ..... Needles to Barstow MP 578.0 to MP 745.9

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Klinefelter (Main 1 & 2)	589.1	917	West
Ibis (Main 1)	592.3	1,621	West
Bannock (Main 1)	597.4	957	East
Bannock (Main 2)	597.6	1,102	East
Homer (Main 1)	601.5	6,710	Both
Homer (Main 2)	602.5	1,345	West
Goffs (Off Siding)	607.5	950	Both
Goffs (Main 2)	607.5	6,610	East
Set out tracks Fenner (Main 1)	618.7	682	West
Set out tracks Fenner (Main 2)	618.7	790	West
Essex (Main 1)	626.2	1,500	East
Essex (Main 2)	626.2	5,203	Both
Danby (Main 1)	634.7	672	Both
East Danby (Main 2)	634.7	5,520	Both
East Cadiz (Main 1)	634.7 to 647.2	9,384	Both
West Cadiz (Main 2)	649.0	9,188	Both
Saltus (Main 1)	658.4	800	West
Saltus (Main 2)	658.4	2,480	Both
East Amboy (Main 1)	660.0	4,179	Both
West Amboy (Main 2)	661.8	4,687	Both
Bagdad (Main 2)	669.3	4,961	Both
Bagdad (Main 1)	669.9	2,040	Both
East Siberia (Main 1)	674.6	4,598	Both
Siberia (Main 2)	677.2	747	West
East Ash Hill (Main 1)	686.3	7,920	Both
West Ash Hill (Main 2)	688.2	7,392	Both
Ludlow (Main 2)	693.6	2,460	Both
Ludlow (Main 1)	693.7	900	West
East Pisgah (Main 1)	705.2	6,605	Both
West Pisgah (Main 2)	707.3	9,592	Both
Hector (Main 2)	712.8	750	West
Hector (Main 1)	713.1	500	Both
Newberry (Main 1)	724.3	6,520	Both
Newberry (Main 2)	727.5	5,363	Both
Coolwater (Main 1)	736.2	750	West
Daggett (Main 2)	738.0	750	East
Nebo (Main 2)	741.6	5,488	Both

10. Grade Charts



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	San Bernardino Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD
		19100	0.0	SAN BERNARDINO	JBCMPT-X(2)		4MT CTC	7602	1.1	
			1.1X	EAST B YARD	X(2)				1.1	
		19140	2.2	RANA	X(2)		3MT CTC	7602	0.7	
			2.9	CP 29	JX				0.3	
		25045	3.2	COLTON (UP RRX)	M		2MT CTC	7602	1.0	
			4.2	WEST COLTON	JX				1.9	
		25065	6.1	HIGHGROVE	X			7602	3.7	
		25200	9.8	RIVERSIDE					0.1	
			9.9	TENTH STREET (Main 1)			3MT CTC	7602	0.7	
			10.6	WEST RIVERSIDE	X(2)				3.4	
		25210	14.0	CASA BLANCA				7602	1.1	
			15.1	ARLINGTON	X(2)				3.4	
			18.5	LA SIERRA			2MT CTC	7602	2.9	
		25250	21.4	MAY	X(2)				1.4	
9,618		25255	22.8	PORPHYRY				7602	1.3	
		25260	24.1	NORTH MAIN CORONA					3.1	
			27.2	WEST CORONA				7602	2.2	
		25265	29.4	PRADO DAM	X(2)				6.4	
		25270	35.8	ESPERANZA	X(2)		3MT CTC	7602	4.8	
		25274	40.6	ATWOOD	JX(2)		2MT CTC		4.9	
		23200	45.5 165.5	FULLERTON JCT.	JBCPX(2)		3MT CTC	7600	2.5	
		23160	163.0	BASTA	X(2)				2.7	
		23148	160.3	BUENA PARK	X(2)			7600	2.6	
		21340	157.7	LA MIRADA	TX(2)				1.6	
(1) 4,150 (2) 3,432			156.1	NORWALK				7600	1.1	
			155.0	SANTA FE SPRINGS	X(2)		2MT CTC		2.0	
		23120	153.0	LOS NIETOS (UP RRX)	M			7600	0.9	
		23110	152.1	DT JCT. (UP RRX)	MX(2)				1.2	
		23100	150.9	PICO RIVERA	BCPT			7600	1.1	
		23039	149.8	BANDINI	X(2)				1.0	
			148.8	VAIL	X			7600	0.3	
			148.5	COMMERCE	X(2)				1.2	
			147.3	EASTERN AVE.	X(2)			7600	1.3	
			146.0	EAST HOBART	X(2)		3MT CTC		0.9	
		23000	145.1	HOBART	X(2)			7600	0.4	
			144.7	WEST HOBART	X(2)				0.2	
			144.5	SAN PEDRO JCT.	JCM		4MT CTC	7600	0.1	
			144.4	SOTO	X(2)				0.5	
		23550	143.4	HARBOR JCT.	J		2MT CTC	7600	0.3	
			143.1	CP WEST REDONDO	J				68.7	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
San Bernardino to MP 10.6	72	1	4	5&7	9
MP 10.6 to West Redondo	36	1	4	5&7	9
Alameda Corridor Dispatcher	57	1	4	5&7	9
Hobart Yard	72				

**Dispatcher Phones:**  
 San Bernardino to and including West Riverside—  
 (909) 386-4214, Fax—(909) 386-4294  
 West Riverside to Harbor Jct—(909) 386-4215  
 Fax—(909) 386-4245

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
San Bernardino to Fullerton Jct. ....	60 MPH.	50 MPH.
Fullerton Jct. to MP 144.5 .....	79 MPH.	50 MPH.
San Pedro Jct. to West Redondo, Main 1 and 2 ..	40 MPH.	40 MPH.
San Pedro Jct. to MP 144.0, Main 3 and 4 .....	65 MPH.	40 MPH.

The maximum speed above for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

This is also in effect between CP Rancho and Arcadia on Metrolink tracks.

San Jacinto Industrial Spur, MP 0.0 to MP 3.6 .....	20 MPH.
MP 3.6 to MP 7.0 .....	15 MPH.
MP 7.0 to MP 14.2 .....	20 MPH.
MP 14.2 to MP 38.3 .....	10 MPH.
3M Spur .....	10 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.9, Main 4 .....	15 MPH.	15 MPH.
MP 0.9 to MP 2.2, Main 4 .....	20 MPH.	20 MPH.
MP 0.0X to MP 2.9, Main 1, 2 and 3 .....	30 MPH.	30 MPH.
MP 2.2 to MP 3.2, Main 1 and 2 .....	30 MPH.	30 MPH.
MP 3.2 to MP 4.0 .....	40 MPH.	40 MPH.
MP 6.6 to MP 6.8 .....	50 MPH.	40 MPH.
MP 8.3 to MP 8.5 .....	60 MPH.	50 MPH.
MP 9.3 to MP 9.6 .....	55 MPH.	50 MPH.
MP 11.8 to MP 12.5 .....	45 MPH.	40 MPH.
MP 15.4 to MP 15.9 .....	55 MPH.	50 MPH.
MP 15.9 to MP 16.7 .....	55 MPH.	50 MPH.
MP 16.7 to MP 17.1 .....	60 MPH.	50 MPH.
MP 31.4 to MP 31.6 .....	55 MPH.	50 MPH.
MP 31.6 to MP 32.8 .....	60 MPH.	50 MPH.
MP 32.8 to MP 34.4 .....	50 MPH.	50 MPH.
MP 34.4 to MP 35.1 .....	50 MPH.	45 MPH.
MP 35.9, Main 2 (switch) .....	50 MPH.	50 MPH.
MP 36.1 to MP 36.4, Main 2 .....	55 MPH.	
MP 42.7 to MP 43.6 (HER) .....	50 MPH.	50 MPH.
MP 45.2 to MP 45.7 .....	50 MPH.	50 MPH.
MP 163.8 to MP 163.5 .....	75 MPH.	
MP 161.1 to MP 160.8 .....	70 MPH.	
MP 156.6 to MP 155.9 .....	75 MPH.	
MP 154.2 to MP 153.8 .....	70 MPH.	
MP 153.0 RRX .....	50 MPH.	40 MPH.
MP 152.9 to MP 152.5 .....	70 MPH.	
MP 152.1 RRX .....	50 MPH.	40 MPH.
MP 151.7 to MP 151.4 .....	65 MPH.	
MP 149.8 to MP 150.4, Main 2 Shoofly .....	50 MPH.	50 MPH.
MP 144.5 to MP 145.0, Mains 1, 2, and 3 .....	40 MPH.	40 MPH.
MP 144.5 to MP 144.8, Main 4 .....	40 MPH.	40 MPH.
MP 144.5, RRX .....	40 MPH.	40 MPH.
MP 143.5 to MP 143.1, Main 1 and 2 .....	25 MPH.	25 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 0.0, San Bernardino, turnout, Main 3 and 4 .....	15 MPH.
MP 0.1, San Bernardino, passenger movements and all freight movements, Main 4, double slip switch .....	15 MPH.
MP 0.1, San Bernardino, freight movements routed to or from passenger yard or flyover, double slip switch .....	10 MPH.
MP 0.3X, 4 crossovers .....	30 MPH.
MP 0.3X, turnout to A Yard Lead .....	10 MPH.
MP 0.3X, turnout to Auto Facility Lead .....	10 MPH.
MP 1.1X, East B crossovers Yard Lead to Main 1 .....	15 MPH.
MP 1.1X, East B crossovers Main 1 to Main 2 .....	40 MPH.
MP 2.2 Rana, turnout to B Yard Lead .....	10 MPH.
MP 2.2 Rana, 4 crossovers .....	30 MPH.
MP 2.2 Rana, turnout to Main 4 .....	30 MPH.
MP 2.2 Rana, turnout from Main 3 to Auto Facility Lead .....	10 MPH.
MP 2.9 CP 29, turnouts Main 1 to Main 1 .....	40 MPH.

MP 2.9 CP 29, turnouts Main 1 to UP Connection Track .....	10 MPH.
MP 3.3 Colton, EE Main 2 siding .....	10 MPH.
MP 4.2 West Colton, WE Main 2 siding, UP Connecting Track ...	25 MPH.
MP 4.3 West Colton, 2 crossovers .....	50 MPH.
MP 6.1 Highgrove, crossover and turnout to Main 1 .....	50 MPH.
MP 6.4, turnout Main 2 to San Jacinto Ind. Spur .....	20 MPH.
MP 9.9 Tenth Street, turnout Main 1 to Metrolink Station .....	40 MPH.
MP 9.9, Main 3 to Metrolink Station .....	30 MPH.
MP 10.3, Main 3 to Metrolink Station .....	30 MPH.
MP 10.4, West Riverside, 2 crossovers and turnout	
Main 1 to UPRR and turnout Main 2 to Main 3 .....	40 MPH.
Main 2 to Metrolink lead .....	30 MPH.
	<b>Freight</b>
MP 15.1 Arlington, 2 crossovers .....	50 MPH.
MP 21.4 May, 2 crossovers .....	50 MPH.
MP 22.4/MP 24.6, Porphyry EE and WE Siding .....	15 MPH.
MP 29.5 Prado Dam, 2 crossovers and turnout to Main 1 .....	50 MPH.
MP 35.9 Esperanza, 2 crossovers and turnout to Main 1 .....	50 MPH.
MP 40.6 Atwood, switch to Metrolink .....	25 MPH.
MP 40.5 Atwood, 2 crossovers .....	50 MPH.
MP 45.5/MP 165.5 Fullerton Jct., switch to Metrolink .....	40 MPH.
MP 45.5/MP 165.5 Fullerton Jct., 2 crossovers .....	50 MPH.
MP 165.2 Fullerton Jct., crossover Main 2 to Main 3 .....	40 MPH.
MP 163.2 Basta, 2 crossovers, and turnout to Main 3 .....	50 MPH.
MP 160.1 Buena Park, 2 crossovers .....	50 MPH.
MP 160.1, Buena Park turnout to Main 1 .....	10 MPH.
MP 157.7 La Mirada, 2 crossovers .....	50 MPH.
MP 157.7, La Mirada turnout to Main 1 .....	10 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE Main 1 siding .....	40 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE Main 2 siding .....	40 MPH.
MP 155.0 Santa Fe Springs, 2 crossovers .....	50 MPH.
MP 152.1, D.T. Jct., 2 crossovers .....	50 MPH.
MP 149.8, Bandini, 2 crossovers .....	50 MPH.
MP 149.8, Bandini, turnout to Main 2 to Vail Lead .....	10 MPH.
MP 148.8, Vail, end of 3 track (switch) to Main 3 .....	50 MPH.
MP 148.8, Vail, crossover industry lead to Main 1 .....	10 MPH.
MP 148.5, Commerce, crossover industry lead to Main 1 .....	10 MPH.
MP 148.5, Commerce, crossover Main 1 to Main 2 .....	50 MPH.
MP 147.3 Eastern Ave., 5 crossovers .....	40 MPH.
MP 147.3 Eastern Ave., crossover between Main 1 and	
outbound lead and Main 1 to setout track .....	10 MPH.
MP 146.1 East Hobart, Main Track crossovers .....	30 MPH.
MP 146.1 East Hobart, crossover Main 1 to setout track .....	30 MPH.
MP 145.2, set out track to Main 1 crossover .....	10 MPH.
MP 145.1, Hobart, 2 crossovers .....	50 MPH.
MP 145.1, west end setout track to Main 1 turnout .....	10 MPH.
MP 144.8, West Hobart Main 3 to Main 4 turnout .....	40 MPH.
MP 144.7, West Hobart, Downey Lead to Main 1 crossover .....	10 MPH.
MP 144.7, Outbound Lead to Downey Lead turnout .....	10 MPH.
MP 144.6, Inbound Lead to Downey Lead turnout .....	10 MPH.
MP 144.6, San Pedro Jct., turnout Main 4 to UPRR	
San Pedro Sub .....	10 MPH.
MP 144.6, West Hobart, Downey Lead to Main 1 crossover .....	10 MPH.
MP 144.6, Main 1 to Main 2 crossover .....	10 MPH.
MP 144.5, San Pedro Jct., crossover Main 1 to Main 2 .....	40 MPH.
MP 144.4, Soto, 7 crossovers .....	40 MPH.
MP 143.9, West turnout Downey Lead .....	10 MPH.
MP 143.4, Harbor Jct., turnout .....	15 MPH.

**1(D). Speed—Other**

San Bernardino Diesel Service Tracks 130, 131, 132, 133, 134..	5 MPH.
San Pedro Jct., junction wye .....	5 MPH.
Loaded Slab Trains .....	30 MPH.

**Air Temperatures Exceeding Threshold**

When the air temperature exceeds threshold temperature, 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 San Bernardino MP 0.0 and West MP 143.1

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 TOB	Freight Trains over 100 TOB
Exceeds 100 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 105 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 110 degrees	50 MPH	No Restriction	40 MPH	30 MPH

Train crews must notify the Train Dispatcher if their train is restricted by this instruction. If in doubt about the temperature, contact the Train Dispatcher.

**San Jacinto Industrial Spur**—From 1100 to 1900 hours, if the air temperature is over 100 degrees F, the track is out of service unless movement is preceded by the track supervisor; then the train can proceed at 10 MPH.

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

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

Barstow to San Bernardino .....	143 tons, Restriction B
Highgrove to San Jacinto .....	143 tons, Restriction D

**3. Type of Operation**

**CTC**—in effect:

San Bernardino to CP West Redondo .....	MP 0.0 to MP 143.1
San Bernardino to MP 143.8, Main 1	
Downey Lead .....	MP 144.5 to MP 144.5

**Multiple Main Tracks**

San Bernardino to CP West Redondo .....	MP 0.0 to MP 143.1
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**4. General Code of Operating Rules Items**

**Rule 1.14**—Union Pacific trains may use joint track between San Bernardino and West Riverside. BNSF trains and engines may use Metrolink tracks between CP Rancho and Arcadia. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink Timetable and other instructions; it is 10 MPH, unless further restricted. The special instructions for ALL SUBDIVISIONS and all general orders and general notices remain in effect unless specific instructions to the contrary are issued by Metrolink.

**Rule 5.8.2 Sounding Whistle**—Sound whistle approaching ALL crossings, public and private.

Between MP 39.0 and MP 44.0 between 2200 and 0730 hours, the engine whistle will not be used in advance of grade crossings protected by automatic warning gates. Train crews should take all necessary precautions while traveling through these limits to avoid unnecessary stops.

Exception: The engine whistle may be used at the discretion of the engineer when injury to persons or damage to property appears imminent, or when approaching roadway workers on or near the track.

Note: If it is deemed necessary to whistle for any reason between MP 39.0 and MP 44.0 between 2200 and 0730 hours, crews are required to immediately contact the San Bernardino Subdivision Dispatcher to explain the rationale for whistling. Please indicate the crossing name and/or milepost number.

**Rule 5.16—Passenger Trains**—Observe and Call Signals:

When a signal requires the 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 the 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.

**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 9.9—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 and that signal displays a proceed indication.

**Rule 9.12.1**—Permission must be secured from the BNSF train dispatcher to pass controlled signals indicating Stop at Fullerton Jct. and Atwood.

Beyond operating beyond controlled signals indicating Stop onto the Metrolink San Gabriel, Olive and Orange subdivisions, permission must be obtained from the BNSF train dispatcher to pass the Stop signal and from the Metrolink train dispatcher to occupy the Main Track beyond the control point.

**Rule 9.13**—At San Bernardino, the A1 switch in the A-yard adjacent to MT 1 at MP 0.41 on the San Bernardino Subdivision is a dual control switch but does not have a signal governing movement over it. When instructed or permitted to hand-operate this dual control switch only, and not in conjunction with the MT 1 dual control switch, movement may proceed to the switch without authority to pass a stop indication, as none will govern. Eastward movements attempting to depart the A1 lead through the San Bernardino control point must not foul the A1 switch until signal indication is received, or the Cajon Subdivision Dispatcher authorizes movement past the stop indication (with instruction to hand operate the switch(es) if needed.)

**Rule 9.13.1**—When permitted or instructed to hand-operate the A1 dual control switch, be governed by the instructions found in the plastic tube mounted directly on the switch labeled “INSTRUCTIONS”.

**Rule 10.3**—When Track and Time is granted to trains or engines on the Metrolink San Gabriel, Olive and Orange subdivisions between the BNSF-controlled signal and points beyond on the Metrolink Subdivision, permission must be obtained from the BNSF train dispatcher to pass the controlled signal.

**San Jacinto Industrial Spur**—Trackage between Highgrove, MP 0.0, and San Jacinto, MP 38.3, is identified as San Jacinto Industrial Spur, Rule 6.28 is in effect. Rule 9.12.3, Automatic Interlocking, is in effect at UP RRX, MP 1.5. Turning facility is located at Val Verde, MP 13.5. All switches must be left lined and locked for movement on the San Jacinto Industrial Spur track.

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

- A. Protecting bridges, tunnels or other structures:
  - MP 144.45—Recall Code 8
- B. Other TWD locations
  - MP 6.0—DED—Exception Reporting—Recall Code 8
  - MP 22.8—DED, Exception Reporting
  - MP 26.4—DED, Exception Reporting
  - MP 32.0—Recall Code 8
  - MP 38.3—DED, Exception Reporting
  - MP 42.5—DED, Exception Reporting
  - MP 154.7—Recall Code 8
- C. Other detectors
  - MP 4.6—High Water
    - EWD controlled signals CP 61
    - WWD controlled signals W. Colton

**6. FRA Excepted Track**

San Jacinto Industrial Spur, all tracks MP 18.8 to MP 38.3.

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 73.9 (Cajon Subdivision) and MP 3.2 (San Bernardino Subdivision), designate the Remote Control Area at San Bernardino.

Signs located at MP 26.0, MP 27.4 and MP 27.8X designate the Remote Control Area at Watson Yard.

Signs located at MP 0.4 (Alameda Corridor Subdivision) and MP 149.8 (San Bernardino Subdivision), designate the Remote Control Area at San Bernardino.

**Emergency Application Capability From Rear of Train**—It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote-controlled locomotive or passenger equipment. The ability to propagate an emergency application of the air brakes through the entire trains MUST be tested as follows on all trains except UPRR trains that will not operate on the Cajon Subdivision or on passenger and commuter trains.

**Trains Operating with Two-Way ETD Equipment**—Two-way ETD equipment must be used to initiate an emergency application of the air brakes from the rear of the train to the front. This test of emergency application capability must be made after all other air brake tests have been completed and must be propagated through the entire train.

**Distributed Power Trains with Distributed Power remote Consist at Rear of Train**—The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train. The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

- A. Close angle cock behind each locomotive consist.
- B. Initiate emergency application with automatic brake valve on the controlling unit of head end consist.
- C. Determine that emergency application of air brakes propagates forward from each remote locomotive consist.

Note: When testing trains with more than one remote consist, station a person at each closed angle cock. If only one person is available, make test on rear portion first. Leave that angle cock closed, recover emergency, move forward to next consist, close angle cock at rear of that consist and perform emergency test. Repeat as needed. After each section of the train has been tested, open all angle cocks and perform train check before departing. In any event, use train check before departure to ensure that all angle cocks are open.

**ABTH Rule 101.14**—In the application of Air Brake and Train Handling Rule 101.14, first bullet reading, “Distance to be traveled exceeds 2 miles”: at Hobart Yard only, movements on other than Main Track may be made from other than the cab nearest the direction traveled when the distance to be traveled does not exceed 5 miles.”

**Trains departing CP Kaiser**—Trains departing CP Kaiser to San Bernardino B Yard must contact the assistant trainmaster (909-386-4384) for permission to enter the B Yard.

**Close Clearance**—Close clearance on the south track, south side, between East and West Norwalk.

Close clearance at Kimberly-Clark, CLIC 6321.

Employees must not ride on cars when operating under the Seventh Street Viaduct at Milepost 142.0 in West Bank yard, Los Angeles. Train must stop before shoving cars under the viaduct. Each movement under the viaduct will be handled by an employee on the ground who will control the continued movement beyond the point where movement originally stopped.

**BNSF System Special Instructions Amendment**—Item 9 Amtrak Instructions, under the heading “Equipment,” the line reading, “Movement with locomotive between cars is prohibited” does not apply on the Southern California Division. Be governed by the following instructions:  
 Movement with locomotives between cars is prohibited unless:  
 A. Locomotive is being used in “push-pull service.”  
 B. “MU” cables are connected through the entire train.  
 C. Locomotive between cars is not isolated or dead-in-tow.

**San Pedro Subdivision**—BNSF trains operating on the San Pedro Subdivision (0972) between San Pedro Junction and MP 5.1 must ascertain from UPRR Dispatcher #50 if any track bulletins are in effect within yard limits. Crews will contact UPRR Dispatcher #50 on AAR Road Channel 14 or by telephone (909) 897-6126. If track bulletins are in effect, trains must receive copies of the bulletins before operating on the subdivision. If no track bulletins are in effect, trains may operate on verbal instructions from the dispatcher.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

- 7650 ..... San Bernardino Yard
- 7652 ..... Hobart Yard
- 7651 ..... First Street Yard (LA)

**Road Line Segments**

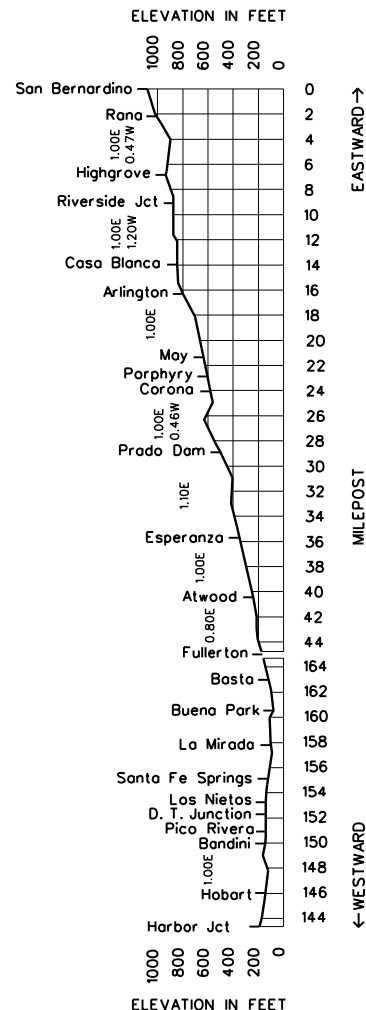
**Line Segment Limits**

- 7602 ..... San Bernardino to Fullerton Jct.
- 7600 ..... Fullerton Jct. to Harbor Jct.

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
<b>San Bernardino Subdivision</b>			
Colton Cement Spur	3.5	1,882	East
San Jacinto Industrial Spur	6.7	38.3 miles	East
Prenda Spur (Prenda)	14.3	300	Both
Arlington	15.9	2,000	Both
Porphyry (3M Spur)	22.7	18,480	West
West Corona	26.8	5,812	Both
Fullerton	164.7 MT 1	7,995	Both
Fullerton	164.7 MT 2	4,350	Both
<b>San Jacinto Industrial Spur</b>			
Highgrove	0.0	1,018	Both
Lily Cup	0.6	545	Both
Box Springs	7.2	1,555	Both
Alessandro	10.6	2,046	Both
Val Verde	13.5	1,105	Both
Granite Spur	14.5	4,752	Both
Mayer Farms	15.9	920	Both
Ellis	19.9	800	East

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	San Diego Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		25710	273.1	NATIONAL CITY	R			7600	3.8	
			269.3	22ND STREET	BCPXR				1.8	
		25700	267.5	SAN DIEGO	TXR				103.3	
		23200	165.0	FULLERTON JCT.	JBCPX				108.9	

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
National City to MP 267.7	32	1	4	5&7	9
MP 267.7 to Fullerton Jct./Atwood	30	1	4	5&7	9

**Dispatcher Phone:**

Fullerton Jct/Atwood to San Diego (Metrolink)—  
(888) 446-9716, Fax—(909) 392-8709  
San Diego to National City—(909) 386-4215,  
Fax—(909) 386-4245

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
National City to MP 268.5 (5th Ave.) .....	10 MPH.	10 MPH.
MP 268.5 (5th Ave.) to San Diego .....	20 MPH.	10 MPH.

The following is in effect between Fullerton Jct. and Atwood and San Diego:

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

**1(B). Speed—Permanent Restrictions—None**

**1(C). Speed—Switches and Turnouts**

San Diego Subdivision ..... 10 MPH.

**1(D). Speed—Other—None**

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

National City to San Diego ..... 143 tons, Restriction C

**3. Type of Operation**

**Restricted Limits—in effect:**

National City to San Diego—MP 273.1 to MP 267.7

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

**Rule 1.14**—BNSF trains and engines may use Metrolink tracks between Fullerton Jct. or Atwood and County Line, and may use San Diego Northern Railway tracks between County Line and San Diego, MP 267.7. San Diego Northern Railway trains and engines may use Main Track between MP 267.6 and MP 268.8. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink and San Diego Northern Railway timetables and other instructions; it is 10 MPH, unless further restricted. The special instructions for ALL SUBDIVISIONS and all general orders and general notices remain in effect unless specific instructions to the contrary are issued by Metrolink or San Diego Northern Railway.

**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 Exempted Track—None**

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 267.7 and MP 273.1 designate the Remote Control Area at San Diego yard.

**Testing Emergency Application Capability from Rear of Train**—It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. The ability to propagate an emergency application of the brakes through the entire train MUST be tested as follows on all trains except:

UPRR trains that will not operate on the Cajon Subdivision—PASSENGER and COMMUTER trains.

**Trains Operating with Two-Way ETD Equipment**—Two-way ETD equipment must be used to initiate an emergency application of the air brakes from the rear of the train to the front. This test of of emergency application capability must be made after all other air brake tests have been completed and MUST be propagated through the entire train.

**Distributed Power Trains with Distributed Power Remote Consist at Rear of Train**—The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train.

The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

A. Close angle cock behind each locomotive consist.

B. Initiate emergency application with automatic brake valve on the controlling unit of head end consist.

C. Determine that emergency application of air brakes propagates forward from each remote locomotive consist.

Note: When testing trains with more than one remote consist, station a person at each closed angle cock. If only one person is available, make test on rear portion first. Leave that angle cock closed, recover emergency, move forward to next consist, close angle cock at rear of that consist and perform emergency test. Repeat as needed. After each section of the train has been tested, open all angle cocks and perform train check before departing. In any event, use train check before departure to ensure that all angle cocks are open.

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7654 ..... Bay Yard

**Road Line Segments**

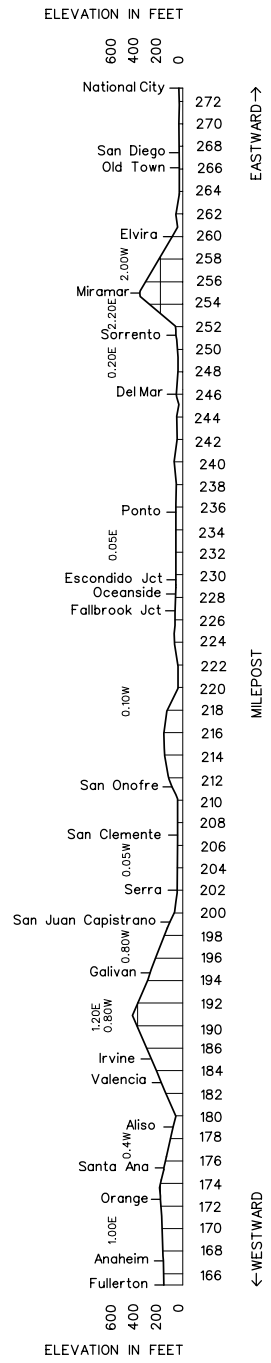
**Line Segment Limits**

7600 ..... Fullerton Jct. and National City

**9. Locations Not Shown as Stations—None**



10. Grade Chart



**Track Bulletin Form B—Verbal Permission:**

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

“Foreman (name and/or Gang No.) \_\_\_\_\_ using Form B Restriction 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 through the limits at \_\_\_\_\_ MPH (or maximum authorized speed) but not exceeding \_\_\_\_\_ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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.

**Southern California Division**

**Safety Hotline**

(909) 386-4444

(866) 522-0270

**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	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9