

BNSF



**Northern California
Division**

**Timetable
No. 2**

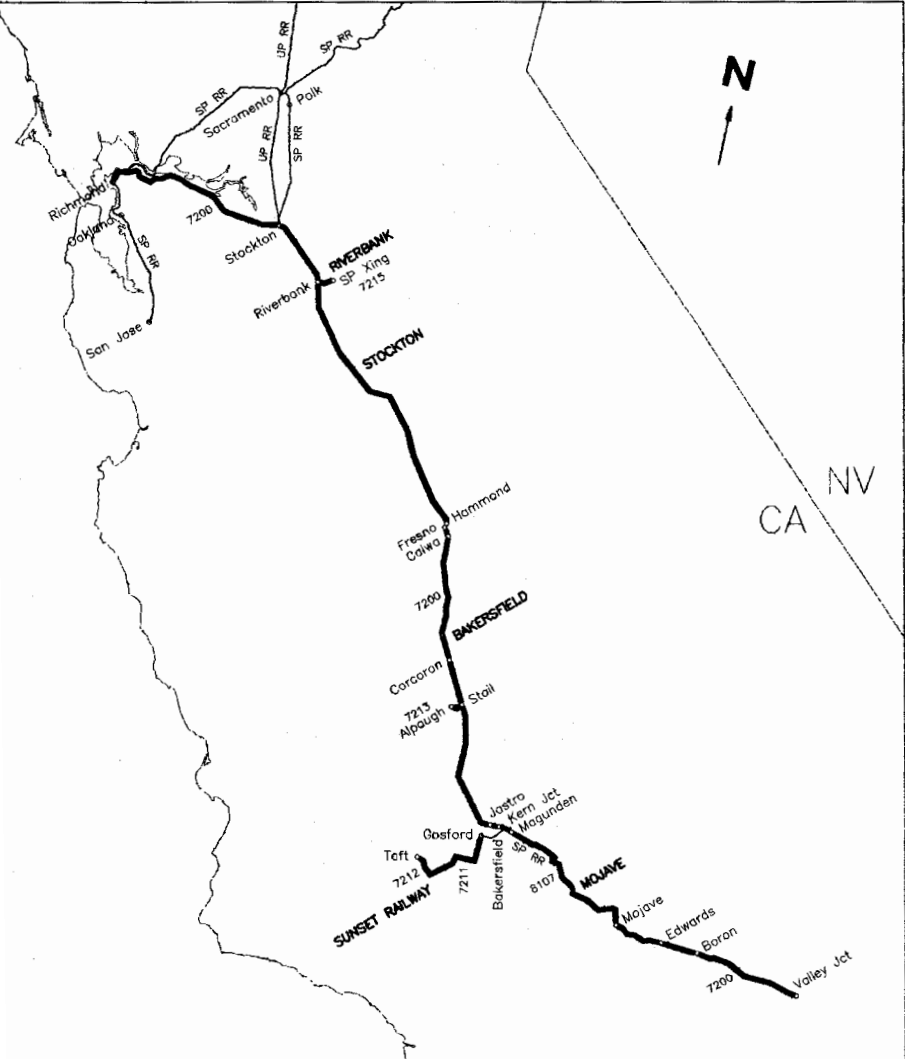
**IN EFFECT AT 0001
Pacific Continental Time**

Sunday, April 6, 1997

**Division Superintendent
G.D. Allen
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



WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Mojave Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
			749A.0	VALLEY JCT.				
				0.9 HUTT				
			749A.9	7.3				
8011	18540	757.2	HINKLEY	15.8		CTC		
8034	18530	772.9	JIM GREY	11.0				
8052	18525	784.0	BORON	5.8				
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	5.8				
		17910	814.7	MOJAVE (BNSF)	M			
				0.8				
			380.7	MOJAVE (UP)				
				10.3				
	17830	370.4	CAMERON	8.0				
E5040	17820	362.4	SUMMIT SWITCH	1.9		U		
				2.0		P		
			358.5	TEHACHAPI				
				1.9				
	17810	356.7	CABLE	2.5		R		
6189	17805	354.1	MARCEL	2.3		A		
4800	17795	351.8	WALONG	3.0		I		
8960	17790	348.8	WOODFORD	3.3		L		
8080	17785	345.5	ROWEN	3.2		R		
7530	17780	342.3	CLIFF	2.8		O		
13270	17775	339.5	BEALVILLE	4.3		A		
			335.2	CALIENTE				
			335.1	3.8				
			17765	ILMON				
				3.4				
			17760	BENA				
				2.9				
			17755	SANDCUT				
				4.9				
			17750	EDISON				
				3.5				
			17705	MAGUNDEN				
				3.0				
			17510	KERN JCT	M	DT		
				885.2		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 70 MPH. Freight 55 MPH.*%

* See System Special Instruction 1(B)

1(B). Speed – Permanent Restrictions

	Passenger	Freight
Eastward and Westward		
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.)		20 MPH.
MP 887.5 to MP 889.0 South Track		20 MPH.
MP 887.5 to MP 887.75 North Track		20 MPH.
MP 887.7 (HE Only) Both Tracks		10 MPH.
MP 887.75 to MP 889.2 North Track	79 MPH.	55 MPH.
MP 887.8 (HE Only "D" St.)		4 MPH.
MP 784.7 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 U.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 887.75 – North Main Track
	MP 885.2 to MP 889.1 – South Main Track

CTC–in effect on Main Track and Sidings:

Valley Jct. to Mojave	MP 749A.0 to MP 814.5
Bakersfield NMT	MP 887.75 to MP 889.2

ABS–in effect:

Kern Jct to Bakersfield	MP 885.2 to MP 887.7
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Rule 6.24 Double Track–

Kern Jct. to Bakersfield	MP 885.2 to MP 887.75
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Manual Interlockings Not Controlled by BNSF–

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

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 Union 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-

Bakersfield-Between MP 885.2 and MP 889.4, the engine whistle will not be sounded (except in case of emergency), the bell will be rung in lieu of the whistle.

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

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

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–End of Track to Gosford MP 20.0 to MP 0.0

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 Kern	MP 5.4	500	East
Garintee	MP 6.0	1360	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Bakersfield Subdiv MAIN LINE STATIONS			Method of Oper.	Track Diagram	EASTWARD ↑
		17400	887.7	BAKERSFIELD	BCPTR	DT			
				3.4					
E-6726	16386	891.1	JASTRO			2MT CTC			
W-6155				6.6					
9015	16376	897.7	UNA						
E-4833	16368	905.4	SHAFTER						
W-5963				7.7					
		906.9	CP HANDLE						
6568	16359	913.0	WASCO						
		914.8	CP ROSE						
8964	16352	919.2	ELMO						
9032	16344	924.6	SANDRINI			CTC			
8948	16340	932.3	ALLENSWORTH						
8999	16322	942.1	ANGIOLA						
E-5990	16313	950.9	CORCORAN		T				
W-9951				8.8					
8879	16308	960.3	GUERNSEY						
E-8963	16246	967.39	S.J.V. RRX		M				
W-4490			HANFORD						
9055	16237	973.2	SHIRLEY						
9051	16218	982.2	CONEJO						
8959	16210	988.3	BOWLES						
		993.0	THORPE						
		994.3	CALWA CROSSING		M				
			0.6						
	16200	994.9	CALWA		BCPT				

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 South Track 20 MPH. 20 MPH.
 MP 887.5 to MP 887.75 North Track 20 MPH. 20 MPH.
 MP 887.7 (HE only) Both Tracks 10 MPH. 10 MPH.
 MP 887.75 to MP 889.6 North Track 79 MPH. 55 MPH.
 MP 887.8 (HE only) Both Tracks 4 MPH. 4 MPH.

MP 889.3 to MP 889.6 North Track	60 MPH.	55 MPH.
MP 889.3 to MP 889.6 South Track	40 MPH.	30 MPH.
MP 889.8 to MP 890.1 North Track	60 MPH.	55 MPH.
MP 889.8 to MP 890.1 South Track	60 MPH.	50 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 967.7 to MP 967.8	30 MPH.	30 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 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 (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 967.8 to MP 967.7	30 MPH.	30 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 North Track	60 MPH.	55 MPH.
MP 890.1 to MP 889.8 South Track	60 MPH.	50 MPH.
MP 889.6 to MP 889.3 North Track	60 MPH.	55 MPH.
MP 889.6 to MP 889.3 South Track	40 MPH.	30 MPH.
MP 889.2 to MP 887.75 North Track	79 MPH.	55 MPH.
MP 889.0 to MP 887.5 South Track	20 MPH.	20 MPH.
MP 887.8 (HE Only) Both Tracks	4 MPH.	4 MPH.
MP 887.75 to MP 887.5 North Track	20 MPH.	20 MPH.
MP 887.7 (HE only) Both Tracks	10 MPH.	10 MPH.

1(C). Speed - Switches and Turnouts

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

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, WE South main Track	60 MPH.
Jastro, Crossovers	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.
Sandrin, Both ends siding	40 MPH.
Allensworth, Both ends siding	40 MPH.
Angiola, Both ends siding	40 MPH.
Corcoran, Both ends east siding	30 MPH.
Corcoran, Both ends west siding	40 MPH.
Guernsey, EE Siding	40 MPH.

MP 961.2 Guernsey, Crossover	40 MPH.
Hanford, WE east siding	40 MPH.
Hanford, Both ends west siding	20 MPH.
MP 965.6 Hanford, Crossover	40 MPH.
Shirley, Both ends siding	40 MPH.
Conejo, Both ends siding	40 MPH.
Bowles, Both ends siding	40 MPH.
Calwa, EE Yard, turnout, to main track	15 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.
Alpough 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 887.75 North main Track
Bakersfield	MP 885.2 to MP 889.1 South Main Track

CTC-in effect on Main Track and Sidings:

Bakersfield to Calwa	MP 889.2 to MP 994.9
	MP 887.75 to MP 889.2 North Main Track

Rule 6.24 Double Track-

Kern Jct. (Mohave Subdivision) to Bakersfield	MP 885.2 to MP 887.75
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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 5.16-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 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 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--

Bakersfield--While shoving Amtrak trains, an Amtrak crew member must precede the movement on foot from "D" Street (MP 887.8) to "F" Street (MP 887.7).

Between MP 885.2 and MP 889.4--The engine whistle will not be sounded (except in case of emergency), the bell will be rung in lieu of the whistle.

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

WESTWARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Stockton Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		16200	994.9	CALWA	BCPT		[Diagram]	
				1.8				
			996.7	S.J. V.RRX-SUNMAID CRSG. M		2MT CTC		
		16200	998.1	FRESNO	BC		[Diagram]	
				1.3				
	1900	16095	999.7	HAMMOND				
				1.6				
	8514	16089	1005.0	FIGARDEN				
				5.3				
	8950	16083	1011.3	GREGG				
				6.3				
	8984	15884	1019.6	MADERA				
				8.3				
	9083	15876	1025.4	KISMET				
				5.8				
	13900	15872	1031.1	SHARON				
				5.7				
	8978	15866	1041.5	LE GRAND				
				10.4				
	9688	15862	1047.3	PLANADA				
				5.8				
	10314	15780	1056.1	MERCED		CTC		
				8.8				
	8989	15768	1062.9	FLUHR				
				6.8				
	8999	15760	1071.7	BALLICO				
				8.8				
	8964	15756	1079.6	DENAIR				
				7.9				
		15695	1089.2	MODESTO EMPIRE JCT		2MT CTC		
				9.6				
	7231	15650	1095.6	RIVERBANK	BPT			
				6.4				
	9254	15640	1101.4	ESCALON				
				5.8				
	8968	15630	1109.6	DUFFY				
				8.2				
	7298		1116.9	WALNUT				
				7.3				
		15000	1119.7	MORMON	BPCT	CTC		
				2.8				
			1120.7	U.P. RRX STOCKTON TWR. U.P. RRX. CM				
				1.0				
	6794	15000	1121.4	STOCKTON	T		[Diagram]	
				0.7				
				5.2				
	4881	14480	1126.6	GILLIS				
				2.5				
	3674	14470	1129.1	HOLT		TWC ABS		
				3.9				
	4943	14460	1133.0	TRULL				
				3.8				
	3558	14440	1136.8	ORWOOD	CM			
				2.4				
			1139.2	BIXLER				
				7.2		2MT CTC		
		14390	1146.4	OAKLEY	Y			
				4.4				
	5580	14349	1150.3	SANDO	Y			
				1.8				
		14339	1151.9	ANTIOCH	Y	TWC ABS		
				3.9				
	5800	14330	1155.8	PITTSBURG	BCPY			
				8.2				
	3600	14319	1164.0	PORT CHICAGO				
				2.9				
	3456	11210	1166.9	MALTBY		CTC		
				6.5				
		11230	1173.4	GLEN FRAZER	P			
				2.6				
	4936	11240	1176.0	CHRISTIE				
				3.1				
	5184	11250	1179.1	COLLIER				
				3.5				
	5310	11270	1182.6	GATELEY				
				1.9				
	2296	11275	1184.5	NORTH BAY		TWC ABS		
				2.0				
	5373	11280	1186.5	RHEEM				
				2.5				
		11300	1189.0	RICHMOND	BCPTR			

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 North & South Main Tracks	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 North Main Track	60 MPH.	55 MPH.
MP 1139.5 to MP 1139.8 South Main Track	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 North Main Track	60 MPH.	55 MPH.
MP 1139.8 to MP 1139.5 South Main Track	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 North & South Main Tracks	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.	
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. - Turnouts	60 MPH.	60 MPH.
Riverbank - Both ends Siding	40 MPH.	40 MPH.
Escalon - Both ends Siding	40 MPH.	40 MPH.
Duffy - Both ends Siding	40 MPH.	40 MPH.
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.
Bixler - North Main Track	60 MPH.	60 MPH.
Oakley - North Main Track	60 MPH.	60 MPH.
Sando - EE Siding	30 MPH.	30 MPH.
Sando - WE Siding	15 MPH.	15 MPH.
Pittsburg - Both ends Siding	30 MPH.	30 MPH.
Port Chicago - UP Connection	50 MPH.	50 MPH.
Maltby - Both ends Siding	30 MPH.	30 MPH.
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 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 1146.4 to MP 1158.0

Restricted Limits--

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

Bixler to Oakley MP 1139.2 to MP 1145.4

Port Chicago, UP Jct. MP 1163.5 to MP 1163.7

TWC--in effect:

Stockton to Bixler MP 1122.3 to MP 1139.2

Oakley to Port Chicago MP 1146.4 to MP 1163.5

Port Chicago to Richmond MP 1163.7 to MP 1189.0

ABS--in effect:

Stockton to Bixler MP 1122.3 to MP 1139.2

Oakley to Port Chicago MP 1146.4 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--Union 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 Union Pacific joint track between Stege and Oakland. San Joaquin Valley trains and engines may use joint track between Calwa and Hammond.

Rule 5.16--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 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 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 and comply with Rule 9.12.4. In addition, proceed with member of crew preceding movement over bridge.

At Glen Frazer, MP 1173.3 when signal governing movement westward on 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, 1139.2	Dragging Equipment	Radio Communication
MP 1144.5 Protects Orwood Bridge Eastward at MP 1136.5 and tunnel at MP 1170.2	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 Protects tunnel at MP 1175.4	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

Budway, CLIC 131, the loading dock 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—

Line Segment	Limits
7255	Calwa
7257	7256 Riverbank Yard
7258	Richmond

Road Line Segments—

Line Segment	Limits
7200	Calwa to Richmond MP 994.9 to MP 1189.0

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

Name	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
Du Pont	1147.6	3473	Both
East Antioch	1149.2	6350	Both
Zee	1149.8	3163	Both
Monsanto	1165.8	2304	Both
Glen Frazer	1172.9		East
Pinole	1181.5	500	East
San Pablo	1187.7	584	East

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

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

1. Speed Regulations

1(A). Speed - Maximum

Freight

Riverbank Subdivision 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--Union 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

G.D. ALLEN	Division Superintendent	Stockton	942-5510
	Terminal Supt.	Stockton	942-5522
G.E. JORDAN	Supt. Operations	Stockton	942-5544
C. E. KEELER	Terminal Manager	Stockton	942-5531
N. BRYANT	Trainmaster	Stockton	942-5492
D.A. LEE	Trainmaster	Stockton	942-5492
S. P. SCHAFFER	Trainmaster	Stockton	942-5492
D. M. SULLIVAN	Trainmaster	Stockton	942-5492
K.E. BLACK	Trainmaster (Road)	Stockton	942-5492
S.M. ANDERSON	Division Engineer	Stockton	942-5518
R. SANCHEZ	Roadmaster	Stockton	942-5420
J.A. STEVENSON	Road Foreman Eng.	Bakersfield	395-5153
M.T. LONG	Terminal Manager	Bakersfield	395-5121
E.T. PAGET	Trainmaster	Bakersfield	395-5139
G.F. BACA	Trainmaster (Road)	Bakersfield	395-5139
G. HEATLEY	Mgr. Safety and Rules	Fresno	441-2669
R.L. CUMMINGS	Trainmaster	Fresno	441-2544
A.L. GALLYER	Trainmaster	Fresno	441-2544
R.R. RUSSELL	Trainmaster	Fresno	441-2544
J.C. SCHARRETT	Trainmaster	Fresno	441-2544
J.P. HERNDON	Road Foreman	Fresno	441-2642
D.R. GILLIAM	Roadmaster	Fresno	441-2523
R.S. POWELL	Terminal Manager	Fresno	441-2620
J.L. COCKLE	Terminal Manager	Richmond	231-2603
L.G. GRAHAM	Trainmaster	Richmond	231-2700
M.J. WAGNER	Road Foreman	Richmond	231-2701
D.J. BUNKER	Gen. Foreman Equip.	Richmond	231-2644
L.B. HARTMAN	Trainmaster (Road)	Pittsburg	231-2617