

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.



California Division and Los Angeles Division

Timetable No. 1

IN EFFECT AT 0800
Pacific Continental Time

Tuesday April 19, 2005

California Division

General Manager

Michael C. Shircliff

San Bernardino, California

(909) 386-4150

Los Angeles Division

General Manager

Rob M. Reilly

Los Angeles, California

(323) 267-4000

California & Los Angeles Division

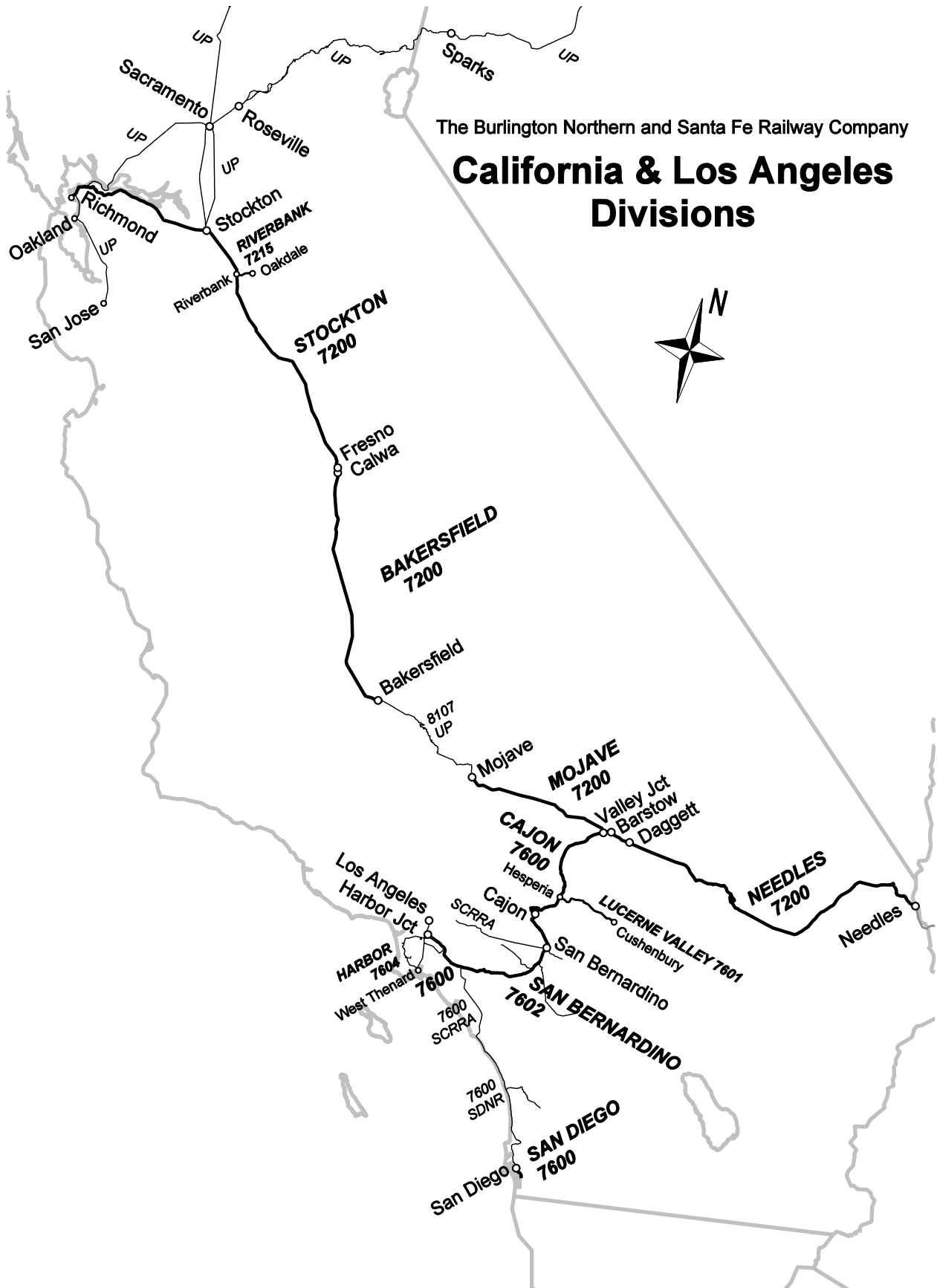
General Director

Transportation

Mark J. Kirschinger

San Bernardino, California

(909) 386-4100



California Division Managers

Bakersfield

| | | |
|-----------------|--------------------------|----------------|
| F.B. BARRERA | Roadmaster | (661) 395-5111 |
| J.E. COBEAN | Supt. Operations | (661) 395-5117 |
| S.T. COCKSHOTT | Terminal Manager | (661) 395-5121 |
| J.A. GOODIE | Trainmaster | (661) 395-5182 |
| K.T. GRESHAM | Trainmaster | (661) 395-5182 |
| J.J. HAZMAN | Trainmaster | (661) 395-5182 |
| C.K. JENKINS | Mgr. TY&E Field Training | (661) 395-5147 |
| T.C. MANTON | Supvr. Roadway Equipment | (661) 395-5122 |
| G.M. MONTGOMERY | Sr. Special Agent | (661) 395-5127 |
| M.A. NEUFELD | Welding Supervisor | (661) 395-5162 |
| R.E. ONSTOTT | Road Foreman | (661) 395-5135 |
| T.W. RIBELIN | Trainmaster | (661) 395-5182 |
| A.R. SOLANO | Trainmaster | (661) 395-5182 |

Barstow

| | | |
|---------------|----------------------------|----------------|
| T.C. ALBANESE | Asst. Term. Superintendent | (760) 255-7633 |
| R.W. BELLEW | Roadmaster | (760) 255-7654 |
| J.P. FLOREZ | Trainmaster | (760) 255-7589 |
| M.T. HILL | Terminal Manager | (760) 255-7633 |
| K.M. JOHNSON | Asst. Term. Superintendent | (760) 255-7605 |
| R.A. JOHNSON | Terminal Superintendent | (760) 255-7601 |
| L.A. LAWRENCE | Terminal Manager | (760) 255-7633 |
| B.G. MABRY | Superintendent Locomotive | (760) 255-7801 |
| C.F. McDONALD | Signal Supervisor | (760) 255-7693 |
| D.A. NEAL | Trainmaster | (760) 255-7585 |
| J.C. PENA | Gen. Mechanical Foreman | (760) 255-7841 |
| S. SPEISSER | Terminal Manager | (760) 255-5912 |
| S.M. THOMPSON | Terminal Manager | (760) 255-7633 |

Fresno

| | | |
|-----------------|-----------------------------|----------------|
| K.L. ALLMON | Trainmaster | (559) 457-0034 |
| N.S. BEDSTED | Division Trainmaster | (559) 457-7665 |
| A.A. BOLDRÁ | Trainmaster | (559) 457-7810 |
| R.L. CUMMINGS | Trainmaster | (559) 457-7503 |
| J.A. DALY | Sr. Special Agent | (559) 457-7505 |
| D.Y. DICKEY | Trainmaster | (559) 457-0033 |
| K.R. DUNCAN | Construction Supvr. Signals | (559) 457-7563 |
| A.L. GALLYER | Trainmaster | (559) 457-7518 |
| J.M. HARRIS | Mechanical Foreman | (559) 457-7533 |
| J.P. HERNDON | Road Foreman | (559) 457-7642 |
| M.L. KOOGLER | Claims Manager | (559) 457-7621 |
| S.S. NETTLETON | Terminal Manager | (559) 457-7620 |
| J.C. NEWELL | Signal Supervisor | (559) 457-7562 |
| J.J. PALACIOS | Roadmaster | (559) 457-7523 |
| M.A. PUTT | Asst. Roadmaster | (559) 457-7673 |
| C.L. PARKER | Supervisor Structures | (559) 457-7564 |
| J. RIVERA | Manager Signals | (559) 457-7633 |
| J.E. SMITH | Admin. Asst. Roadmaster | (559) 457-7660 |
| R.L. VALEK | Trainmaster | (559) 457-0032 |
| K.R. WALTER | Gen. Constr. Supervisor | (559) 457-7681 |
| J.T. WRIGHT III | Trainmaster | (559) 457-0031 |

Kaiser

| | | |
|--------------|-------------|----------------|
| J.R. FRAIZER | Trainmaster | (909) 386-4859 |
| L. DANIELS | Trainmaster | (909) 386-4859 |

Keddie

| | | |
|------------|--------------|----------------|
| G.E. MIRTS | Road Foreman | (209) 460-6402 |
|------------|--------------|----------------|

La Mirada

| | | |
|----------------|-------------------------|----------------|
| J.L. McALISTER | Trainmaster | (323) 267-4098 |
| L.L. EWING | Road Foreman of Engines | (323) 267-4105 |

Needles

| | | |
|-------------------|-------------------------|----------------|
| A.M. AGUINIGA | Trainmaster | (760) 326-5462 |
| M.J. DELANCE, JR. | 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 |

Pittsburg

| | | |
|-------------|----------------------|----------------|
| E.K. SWARTZ | Division Trainmaster | (925) 460-6443 |
|-------------|----------------------|----------------|

Richmond

| | | |
|--------------|---------------------------|----------------|
| T.M. AIKEN | Equipment Supervisor | (510) 231-2712 |
| M.D. BORER | Trainmaster | (510) 231-2700 |
| W.L. BUCK | Equipment Supervisor | (510) 231-2628 |
| A.M. FOWLER | Trainmaster | (510) 231-2700 |
| M.C. GARLAND | Trainmaster | (510) 231-2602 |
| P.J. HAMELL | Terminal Manager | (510) 231-2603 |
| A.M. HART | Trainmaster | (510) 231-2700 |
| V. HILL | Claims Rep. | (510) 231-2632 |
| T.A. KOOIMAN | Special Agent | (510) 231-2751 |
| H.W. LEDERER | General Equipment Foreman | (510) 231-2644 |
| D.A. PANARRA | Trainmaster | (510) 231-2700 |
| C.A. PEREZ | Trainmaster | (510) 231-2700 |
| E.E. WRIGHT | Equipment Supervisor | (510) 231-2653 |

Riverbank

| | | |
|------------|----------------------|----------------|
| R.E. STAHL | Division Trainmaster | (209) 460-6476 |
|------------|----------------------|----------------|

San Bernardino

| | | |
|-----------------|---------------------------|----------------|
| J. CLEGG | Trainmaster | (909) 386-4382 |
| D.F. CORONA | Signal Supervisor | (909) 386-4051 |
| L. DANIELS | Trainmaster | (909) 386-4382 |
| T.J. EASLEY | Director Administration | (909) 386-4465 |
| J.D. FEERER | Senior Trainmaster | (909) 386-4345 |
| A.B. FREDRICKS | Trainmaster | (909) 386-4382 |
| R.A. GIRARD | Senior Trainmaster | (909) 386-4385 |
| D. GONZALES | Roadmaster | (909) 386-4061 |
| E. HENNINGS | Senior Trainmaster | (909) 386-4353 |
| A.J. HODSON | Trainmaster | (909) 386-4382 |
| O.G. KIRKLEY | Manager Signals | (909) 386-4050 |
| C.M. LINDBECK | Trainmaster | (909) 386-4382 |
| K.C. McREYNOLDS | Term. Superintendent | (909) 386-4304 |
| R.A. MILLS | Superintendent Operations | (909) 386-4380 |
| R.C. RATLEDGE | Terminal Manager | (909) 386-4387 |
| J.M. RYAN | Corridor Superintendent | (909) 386-4200 |
| 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 | Corridor Superintendent | (909) 386-4488 |
| W.J. STRICH | Senior Trainmaster | (909) 386-4354 |
| 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 |
|--------------|-------------|----------------|

Los Angeles Division Managers

Stockton

S.M. ANDERSON Gen. Dir. Line Maintenance (209) 460-6130
 R.T. BERRYMAN Road Foreman (209) 460-6222
 D.N. BRUMMER Trainmaster (209) 460-6311
 C.M. BROOKS Trainmaster (209) 460-6481
 J.M. FLEMING Manager Engineering (209) 460-6175
 A.D. FOURNIER Trainmaster (209) 460-6311
 D.R. GILLIAM Division Engineer (209) 460-6118
 E.J. GOMEZ Manager Human Resource (209) 460-6188
 C.R. GUERRA Trainmaster (209) 460-6311
 S.M. KIEHN Trainmaster (209) 460-6311
 M.W. LEE Supt. Operations (209) 460-6202
 D.E. LINDSTROM Manager Telecommunication .. (209) 460-6100
 C.S. LUCERO Trainmaster (209) 460-6481
 W.A. MORRIS Roadmaster (209) 460-6340
 R.P. MUNAFO Terminal Manager (209) 460-6336
 D.S. MUNSON Division Trainmaster (209) 460-6210
 J.S. NELSON Trainmaster (209) 460-6311
 J.A. PENCE Trainmaster (209) 460-6481
 J.L. PORTZ Safety Manager (209) 460-6106
 K.N. RUBY Supervisor of Signals (209) 460-6250
 R.R. RUSSELL Supt. Operations (209) 460-6205
 I.A. SALAZAR SR. Special Agent (209) 460-6115
 S.P. SCHAFFER Trainmaster (209) 460-6311
 R.L. SCHLEGEL Equipment Supervisor (209) 460-6306
 J.M. TAYLOR Director Administration (209) 460-6112
 J.W. WARNER Trainmaster (209) 460-6312
 R.C. WIELENBERG Claims Rep. (209) 460-6157

Victorville

M.S. EDWARDS Roadmaster (909) 386-4730
 J.B. HILL Roadmaster (909) 386-4060

Hobart

A. AGUERO Trainmaster (323) 267-4232
 R.J. BREEDLOVE Trainmaster (323) 267-4100
 R. CRAFT Trainmaster (323) 267-4016
 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. MENDOZA Trainmaster (323) 267-4178
 K.J. MILLER Road Foreman of Engines (323) 267-4178
 J.J. ROSALES Trainmaster (323) 267-4232
 J. SANCHEZ Supt. Field Operations (323) 869-3000
 V.L. STEWART Terminal Manager (323) 267-4011
 N. VARGAS Trainmaster (323) 267-4010
 T. VELASQUEZ Signal Supervisor (323) 267-4070
 M.R. VREDENBERG .. Trainmaster (323) 869-4232
 J.T. WOOTON Terminal Manager (323) 267-4013

Watson

C.L. ADAMS Trainmaster (323) 267-4086
 R.P. DENNISON Superintendent Operations (323) 267-4252
 B.P. FEATHERSTON .. Asst. Trainmaster (323) 267-4096
 R.J. GORMLEY Trainmaster (323) 267-4086
 C.M. JASMIN Asst. Trainmaster (323) 267-4096
 V.E. KNAPTON Trainmaster (323) 267-4086
 C.J. WEST Trainmaster (323) 267-4086

| WESTWARD ↓ | Length of Siding (Feet) | CP Nos. | Mile Post | Alameda Corridor Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|---------|-----------|---|------|----------|---------------|--------------|--------------------|---------------|
| | | | | | | | | | | |
| | | AC000 | 0.0 | CP EAST REDONDO | X(2) | | | | 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 | |

| RADIO COMMUNICATION | Tone Call-In | | | | |
|---------------------|--------------|----|----|-----|------|
| | 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

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

All Main Track to Main Track Crossovers 40 MPH.
 Exceptions:
 CP AC000 (CP East Redondo) 30 MPH.
 CP AC001 (CP West Redondo) 30 MPH.
 CP AC117 (CP Alameda) 30 MPH.
 Trains 100 TOB and over 25 MPH.
 CP AC001 (Connection to 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 45 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.

Multiple Main Tracks—in effect:

3 MT:

MP 0.0 to MP 16.1

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 6

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 Hobart.

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 12.1, ACTA Storage 2

Main 1—MP 12.2, UP Industry Spur

Main 3—MP 13.4, 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.

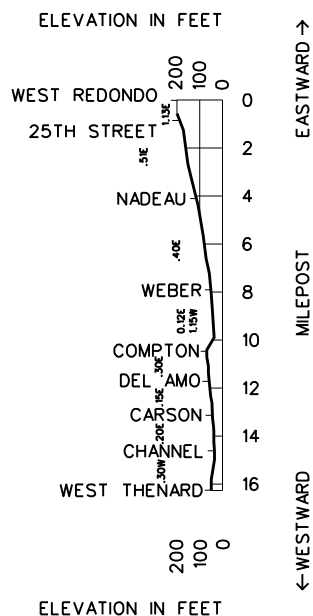
Train Make-Up Restrictions—All BNSF trains operating on the Alameda Corridor Subdivision must comply with system train make-up rules along with the following added restriction: All eastward BNSF trains operating on the Alameda Corridor must not have more than 7,325 trailing tons behind any car weighing 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 | Bakersfield Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|------------------|-------------------------|--------------|--------------------|--|-------|----------|---------------|--------------|----------------------|---------------|
| | | | | | | | | | | |
| | | 17400 | 888.0 | BAKERSFIELD | BCPTX | | | | 1.2 | |
| | | | 889.2 | WEST BAKERSFIELD | | | | | 1.9 | |
| | | | 889.7 | GOMEZ | X | | 2MT CTC | | | |
| | 16386 | 891.1 | JASTRO | X | | | | | 6.6 | |
| | | | 892.5 | LOPEZ | | | | | | |
| | 9,015 | 16376 | 897.7 | UNA | | | | | 7.7 | |
| E4,833 W5,963 | 16368 | 905.4 | SHAFTER | | | | | | 7.6 | |
| | 6,568 | 16359 | 913.0 | WASCO | | | | | 6.2 | |
| | 8,964 | 16352 | 919.2 | ELMO | | | | | 5.4 | |
| | 9,032 | 16344 | 924.6 | SANDRINI | | | CTC | | 7.7 | |
| | 8,948 | 16340 | 932.3 | ALLENSWORTH | | | | | 9.8 | |
| | 8,999 | 16322 | 942.1 | ANGIOLA | | | | 7200 | 8.8 | |
| E5,990 W9,951 | 16313 | 950.9 | CORCORAN | T | | | | | 9.4 | |
| | 8,879 | 16308 | 960.3 | GUERNSEY | | | | | 7.6 | |
| E8,963 W4,490 | 16246 | 967.4 | HANFORD - SJVR RRX | M | | | | | 5.3 | |
| | 8,316 | 16237 | 973.2 | SHIRLEY | | | | | 9.0 | |
| | 9,051 | 16218 | 982.2 | CONEJO | | | | | 4.1 | |
| | | | 986.3 | FLORAL | | | | | 3.2-MT 1 1.0-MT 2 | |
| | | | 987.3 | EE BOWLES (Main 2) | | | 2MT CTC | | 1.0-MT 2 | |
| | 8,959 | 16210 | 988.3 | BOWLES (Main 2) | | | | | 1.2-MT 2 | |
| | | | 989.5 | WE BOWLES | X(2) | | | | 4.8 | |
| | | | 994.3 | CALWA CROSSING | M | | | | 0.6 | |
| | | 16200 | 994.9 | CALWA | BCPT | | CTC | | 107.2 | |

| RADIO COMMUNICATION | Tone Call-In | | | | |
|-----------------------|--------------|----|----|-----|------|
| | CH | DS | MC | FS | EMER |
| Kern Jct. to MP 889.4 | 84 | 1 | 4 | 5&7 | 9 |
| MP 886.5 to MP 889.4 | 84 | | | | |
| MP 889.4 to Calwa | 55 | 1 | 4 | 5&7 | 9 |

Dispatcher phone—(909) 386-4226
 Dispatcher fax—(909) 386-4246

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|---|-----------|---------|
| MP 888.0 to MP 994.9, including trains 100 TOB and over | 79 MPH. | 55 MPH. |

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

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

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

Exceptions

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

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

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

| | Passenger | Freight |
|---|-----------|---------|
| 1(B). Speed—Permanent Restrictions | | |
| MP 961.2 to MP 965.6 Running Track | 20 MPH. | 20 MPH. |
| Westward | | |
| MP 888.0 to MP 889.6—Main 1 | 79 MPH. | 55 MPH. |
| MP 888.0 to MP 889.3—Main 2 | 40 MPH. | 40 MPH. |
| MP 889.3 to MP 889.6—Main 1 | 60 MPH. | 55 MPH. |
| MP 889.3 to MP 889.6—Main 2 | 40 MPH. | 30 MPH. |
| MP 889.8 to MP 890.1—Main 1 | 60 MPH. | 55 MPH. |
| MP 889.8 to MP 890.1—Main 2 | 60 MPH. | 50 MPH. |
| MP 892.9 to MP 893.3 | 70 MPH. | 65 MPH. |
| MP 967.5 to MP 969.5 | 45 MPH. | 45 MPH. |
| MP 967.7 to MP 967.8 | 30 MPH. | 30 MPH. |
| MP 973.7 to MP 975.8 | 55 MPH. | 45 MPH. |
| MP 993.6 to MP 994.1 (HER) | 45 MPH. | 45 MPH. |
| MP 994.2 to MP 994.3 | 30 MPH. | 30 MPH. |
| MP 994.2 to MP 995.2 | 40 MPH. | 40 MPH. |
| Eastward | | |
| MP 995.2 to MP 994.2 | 40 MPH. | 40 MPH. |
| MP 994.3 to MP 994.2 | 30 MPH. | 30 MPH. |
| MP 993.9 to MP 992.8 (HER) | 65 MPH. | 65 MPH. |
| MP 975.8 to MP 973.7 | 55 MPH. | 45 MPH. |
| MP 969.5 to MP 967.5 | 45 MPH. | 45 MPH. |
| MP 967.8 to MP 967.7 | 30 MPH. | 30 MPH. |
| MP 893.3 to MP 892.9 | 70 MPH. | 65 MPH. |
| MP 890.1 to MP 889.8—Main 1 | 60 MPH. | 55 MPH. |
| MP 890.1 to MP 889.8—Main 2 | 60 MPH. | 50 MPH. |
| MP 889.6 to MP 889.3—Main 1 | 60 MPH. | 55 MPH. |
| MP 889.6 to MP 889.3—Main 2 | 40 MPH. | 30 MPH. |
| MP 889.2 to MP 888.0—Main 1 | 79 MPH. | 55 MPH. |
| MP 889.3 to MP 888.0—Main 2 | 40 MPH. | 40 MPH. |

1(C). Speed—Switches and Turnouts

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

| | |
|---|---------|
| MP 888.0, Crossover | 40 MPH. |
| Gomez, Crossover | 40 MPH. |
| Jastro, Crossover | 40 MPH. |
| Lopez, turnout Main 2 | 60 MPH. |
| Una, Both ends siding | 40 MPH. |
| Shafter, Both ends siding and crossover | 40 MPH. |
| Wasco, Both ends siding | 40 MPH. |
| Elmo, Both ends siding | 40 MPH. |
| Sandrini, Both ends siding | 40 MPH. |
| Allensworth, Both ends siding | 40 MPH. |
| Angiola, Both ends siding | 40 MPH. |
| Corcoran, Both ends east siding | 30 MPH. |
| Corcoran, Both ends west siding | 40 MPH. |
| Guernsey, EE Siding | 40 MPH. |
| MP 961.2 Guernsey, Crossover | 40 MPH. |
| Hanford, WE east siding | 40 MPH. |
| Hanford, Both ends west siding | 20 MPH. |
| MP 965.6 Hanford, Crossover | 40 MPH. |
| Shirley, Both ends siding | 40 MPH. |
| Conejo, Both ends siding | 40 MPH. |
| Floral | 50 MPH. |
| Bowles, Both ends siding | 40 MPH. |
| WE Bowles, crossovers | 50 MPH. |
| Calwa, EE Yard, Turnout to Main Track | 10 MPH. |
| Calwa, End of 2 tracks and crossover | 30 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| Lone Star Spur, MP 901.9 to end of track | 10 MPH. |
| Bridge 889.8, cars heavier than 143 tons | 25 MPH. |
| Bakersfield—Tracks 424, 425, 532, 533, and 534 | 5 MPH. |

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

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

3. **Type of Operation**
CTC—in effect:
 MP 887.7 to MP 888.0, Main 1
 MP 888.0 to MP 994.9
Multiple Main Tracks—in effect:
2 MT:
 MP 887.7 to MP 892.5
 MP 986.3 to MP 989.5
ABS—in effect:
 MP 887.7 to MP 888.0, Main 2
Restricted Limits—in effect:
 MP 887.7 to MP 888.0—Main 2

4. **General Code of Operating Rules Items**
Rule 1.14—San Joaquin Valley trains and engines may use main track between Bakersfield and Jastro, joint with BNSF trains and engines.
Rule 5.8.2—Item 11, Sound whistle approaching ALL crossings, public and private. Exception: At Bakersfield, between MP 885.2 and MP 888.8, the engine whistle will not be sounded in advance of street crossings protected by automatic crossing gates except that the engine whistle may be used at the discretion of the engineer to avoid injury to persons or damage to property and must be sounded when approaching roadway workers on or near the track. Engine bell must be rung at all crossings.

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

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

Rule 8.3—The following crossovers at Bakersfield may be left lined and locked as last used:
 MP 886.1, Main 1 to Main 2 (Tulare Street)
 MP 887.3, Main 1 to Main 2 (Chester Street)
 MP 887.5, Main 2 to Working Lead
 MP 887.7, Main Track to Track 402

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

Rule 9.1.8—For San Joaquin Amtrak operations only, the “Approach” signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—For San Joaquin Amtrak operations only, the “Diverging Approach” signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, 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 900.0—Exception Reporting—Recall Code 8
 MP 921.0—Exception Reporting—Recall Code 8
 MP 943.7—Exception Reporting—Recall Code 8
 MP 962.0—Exception Reporting—Recall Code 8
 MP 984.5—Exception Reporting—Recall Code 8

6. **FRA Excepted Track**—None

7. **Special Conditions**
Remote Control Operations—Signs located at MP 885.0 (Mojave Subdivision) and MP 903.0 (Bakersfield Subdivision), designate the Remote Control Area at Bakersfield.

Sidings—Loaded coal trains or trains exceeding 100 TOB should hold the main track at all sidings when meeting or passing trains except they may use the siding to reduce delay to Amtrak and Z trains. The following sidings must not be used by trains exceeding 100 TOB: East Corcoran and West Hanford.

When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

| Siding | Most Restrictive Grade | Ascending or Descending Movement | |
|----------------|------------------------|----------------------------------|---------------------|
| | | E. Switch/Direction | W. Switch/Direction |
| Una | .32 | Ascending | Descending |
| Shafter, East | .04 | Descending | Flat |
| Shafter, West | .00 | Flat | Flat |
| Wasco | .16 | Descending | Descending |
| Elmo | .39 | Ascending | Descending |
| Sandrini | .25 | Ascending | Descending |
| Allensworth | .10 | Ascending | Descending |
| Angiola | .08 | Descending | Ascending |
| Corcoran, East | .00 | Flat | Flat |
| Corcoran, West | .05 | Flat | Ascending |
| Guernsey | .11 | Descending | Ascending |
| Hanford, East | .20 | Descending | Ascending |
| Hanford, West | .17 | Descending | Ascending |
| Shirley | .20 | Descending | Ascending |
| Conejo | .20 | Descending | Ascending |
| Bowles | .20 | Descending | Ascending |

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

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:
 Calwa Yard—5147, 5148, 5149, 5150, 5151, 5152, 5153, 5154, 5155, 5156, 5157, 5158, 5159, 5160, 5161 and 5162.
 Bakersfield—403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421 and 616.

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

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

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

System Special Instructions Amendment—

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

The following will apply:

Movement with locomotive between cars is prohibited unless:

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

8. Other Line Segments

Yard Line Segments

Line Segment Limits

- 7254 Bakersfield Yard
- 7255 Calwa Yard

Road Line Segments

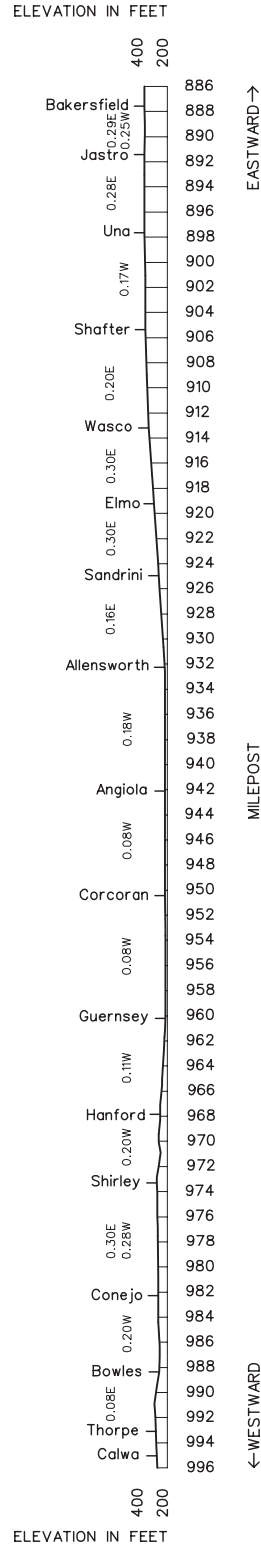
Line Segment Limits

- 7200 Kern Jct. to Calwa

9. Locations Not Shown as Stations

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

10. Grade Charts



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Cajon Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|--------------------------------------|---------------|----------|---------------|--------------|--------------------|---------------|
| | | | | | | | | | | |
| | | 19000 | 0.0 | BARSTOW | XBCPT | | 2MT CTC | 7600 | 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 | | | | | 0.8 | |
| | | | 5.1 | JEWELL | | | | | 1.6 | |
| | | 19015 | 6.7 | LENWOOD | X(2) | | | | 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 | X | | | | 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) | | | 2.3 | | |
| | | | 76.2 | ONO | | | | 3.7 | | |
| | | | 79.9 | BASELINE | X(2) | | 3MT CTC | 0.7 | | |
| | | | 80.6 | SEVENTH STREET | X | | | 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 |
| MP 0.0 to MP 81.4 | 79 MPH. | 55 MPH. |

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

1. Train does not contain empty car(s). Refer to SSI item 1 (C) for determining speed for multi-platform, 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.)

The maximum speed for freight trains is 45 MPH when:

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

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).

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 |
|--|------------------|----------------|
| Westward: | | |
| MP 0.6 to MP 0.8 | | 50 MPH. |
| MP 0.8 to MP 2.7 (Nos. 1, 2, and 4 Main) | | 30 MPH. |
| MP 0.8 to MP 2.7 (No. 3 Main) | | 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 | 50 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. | 45 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 | 40 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. |
| Eastward: | | |
| MP 81.5 to MP 80.7, curve | | 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) | 40 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. |

| | Passenger | Freight |
|--|-----------|---------|
| MP 48.8 to MP 48.1, curve | | 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. |
| 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. |
| 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. |
| MP 2.7 to MP 0.8, (Nos. 1, 2 and 4 Main) | | 30 MPH. |
| MP 0.8 to MP 0.4, curve | | 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. |
| Barstow, yard entry | | 50 MPH. |
| Barstow Yard: EE and WE inspection yard | | |
| tracks 1101, 1102, 1103, | | 25 MPH. |
| Jct., high and low leads on Needles | | |
| Subdivn., yard entry track | | 25 MPH. |
| Crossovers between Cajon and Mojave Subdivn. | | |
| yard entry tracks, power switches | | 25 MPH. |
| EE and WE all receiving yard tracks, | | |
| power switches | | 25 MPH. |
| EE departure yard tracks 1201 through | | |
| 1205, power switches | | 25 MPH. |
| WE all departure yard tracks, power switches | | 25 MPH. |
| Crossover between north departure lead and | | |
| south departure lead WE departure yard, | | |
| power switches | | 25 MPH. |
| Crossover between WE inspection yard | | |
| track 1103 and WE departure yard track | | |
| 1201, power switches | | 25 MPH. |
| EE departure yard tracks 1206 through | | |
| 1210, power switches | | 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. |
| Low lead | | 15 MPH. |
| Balloon track | | 10 MPH. |
| MP 0.02 Barstow, EE passenger siding | 20 MPH. | 10 MPH. |
| MP 0.0 Barstow, 2 crossovers | | 50 MPH. |
| MP 0.01 Barstow, yard entry | | 50 MPH. |
| MP 0.6 East D Yard, WE passenger siding | 20 MPH. | 10 MPH. |
| MP 0.7 East D Yard, crossover | | 50 MPH. |
| MP 0.7 East D Yard, departure yard lead | | 50 MPH. |
| MP 0.8 East D Yard, turnout to No. 1 Main | | 30 MPH. |
| MP 0.9 East D Yard, turnout to No. 2 Main | | 30 MPH. |
| MP 0.8 East D Yard, turnout to No. 3 Main | | 50 MPH. |
| MP 0.8 East D Yard, turnout to No. 4 Main | | 30 MPH. |
| MP 0.9 East D Yard, inspection yard lead | | 50 MPH. |
| MP 2.6 West D Yard, turnout to No. 1 Main | | 50 MPH. |
| MP 2.7 Crossover | | 50 MPH. |
| MP 2.7 West D Yard, inspection yard lead | | 50 MPH. |
| MP 2.7 West D Yard, north departure yard lead | | 50 MPH. |
| MP 2.8 West D Yard, south departure yard lead | | 50 MPH. |
| MP 2.8 to MP 2.9, 3 crossovers | | 50 MPH. |
| MP 3.4 Valley Jct., Mojave Subdivn. Jct. | | 40 MPH. |
| MP 4.3 West R Yard, receiving yard lead | | 25 MPH. |
| MP 5.4 Jewel, Cajon Connection Track, Main 1 | | 25 MPH. |
| MP 6.8 Lenwood, 2 crossovers | | 50 MPH. |
| MP 13.6 Hodge, 2 crossovers | | 50 MPH. |
| MP 29.4 East Oro Grande, 2 crossovers | | 50 MPH. |
| MP 34.5 East Victorville, crossover | | 50 MPH. |
| MP 34.7 East Victorville, turnout, | | |
| Leon Lead to Main 2 | | 10 MPH. |
| MP 38.0 Frost, 2 crossovers | | 50 MPH. |
| MP 50.1 Lugo, 2 crossovers | | 50 MPH. |
| MP 52.8 Martinez, turnout siding to Main 1 | | 40 MPH. |

| | Freight |
|---|---------|
| MP 55.8 Summit, turnout Main 1 to siding | 40 MPH. |
| MP 55.9 Summit, 2 crossovers | 50 MPH. |
| MP 56.6 Silverwood, turnout Main 1 to UPRR | 30 MPH. |
| MP 65.3 Cajon, 2 crossovers | 50 MPH. |
| MP 69.4 Keenbrook, 2 crossovers | 50 MPH. |
| MP 69.6, turnout to UPRR | 20 MPH. |
| MP 73.4 Verdemon, 2 crossovers | 50 MPH. |
| MP 73.5 Verdemon, turnout Main 2 to Main 3 | 50 MPH. |
| MP 73.55 Verdemon, Main 3 to Storage Track | 20 MPH. |
| MP 76.2 Ono, Main 3 to Storage Track | 20 MPH. |
| MP 79.8, Baseline, 4 crossovers | 50 MPH. |
| MP 80.5 Seventh Street, turnout, Main 1 and yard lead | 10 MPH. |
| MP 80.6 Seventh Street, turnout, Main 1 and yard lead | 10 MPH. |
| MP 80.6 Seventh Street, crossover Main 2 to Main 1 | 40 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.

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 125 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 125 TOB.

Main 1 between MP 56.6 and MP 78.0, Main 2 between MP 61.5 and MP 78.0, and Main 3 between MP 73.5 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, Main 2 with helpers/distributed power between MP 61.5 and MP 78.0 and Main 3 with helpers/distributed power between MP 73.5 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 destined for the Cajon Subdivision in excess of 16,000 tons or 125 TOB must notify the train dispatcher before departing Barstow.

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.

Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.

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. 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.

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 as outlined in ABTH Rules for the applicable railroad.

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.

Total brake pipe reduction to control train speed must not exceed 15 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 Verdemont.

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

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. MP 0.0 to MP 50.1:

| Temperature Range | Passenger Trains | Freight Trains under 80 TOB | Freight Trains with 80 to100 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 |

MP 50.1 to MP 81.4

| Temperature Range | Passenger Trains | Freight Trains under 80 TOB | Freight Trains with 80 to100 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 track 8246 and track 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:
 MP 0.0 to MP 81.4
 MP 747.7X to MP 749.9X (Cajon Connection)
 MP 3.01 MP 749.55 (Mojave Connection)

 Multiple Main Tracks—in effect:
2 MT:
 MP 0.0 to MP 0.8
 MP 2.6 to MP 73.9
3 MT:
 MP 73.9 to MP 81.4
4 MT:
 MP 0.8 to MP 2.6

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.

Rule 9.1—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 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".

ABTH 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.

ABTH 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.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 8.5—DED—Exception Reporting—Recall Code 8
Transmits on both Channel 65 and 72
 - MP 28.5—DED—Exception Reporting—Recall Code 8
 - MP 32.7—DED—Exception Reporting
 - MP 37.9—DED—Exception Reporting
 - MP 42.9—DED—Exception Reporting
 - MP 48.5—DED—Exception Reporting—Recall Code 8
 - 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 71.5—DED—Exception Reporting
 - MP 76.2—Main 3—DED—Exception Reporting
 - MP 76.5—DED—Exception Reporting

6. FRA Exempted Track—None

7. Special Conditions

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.

Before departing Barstow, westward freight trains 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.

Conditions for Handling Low Battery Messages—Before departing Barstow or Yermo, westbound freight trains operating on to the Cajon Subdivision must verify that there are no ETD messages indicating "Low Battery" displayed on the head end device. If any of these messages are received prior to departing Barstow, a fully charged battery must be installed before departing.

Before passing Summit, westbound freight trains must verify that there are no ETD messages indicating "Low Battery" displayed on the head end device.

If any of these messages are received, a fully charged battery must be installed before departing Summit.

After departing Summit, if an ETD message indicating "Low Battery" is displayed on the head end device, crew must bring train safely to a stop in accordance with good train handling practices and the battery MUST be changed.

NOTE: Some classes of locomotives will display an "EOT BATT" box on the locomotive engineer's control screen. If this box is illuminated in YELLOW with Black letters, this indicates "Low Battery". If EOT battery is OK, box is not shown.

If it becomes necessary to change a battery en route, this fact MUST be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record be maintained.

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 (RCZ)—Receiving tracks 1-10 (1501-1510) including the leads to the hump crest are designated as the Remote Control Zone (RCZ) at Barstow yard. Before the RCZ can be fouled or occupied, the Route Selector must be contacted to determine if the RCZ has been activated. 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 RCZ.

Activation/Deactivation Procedure at Barstow—The remote control operator will contact the Route Selector and request that RCZ protection be established after the remote control locomotive has cleared in the 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 the west receiving track switch away from the lead and provide switch blocking including the switches on the hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the RCZ has been activated. The RCZ will remain activated using the following words: "Zone is activated in (Track Number)_____". A zone is not active until verified by the Route Selector. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated.

ONO Sidings - Tracks 8381, 8391 and 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 (track 8274), “B” track (track 8275)

Hesperia—Don Oakes Lumber Company (track 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

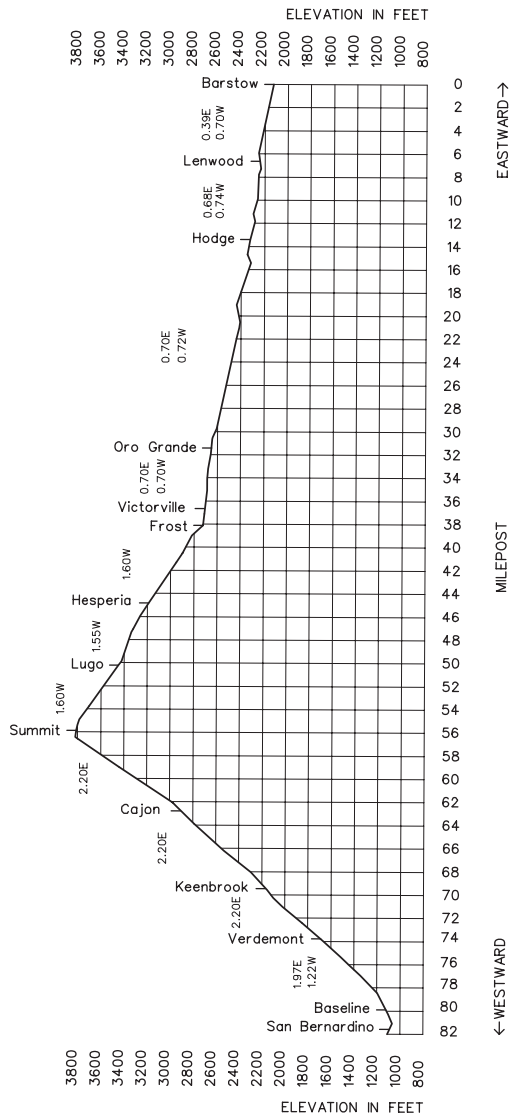
Line Segment Limits

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 East |
| | Main 2 | 21.1 | 937 | |
| 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 |

10. Grade Chart



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Harbor Subdivision MAIN LINE STATIONS | | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|---------------------------------------|-----|---------------|--------------|--------------------|---------------|
| | | | | Rule 4.3 | | | | | |
| | | 23550 | 0.1 | HARBOR JCT. | JR | 7604 | | 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 | | | 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

| | |
|--------------------------|----------------|
| | Freight |
| 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. |
|--------------------------|---------|

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 to MP 27.6

When approaching UPRRX Manual Interlocking at MP 2.8, contact the UPRRX 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 Excepted 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.

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 Thernard and G Street must be made by permission of the Pacific Harbor Line Railway Dispatcher at Badger Bridge on Channel 58 and the proper authority acquired when operating in both directions.

8. Line Segments

Yard Line Segments

| | |
|---------------------|-----------------|
| Line Segment | Limits |
| 7653 | Wilmington Yard |

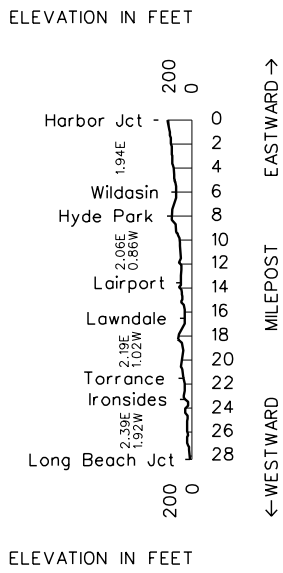
Road Line Segments

| | |
|---------------------|-----------------------------|
| 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

MP 29.2 to MP 0.0 20 MPH. **Freight**

1(B). Speed—Permanent Restrictions

MP 4.4 to MP 4.1 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:
 MP 28.0 to MP 0.9

Restricted Limits—in effect:
 MP 29.2 to MP 28.0
 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—Tracks 8417 and 8422, Pluess-Stauber, have impaired clearance.

Cushenbury—Tracks 8446, 8447 and the Scale Track have impaired clearance. Employees are prohibited from switching cars other than gondolas and hoppers on tracks 8441 and 8442.

8. Line Segments

Road Line Segments

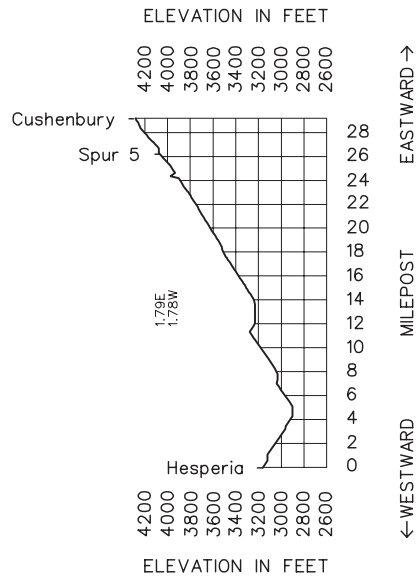
Line Segment Limits

7601 Hesperia to Cushenbury

9. Locations Not Shown as Stations

| Name | Mile Post Location | Capacity Feet | Switch Opens |
|----------------------------|--------------------|---------------|--------------|
| Bass | 15.5 | 700 | Both |
| Pluess-Stauber, 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 | Mojave Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD |
|---|-------------------------|----------------|------------------|---------------------------------------|---|------------|---------------|--------------|--------------------|----------|
| | | | | | | | | | | |
| | | | 749A.0 | VALLEY JCT. | J | | | | 0.6 | |
| | | | 749.6X | CP DESSERT | | | | | 0.3 | |
| | | | 749A.9 | HUTT | | | | | 7.3 | |
| 8,011 | 18540 | 757.2 | HINKLEY | | | | | | 15.8 | |
| 8,034 | 18530 | 772.9 | JIM GREY | | | | | | 11.0 | |
| 8,052 | 18525 | 784.0 | BORON | | | CTC | 7200 | | 5.6 | |
| 8,004 | 18519 | 789.6 | SILT | | | | | | 7.5 | |
| 8,007 | 18515 | 797.1 | EDWARDS | T | | | | | 6.4 | |
| 8,019 | 18509 | 803.6 | BISSELL | | | | | | 6.5 | |
| 8,772 | 18505 | 810.1 | SANBORN | | | | | | 5.6 | |
| | 17910 | 814.7 | MOJAVE (BNSF) | JM | | | | | 0.6 | |
| Between Mojave (BNSF) and Kern Jct. is under the jurisdiction of UP timetable and special instructions. | | | | | | | | | | |
| | | 380.7 | MOJAVE (UP) | | | | | | 10.3 | |
| | 17830 | 370.4 | CAMERON | | | | | | 8.0 | |
| E5,040 | 17820 | 362.4 | SUMMIT SWITCH | | | | | | 1.9 | |
| | 17815 | 360.5 | TEHACHAPI | | | | | | 2.0 | |
| | | 358.5 | CABLE-X-OVER | | | | | | 1.9 | |
| | 17810 | 356.7 | CABLE | | | | | | 2.5 | |
| 6,189 | 17805 | 354.1 | MARCEL | | | U P | | | 2.3 | |
| 4,800 | 17795 | 351.8 | WALONG | | | | | | 3.0 | |
| 8,960 | 17790 | 348.8 | WOODFORD | | | | | | 3.3 | |
| 8,080 | 17785 | 345.5 | ROWEN | | | | | | 3.2 | |
| 7,530 | 17780 | 342.3 | CLIFF | | | | | | 2.8 | |
| 13,270 | 17775 | 339.5 | BEALVILLE | | | | | | 4.3 | |
| | 17770 | 335.2 335.1 | CALIENTE | | | | | | 3.8 | |
| | 17765 | 331.3 | ILMON | | | | | | 3.4 | |
| | 17760 | 327.9 | BENA | | | | | | 2.9 | |
| | 17755 | 325.0 | SANDCUT | | | | | | 4.9 | |
| | 17750 | 320.1 | EDISON | | | | | | 3.5 | |
| | 17705 | 316.6 | MAGUNDEN | | | | | | 3.0 | |
| | 17510 | 313.6 885.2 | KERN JCT. | M | | | | | 2.3 | |
| | | 886.9 | AMTRAK LEAD | R | | DT ABS | 7200 | | 1.7 | |
| | | 887.5 | EAST BAKERSFIELD | | | 2MT CTC | | | 0.6 | |
| | 17400 | 888.0 | BAKERSFIELD | BCPTR | | | | | 136.7 | |

Between Mojave and Kern Jct. the UP RR uses Northward and Southward directions. Mojave to Kern Jct. is Northward.

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

Dispatcher phone—(909) 386-4213
Dispatcher fax—(909) 386-4243

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|--|-----------|---------|
| MP 749A.0 to MP 888.0, including trains 100 TOB and over | 70 MPH. | 55 MPH. |

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

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

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

Exceptions

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

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

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

| | Passenger | Freight |
|------------------------------------|-----------|---------|
| MP 886.9 to MP 887.5 (Amtrak Lead) | 20 MPH. | 20 MPH. |

1(B). Speed—Permanent Restrictions

Eastward and Westward

| | |
|--|-----------------|
| MP 747.7X to MP 749.9X, Jewell to Hutt | |
| Cajon Connection Track | 25 MPH. |
| MP 747.9 to MP 749.55, West D Yard to Hutt | |
| Mojave Connection Track | 30 MPH. |
| MP 749A.0 to MP 749A.8 | 45 MPH. |
| MP 749A.8 to MP 750.5 | 50 MPH. |
| MP 750.5 to MP 751.3 | 60 MPH. |
| MP 784.7 Spur | 20 MPH. |
| MP 785.0 Spur | 10 MPH. |
| MP 797.1 Spur | 10 MPH. |
| MP 813.5 to MP 814.5 | 40 MPH. |
| Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.) | 20 MPH. |
| MP 888.0 to MP 889.3—Main 2 | 40 MPH. |
| MP 888.0 to MP 889.2—Main 1 | 79 MPH. 55 MPH. |

1(C). Speed—Switches and Turnouts

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

| | |
|---|---------|
| Valley Jct., Cajon Subdivision Jct. | 40 MPH. |
| Hutt, Cajon Connection Track | 25 MPH. |
| Desert, Cajon Connection Track | 25 MPH. |
| CTC Siding (excluding exceptions) | 40 MPH. |
| Boron Siding | 30 MPH. |
| Edwards Siding, between MP 797.0 and MP 797.3 | 30 MPH. |
| Kern Jct. to UP | 30 MPH. |
| Mojave Jct. to UP | 25 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| Bakersfield—Tracks 424, 425, 532, 533 and 534 | 5 MPH. |
| Trains 143 TOB and greater on descending grades: | |
| Northbound, MP 360.0 to MP 331.3 | 15 MPH. |
| Southbound, MP 371.3 to MP 381.3 | 15 MPH. |

Note: See UP Timetable for all other speed restrictions between Mojave (BNSF) and Kern Jct.

Temperature Restrictions

When 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.

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

Temperature degrees are shown in Fahrenheit.

Between Valley Jct. MP 749.0 and Mojave MP 814.7:

| Temperature Range | Passenger Trains | Freight under 80 TOB | Freight 80 to 100 TOB | Freight over 100 TOB |
|---------------------|------------------|----------------------|-----------------------|----------------------|
| Exceeds 110 degrees | No Restrictions | No Restrictions | Maximum 55 MPH. | Maximum 45 MPH. |
| Exceeds 115 degrees | Maximum 70 MPH. | No Restrictions | Maximum 50 MPH. | Maximum 40 MPH. |
| Exceeds 120 degrees | Maximum 50 MPH. | No Restrictions | Maximum 40 MPH. | Maximum 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
 Valley Jct. to Bakersfield 143 tons, Restriction A

3. **Type of Operation**
CTC—in effect:
 MP 747.7X to MP 749.9X, Cajon Connection Track
 MP 747.9 to MP 749.55, Mojave Connection Track
 MP 749A.0 to MP 814.5
 MP 887.5 to MP 887.7, Main 1
 MP 886.9 to MP 887.5, Amtrak Lead

Multiple Main Track—in effect:
2 MT:
 MP 887.5 to MP 887.7

ABS—in effect:
 MP 885.2 to MP 887.5, Main 1
 MP 885.2 to MP 887.7, Main 2

Double Track—in effect:
 MP 885.2 to MP 887.5

Restricted Limits—in effect:
 MP 885.2 to MP 887.5—Main 1
 MP 885.2 to MP 887.7—Main 2

Manual Interlockings Not Controlled by BNSF

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

4. **General Code of Operating Rules and Air Brake Items**
Rule 1.14—BNSF trains may use Union Pacific joint track between Mojave and Kern Jct. San Joaquin Valley trains and engines may use BNSF track between Kern Jct. and Bakersfield.

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

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

Rule 8.3—The following crossovers at Bakersfield may be left lined and locked as last used:
 MP 886.1, Main 1 to Main 2 (Tulare Street)
 MP 887.3, Main 1 to Main 2 (Chester Avenue)
 MP 887.5, Main 2 to Working Lead
 MP 887.7, Main Track to Track 402

Rule 9.1—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 9.13.1—Instructions governing manual operation of the Kern Junction dual control interlocking switches:
 In the event that employees are required to operate the dual control switches at Kern Junction, they must receive permission from the Bakersfield Subdivision Dispatcher. Employees must be governed by the instructions outlined below, a copy of which is posted in the switch toolbox located at the signal house at Kern Junction:

- (a) Secure hand crank from tool box located at the signal house at Kern Junction.
- (b) Remove switch padlock from small cover on top of switch mechanism and raise lid. Use hand crank to slide retaining ring inside housing to one side, which will permit hand crank to be lowered into gear mechanism. Crank switch points to desired position, leaving in hand position.
- (c) After movement is complete, return switch to former position, move retaining ring to off-center position, replace padlock and tools to proper place, notify Bakersfield Subdivision Dispatcher of return to former position.

ABTH Rule 100.13—Southward and Northward trains must make a Running Air Brake Test at Summit Switch as prescribed by Rule 100.13.
 Exceptions: Cutting out helpers or light engine consists, the rule does not apply.

5. **Trackside Warning Detectors (TWD)**
 A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations
 MP 765.0—Exception Reporting—Recall Code 0
 MP 788.0—Exception Reporting—Recall Code 8
 MP 813.0—Recall Code 8

6. **FRA Excepted Track**—None

7. **Special Conditions**
Monolith—Structures along the west side of track 807 provide close clearance and TRAINMEN MUST NOT RIDE on the side of equipment at this location.

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

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

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

Sidings—When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

| Siding | Most Restrictive Grade | Ascending or Descending Movement E. Switch/Direction - W. Switch/Direction | |
|---------------|------------------------|---|------------|
| Hinkley | .58 | Ascending | Ascending |
| Jim Grey | .59 | Descending | Ascending |
| Boron | .55 | Ascending | Descending |
| Silt | .19 | Ascending | Descending |
| Edwards | .50 | Descending | Ascending |
| Bissell | .50 | Descending | Ascending |
| Sanborn | .54 | Descending | Ascending |
| Summit Switch | .63 | Descending | Descending |
| Marcel | 2.22 | Ascending | Descending |
| Walong | 2.20 | Ascending | Descending |
| Woodford | 2.20 | Ascending | Descending |
| Rowen | 2.25 | Ascending | Descending |
| Cliff | 2.20 | Ascending | Descending |
| Bealville | 2.20 | Ascending | Descending |

MP 331.3 to MP 381.3—The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades, MP 331.3 to MP 381.3.

Freight trains operating between these mileposts that exceed the maximum authorized speed by 5 MPH must stop by using an emergency application of the air brakes.

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

Minimum Dynamic Brake Requirements

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

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

Note: Air Brake and Train Handling Rule 103.2.1, item 1, dynamic brake limitation is 28 axles cut in per consist. Information concerning dynamic brake axle rating is located in the BNSF System Special Instructions, item 2(B).

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

Minimum Required Operative Axles of Dynamic Brake for BNSF freight trains, between Mojave and Ilmon.

| Total Trailing Train Tonnage | TOB 85 or less | TOB 86 to 95 | TOB 96 to 105 | TOB 106 to 115 | TOB 116 to 125 | TOB 126 to 135 | TOB 136 or 145 |
|------------------------------|----------------|--------------|---------------|----------------|----------------|----------------|----------------|
| 2,000 or less | 4 | 4 | 4 | 4 | 6 | 6 | 8 |
| 2,001 to 3,000 | 6 | 6 | 6 | 6 | 8 | 8 | 10 |
| 3,001 to 4,000 | 8 | 8 | 8 | 8 | 10 | 10 | 12 |
| 4,001 to 5,000 | 8 | 8 | 10 | 10 | 12 | 12 | 14 |
| 5,001 to 6,000 | 12 | 12 | 12 | 12 | 14 | 14 | 16 |
| 6,001 to 7,000 | 12 | 12 | 12 | 14 | 16 | 16 | 18 |
| 7,001 to 8,000 | 12 | 12 | 12 | 14 | 16 | 16 | 20 |
| 8,001 to 9,000 | 12 | 12 | 14 | 16 | 18 | 20 | 22 |
| 9,001 to 10,000 | 12 | 12 | 14 | 18 | 20 | 22 | 24 |
| 10,001 to 11,000 | 12 | 12 | 14 | 18 | 22 | 24 | 28 |
| 11,001 to 12,000 | 12 | 12 | 16 | 20 | 24 | 26 | 30 |
| 12,001 to 13,000 | 12 | 12 | 18 | 22 | 26 | 28 | 32 |
| 13,001 to 14,000 | 12 | 12 | 18 | 24 | 28 | 30 | 34 |
| 14,001 to 15,000 | 12 | 14 | 20 | 26 | 30 | 32 | 36 |
| 15,001 to 16,000 | 12 | 14 | 20 | 26 | 30 | 34 | 38 |
| 16,001 to 71,000 | 14 | 16 | 22 | 28 | 32 | 36 | 40 |
| 17,001 to 18,000 | 16 | 18 | 24 | 30 | 34 | 38 | 44 |

Coupler Capacity and Train Length Limitations—(Trains with Head End Power Only)

| | GRADE C (STD. COUPLER) | GRADE E (HI-STRENGTH COUPLER) |
|------------------|------------------------|-------------------------------|
| Ilmon - Summit | 4,925 tons | 7,600 tons |
| Mojave - Summitt | 5,100 tons | 7,875 tons |

Note: Trains with a combination of Grade C and Grade E couplers may operate at Grade E limits provided the first Grade C car is positioned so that trailing tonnage behind that car does not exceed coupler capacities for Grade C above.

Helpers—All trains with helpers and/or distributed power, other than loaded bulk commodity trains, must not exceed 11,000 tons.

Remote Control Operations—Signs located at MP 885.0 (Mojave Subdivision) and MP 903.0 (Bakersfield Subdivision), designate the Remote Control Area at Bakersfield.

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 (RCZ)—Receiving tracks 1-10 (1501-1510) including the leads to the hump crest are designated as the Remote Control Zone (RCZ) at Barstow yard. Before the RCZ can be fouled or occupied, the Route Selector must be contacted to determine if the RCZ has been activated. 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 RCZ.

Activation/Deactivation Procedure at Barstow—The remote control operator will contact the Route Selector and request that RCZ protection be established after the remote

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

System Special Instructions Amendment—

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

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

Train Make-up Restrictions—Roadrailer Equipment

A. Total Trailing tonnage must not exceed 3000 tons.

Additional Restrictions;

TRAIN TONNAGE RESTRICTION

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

NOTE: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.
 B. Additional RoadRailer Power and Dynamic Brake Restrictions:
 On the Mojave Subdivision, no more than 24 rated axles of power may be used.
 Between Ilmon and Mojave, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the throttle, as outlined in ABTH Rule 103.4. In addition, do not increase throttle until at least 10 seconds after the amperage or tractive effort decreases.
 No more than 16 rated axles of dynamic brake may be used at any time on RoadRailer trains.

OTTX and SP 345000-345999 cars—Following train make-up restrictions apply to OTTX cars:

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

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

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

Conditions for Handling Low Battery Messages—

Eastward freight trains operating on the Mojave Subdivision destined for the Cajon Subdivision via the Cajon Connection that will not enter the yard at Barstow must verify there are no ETD messages indicating "Low Battery" displayed on the head end device before arriving Barstow. If any of these messages are received prior to arriving, Barstow Mechanical must be notified. If it becomes necessary to change a battery enroute, this fact **MUST** be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record can be maintained.

NOTE: Some classes of locomotives will display an "EOT BATT" box on the locomotive engineer's control screen. If this box is illuminated in YELLOW with black letters this indicates a "Low Battery". If the EOT battery is OK, this box is not shown.

Before departing Barstow, westward freight trains operating on to the Cajon Subdivision must verify that there are no ETD messages indicating "Low Battery" displayed on the head end device. If any of these messages are received, a fully charged battery must be installed before departing Barstow.

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less.

Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:

- Bakersfield - 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421 and 616.

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

- Bridge MP 775.7
- Bridge MP 775.9

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7253 Barstow Yard
- 7254 Bakersfield Yard

Road Line Segments

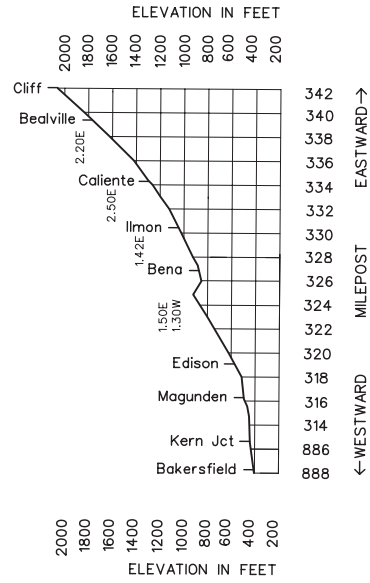
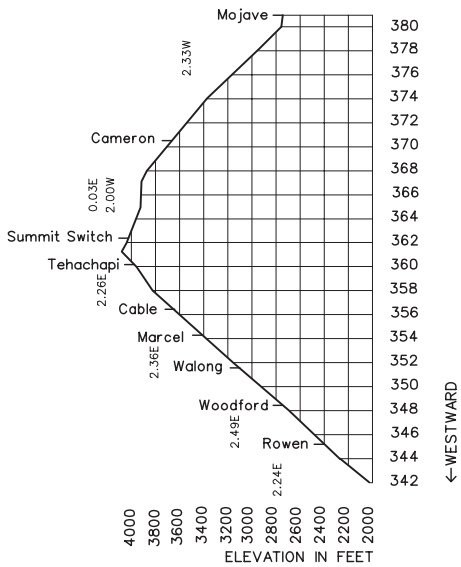
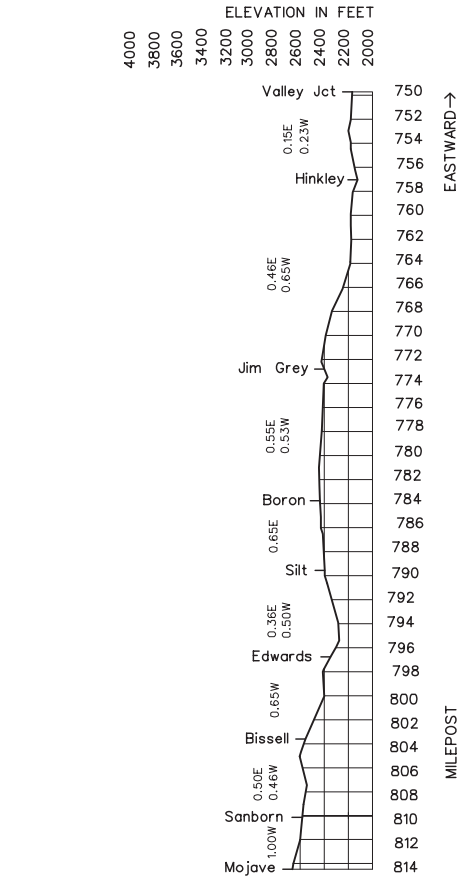
Line Segment Limits

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

9. Locations Not Shown as Stations

| Name | Mile Post Location | Capacity Miles | Switch Opens |
|---------------------|--------------------|----------------|--------------|
| P.C. Borax Co. Spur | 784.7 | 7.4 miles | East |
| Government Spur | 785.0 | 3.7 miles | East |
| Government Spur | 797.1 | 6.5 miles | Both |

10. Grade Charts



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | 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(2) | | | (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 | | 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) 6,500 | | 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 | | |
| MP 578.0 to MP 609.1, including trains 100 | | |
| TOB and over | 79 MPH. | 55 MPH. |
| MP 609.1 to MP 669.3, including trains 100 | | |
| TOB and over | 90 MPH. | 55 MPH. |

| | Passenger | Freight |
|--|-----------|---------|
| MP 669.3 to MP 706.6, including trains 100 | | |
| TOB and over | 79 MPH. | 55 MPH. |
| MP 706.6 to MP 737.3, including trains 100 | | |
| TOB and over | 90 MPH. | 55 MPH. |
| MP 737.3 to MP 745.9, including trains 100 | | |
| TOB and over | 79 MPH. | 55 MPH. |
| Main 2 | | |
| MP 745.9 to MP 737.3, including trains 100 | | |
| TOB and over | 79 MPH. | 55 MPH. |
| MP 737.3 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 MP 669.3, including trains 100 | | |
| TOB and over | 79 MPH. | 55 MPH. |
| MP 669.3 to MP 646.1, including trains 100 | | |
| TOB and over | 90 MPH. | 55 MPH. |
| MP 646.1 to MP 578.0, 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 multi-platform, 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:

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).

Trains consisting entirely of loaded double stack 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).

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

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. | |

| | Passenger | Freight |
|----------------------------------|-----------|---------|
| 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. |
| Main 2 | | |
| 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. |

| | Passenger | Freight |
|---|-----------|---------|
| 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, siding Main 1 | 10 MPH. | 10 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. MP 578.0 to 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 |

MP 650.5 to 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

Saltus—Six-axle locomotives must not operate on West Salt Spur, track 6491.

3. Type of Operation

CTC—in effect:

MP 578.0 to MP 745.9

MP 574.8 to MP 580.2, Freight Lead

Multiple Main Tracks—

2 MT:

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—DED—Exception Reporting

MP 674.5—DED—Exception Reporting

MP 679.3—Main 2, DED—Exception Reporting

MP 680.0—Main 1, DED—Exception Reporting

MP 683.6—Recall Code 0—Exception Reporting

MP 691.8—Recall Code 8

MP 696.4—DED—Exception Reporting

MP 702.7—DED—Exception Reporting

MP 709.2—DED—Exception Reporting

MP 711.1—Recall Code 0—Exception Reporting

MP 732.9—Recall Code 8—Exception Reporting

MP 739.7—Recall Code 0—Exception Reporting

C. Other detectors

MP 587.9—High Water

Signal Main 1—5861

Signal Main 1—5892

Signal Main 2—5863

Signal Main 2—5894

MP 642.9—High Water

Signal Main 1—6411

Signal Main 1—6442

Signal Main 2—6413

Signal Main 2—6444

6. FRA Excepted Track—None

7. Special Conditions

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

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 (RCZ)—Receiving tracks 1-10 (1501-1510) including the leads to the hump crest are designated as the Remote Control Zone (RCZ) at Barstow yard. Before the RCZ can be fouled or occupied, the Route Selector must be contacted to determine if the RCZ has been activated. 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 RCZ.

Activation/Deactivation Procedure at Barstow—The remote control operator will contact the Route Selector and request that RCZ protection be established after the remote control locomotive has cleared in the 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 the west receiving track switch away from the lead and provide switch blocking including the switches on the hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the RCZ has been activated. The RCZ will remain activated using the following words: "Zone is activated in (Track Number)_____". A zone is not active until verified by the Route Selector. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated.

Conditions for Handling Low Battery Messages—

Westward freight trains operating on the Needles Subdivision must verify that there are no ETD messages indicating "Low Battery" displayed on the head end device before arriving Barstow. If any of these messages are received prior to arriving, Barstow Mechanical must be notified. If it becomes necessary to change a battery enroute, this fact MUST be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record can be maintained.

NOTE: Some classes of locomotives will display an "EOT BATT" box on the locomotive engineer's control screen. If this box is illuminated in YELLOW with Black letters, this indicates "Low Battery". If EOT battery is OK, box is not shown.

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

Flash Flood Warnings—The following location has been identified as a “Critical Area”. (Refer to System Special Instruction, Item 33).
MP 592.4 to MP 592.8, Main 1

8. Line Segments

Yard Line Segments

Line Segment Limits

7253 Barstow Yard

Road Line Segments

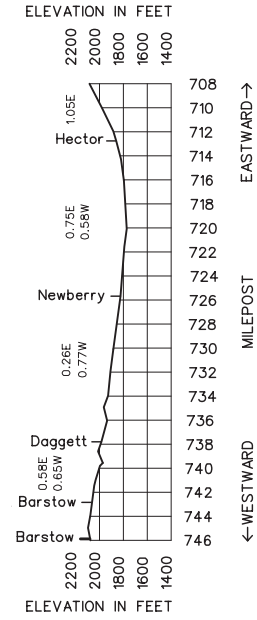
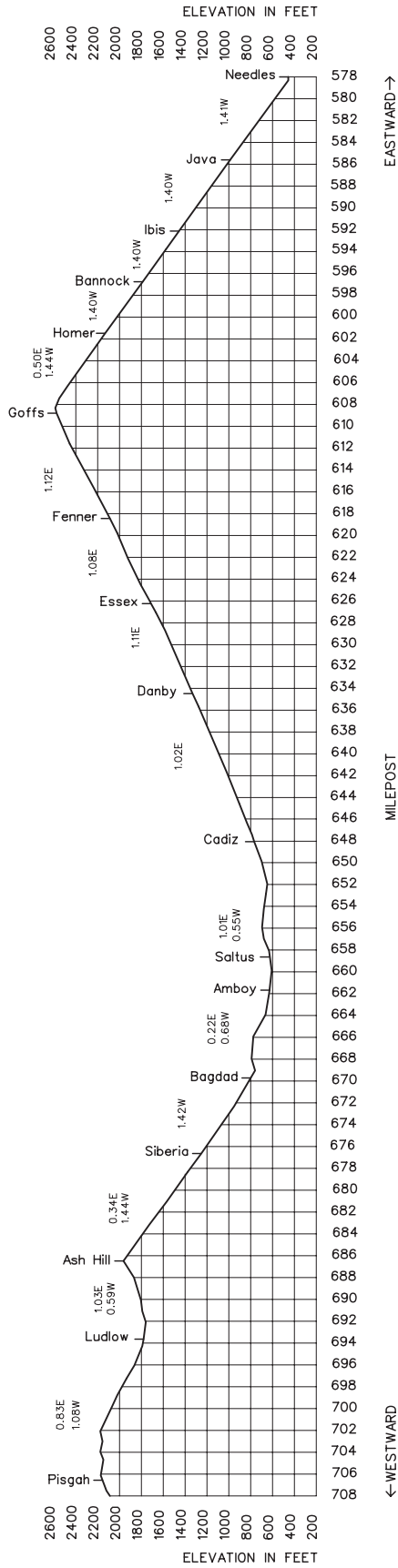
Line Segment Limits

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 | Both |
| Hector (Main 1) | 713.3 | 500 | West |
| 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 | Riverbank Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|---|-----|----------|---------------|--------------|--------------------|---------------|
| | | | | | | | | | | |
| | | | 6.5 | UP RRX | U | | | | 0.1 | |
| | | 15660 | 6.4 | OAKDALE | R | | TWC | 7215 | 6.4 | |
| | | 15650 | 0.0 | RIVERBANK | JTR | | | | 6.5 | |

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

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

1. Speed Regulations

1(A). Speed—Maximum

MP 6.5 to MP 0.0 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

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

Temperature Restriction

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 UP RRX to Riverbank 143 tons, Restriction D

3. Type of Operation

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

TWC—in effect:
 MP 6.0 to MP 1.0

4. General Code of Operating Rules Items

- Rule 1.14**—Union Pacific may use joint track between Riverbank and Oakdale.
- Rule 5.8.2**—Item 11, Sound whistle approaching ALL crossings, public and private.
- Rule 6.19**—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—

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

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

The following will apply:

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

8. Line Segments

Yard Line Segments

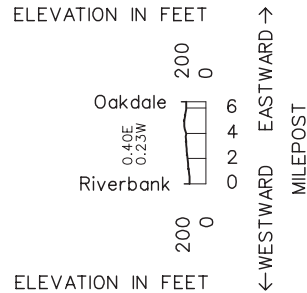
Line Segment Yard
 7256 Riverbank Yard

Road Line Segments

Line Segment Limits
 7215 Riverbank to Oakdale

9. Locations Not Shown as Stations—None

10. Grade Charts



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

The following will apply:

Movement with locomotive between cars is prohibited unless:

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

8. Line Segments
Yard Line Segments
Line Segment Yard
 7256 Riverbank Yard

Road Line Segments
Line Segment Limits
 7215 Riverbank to Oakdale

9. Locations Not Shown as Stations—None

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 Stn. | EASTWARD ↑ |
|------------------------|-------------------------|--------------|---------------|---|-------------|----------|---------------|--------------|----------------------------|---------------|
| | | | | | | | | | | |
| | | 19100 | 0.0 | SAN BERNARDINO | JBCMPT-X(2) | | | 7602 | 1.1 | |
| | | | 1.1X | EAST B YARD | X(2) | | 4MT CTC | | 1.1 | |
| | | 19140 | 2.2 | RANA | X(2) | | | | 0.7 | |
| | | | 2.9 | CP 29 | JX | | 3MT CTC | | 0.3 | |
| | | 25045 | 3.2 | COLTON (UP RRX) | M | | | | 1.0 | |
| | | | 4.2 | WEST COLTON | JX | | 2MT CTC | | 1.9 | |
| | | 25065 | 6.1 | HIGHGROVE | X | | | | 3.7 | |
| | | 25200 | 9.8 | RIVERSIDE | | | | | MT1.3 0.1 MT2 0.8 | |
| | | | 9.9 | TENTH STREET (Main 1) CP 99 (Main 3) | | | 3MT CTC | | 0.7 | |
| | | | 10.6 | WEST RIVERSIDE | X(2) | | | | 3.4 | |
| | | 25210 | 14.0 | CASA BLANCA | | | | | 1.1 | |
| | | | 15.1 | ARLINGTON | X(2) | | | | 3.4 | |
| | | | 18.5 | LA SIERRA | | | | | 2.9 | |
| | | 25250 | 21.4 | MAY | X(2) | | 2MT CTC | | 1.4 | |
| 9,618 | | 25255 | 22.8 | PORPHYRY | | | | | 1.3 | |
| | | 25260 | 24.1 | NORTH MAIN CORONA | | | | | 3.1 | |
| | | | 27.2 | WEST CORONA | | | | | 2.2 | |
| | | 25265 | 29.4 | PRADO DAM | X(2) | | | | 6.4 | |
| | | 25270 | 35.8 | ESPERANZA | X(2) | | 3MT CTC | | 4.8 | |
| | | 25274 | 40.6 | ATWOOD | JX(2) | | 2MT CTC | | 4.9 | |
| | | 23200 | 45.5 165.5 | FULLERTON JCT. | JBCPX(2) | | | | 2.5 | |
| | | 23160 | 163.0 | BASTA | X(2) | | 3MT CTC | | 2.7 | |
| | | 23148 | 160.3 | BUENA PARK | X(2) | | | | 2.6 | |
| | | 21340 | 157.7 | LA MIRADA | TX(2) | | | | 1.6 | |
| (1) 4,150 (2) 3,432 | | | 156.1 | NORWALK | | | | | 1.1 | |
| | | | 155.0 | SANTA FE SPRINGS | X(2) | | 2MT CTC | | 2.0 | |
| | | 23120 | 153.0 | LOS NIETOS (UP RRX) | M | | | | 0.9 | |
| | | 23110 | 152.1 | DT JCT. (UP RRX) | MX(2) | | | | 1.2 | |
| | | 23100 | 150.9 | PICO RIVERA | BCPT | | | | 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) | | | | 1.3 | |
| | | | 146.0 | EAST HOBART | X(2) | | 3MT CTC | | 0.9 | |
| | | 23000 | 145.1 | HOBART | X(2) | | | | 0.4 | |
| | | | 144.7 | WEST HOBART | X(2) | | | | 0.2 | |
| | | | 144.5 | SAN PEDRO JCT. | JCMX | | 4MT CTC | | 0.1 | |
| | | | 144.4 | SOTO | X(2) | | | | 0.5 | |
| | | 23550 | 143.4 | HARBOR JCT. | J | | 2MT CTC | | 0.3 | |
| | | | 143.1 | CP WEST REDONDO | J | | | | 68.7 | |

MP 0.0 to MP 149.8 is part of and under the jurisdiction of the California Division.

MP 149.8 to MP 143.1 is part of and under the jurisdiction of the Los Angeles Division.

| 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 |
|---|-----------|---------|
| MP 0.0 to MP 45.5 | 60 MPH. | 50 MPH. |
| MP 165.5 to MP 144.5 | 79 MPH. | 50 MPH. |
| MP 144.5 to MP 143.1, MT 1 and MT 2 | 40 MPH. | 40 MPH. |
| MP 144.5 to MP 144.0, MT 3 and MT 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.

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. |

| | Freight |
|--|----------------|
| 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. |
| MP 10.4 West Riverside, crossover to Metrolink lead | 30 MPH. |
| 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. |
| MP 0.0 to MP 3.6, San Jacinto Industrial Spur | 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. |
| Porphyry, 3M Spur | 10 MPH. |
| San Pedro Jct., junction wye | 5 MPH. |
| Loaded Slab Trains | 45 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.

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.

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 |

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:

MP 0.0 to MP 143.1
MP 0.0 to MP 143.8, Main 1
MP 144.5 (Downey Lead)

Multiple Main Tracks—in effect:

2 MT:
MP 3.0 to MP 6.1
MP 10.6 to MP 29.4
MP 35.8 to MP 45.5
MP 163.1 to MP 148.8
MP 144.4 to MP 143.1

3 MT:
MP 2.2 to MP 3.0
MP 6.1 to MP 10.6
MP 29.4 to MP 35.8
MP 45.5 to MP 163.1
MP 148.8 to MP 144.7

4 MT:
MP 0.0 to MP 2.2
MP 144.7 to MP 144.4

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.

Rule 9.1.8—For MetroLink Commuter and Amtrak Surfliner operations only, the “Approach” signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—For MetroLink Commuter and Amtrak Surfliner operations only, the “Diverging Approach” signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

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.

Before 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—DED—Exception Reporting—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 Exempted 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 Hobart.

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, track 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

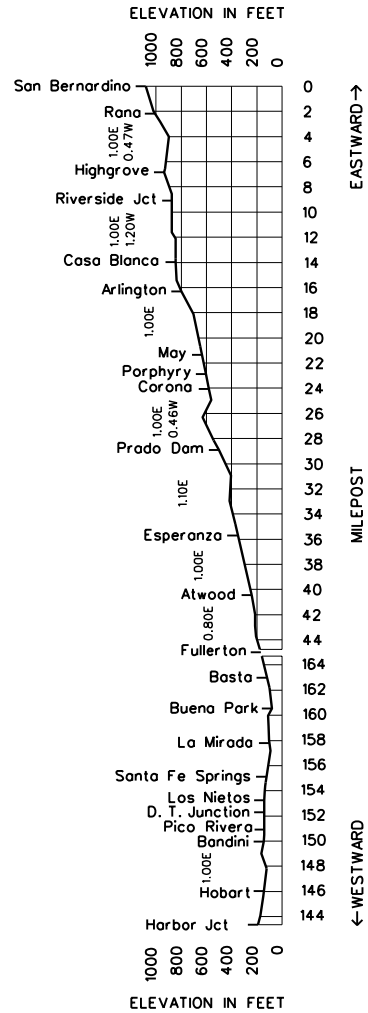
Line Segment Limits

- 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 |
|------------------------------------|--------------------|---------------|--------------|
| San Bernardino Subdivision | | | |
| San Jacinto Industrial Spur | 6.7 | 38.3 miles | East |
| Casa Blanca | 14.2 | 1,300 | East |
| Arlington | 15.9 | 2,000 | West |
| 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 |
| San Jacinto Industrial Spur | | | |
| 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



| 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. |
|-------------------------|--------------|-----------|--|-------|----------|---------------|--------------|--------------------|
| | | | | | | | | |
| | 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 |
|---------------------------------------|-----------|---------|
| MP 273.1 to MP 268.5 (5th Ave.) | 10 MPH. | 10 MPH. |
| MP 268.5 (5th Ave.) to MP 267.5 | 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:

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 Excepted 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.

8. Line Segments

Yard Line Segments

Line Segment Limits

7654 Bay Yard

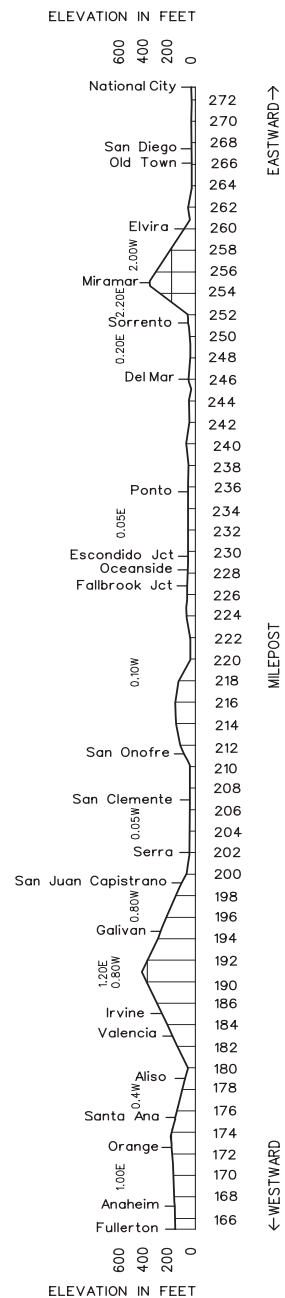
Road Line Segments

Line Segment Limits

7600 Fullerton Jct. and National City

9. Locations Not Shown as Stations—None

10. Grade Chart



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Stockton Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ | |
|---------------|-------------------------|--------------|-----------|---|--------|----------|---------------|--------------|--------------------|---------------|--|
| | | | | | | | | | | | |
| | | 16200 | 994.9 | CALWA | BCPT | | 2MT CTC | | 1.8 | | |
| | | | 996.7 | SJ RRX - SUNMAID CRSG. | MX(2) | | | | | 1.3 | |
| | | 16200 | 998.1 | FRESNO | BC | | CTC | | 1.6 | | |
| | | 16095 | 999.7 | HAMMOND | J | | | | 5.3 | | |
| | 8,093 | 16089 | 1005.0 | FIGARDEN | | | | | 6.3 | | |
| | 8,950 | 16083 | 1011.3 | GREGG | | | | | 8.3 | | |
| | 8,984 | 15884 | 1019.6 | MADERA | | | | | 5.8 | | |
| | 9,083 | 15876 | 1025.4 | KISMET | | | | | 5.7 | | |
| | 13,900 | 15872 | 1031.1 | SHARON | | | | | 10.4 | | |
| | 8,978 | 15866 | 1041.5 | LE GRAND | | | | | 5.8 | | |
| | 9,688 | 15862 | 1047.3 | PLANADA | | | | | 8.8 | | |
| | 10,314 | 15780 | 1056.1 | MERCED | | | | | 6.8 | | |
| | 8,989 | 15768 | 1062.9 | FLUHR | | | | | 8.8 | | |
| | 8,999 | 15760 | 1071.7 | BALLICO | | | | | 7.9 | | |
| | 8,964 | 15756 | 1079.6 | DENAIR | | | | | 9.6 | | |
| | | 15695 | 1089.2 | MODESTO EMPIRE JCT. | J | | | | 2MT CTC | 6.4 | |
| | 7,231 | 15650 | 1095.6 | RIVERBANK | JBPT | | | | CTC | 1.7 | |
| | | | 1097.3 | STANISLAUS | | | | | | 4.1 | |
| | 9,254 | 15640 | 1101.4 | ESCALON | | | | | | 8.2 | |
| | 8,968 | 15630 | 1109.6 | DUFFY | | | | | | 2.3 | |
| | | | 1111.9 | EAST MARIPOSA | | | | | | 2.9 | |
| | | | 1114.8 | WEST MARIPOSA | X | | | | | 1.3 | |
| | 7,298 | | 1116.1 | EAST WALNUT | X | | 1.7 | | | | |
| | | | 1117.6 | WALNUT CROSSOVERS | X(2) | | 1.9 | | | | |
| | | 15000 | 1119.7 | MORMON | X(3) | | 0.8 | | | | |
| | | | 1120.5 | KEDDIE JCT. | JX | | 2MT CTC | 0.2 | | | |
| | | | 1120.7 | UP CROSSING | JMX(2) | | 0.7 | | | | |
| | | 15000 | 1121.4 | STOCKTON | T | | 0.8 | | | | |
| | | | 1122.2 | WEST STOCKTON | | | 4.4 | | | | |
| | 4,881 | 14480 | 1126.6 | GILLIS | | | CTC | 2.3 | | | |
| | | 14470 | 1128.9 | HOLT | | | 2MT CTC | 4.7 | | | |
| | | 14460 | 1133.6 | TRULL | | | 3.8 | | | | |
| | 3,558 | 14440 | 1136.8 | ORWOOD | M | | CTC | 2.4 | | | |
| | | | 1139.2 | BIXLER | | | 2MT CTC | 7.2 | | | |
| | | 14390 | 1146.4 | OAKLEY | | | 4.4 | | | | |
| | 4,805 | 14349 | 1150.3 | SANDO | | | TWC ABS | 1.6 | | | |
| | | 14339 | 1151.9 | ANTIOCH | | | 3.9 | | | | |
| | 5,800 | 14330 | 1155.8 | PITTSBURG | BCP | | 8.3 | | | | |
| | 3,600 | 14319 | 1164.0 | PORT CHICAGO | J | | CTC | 2.9 | | | |
| | 3,456 | 11210 | 1166.9 | MALTBY | | | 9.1 | | | | |
| | 4,936 | 11240 | 1176.0 | CHRISTIE | | | 3.1 | | | | |
| | 5,184 | 11250 | 1179.1 | COLLIER | | | TWC ABS | 3.5 | | | |
| | 5,310 | 11270 | 1182.6 | GATELEY | | | 3.9 | | | | |
| | 5,373 | 11280 | 1186.5 | RHEEM | | | 2.5 | | | | |
| | | 11300 | 1189.0 | RICHMOND | BCPTY | | | 195.2 | | | |

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

| RADIO COMMUNICATION | Tone Call-In | | | | |
|------------------------|--------------|----|----|-----|------|
| | CH | DS | MC | FS | EMER |
| Calwa to MP 1008.0 | 55 | 1 | 4 | 5&7 | 9 |
| MP 1008.0 to MP 1139.2 | 36 | 1 | 4 | 5&7 | 9 |
| MP 1139.2 to Richmond | 30 | 1 | 4 | 5&7 | 9 |

Dispatcher phones:

Calwa to but not including EE Gregg—(909) 386-4226
 EE Gregg to but not including Bixler—(909) 386-4227
 Bixler to Richmond—(909) 386-4221

Dispatcher faxes:

Calwa to but not including EE Gregg—(909) 386-4266
 EE Gregg to but not including Bixler—(909) 386-4237
 Bixler to Richmond—(909) 386-4241

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|--|-----------|---------|
| MP 994.9 to MP 1164.0, including trains 100 TOB and over | 79 MPH. | 55 MPH. |

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

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

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

Exceptions

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

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

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

| | |
|---|---------|
| MP 1164.0 to MP 1189.0, including trains 100 TOB and over | 55 MPH. |
| Freight trains on descending grades, with dynamic brakes not in use, must not exceed: | |
| Westward MP 1175.0 to MP 1181.0 | 30 MPH. |
| Eastward MP 1174.0 to MP 1167.0 | 30 MPH. |

1(B). Speed—Permanent Restrictions

Westward

| | | |
|---|---------|---------|
| MP 995.2 to MP 995.5 | 40 MPH. | 40 MPH. |
| MP 995.5 to MP 998.1 | 40 MPH. | 35 MPH. |
| MP 998.1 to MP 999.8 | 35 MPH. | 30 MPH. |
| MP 1047.5 to MP 1047.9 | 75 MPH. | 65 MPH. |
| MP 1053.7 to MP 1054.1 | 70 MPH. | 65 MPH. |
| MP 1055.1 to MP 1057.0 (HER) | 60 MPH. | 60 MPH. |
| MP 1057.2 to MP 1057.7 (HER) | 70 MPH. | |
| MP 1069.1 to MP 1070.5 | 70 MPH. | 65 MPH. |
| MP 1083.2 to MP 1083.8 (HER) | 70 MPH. | |
| MP 1087.9 to MP 1088.0—Both Main Tracks | 60 MPH. | 55 MPH. |
| MP 1111.9 for 0.6 miles to C.P. Almond (Lead) | 20 MPH. | 20 MPH. |
| MP 1114.8 to MP 1116.1, Lead Track | 20 MPH. | 20 MPH. |
| MP 1119.1 to MP 1120.6 | 60 MPH. | 55 MPH. |
| MP 1120.6 to MP 1120.8 | 30 MPH. | 30 MPH. |
| MP 1120.8 to MP 1121.7—Main 1 | 60 MPH. | 55 MPH. |
| MP 1120.8 to MP 1122.2—Main 2 | 60 MPH. | 55 MPH. |
| MP 1133.7 to MP 1133.5 | 50 MPH. | 50 MPH. |
| MP 1136.2 to MP 1136.4 | 60 MPH. | 40 MPH. |
| MP 1139.2 to MP 1139.8—Main 1 | 50 MPH. | 55 MPH. |
| MP 1139.5 to MP 1139.8—Main 2 | 60 MPH. | 55 MPH. |
| MP 1151.2 to MP 1152.1 (HER) | 60 MPH. | 60 MPH. |

| | Passenger | Freight |
|---|-----------|---------|
| MP 1155.4 to MP 1155.7 | 70 MPH. | 60 MPH. |
| MP 1161.3 to MP 1161.9 | 45 MPH. | 45 MPH. |
| MP 1162.8 to MP 1163.3 | 65 MPH. | 65 MPH. |
| MP 1167.3 to MP 1170.5 | 45 MPH. | 45 MPH. |
| MP 1170.5 to MP 1180.9 | 35 MPH. | 35 MPH. |
| MP 1180.9 to MP 1185.1 | 45 MPH. | 45 MPH. |
| MP 1185.1 to MP 1185.4 | 35 MPH. | 35 MPH. |
| MP 1185.4 to MP 1188.5 | 45 MPH. | 45 MPH. |
| Eastward | | |
| MP 1188.5 to MP 1185.4 | 45 MPH. | 45 MPH. |
| MP 1185.4 to MP 1185.1 | 35 MPH. | 35 MPH. |
| MP 1185.1 to MP 1180.9 | 45 MPH. | 45 MPH. |
| MP 1180.9 to MP 1170.5 | 35 MPH. | 35 MPH. |
| MP 1170.5 to MP 1167.3 | 45 MPH. | 45 MPH. |
| MP 1163.3 to MP 1162.8 | 65 MPH. | 65 MPH. |
| MP 1161.9 to MP 1161.3 | 45 MPH. | 45 MPH. |
| MP 1155.7 to MP 1155.4 | 70 MPH. | 60 MPH. |
| MP 1152.1 to MP 1151.2 (HER) | 60 MPH. | 60 MPH. |
| MP 1139.8 to MP 1139.2—Main 1 | 60 MPH. | 55 MPH. |
| MP 1139.8 to MP 1139.2—Main 2 | 60 MPH. | 55 MPH. |
| MP 1136.4 to MP 1136.2 | 60 MPH. | 40 MPH. |
| MP 1133.5 to MP 1133.7 | 50 MPH. | 50 MPH. |
| MP 1122.2 to MP 1120.8—Main 2 | 60 MPH. | 55 MPH. |
| MP 1121.7 to MP 1120.8—Main 1 | 60 MPH. | 55 MPH. |
| MP 1120.8 to MP 1120.6 | 30 MPH. | 30 MPH. |
| MP 1120.6 to MP 1119.1 | 60 MPH. | 55 MPH. |
| MP 1120.0 to MP 1117.9—Main 2 | 30 MPH. | 30 MPH. |
| MP 1118.5 to MP 1117.9 (HER) | 75 MPH. | |
| MP 1116.1 to MP 1114.8, Lead Track | 20 MPH. | 20 MPH. |
| MP 1111.9 for 0.6 miles to C.P. Almond (Lead) | 40 MPH. | 40 MPH. |
| MP 1088.1 to MP 1087.0—Both Main Tracks | 60 MPH. | 55 MPH. |
| MP 1084.9 to MP 1084.3 (HER) | 70 MPH. | |
| MP 1070.5 to MP 1069.1 | 70 MPH. | 65 MPH. |
| MP 1058.3 to MP 1057.7 (HER) | 70 MPH. | |
| MP 1057.0 to MP 1055.1 (HER) | 60 MPH. | 60 MPH. |
| MP 1054.1 to MP 1053.7 | 70 MPH. | 65 MPH. |
| MP 1047.9 to MP 1047.5 | 75 MPH. | 65 MPH. |
| MP 999.8 to MP 998.1 | 35 MPH. | 30 MPH. |
| MP 998.1 to MP 995.5 (HER) | 40 MPH. | 35 MPH. |
| MP 995.5 to MP 995.2 | 40 MPH. | 40 MPH. |

1(C). Speed—Switches and Turnouts

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

| | | |
|--|---------|---------|
| MP 996.8 Sunmaid Crossing, 2 crossovers | 30 MPH. | 30 MPH. |
| MP 996.8 Calwa, Turnout, yard lead to Main 2 | 15 MPH. | 15 MPH. |
| Fresno—End of two tracks | 30 MPH. | 30 MPH. |
| Figarden—Both ends siding | 40 MPH. | 40 MPH. |
| Gregg—Both ends siding | 40 MPH. | 40 MPH. |
| Madera—Both ends siding | 40 MPH. | 40 MPH. |
| Kismet—Both ends siding | 40 MPH. | 40 MPH. |
| Sharon—Both ends siding | 40 MPH. | 40 MPH. |
| Legrand—Both ends siding | 40 MPH. | 40 MPH. |
| Planada—Both ends siding | 40 MPH. | 40 MPH. |
| Merced—EE siding | 40 MPH. | 40 MPH. |
| Merced—WE siding | 30 MPH. | 30 MPH. |
| Fluhr—Both ends siding | 40 MPH. | 40 MPH. |
| Balico—Both ends siding | 40 MPH. | 40 MPH. |
| Denair—Both ends siding | 40 MPH. | 40 MPH. |
| Modesto Empire Jct.—Turnouts | 60 MPH. | 50 MPH. |
| Riverbank—Both ends siding | 25 MPH. | 25 MPH. |
| Escalon—Both ends siding | 40 MPH. | 40 MPH. |
| Duffy—Both ends siding | 40 MPH. | 40 MPH. |
| East Mariposa, turnout | 40 MPH. | 40 MPH. |
| West Mariposa, crossover | 40 MPH. | 40 MPH. |
| East Walnut | 50 MPH. | 50 MPH. |
| MP 1117.8—Walnut crossovers, 2 crossovers | 50 MPH. | 50 MPH. |
| Keddie Jct., all switches | 10 MPH. | 10 MPH. |
| UP Crossing, Crossovers | 15 MPH. | 15 MPH. |
| West Stockton | 30 MPH. | 30 MPH. |
| West Stockton—Crossover to Port Lead | 15 MPH. | 15 MPH. |
| Holt—MP 1128.9 End of two tracks | 50 MPH. | 50 MPH. |
| Trull—MP 1133.6 End of two tracks | 50 MPH. | 50 MPH. |
| Orwood—Both ends siding | 10 MPH. | 10 MPH. |
| Bixler—Main 1 | 50 MPH. | 50 MPH. |
| Oakley—Main 1 | 50 MPH. | 50 MPH. |
| Sando—EE siding | 10 MPH. | 10 MPH. |
| Sando—WE siding | 10 MPH. | 10 MPH. |

| | Passenger | Freight |
|-------------------------------|-----------|---------|
| Pittsburg—Both ends siding | 10 MPH. | 10 MPH. |
| Port Chicago—Both ends siding | 10 MPH. | 10 MPH. |
| Port Chicago—UP connection | 50 MPH. | 50 MPH. |
| Maltby—Both ends siding | 30 MPH. | 30 MPH. |
| Christie—Both ends siding | 10 MPH. | 10 MPH. |
| Collier—Both ends siding | 10 MPH. | 10 MPH. |
| Gateley—Both ends siding | 10 MPH. | 10 MPH. |
| Rheem—Both ends siding | 10 MPH. | 10 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| Stockton Intermodal Tracks—201, 203, 205, 305, 306 | 20 MPH. |
| Exception: Tracks 305, 306 - EWD trains departing | 40 MPH |
| MP 1167.4, departing siding, WWD (HER) | 15 MPH. |
| MP 1173.56 to MP 1174.62, Tunnel No. 3, car kind M3F | 13 MPH. |
| Richmond Pacific Railroad Tracks: | |
| Harbor Lead - MP 0.8 to MP 2.2 | 5 MPH. |
| L.R.T. Lead - MP 1.9 to MP 2.8 | 5 MPH. |
| Cutting Lead - MP 2.4 to MP 2.7 | 5 MPH. |

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

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

| | |
|-------------------|-------------------------|
| Calwa to Richmond | 143 tons, Restriction B |
|-------------------|-------------------------|

3. Type of Operation

Rule 6.13—Yard Limits

| | |
|----------|------------------------|
| Richmond | MP 1187.3 to MP 1189.0 |
|----------|------------------------|

CTC—in effect:

| |
|------------------------------------|
| MP 994.9 to MP 1146.4 |
| MP 1163.5 to MP 1163.7 |
| MP 1111.9 to CP Almond, East Lead |
| MP 1114.84 to MP 1116.1, West Lead |

ABS—in effect:

| |
|------------------------|
| MP 1146.4 to MP 1163.5 |
| MP 1163.7 to MP 1188.3 |

TWC—in effect:

| |
|------------------------|
| MP 1146.4 to MP 1163.5 |
| MP 1163.7 to MP 1189.0 |

Multiple Main Tracks—in effect:

| |
|------------------------|
| 2 MT: |
| MP 994.9 to MP 998.1 |
| MP 1087.1 to MP 1090.8 |
| MP 1116.1 to MP 1122.2 |
| MP 1129.0 to MP 1133.6 |
| MP 1139.4 to MP 1146.4 |

4. General Code of Operating Rules Items

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

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

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

once communicate with and caution the engineer regarding the restriction and, if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

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

Rule 9.1—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 9.1.8—For San Joaquin Amtrak operations only, the “Approach” signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—For San Joaquin Amtrak operations only, the “Diverging Approach” signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

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

Rule 9.10—is amended on the Stockton Subdivision as follows:

Paragraph under the heading “Exception” is amended to read: Within ABS limits, a train having authority to enter the Main Track at a switch where there is no governing signal will:

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

Rule 9.13—At Christie, eastward train on siding must remain West of spotting section until ready to depart. Spotting section is designated by sign near signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and signal; signal will clear in 45 seconds if westward train on Main Track is West of signal at MP 1175.4, governing movement eastward on Main Track at east end of Christie, or if Main Track is clear between signals at MP 1173.3, governing movement westward at MP 1178.6, governing movement eastward on Main Track at east end of Collier. If train is occupying section of Main Track between signal at MP 1175.4, governing movement eastward on Main Track at east end of Christie and signal at MP 1178.6, governing movement eastward on Main Track at east end of Collier, the signal will not clear before two and one-half minutes.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 1130.9—DED—WWD only
 - MP 1139.4—DED—EWD only (Transmits on both channels 36 and 30)
 - MP 1144.5—Recall Code 8
 - Protects Bridge MP 1136.5 and Tunnel MP 1170.2
 - MP 1180.5—EWD only—Protects Tunnel MP 1175.4
- B. Other TWD locations
 - MP 1010.0—Exception Reporting—Recall Code 8
 - MP 1029.3—Exception Reporting—Recall Code 8

- MP 1051.1—Exception Reporting—Recall Code 8
- MP 1076.2—Exception Reporting—Recall Code 8
- MP 1099.1—Exception Reporting—Recall Code 8
- MP 1123.0—Exception Reporting—Recall Code 8
- MP 1127.4—DED, Exception Reporting
- MP 1130.9—DED—EWD only
- MP 1134.6—DED, Exception Reporting
- MP 1139.4—DED—WWD only
- MP 1148.6—DED, Exception Reporting
- MP 1153.3—DED, Exception Reporting
- MP 1168.9—Exception Reporting—Recall Code 8
- MP 1180.5—WWD only

- C. Other detectors
 - MP 1171.3, 1171.5—Slide Detector
 - MP 1170.1 & EWD, rotating red light MP 1171.5

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 993.0 (Bakersfield Subdivision) and MP 998.1 (Stockton Subdivision), designate the Remote Control Area at Fresno.

Signs located at MP 1116.1 and MP 1121.0, (Stockton Subdivision) designate the Remote Control Area at Mormon.

Remote Control Zone—Between the derail on the East Long Lead (track 113) to the clearance point on the east end of 132 and east of the east switch 149 track (locations marked by signs and on the lead only) the East Long Lead has been designated a Remote Control Zone at Mormon Yard in Stockton.

Activation/Deactivation Procedure—The Remote Control Operator will notify the trainmaster or assistant trainmaster when the Remote Control Zone has been activated. The Remote Control Operator will also notify the trainmaster or assistant trainmaster when the Remote Control Zone has been deactivated. Only the Remote Control Operator can activate or deactivate the Remote Control Zone.

Before the Remote Control Zone can be fouled or occupied the trainmaster or assistant trainmaster must be contacted to determine if the Remote Control Zone has been activated.

Orwood—Excess dimension cars must not operate through siding.

Movement from Richmond Yard to Steige Wye—The Richmond Pacific Railroad will use the tracks between Steige Wye and BK Junction. BNSF RR trains or engines may use the tracks between Steige Wye and 23rd Street Yard after contacting the Richmond Pacific Railroad via radio on Road Channel 55. If contact with the Richmond Pacific Railroad cannot be made, BNSF RR crews may proceed using GCOR Rule 6.28, Movement on Other than Main Track. Richmond Pacific Railroad crews must contact the ATM/TM at Richmond Yard on Road Channel 36 before entering or occupying the Siberia Lead between Siberia Junction and BK Junction.

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:

- Richmond Yard—13, 14, 15, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 and 34.
- Calwa Yard—5147, 5148, 5149, 5150, 5151, 5152, 5153, 5154, 5155, 5156, 5157, 5158, 5159, 5160, 5161 and 5162.
- Hughson—Between Tracks 7907 and 7909 have 12'8" track centers.

Close Clearance, Overhead and Side Obstructions

MP 1088.6—Syphon—north headwall—south headwall
 MP 1091.4—Syphon—north headwall
 Glen Frazer—Tunnel No. 1, Tunnel No. 2, Tunnel No. 3
 East Antioch—Track 528, trainmen must not ride on south side of equipment.
 MP 1165.8—Monsanto Chemical, tracks 1371 and 1372, structure located 503 feet west of east switch of the crossover alongside track has impaired overhead and side clearance. Cars should not be placed nor engine operated beyond this point (beside, or West of, these structures).

Sidings—The following sidings must not be used for trains that exceed 100 TOB: Riverbank, Pittsburg, Sando, Orwood, and Christie.

When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

| Siding | Most Restrictive Grade | Ascending or Descending Movement | |
|--------------|------------------------|----------------------------------|---------------------|
| | | E. Switch/Direction | W. Switch/Direction |
| Figarden | .10 | Descending | Descending |
| Gregg | .20 | Ascending | Descending |
| Madera | .30 | Ascending | Ascending |
| Kismet | .30 | Ascending | Ascending |
| Sharon | .10 | Descending | Descending |
| Legrand | .20 | Ascending | Descending |
| Planada | .20 | Ascending | Descending |
| Merced | .15 | Ascending | Descending |
| Fuhr | .31 | Descending | Ascending |
| Ballico | .30 | Descending | Descending |
| Denair | .11 | Descending | Flat |
| Riverbank | .24 | Descending | Descending |
| Escalon | .30 | Ascending | Descending |
| Duffy | .09 | Ascending | Descending |
| Orwood | .20 | Ascending | Descending |
| Sando | .33 | Ascending | Descending |
| Pittsburg | .20 | Ascending | Ascending |
| Port Chicago | .00 | Flat | Flat |
| Maltby | .21 | Descending | Ascending |
| Christie | 1.52 | Ascending | Descending |
| Collier | 1.00 | Ascending | Descending |
| Gately | 1.00 | Descending | Descending |
| Rheem | 1.00 | Ascending | Ascending |

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

System Special Instructions Amendment—

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

The following will apply:

Movement with locomotive between cars is prohibited unless:

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

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7255 Calwa
- 7256 Riverbank Yard
- 7258 Richmond
- 7273 Mariposa Intermodal Facility,
MP 0.00 to MP 9998.0

Road Line Segments

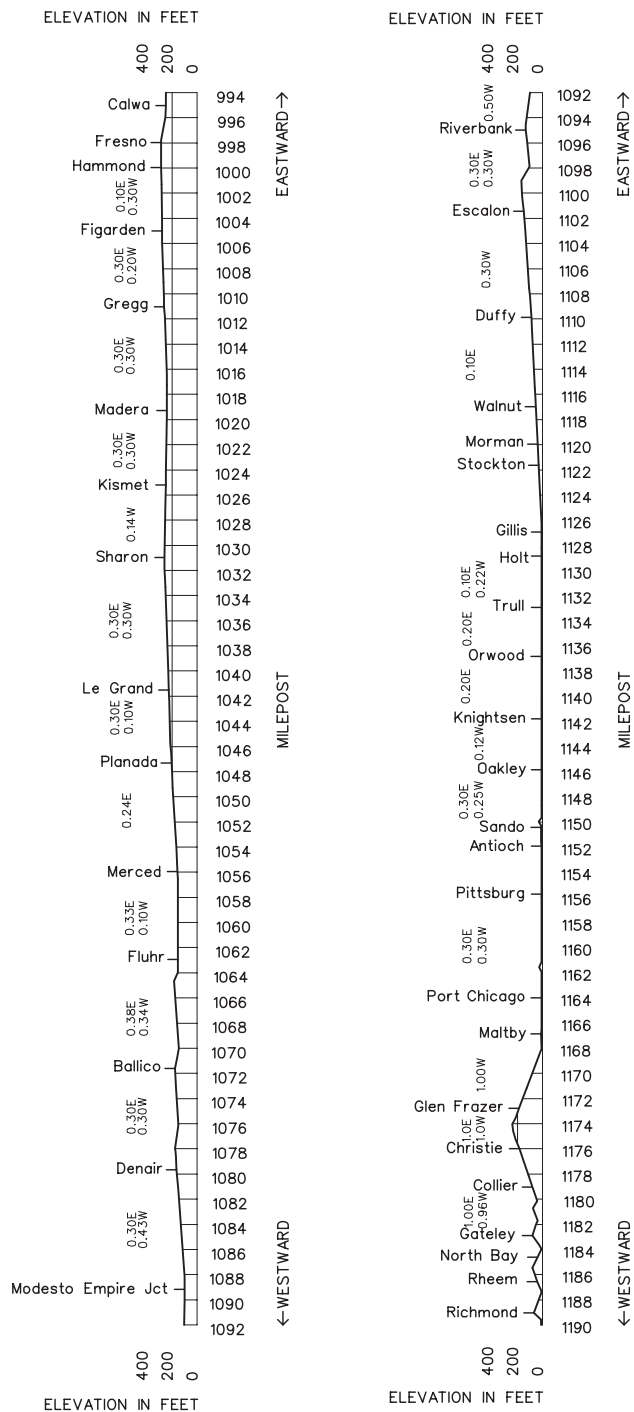
Line Segment Limits

- 7200 Calwa to Richmond MP 994.9 to MP 1189.0

9. Locations Not Shown as Stations

| Name | Mile Post Location | Capacity Feet | Switch Opens |
|--------------|--------------------|---------------|--------------|
| Trigo | 1014.7 | 6,650 | Both |
| Tuttle | 1050.7 | 2,339 | Both |
| Kadota | 1052.1 | 851 | West |
| Quebecor | 1058.0 | 890 | West |
| Swanson | 1083.0 | 6,850 | Both |
| Hughson | 1085.8 | 2,047 | Both |
| Claus | 1092.8 | 2,228 | West |
| Woodsbro | 1125.0 | 4,250 | Both |
| Knightsen | 1142.4 | 1,100 | Both |
| DuPont | 1147.6 | 3,373 | Both |
| East Antioch | 1149.2 | 6,350 | Both |
| Zee | 1149.8 | 3,163 | Both |
| Monsanto | 1165.8 | 2,304 | Both |
| Pinole | 1181.5 | 500 | East |
| North Bay | 1184.5 | 2,230 | Both |
| San Pablo | 1187.7 | 584 | East |

10. Grade Charts



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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).”

- 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.

- 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.

- 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.

- To require a train to stop at a designated location within the limits, add the following:
 - “(Train) must stop at (location) for additional instructions.”

**California/LA Division
Safety Hotline
(909) 386-4700**

**Report Unsafe Motorist
1-800-697-6736**

**Report Trespassers
1-800-832-5452**

TERMSDXO

- T - Train
- E - Engine
- R - Railroad Cars
- M - Men & equipment fouling track
- S - Stop Signal
- D - Derail & switches properly lined
- X - Crossings at grade
- O - Other crews' movements

Remember “TERMSDXO” when shoving cars.

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 |