

BNSF

Burlington Northern Santa Fe

**Northern California
Division**

**Timetable
No. 1**

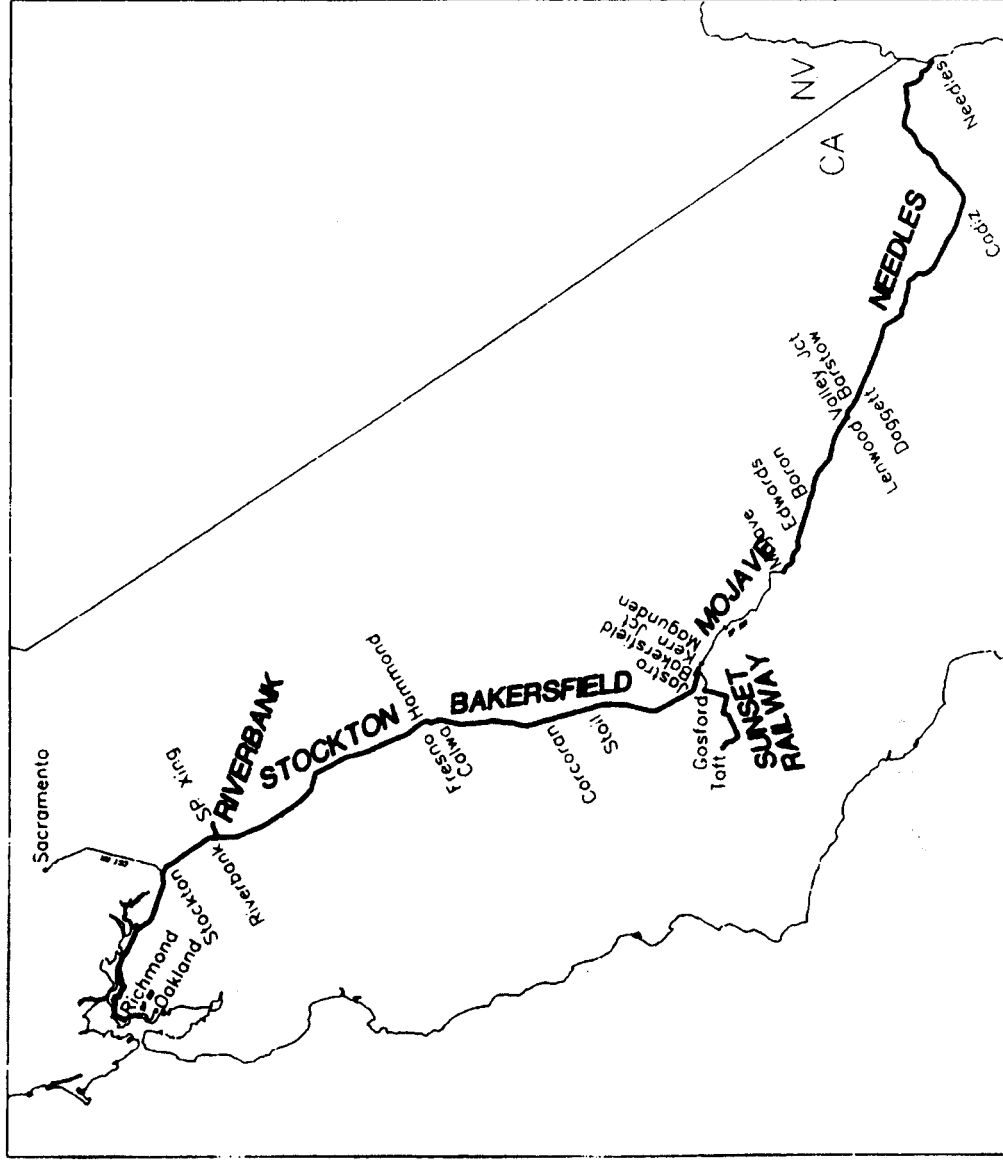
**IN EFFECT AT 0001
Pacific Continental Time**

Thursday August 1, 1996

**Division Superintendent
W.M. STEPHENS
Stockton, CA
(209) 942-5510**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**

Burlington Northern Santa Fe Northern California Division



NEEDLES SUBDIVISION

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WESTWARD	Length of Siding in Feet	Station Nos	Mile Post Location	Needles Subdiv MAIN LINE STATIONS	Method of Oper.	Track Diagram	EASTWARD
		19800	578.0	NEEDLES BCPT			
			580.2	NO 2.2 WEST NEEDLES SO 2.1	2MT CTC		
				5.4			
	N5317	19795	585.6	JAVA			
				6.8			
	N5650	19790	592.3	IBIS			
				NO 5.4 SO 4.6			
	N5418	19785	597.0	BANNOCK	X		
				4.6			
	N6716	19780	601.5	HOMER	X		
				7.5			
	N9218 S7254	19775	609.1	GOFFS	X		
				9.7			
		19770	618.7	FENNER	X		
				7.5			
	S5369	19765	626.2	ESSEX	X		
				8.5			
	N5383 S5841	19760	634.7	DANBY	X		
				13.4			
	N9328 S9292	19295	648.1	CADIZ	PTX		
				10.3			
	S2590	19290	658.4	SALTUS	X	DT TWC ABS	
				3.1			
	N5296 S5406	19285	661.5	AMBOY	X		
				7.8			
	S5022	19280	669.3	BAGDAD	X		
				7.4			
	N6746	19275	676.6	SIBERIA	X		
				NO 9.5 SO 7.7			
	N9000 S7113	19265	686.7	ASH HILL	TX		
				6.7			
		19260	693.4	LUDLOW	X		
				13.2			
	N6605 S9592	19250	706.6	PISGAH	X		
				6.2			
		19245	712.8	HECTOR	X		
				12.8			
	N7352 S5363	19240	725.6	NEWBERRY	X		
				11.7			
		19215	737.3	DAGGETT			
				2.3			
			739.6	WEST DAGGETT			
				4.0			
			743.6	EAST BARSTOW	2MT CTC		
				2.3			
		19000	745.9	BARSTOW BCPT			
				NORTH (168.7) SOUTH (166.0)			

	Tone Call-In					
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EMER
Needles to East Barstow	55	1	3	4	5&7	9
East Barstow to Barstow	32	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Passenger Freight

North Track

Needles to Goffs	79 MPH.	55 MPH.*%
Goffs to Bagdad	90 MPH.	55 MPH.*%
Bagdad to Pisgah	79 MPH.	55 MPH.*%
Pisgah to Daggett	90 MPH.	55 MPH.*%
Daggett to Barstow	79 MPH.	55 MPH.*%

South Track

Barstow to Daggett	79 MPH.	55 MPH.*%
Daggett to Pisgah	90 MPH.	55 MPH.*%
Pisgah to MP 685.8	79 MPH.	55 MPH.*%
MP 685.8 to MP 671.4	79 MPH.	45 MPH.
MP 671.4 to Bagdad	79 MPH.	55 MPH.*%

Bagdad to MP 646.1	90 MPH. 55 MPH.*%
MP 646.1 to Needles	79 MPH. 55 MPH.*%
Both Tracks	
Daggett to Ibis against the current of traffic	59 MPH. 49 MPH.%
* See System Special Instruction 1(B).	
Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:	
<u>Westward</u>	<u>Eastward</u>
MP 611.0 to MP 635.0	MP 700.0 to MP 694.0
MP 706.5 to MP 713.0	MP 686.5 to MP 669.5
	MP 607.4 to MP 578.0

Light Engines without dynamic brakes in use 24 MPH on descending grades:

Eastward
Ash Hill to Bagdad
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:

- * Trains averages more than 80 tons per operative brake
- * 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 Instruction 2(C).

1(B). Speed – Permanent Restrictions

North Track

MP 578.1 (HE only)	30 MPH.	30 MPH.
MP 578.0 to MP 579.4	50 MPH.	40 MPH.
MP 579.4 to MP 582.7	45 MPH.	40 MPH.
MP 582.7 to MP 584.5	50 MPH.	50 MPH.
MP 584.5 to MP 587.0	55 MPH.	50 MPH.
MP 587.0 to MP 587.8	50 MPH.	45 MPH.
MP 587.8 to MP 589.3	50 MPH.	50 MPH.
MP 589.3 to MP 592.7	65 MPH.	55 MPH.
MP 592.7 to MP 593.3	60 MPH.	50 MPH.
MP 593.3 to MP 593.8 Protected by Inert ATS Inductors ..	30 MPH.	30 MPH.
MP 593.8 to MP 597.8	65 MPH.	55 MPH.
MP 597.8 to MP 599.1	60 MPH.	55 MPH.
MP 599.1 to MP 601.5	70 MPH.	
MP 608.2 to MP 609.1	70 MPH.	
MP 609.1 to MP 609.7	80 MPH.	
MP 618.9 to MP 619.2	85 MPH.	
MP 638.8 to MP 639.2	85 MPH.	
MP 642.4 to MP 642.7	85 MPH.	
MP 644.8 to MP 646.2	75 MPH.	
MP 671.5 to MP 674.0	60 MPH.	50 MPH.
MP 674.0 to MP 678.1	55 MPH.	50 MPH.
MP 678.1 to MP 680.3	40 MPH.	35 MPH.
MP 680.3 to MP 682.7	55 MPH.	50 MPH.
MP 682.7 to MP 683.5	40 MPH.	40 MPH.
MP 683.5 to MP 686.2	55 MPH.	50 MPH.
MP 688.4 to MP 689.5	60 MPH.	55 MPH.
MP 692.9 to MP 693.7	70 MPH.	65 MPH.
MP 693.7 to MP 695.0 Protected by Inert ATS Inductors ..	45 MPH.	45 MPH.
MP 695.0 to MP 696.1	60 MPH.	55 MPH.
MP 696.1 to MP 700.4	65 MPH.	55 MPH.
MP 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 747.1	50 MPH.	50 MPH.

South Track

MP 747.1 to MP 747.2	50 MPH.	50 MPH.
MP 747.2 (HE only)	30 MPH.	30 MPH.
MP 747.2 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.

NEEDLES SUBDIVISION

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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 Curve, Grade	70 MPH.	65 MPH.
MP 685.8 to MP 683.4 Curve, Grade	75 MPH.	
MP 683.4 to MP 680.7X Curve, Grade Protected by Inert ATS Inductors	50 MPH.	
MP 680.7X to MP 678.3X Curve, Grade	75 MPH.	
MP 678.3X to MP 677.8 Curve, Grade	65 MPH.	
MP 677.8 to MP 676.9 Curve, Grade	75 MPH.	
MP 676.9 to MP 671.4 Curve, Grade	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 (HE only)	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 North track,	30 MPH.	30 MPH.
MP 578.4 Needles, Crossover	30 MPH.	30 MPH.
West Needles, WE freight lead	30 MPH.	30 MPH.
West Needles, 2 Crossovers	50 MPH.	50 MPH.
Ibis, 2 Crossovers	50 MPH.	50 MPH.
Daggett, 2 Crossovers	50 MPH.	50 MPH.
Daggett, Turnout, NT to UP No. 2 Track,	40 MPH.	40 MPH.
Daggett, Crossover, NT to UP No. 1 Track	40 MPH.	40 MPH.
West Daggett, Turnout, NT to UP No. 1 Track,	40 MPH.	40 MPH.
East Barstow, 2 Crossovers	50 MPH.	50 MPH.
East Barstow, Auxiliary Yard Entry	30 MPH.	30 MPH.
Barstow, EE Passenger Siding	20 MPH.	20 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,	50 MPH.	50 MPH.
Barstow Yard, Jct., High and Low Leads on Needles Subdiv., Yard Entry track	30 MPH.	30 MPH.
Barstow Yard, Crossovers between Cajon and Mojave Subdiv., Yard Entry tracks, Power Switches	30 MPH.	30 MPH.
Barstow Yard, EE and WE all Receiving Yard tracks, Power Switches	30 MPH.	30 MPH.
Barstow Yard, EE Departure Yard tracks 1201 through 1205, Power Switches	30 MPH.	30 MPH.
Barstow Yard, WE all Departure Yard tracks, Power Switches	30 MPH.	30 MPH.
Barstow Yard, Crossover between North Departure Lead and South Departure Lead WE Departure Yard, Power Switches	30 MPH.	30 MPH.
Barstow Yard, Crossover between WE Inspection Yard track 1103 and WE Departure Yard track 1201, Power Switches	30 MPH.	30 MPH.

Barstow Yard, EE Departure Yard tracks 1206 through 1210,

Power switches 15 MPH. ... 15 MPH.

1(D). Speed – Other

Barstow Yard:

MP 746.1 Passenger Siding over Switch No. 0142 15 MPH. 15 MPH.

MP 746.5 Needles Subdivision Yard Entry between First

St. Bridge and Junction high and Low Leads 30 MPH. 30 MPH.

Low Lead 15 MPH. 15 MPH.

Balloon Track 10 MPH. 10 MPH.

Locomotive cranes/pile drivers, AT-199454 through AT-199468

and Jordan spreaders 45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

Temperature 100 Degrees or above:

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

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

Limits	Threshold Temperature	Speed
MP 578.4 to MP 636.4	110 degrees	40 MPH.
MP 650.1 to MP 650.5	110 degrees	40 MPH.
MP 669.7 to MP 712.6	110 degrees	40 MPH.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operations—

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

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
Rule 9.53 Flashing Yellow over Lunar	Approach—Thirty	Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH immediately reduce to that speed.

CTC—in effect on Main Track:

Needles to Ibis

MP 578.0 to MP 592.3

Daggett to Barstow

MP 737.3 to MP 745.9

CTC—in effect on Freight Lead:

East Needles to West Needles

MP 574.8 to MP 580.2

TWC—in effect:

Ibis to Daggett

MP 592.3 to MP 737.3

ABS—in effect:

Ibis to Daggett

MP 592.3 to MP 737.3

Rule 6.26–Multiple Main Tracks–

Needles to Ibis	MP 578.0 to MP 592.3
Daggett to Barstow	MP 737.3 to MP 745.9

Rule 6.24–Double Tracks–crossovers

Ibis to Daggett	MP 592.2 to MP 737.3
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<u>Station</u>	<u>MP</u>	<u>Points</u>	<u>Turnout Speed</u>
Bannock	597.0	Trailing	10
Homer	601.2	Trailing	10
Goffs	609.1	Trailing	10
Fenner	618.6	Trailing	10
Essex	626.2	Trailing	10
Danby	634.6	Trailing	10
Cadiz	646.7	Facing	10
Cadiz	648.6	Trailing	10
Saltus	658.5	Trailing	10
Amboy	662.2	Trailing	10
Bagdad	669.9	Trailing	10
Siberia	677.4	Trailing	10
Ash Hill	686.4	Trailing	10
Ludlow	693.3	Trailing	10
Pisgah	707.8	Trailing	10
Hector	712.5	Trailing	10
Newberry	725.4	Trailing	10
	727.3	Trailing	10

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 main track between MP 189 and MP 190, under the provisions of Rule 6.13. A&C RR trains may use south siding and yard tracks 6476 and 6478 at Cadiz.

Rule 5.5–Permanent speed signs are not displayed for movements against the current of traffic

Rule 6.3–Movement with the current of traffic may be authorized verbally by the train dispatcher for crossover or other short–distance movements.

Rule 6.25–Movements against the current of traffic. Spring switches are located as follows:

Bannock and Homer	WE North Siding
Goffs	WE North Siding and EE South Siding
Essex	EE South Siding
Danby, Cadiz, Amboy	WE North Siding and EE South Siding
Bagdad	EE South Siding
Siberia	WE North Siding
Ash Hill, Pisgah, Newberry	WE North Siding and EE South Siding

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

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

Rule 12.1–ATS in effect on North Track, Goffs to Bagdad and Pisgah to Daggett; and on South Track, Daggett to Pisgah and Bagdad to MP 646.1.

Rule 14.10–When running with the current of traffic, it will not be necessary to report limits clear unless so instructed by the train dispatcher.

5. **Trackside Failed Equipment Detector(FED)-**

Location	Type	Locator & Signals Affected
Bridge 587.9	High Water	Westward signals 5861, 5863, and Eastward signals 5892, 5894
Bridge 642.9	High Water	Westward signal 6421 and Eastward signal 6442
MP 607.5 (NT), 612.4 (ST), 628.1, 644.5, 665.0, 690.3, 711.1, 733.3	Hot Box & Dragging Equipment	Radio Communication

6. **FRA Excepted Track-None**7. **Special Conditions-****East Needles-Ibis-Daggett**

Key controllers, entering double track against current of traffic: After obtaining track warrant authority to move against the current of traffic, train dispatcher will issue permission and key controller must be operated at controlled signal governing movement against the current of traffic, to obtain signal indication.

Key Controller is located on side of instrument case. Key controller may be operated only after receiving permission from train dispatcher.

Bridge 642.9

On Needles subdivision between Cadiz and Danby, trains operating against the current of traffic, approaching Bridge 642.9 must stop and make through examination to determine that the bridge has not been weakened by high water, unless block signals 6421 or 6442 on adjacent track can be seen to display an aspect other than red. Block signals 6401, 6421, 6442 and 6462 are now continuously lighted for this purpose.

Saltus

6-axle locomotives must not operate on West Salt Spur. CLIC 6491.

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

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

8. **Line Segments-**

Yard Line Segments-

Line Segment	Limits
7253	Barstow Yard

Road Line Segments-

Line Segment	Limits
7200	Needles to Barstow MP 578.0 to MP 745.9

9. **Locations not Shown as Stations-**

Name	Miles-Location	Capacity in feet	Switch Opens
Klondike (NT)	MP 682.0	345	West
Lavic (ST)	MP 702.7	235	East
Cool Water (NT)	MP 735.9	300	West
Nebo (ST)	MP 741.6	5488	Both

MOJAVE SUBDIVISION

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WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Mojave Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
			749A.0	VALLEY JCT.				
				0.9				
			749A.9	HUTT				
				7.3				
8011	18540	757.2		HINKLEY		CTC		
				15.8				
8034	18530	772.9		JIM GREY				
				11.0				
8052	18525	784.0		BORON				
				5.6				
8004	18519	789.6		SILT				
				7.5				
8007	18515	797.1		EDWARDS				
				6.4				
8019	18509	803.6		BISSELL				
				6.5				
8772	18505	810.1		SANBORN				
				5.6				
	17910	814.7		MOJAVE (BNSF)	M			
				0.6				
		380.7		MOJAVE (SP)				
				10.3				
	17830	370.4		CAMERON				
				8.0				
E5040	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				
6189	17805	354.1		MARCEL				
				2.3				
4800	17795	351.8		WALONG				
				3.0				
8960	17790	348.8		WOODFORD				
				3.3				
8080	17785	345.5		ROWEN				
				3.2				
7530	17780	342.3		CLIFF				
				2.8				
13270	17775	339.5		BEALVILLE				
		335.2		4.3				
	17770	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				
		313.6		3.0				
	17510	885.2		KERN JCT	M	DT		
				2.5	ABS			
	17400	887.7		BAKERSFIELD	BCPTR			

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

1. Speed Regulations

1(A). Speed - Maximum

Mojave Subdivision

Passenger Freight

70 MPH. 55 MPH.*%

* See System Special Instruction 1(B)

1(B). Speed – Permanent Restrictions**Eastward**

MP 749A.0 to MP 749A.8	45 MPH.
MP 749A.8 to MP 750.5	50 MPH.
MP 750.5 to 751.3	60 MPH.
MP 813.5 to MP 814.5	40 MPH.
Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.)	
MP 887.7 (HE only)	10 MPH.
P.C. Borax Co. Spur	20 MPH.
MP 785.0 Spur	20 MPH.
MP 797.1 Spur	20 MPH.

1(C). Speed – Switches and Turnouts

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

In CTC sidings, speed limit 40 MPH, except Boron – 30 MPH while head end of train is passing over switch to P.C. Borax Spur, and east and west end house track switches and at Edwards while head end is passing over east and west leg wye switches.

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

1(D). Speed – Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468

and Jordan spreaders 45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions—None**3. Method of Operations—****Restricted Limits—in effect:**

Kern Jct. to Bakersfield MP 885.2 to MP 889.2

CTC—in effect on Main Track and Sidings:

Valley Jct. to Mojave MP 749A.0 to MP 814.5

ABS—in effect:

Kern Jct to Bakersfield MP 885.2 to MP 887.7

Rule 6.24 Double Track—

Kern Jct. to Bakersfield MP 885.2 to MP 889.2

Manual Interlockings Not Controlled by BNSF—

Location	Controlling Railroad
Mojave (BNSF), MP 814.7	SP

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

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
Rule 9.53 Flashing Yellow over Lunar	Approach—Thirty	Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items—

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

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

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

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

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

5. Trackside Failed Equipment Detector(FED)—

Location	Type	Locator & Signals Affected
MP 765.0, 788.0, 813.0	Hot Box & Dragging Equipment	Radio Communication

6. FRA Excepted Track—None

7. Special Conditions—

Monolith

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

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
7253	Barstow Yard
7254	Bakersfield Yard

Road Line Segments—

Line Segment	Limits
7220	Mojave to Kern Jct.

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity in feet	Switch Opens
P.C. Borax Co. Spur	MP 784.7	7.4 miles	East
Government Spur	MP 785.0	3.7 miles	East
Government Spur	MP 797.1	6.5 miles	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Sunset Railway Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			20.0	END OF TRACK	R			
		17576	18.1	1.4 LEVEE	R			
	2343	17572	14.4	3.7 MILLUX	R			
		17566	12.3	2.1 GULF	R			
	2316	17562	9.6	2.7 CONNER	R			
		17556	7.0	2.6 LYLA	R			
		17534	0.0	7.0 GOSFORD	R			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Taft to Gosford	55	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed – Maximum

Passenger Freight

Gosford to End of Track 10 MPH.

1(B). Speed – Permanent Restrictions–None

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

1(D). Speed – Other

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

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until
turned.Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar
machinery moving on their own running gear, through a turnout must not exceed
one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special Instruction for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–None

3. Method of Operations–

Restricted Limits–in effect:

End of Track to Gosford MP 20.0 to MP 0.0

4. General Code of Operating Rules Items–None

5. Trackside Failed Equipment Detector(FED)–None

6. FRA Excepted Track–None

7. Special Conditions–None

8. Line Segments–

Road Line Segments–

Line Segment	Limits
7210	Kern Jct. to Gosford
7211	Gosford to Levee

9. Locations not Shown as Stations--

Name	Miles-Location	Capacity in feet	Switch Opens
Del Kem	MP 5.4	500	East
Ganntee	MP 6.0	1360	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Bakersfield Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		17400	887.7	BAKERSFIELD	BCPTR	DT		
				3.4				
	E-6726	16386	891.1	JASTRO				
	W-6155							
	9015	16376	897.7	6.6				
				UNA				
	E-4833	16368	905.4	7.7				
				SHAFTER				
	W-5963							
			906.9	1.5				
				CP HANDLE				
	6568	16359	913.0	6.1				
				WASCO				
			914.8	1.8				
				CP ROSE				
	8964	16352	919.2	4.4				
				ELMO				
	9032	16344	924.6	5.4				
				SANDRINI				
	8948	16340	932.3	7.7				
				ALLENSWORTH				
	8999	16322	942.1	9.8		CTC		
				ANGIOLA				
	E-5990	16313	950.9	8.8				
				CORCORAN	T			
	W-9951							
				9.4				
	8879	16308	960.3	7.6				
				GUERNSEY				
	E-8963	16246	967.39			M		
				S.J.V. RRX				
	W-4490							
				HANFORD				
	9055	16237	973.2	5.3				
				SHIRLEY				
	9051	16218	982.2	9.0				
				CONEJO				
	8959	16210	988.3	6.1				
				BOWLES				
			993.0	4.7				
				THORPE				
				1.3				
			994.3			M		
				CALWA CROSSING				
				0.6				
		16200	994.9			BCPT		
				CALWA				

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

1. Speed Regulations

1(A). Speed - Maximum

Passenger Freight

Bakersfield to Calwa 79 MPH. 55 MPH.*%
 MP 961.2 to MP 965.6 Running Track 20 MPH. 20 MPH.
 * See System Special Instruction 1(B)

1(B). Speed - Permanent Restrictions

Westward

MP 887.5 to MP 889.0 20 MPH. 20 MPH.
 MP 887.7 (HE only) 10 MPH. 10 MPH.
 MP 889.3 to MP 889.6 40 MPH. 30 MPH.
 MP 889.8 to MP 890.1 45 MPH. 40 MPH.
 MP 892.9 to MP 893.3 70 MPH. 65 MPH.
 MP 896.0 to MP 896.6 (HE only) 70 MPH.
 MP 896.7 to MP 897.3 (HE only) 65 MPH. 65 MPH.
 MP 916.4 to MP 917.0 (HE only) 70 MPH.

MP 931.5 to MP 932.1 (HE only)	75 MPH.	
MP 946.4 to MP 947.0 (HE only)	75 MPH.	
MP 949.9 to MP 951.7 (HE only)	65 MPH.	65 MPH.
MP 967.5 to MP 969.5	45 MPH.	45 MPH.
MP 973.7 to MP 975.8	55 MPH.	45 MPH.
MP 975.8 to MP 976.2 (HE only)	60 MPH.	60 MPH.
MP 979.0 to MP 979.6 (HE only)	65 MPH.	65 MPH.
MP 984.6 to MP 985.2 (HE only)	70 MPH.	
MP 993.6 to MP 994.1 (HE only)	45 MPH.	45 MPH.
MP 994.2 to MP 995.2	40 MPH.	40 MPH.
Eastward		
MP 995.2 to MP 994.2	40 MPH.	40 MPH.
MP 993.9 to MP 992.8 (HE only)	65 MPH.	65 MPH.
MP 986.8 to MP 986.2 (HE only)	70 MPH.	
MP 985.0 to MP 984.4 (HE only)	75 MPH.	
MP 980.2 to MP 979.6	70 MPH.	
MP 975.8 to MP 973.7	55 MPH.	45 MPH.
MP 973.7 to MP 973.2 (HE only)	65 MPH.	65 MPH.
MP 969.5 to MP 967.5	45 MPH.	45 MPH.
MP 967.5 to MP 967.0 (HE only)	65 MPH.	65 MPH.
MP 951.1 to MP 950.5 (HE only)	70 MPH.	
MP 946.6 to MP 945.9 (HE only)	75 MPH.	
MP 932.7 to MP 932.1 (HE only)	70 MPH.	
MP 917.6 to MP 917.0 (HE only)	70 MPH.	
MP 911.0 to MP 910.4 (HE only)	75 MPH.	
MP 897.2 to MP 896.2 (HE only)	70 MPH.	
MP 893.3 to MP 892.9	70 MPH.	65 MPH.
MP 890.1 to MP 889.8	45 MPH.	40 MPH.
MP 889.6 to MP 889.3	40 MPH.	30 MPH.
MP 889.0 to MP 887.5	20 MPH.	20 MPH.
MP 887.7 (HE only)	10 MPH.	
1(C). Speed – Switches and Turnouts		
Trains and engines using auxiliary tracks must not exceed speed for that track unless otherwise indicated.		
MP 889.2 Bakersfield, North track, Spring Switch	10 MPH.	
MP 889.2 Bakersfield, Turnout to yard and turnout to South track,	15 MPH.	
Jastro, EE siding	30 MPH.	
Jastro, WE siding and crossover	40 MPH.	
Jastro, Porterville Jct. switch	30 MPH.	
Una, Both ends siding	40 MPH.	
Shafter, Both ends siding and crossover	40 MPH.	
Wasco, Both ends siding	40 MPH.	
Elmo, Both ends siding	40 MPH.	
Sandrini, Both ends siding	40 MPH.	
Allensworth, Both ends siding	40 MPH.	
Stoil, Both ends storage, electric switch lock	10 MPH.	
Angiola, Both ends siding	40 MPH.	
Blanco, Industry track switches, electric switch lock	30 MPH.	
Corcoran, Both ends east siding	30 MPH.	
Corcoran, Both ends west siding	40 MPH.	
Guernsey, EE Siding	40 MPH.	
MP 961.2 Guernsey, Crossover	40 MPH.	
Hanford, WE east siding	40 MPH.	
Hanford, Both ends west siding	20 MPH.	
MP 965.6 Hanford, Crossover	40 MPH.	
Shirley, Both ends siding	40 MPH.	
Conejo, Both ends siding	40 MPH.	
Bowles, Both ends siding	40 MPH.	
Calwa, EE Yard, turnout, to main track	15 MPH.	
Calwa, End of 2 tracks	30 MPH.	
1(D). Speed – Other		
Lone Star Spur, MP 901.9 to end of track	10 MPH.	
Alpaugh Spur	10 MPH.	
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	45 MPH.	

Locomotive cranes/pile drivers must be handled in trains next to engine.
Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

See item 1 of the System Special instructions for additional speed restrictions

2. Bridge and Equipment Weight Restrictions--None

3. Method of Operations--

Restricted Limits--in effect:

Kern Jct to Bakersfield MP 885.2 to MP 889.2

CTC--in effect on Main Track and Sidings:

Bakersfield to Calwa MP 889.2 to MP 994.9

Rule 6.24 Double Track--

Kern Jct. (Mohave Subdivision)
to Bakersfield MP 885.2 to MP 889.2

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

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

4. General Code of Operating Rules Items--

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

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

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

Rule 5.15--Passenger Trains--Observe and Call Signals: When a signal requires train to stop at, or pass the next signal at restricted speed, engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

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

5. **Trackside Failed Equipment Detector(FED)–**

Location	Type	Locator & Signals Affected
MP 900.0, 921.0, 943.7, 962.0, 987.0	Hot Box & Dragging Equipment	Radio Communication

6. **FRA Excepted Track–**

MP 936.0 Alpaugh Spur 5.6 miles

7. **Special Conditions–None**8. **Other Line Segments–**

Yard Line Segments–

Line Segment	Limits
7254	Bakersfield Yard
7255	Calwa Yard

Road Line Segments–

Line Segment	Limits
7200	Bakersfield to Calwa
7214	Stoil to Alpaugh

9. **Locations not Shown as Stations–**

Name	Miles–Location	Capacity in feet	Switch Opens
Rosedale	895.7	2088	Both
Crome	899.5	1700	West
Lone Star Spur	901.9	5.6 miles	East
Stoil	936.0	4693	Both
Alpaugh Spur West Isle	936.0 5.6	5.6 miles 1344	West Both
Blanco	945.9	2400	Both
Kings Park	964.0	7571	Both
Laton	976.0	3515	Both
Monmouth	985.6	1324	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Stockton Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		16200	994.9	CALWA	BCPT	2MT CTC	
			996.7	S.J. V.RRX SUNMAID CROSSING	M		
		16200	998.1	FRESNO	BC		
1900	16095	999.7		HAMMOND		CTC	
8514	16089	1005.0		FIGARDEN			
8950	16083	1011.3		GREGG			
8984	15884	1019.6		MADERA			
9083	15876	1025.4		KISMET			
13900	15872	1031.1		SHARON			
8978	15866	1041.5		LE GRAND			
9688	15862	1047.3		PLANADA			
10314	15780	1056.1		MERCED			
8989	15768	1062.9		FLUHR			
8999	15760	1071.7		BALLICO			
8964	15756	1079.6		DENAIR			
18725	15695	1089.2		MODESTO EMPIRE JCT			
7231	15650	1095.6		RIVERBANK	BPT		
9254	15640	1101.4		ESCALON			
8968	15630	1109.6		DUFFY			
7298		1116.9		WALNUT			
	15000	1119.7		MORMON	BPCT		
		1120.7		U.P. RRX STOCKTON TOWER S.P. RRX	CM		
6794	15000	1121.4		STOCKTON	T		
4881	14480	1126.6		GILLIS			
3674	14470	1129.1		HOLT			
4943	14460	1133.0		TRULL			
3558	14440	1136.8		ORWOOD	CM		
8075	14410	1141.9		KNIGHTSEN			
	14390	1145.9		OAKLEY	Y		
5580	14349	1150.3		SANDO	Y		
	14339	1151.9		ANTIOCH	Y		
5535	14330	1155.8		PITTSBURG	BCPY		
3600	14319	1164.0		PORT CHICAGO			
3456	11210	1166.9		MALTBY			
3600	11230	1173.4		GLEN FRAZER	P		
4936	11240	1176.0		CHRISTIE			
5184	11250	1179.1		COLLIER			
5310	11270	1182.6		GATELEY			
2296	11275	1184.5		NORTH BAY			
5373	11280	1186.5		RHEEM			
	11300	1189.0		RICHMOND	BCPTY		

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

1. Speed Regulations

1(A). Speed – Maximum

Passenger Freight

Calwa to Port Chicago	79 MPH.	55 MPH.*%
Port Chicago to Richmond	70 MPH.	55 MPH.%
Freight Trains on descending grades, with dynamic brakes not in use, must not exceed:		
Westward – MP 1175.0 to MP 1181.0		30 MPH.
Eastward – MP 1174.0 to MP 1167.0		30 MPH.

* See System Special Instruction 1(B)

1(B). Speed – Permanent Restrictions

Westward:

MP 995.2 to MP 995.5	40 MPH.	40 MPH.
MP 995.5 to MP 998.1	40 MPH.	35 MPH.
MP 998.1 to MP 999.8	35 MPH.	30 MPH.
MP 1039.2 to MP 1039.8 (HE only)	75 MPH.	
MP 1047.5 to MP 1047.9	75 MPH.	65 MPH.
MP 1053.7 to MP 1054.1	70 MPH.	65 MPH.
MP 1055.1 to MP 1057.0 (HE only)	60 MPH.	60 MPH.
MP 1057.2 to MP 1057.7 (HE only)	70 MPH.	
MP 1069.1 to MP 1070.5	70 MPH.	65 MPH.
MP 1083.2 to MP 1083.8 (HE only)	70 MPH.	
MP 1087.9 to MP 1088.1	60 MPH.	55 MPH.
MP 1119.1 to MP 1119.5	60 MPH.	55 MPH.
MP 1120.0 to MP 1121.7	20 MPH.	20 MPH.
MP 1134.7 to MP 1136.4	30 MPH.	30 MPH.
MP 1139.5 to MP 1139.8	60 MPH.	55 MPH.
MP 1151.2 to MP 1152.1 (HE only)	60 MPH.	60 MPH.
MP 1155.4 to MP 1155.7	70 MPH.	60 MPH.
MP 1161.3 to MP 1161.9	45 MPH.	45 MPH.
MP 1162.8 to MP 1163.3	65 MPH.	65 MPH.
MP 1167.3 to MP 1170.5	45 MPH.	45 MPH.
MP 1170.5 to MP 1180.9	35 MPH.	35 MPH.
MP 1180.9 to MP 1185.1	45 MPH.	45 MPH.
MP 1185.1 to MP 1185.4	35 MPH.	35 MPH.
MP 1185.4 to MP 1189.0	45 MPH.	45 MPH.

Eastward:

MP 1189.0 to MP 1185.4	45 MPH.	45 MPH.
MP 1185.4 to MP 1185.1	35 MPH.	35 MPH.
MP 1185.1 to MP 1180.9	45 MPH.	45 MPH.
MP 1180.9 to MP 1170.5	35 MPH.	35 MPH.
MP 1170.5 to MP 1167.3	45 MPH.	45 MPH.
MP 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 (HE only)	60 MPH.	60 MPH.
MP 1139.8 to MP 1139.5	60 MPH.	55 MPH.
MP 1136.4 to MP 1134.7	30 MPH.	30 MPH.
MP 1121.7 to MP 1120.0	20 MPH.	20 MPH.
MP 1119.5 to MP 1119.1	60 MPH.	55 MPH.
MP 1118.5 to MP 1117.9 (HE only)	75 MPH.	
MP 1088.1 to MP 1087.9	60 MPH.	55 MPH.
MP 1084.9 to MP 1084.3 (HE only)	70 MPH.	
MP 1070.5 to MP 1069.1	70 MPH.	65 MPH.
MP 1058.3 to MP 1057.7 (HE only)	70 MPH.	
MP 1057.0 to MP 1055.1 (HE only)	60 MPH.	60 MPH.
MP 1054.1 to MP 1053.7	70 MPH.	65 MPH.
MP 1047.9 to MP 1047.5	75 MPH.	65 MPH.
MP 1041.7 to MP 1041.1 (HE only)	70 MPH.	
MP 1040.4 to MP 1039.8 (HE only)	75 MPH.	

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MP 999.8 to MP 998.1	35 MPH.	30 MPH.
MP 998.1 to MP 995.5 (HE only)	40 MPH.	35 MPH.
MP 995.5 to MP 995.2	40 MPH.	40 MPH.

1(C). Speed – Switches and Turnouts

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

MP 996.8 Sunmaid Crossing, 2 Crossovers	30 MPH.	30 MPH.
MP 996.8 Calwa, Turnout, Yard Lead to South Track	15 MPH.	15 MPH.
Fresno – End of 2 Tracks	30 MPH.	30 MPH.
Figarden – Both ends Siding	40 MPH.	40 MPH.
Gregg – Both ends Siding	40 MPH.	40 MPH.
Madera – Both ends Siding	40 MPH.	40 MPH.
Kismet – Both ends Siding	40 MPH.	40 MPH.
Sharon – Both ends Siding	40 MPH.	40 MPH.
Legrand – Both ends Siding	40 MPH.	40 MPH.
Planada – Both ends Siding	40 MPH.	40 MPH.
Merced – EE Siding	40 MPH.	40 MPH.
Merced – WE Siding	30 MPH.	30 MPH.
Fluhr – Both ends Siding	40 MPH.	40 MPH.
Balico – Both ends Siding	40 MPH.	40 MPH.
Denair – Both ends Siding	40 MPH.	40 MPH.
Modesto Empire Jct. – Both ends Siding	60 MPH.	55 MPH.
Escalon – Both ends Siding	40 MPH.	40 MPH.
Duffy – Both ends Siding	40 MPH.	40 MPH.
Walnut – Both ends Siding	40 MPH.	40 MPH.
MP 1117.6 Walnut – Crossover	30 MPH.	30 MPH.
Stockton Tower – Crossovers and Turnouts	15 MPH.	15 MPH.
Stockton – EE Siding	15 MPH.	15 MPH.
Stockton – WE Siding	30 MPH.	30 MPH.
Gillis – Both ends Siding	30 MPH.	30 MPH.
Holt – Both ends Siding	30 MPH.	30 MPH.
Trull – Both ends Siding	30 MPH.	30 MPH.
Orwood – EE Siding	15 MPH.	15 MPH.
Orwood – WE Siding	30 MPH.	30 MPH.
Knightesen – Both ends Siding	30 MPH.	30 MPH.
Sando – EE Siding	30 MPH.	30 MPH.
Sando – WE Siding	15 MPH.	15 MPH.
Pittsburg – Both ends Siding	30 MPH.	30 MPH.
Port Chicago – SP Connection	50 MPH.	50 MPH.
Maltby – Both ends Siding	30 MPH.	30 MPH.
Glen Frazer – Both ends Siding	30 MPH.	30 MPH.
Christie – Both ends Siding	30 MPH.	30 MPH.
Collier – Both ends Siding	30 MPH.	30 MPH.
Gateley – Both ends Siding	30 MPH.	30 MPH.
Rheem – Both ends Siding	30 MPH.	30 MPH.

1(D). Speed – Other

Mormon–Freight lead, MP 1117.8 to MP 1119.1

10 MPH.

Trains handling rolls of steel loaded in ends of cars, operating between Stockton and Pittsburg are restricted as follows:

MP 1123.9 Between Stockton and Gillis, Bridge	20 MPH.
MP 1130.6 Between Holt and Trull, Bridge	20 MPH.
MP 1134.7 to MP 1136.4, between Middle River and Orwood, Bridge ...	20 MPH.
MP 1139.1 Between Orwood and Knightesen, Bridge	20 MPH.

Maltby

Speed limit westward trains leaving Maltby siding is 15 MPH until private road crossing, located four poles west of west switch, is fouled.

Locomotive cranes/pile drivers, AT–199454 through AT–199468

and Jordan spreaders

45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

Temperature 100 Degrees or above:

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

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

Limits	Threshold	Speed
MP 1167.4 to MP 1188.6	100 Degrees	40 MPH.

See item 1 on the System Special instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operations—

Rule 6.13— Yard Limits

Oakley to Pittsburg	MP 1146.5 to MP 1158.0
Richmond	MP 1187.3 to MP 1189.0

CTC—in effect on main track and sidings, except siding Hammond:

Calwa to ABS Stockton	MP 994.9 to MP 1122.3
Port Chicago, SP Jct.	MP 1163.5 to MP 1163.7

TWC—in effect:

Stockton to Port Chicago	MP 1122.3 to MP 1163.5
Port Chicago to Richmond	MP 1163.7 to MP 1189.0

ABS—in effect:

Stockton to Port Chicago, SP Jct	MP 1122.3 to MP 1163.5
Port Chicago to Richmond	MP 1163.7 to MP 1189.0

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

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

4. General Code of Operating Rules Items—

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

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

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

Rule 5.15—Passenger Trains—Observe and Call Signals: When a signal requires train to stop at, or pass the next signal at restricted speed, engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

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

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

Paragraph under the heading "Exception" is amended to read: Within ABS limits, a train having authority to enter the main track at a switch where there is no governing signal will:

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

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

Rule 9.12.4--At San Joaquin River Bridge, when westward signal located at MP 1123.7 or eastward signal located at MP 1124.0, or at Middle River Bridge, when westward signal located at MP 1134.6 or eastward signal located at MP 1134.8 indicates "Stop", trains must stop and, unless otherwise restricted, proceed with member of crew preceding movement over bridge.

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

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

5. Trackside Failed Equipment Detector(FED)--

Location	Type	Locator & Signals Affected
MP 1010.0, 1029.3, 1051.1, 1076.2, 1099.1, 1123.0, 1168.9	Hot Box & Dragging Equipment	Radio Communication
MP 1130.9, 1139.4	Dragging Equipment	Radio Communication
MP 1144.5	Hot Box & Dragging Equipment & Shifted Load (light beam)	Radio Communication
MP 1171.3, 1171.5	Slide Detector	11701 & Eastward signal east switch Glen Frazer & rotating red light MP 1171.5
MP 1180.5	Dragging Equipment & Shifted Load (light beam)	Radio Communication

6. FRA Excepted Track--None

7. Special Conditions--Close Clearance, Overhead and Side Obstructions:

MP 1088.6

Syphon--north headwall--south headwall

MP 1091.4

Syphon--north headwall

Glen Frazer

Tunnel No. 1

Tunnel No. 2

Tunnel No. 3

East Antioch—Track 528, trainmen must not ride on south side of equipment.**MP 1165.8**

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

Richmond

Ford Motor Company — CLIC 487 and 488 has signs posted prior to entering this building; obstructions will not clear man on side of car.

Budway, CLIC 131, the depressed track will not clear man on side of car.

Oakland

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

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

<u>Line Segment</u>	<u>Limits</u>
7255	Calwa
7257	7256 Riverbank Yard
7258	Richmond

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
7200	Calwa to Richmond MP 994.9 to MP 1189.0

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity in feet	Switch Opens
Trigo	1014.3	1874	Both
Tuttle	1050.7	2339	West
Kadota	1052.1	1072	Both
Cement Spur	1057.5	1.2 miles	East
Pritchard	1059.1	998	East
Hughson	1085.8	2047	West
Claus	1092.8	2228	Both
Woodsbro	1125.0	4250	East
Middle River	1134.8	2300	East
Werner	1138.8	1185	West
Bixler	1139.8	3990	Both
Du Pont	1147.6	3473	Both
East Antioch	1149.2	6350	Both
Zee	1149.8	3163	Both
Monsanto	1165.8	2304	Both
Pinole	1181.5	500	East
San Pablo	1187.7	584	East

WEST WARD ↓	Riverbank Subdiv BRANCH LINE STATIONS						↑ EAST WARD	
	Length of Siding in Feet	Station Nos.	Mile Post Location			Method of Oper.		Track Diagram
			6.5	S.P. RRX				TWC
				0.1				
		15660	6.4	OAKDALE		R		
			6.4					
	15650	0.0	RIVERBANK		TR			

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

1. Speed Regulations

1(A). Speed – Maximum

Riverbank Subdivision **Freight** 25 MPH.

1(B). Speed – Permanent Restrictions–None

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

1(D). Speed – Other

Riverbank–Speed limit 5 MPH trains and engines on east leg of wye Track 7958 approaching and passing over Patterson Road either direction,

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

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions–None

3. Method of Operations–

Restricted Limits–in effect:

Oakdale (BNSF track only) MP 6.0 to MP 6.5

Riverbank MP 0.0 to MP 1.0

TWC–in effect:

Riverbank to Oakdale MP 1.0 to MP 6.0

4. General Code of Operating Rules Items–

Rule 1.14–Southern Pacific may use joint track between Riverbank and Oakdale.

5. Trackside Failed Equipment Detector(FED)–None

6. FRA Excepted Track–None

7. Special Conditions–None

8. Line Segments–

Yard Line Segments–

Line Segment	Yard
7256	Riverbank Yard

Road Line Segments–

Line Segment	Limits
7215	Riverbank to Oakdale

9. Locations not Shown as Stations–None

Division Officers

D.K. YOUNG	Trainmaster	Needles	885-5462
L.A. TRUIT	Roadmaster	Needles	885-5637
M.E. BLACKWELL	Equipt Supervisor	Needles	885-5427
B.N. EDWARDS	Equipt. Supervisor	Needles	885-5412
S.B. SMITH	Terminal Supt.	Barstow	884-7601
C.E. BURCHFIELD ...	Terminal Manager	Barstow	884-7604
R.A. FENNINGTON ...	Terminal Manager	Barstow	884-7613
R.L. WESSLER	Terminal Manager	Barstow	884-7605
P.L. KREGER	Road Foreman Eng. ..	Barstow	884-7804
M.N. FINLEY	Gen. Foreman Equip. .	Barstow	884-7841
B.W. JACKSON	Gen. Foreman Equip. .	Barstow	884-7841
M.R. BADER	Roadmaster	Barstow	884-7654
J.A. STEVENSON	Road Foreman Eng. ..	Bakersfield	891-5153
K.W. LUCAS	Trainmaster	Bakersfield	891-5121
T.L. CALHOUN	Supt. Operations	Fresno	899-2620
J.P. HEARNDON	Road Foreman Eng. ..	Fresno	899-2642
D.R. GILLIAM	Roadmaster	Fresno	899-2523
M.J. KIRSCHINGER ..	Supt. Operations	Stockton	892-5522
G. HEATLY	Mgr. Safety/Rules	Stockton	892-5520
S.M. ANDERSON	Gen. Roadmaster	Stockton	892-5518
R. SANCHEZ	Roadmaster	Stockton	892-5420
J.L. COCKLE	Terminal Manager	Richmond	893-2603
M.W. BROWN	Road Foreman Eng. ..	Richmond	893-2701
C.D. BREWER	Trainmaster	Richmond	893-2700
L.B. HARTMAN	Trainmaster	Richmond	893-2617
D.J. BUNKER	Gen. Foreman Equip. .	Richmond	893-2644