

BNSF Safety Vision

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

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

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

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

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

BNSF



Northern California Division

Timetable No. 7

IN EFFECT AT 0800

Pacific Continental Time

Wednesday, January 21, 2004

Division General Manager

S.L. Weatherby

Stockton, California

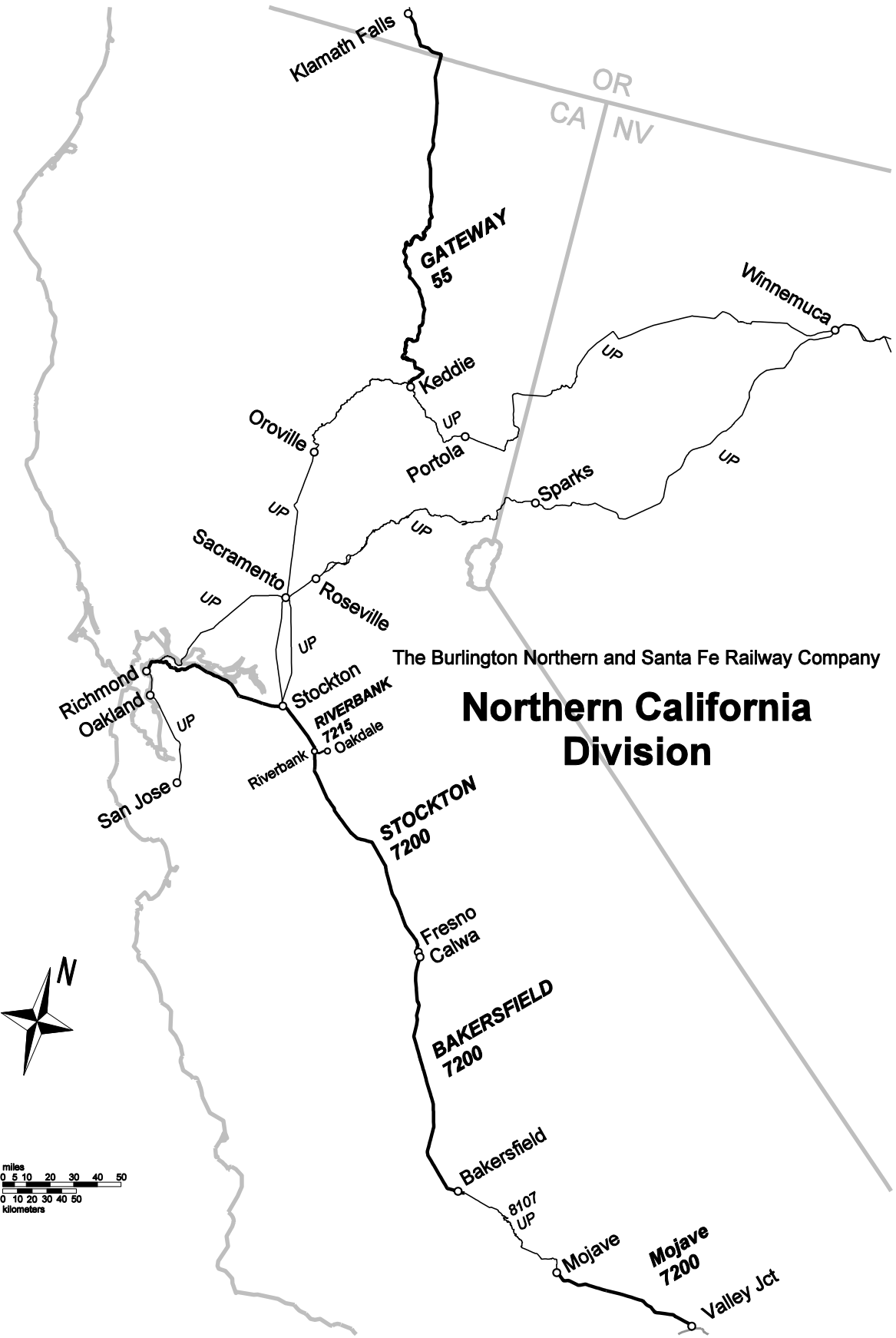
(209) 460-6110

General Director Transportation

J.R. Gooding

Stockton, California

(209) 460-6154



The Burlington Northern and Santa Fe Railway Company

Northern California Division

Division Managers

Bakersfield

J.E. COBEAN Supt. Operations (661) 395-5117
 S.T. COCKSHOT Terminal Manager (661) 395-5121
 J.A. GOODIE Trainmaster (661) 395-5182
 K.T. GRESHAM Asst. Trainmaster (661) 395-5182
 T. HAMILTON Asst. Trainmaster (661) 395-5182
 T.C. MANTON Supvr. Roadway Equipment .. (661) 395-5122
 J.A. MARTINEZ Road Foreman (661) 395-5104
 T.A. McNANEY Asst. Trainmaster (661) 395-5182
 G.M. MONTGOMERY Sr. Special Agent (661) 395-5127
 M. NUFEELD Welding Supervisor (661) 395-5162
 R.E. ONSTOTT Road Foreman (661) 395-5135
 T.W. RIBELIN Trainmaster (661) 395-5182

Fresno

F.B. BARRERA Roadmaster (559) 457-7525
 N.S. BEDSTED Division Trainmaster (559) 457-7665
 R.L. CUMMINGS Trainmaster (559) 457-7503
 J.A. DALY Sr. Special Agent (559) 457-7505
 K.R. DUNCAN Construction Supvr. Signals .. (559) 457-7563
 A.L. GALLYER Trainmaster (559) 457-7544
 R.L. HAAS Asst. Trainmaster (559) 457-7544
 M.J. HARRIS Equipment Supervisor (559) 457-7533
 J.P. HERNDON Road Foreman (559) 457-7642
 M.L. KOOGLER Claims Manager (559) 457-7621
 F.P. MATTERA Terminal Manager (559) 457-7620
 N.S. McEACHERN Trainmaster (559) 457-7544
 R.J. MITCHELL Asst. Trainmaster (559) 457-7544
 J.J. PALACIOS Roadmaster (559) 457-7523
 C.L. PARKER Supervisor Structures (559) 457-7564
 D.D. SWALLOW Field Engineer (559) 457-7552
 K.R. WALTER Supervisor Signals (559) 457-7562

Keddie

Vacant Road Foreman/Trainmaster .. (530) 596-4312

Klamath Falls

M.P. CAROLAN Division Trainmaster (541) 880-5630
 T.E. SMITH Roadmaster (541) 880-5639
 D.S. BERTHLOF Mechanical Foreman (541) 880-5633
 R.K. BOSSOLONO Equipment Supervisor (541) 880-5634

Pittsburg

Vacant Division Trainmaster (510) 460-6443

Richmond

J. ALLEN Equipment Supervisor (510) 231-2712
 M.D. BORER Asst. Trainmaster (510) 231-2700
 M.J. BORER Equipment Supervisor (510) 231-2736
 L.B. CANIEZO Claims Rep. (510) 231-2632
 M.C. GARLAND Trainmaster (510) 231-2602
 R.T. GOLDEN Asst. Trainmaster (510) 231-2602
 T.A. KOOIMAN Special Agent (510) 231-2751
 H.W. LEDERER General Equipment Foreman (510) 231-2644
 N.A. MURRAY Terminal Manager (510) 231-2603
 J.M. SMITH Trainmaster (510) 231-2602
 E.K. SWARTZ Trainmaster (510) 231-2602
 C.S. THOMPSON Trainmaster (510) 231-2602
 J.W. WARNER Road Foreman (510) 231-2701
 E.E. WRIGHT Equipment Supervisor (510) 231-2653
 R.L. VALEK Equipment Supervisor (510) 231-2628

Riverbank

C.S. LUCERO Asst. Trainmaster (209) 460-6476
 J.A. PENCE Asst. Trainmaster (209) 460-6476
 P.H. SHAVER Trainmaster (209) 460-6476
 R. STAHL Asst. Trainmaster (209) 5460-6476

Stockton

S.M. ANDERSON Gen. Dir. Line Maintenance ... (209) 460-6130
 D.N. BRUMMER Trainmaster (209) 460-6311
 T.T. DOUGLAS Trainmaster (209) 460-6311
 J.R. ESTUDILLO Manager of Signals (209) 460-6133
 J.M. FLEMING Manager Engineering (209) 460-6175
 D.R. GILLIAM Division Engineer (209) 460-6118
 E.J. GOMEZ Manager Human Resource .. (209) 460-6188
 P. JONES Asst. Trainmaster (209) 460-6210
 M.W. LEE Supt. Operations (209) 460-6202
 D.E. LINDSTROM Manager Telecommunication (209) 460-6100
 G.E. MIRTS Road Foreman (209) 460-6222
 W.A. MORRIS Roadmaster (209) 460-6340
 R.P. MUNAFO Terminal Manager (209) 460-6336
 J.S. NELSON Asst. Trainmaster (209) 460-6311
 H. PERDUE Trainmaster (209) 460-6311
 R.R. RUSSELL Supt. Operations (209) 460-6205
 J.L. PORTZ Safety Manager (209) 460-6106
 I.A. SALAZAR SR. Special Agent (209) 460-6115
 S.P. SCHAFFER Trainmaster (209) 460-6311
 R.L. SCHLEGEL Equipment Supervisor (209) 460-6306
 T.J. SINDELAR Division Trainmaster (209) 460-6210
 J.M. TAYLOR Director Administration (209) 460-6112
 M. VELASQUEZ Supervisor of Signals (209) 460-6250
 R.C. WIELENBERG ... Claims Rep. (209) 460-6157

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 ↑
				STATIONS	STATIONS					
		17400	888.0	BAKERSFIELD		BCPTX			1.2	
			889.2	WEST BAKERSFIELD			2MT		1.9	
			889.7	GOMEZ	X		CTC			
	16386		891.1	JASTRO	X				6.6	
			892.5	LOPEZ						
			897.7	UNA					7.7	
	9,015	16376	897.7	UNA					7.6	
	E4,833 W5,963	16368	905.4	SHAFTER					6.2	
	6,568	16359	913.0	WASCO					5.4	
	8,964	16352	919.2	ELMO					7.7	
	9,032	16344	924.6	SANDRINI			CTC		9.8	
	8,948	16340	932.3	ALLENSWORTH					8.8	
	8,999	16322	942.1	ANGIOLA					9.4	
	E5,990 W9,951	16313	950.9	CORCORAN	T				7.6	
	8,879	16308	960.3	GUERNSEY					5.3	
	E8,963 W4,490	16246	967.4	HANFORD - SJVR RRX	M				9.0	
	9,055	16237	973.2	SHIRLEY					6.1	
	9,051	16218	982.2	CONEJO					4.7	
	8,959	16210	988.3	BOWLES					1.3	
			993.0	THORPE					0.6	
			994.3	CALWA CROSSING	M					
	16200	994.9		CALWA		BCPT			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 multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

Exceptions

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

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

Passenger Freight

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

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

1(B). Speed—Permanent Restrictions

Westward

MP 888.0 to MP 889.6—Main 1 79 MPH. 55 MPH.
 MP 888.0 to MP 889.3—Main 2 40 MPH. 40 MPH.
 MP 889.3 to MP 889.6—Main 1 60 MPH. 55 MPH.
 MP 889.3 to MP 889.6—Main 2 40 MPH. 30 MPH.
 MP 889.8 to MP 890.1—Main 1 60 MPH. 55 MPH.
 MP 889.8 to MP 890.1—Main 2 60 MPH. 50 MPH.
 MP 892.9 to MP 893.3 70 MPH. 65 MPH.
 MP 967.5 to MP 969.5 45 MPH. 45 MPH.
 MP 967.7 to MP 967.8 30 MPH. 30 MPH.
 MP 973.7 to MP 975.8 55 MPH. 45 MPH.
 MP 993.6 to MP 994.1 (HER) 45 MPH. 45 MPH.
 MP 994.2 to MP 994.3 30 MPH. 30 MPH.
 MP 994.2 to MP 995.2 40 MPH. 40 MPH.

Eastward

MP 995.2 to MP 994.2 40 MPH. 40 MPH.
 MP 994.3 to MP 994.2 30 MPH. 30 MPH.
 MP 993.9 to MP 992.8 (HER) 65 MPH. 65 MPH.
 MP 975.8 to MP 973.7 55 MPH. 45 MPH.
 MP 969.5 to MP 967.5 45 MPH. 45 MPH.
 MP 967.8 to MP 967.7 30 MPH. 30 MPH.
 MP 893.3 to MP 892.9 70 MPH. 65 MPH.
 MP 890.1 to MP 889.8—Main 1 60 MPH. 55 MPH.
 MP 890.1 to MP 889.8—Main 2 60 MPH. 50 MPH.
 MP 889.6 to MP 889.3—Main 1 60 MPH. 55 MPH.
 MP 889.6 to MP 889.3—Main 2 40 MPH. 30 MPH.
 MP 889.2 to MP 888.0—Main 1 79 MPH. 55 MPH.
 MP 889.3 to MP 888.0—Main 2 40 MPH. 40 MPH.

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other

Lone Star Spur, MP 901.9 to end of track 10 MPH.
 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

Restricted Limits—in effect:

CTC—in effect on Main Track and sidings:

Bakersfield to Calwa	MP 889.2 to MP 994.9
	MP 887.5 to MP 889.2
	Main 1
Bakersfield to Calwa	MP 887.95 to MP 889.2
	Main 2
Amtrak Lead	MP 886.9 to MP 887.5

ABS—in effect:

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

Rule 6.24—Double Track—in effect:

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

Rule 6.26—Multiple Main Track—in effect:

Bakersfield MP 888.0 to MP 887.5

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.

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

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.

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**

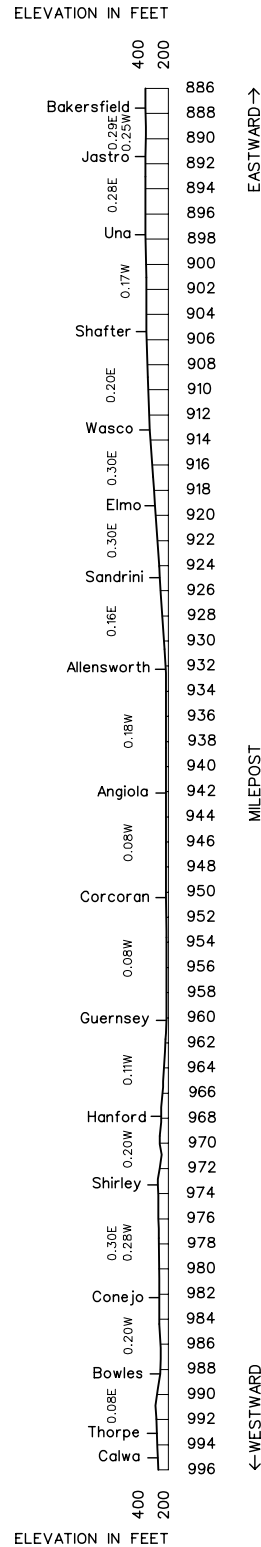
Line Segment Limits
 7254 Bakersfield Yard
 7255 Calwa Yard

**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



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Gateway Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE	STATIONS				
		14295	0.0	BIEBER LINE JCT	J	Rule 6.28	55	1.0	
		14296	1.0	KLAMATH FALLS	BT			2.0	
			3.0	SOUTH KLAMATH FALLS				12.4	
	2,400	14311	15.4	MERRILL				9.1	
		14320	24.5	MALIN				7.1	
	2,250	14327	31.6	STRONGHOLD	A			13.1	
	5,073	14340	44.7	MAMMOTH		TWC		9.5	
	6,751	14350	54.2	KEPHART				12.3	
	5,036	14362	66.5	SCARFACE				11.8	
	6,820	14374	78.3	LOOKOUT	J			12.7	
	8,024	14385	90.0	BIEBER	T			17.2	
	4,251	14505	108.2	LITTLE VALLEY				18.3	
	6,758	14520	126.5	HALLS FLAT	T			13.7	
	4,235	14525	140.2	LODGE POLE				23.4	
	4,338	14545	163.6	WESTWOOD				13.7	
	7,942	14555	177.3	ALMANOR				11.0	
	4,236	14560	188.3	GREENVILLE				8.5	
	4,208	14565	196.8	MOCCASIN				6.0	
		14570	202.8	KEDDIE	JT			202.8	

Radio Channel No. 66 in service.

UPRR Radio Channel 27 in service at Keddie.

UPRR Dispatcher Tone 15

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	CQS	EMER
Bieber Line Jct. to Keddie	66	2	4	5	9

Dispatcher Phone—(909) 386-4220

Dispatcher Fax—(909) 386-4240

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 202.8	Freight 49 MPH.
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1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

Between MP 178 and MP 188 - Westward trains exceeding 3,500 tons must utilize the balanced braking method of controlling speed as described in Air Brake and Train Handling Rule 103.7.4.

On sidings	10 MPH.
Almanor Railroad	5 MPH.

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

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

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

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

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

Bieber Line Jct. to Keddie 143 tons, Restriction B

3. Type of Operation

TWC—in effect:

West Klamath Falls MP 3.0 to Keddie MP 202.8

4. General Code of Operating Rules Items

Rule 1.47—In addition to the requirements of General Code of Operating Rule 1.47 and to Signal Switch Awareness Form, the Conductor must do the following:

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

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

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

Rule 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 6.28—in effect:

Bieber Line Jct. MP 0.0 to West Klamath Falls MP 3.0

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnel or other Structures: None
- B. Other TWD Locations
 - MP 19.6—HBD/DED—Recall Code 8
 - MP 50.3—HBD/DED—Recall Code 8
 - MP 68.6—HBD/DED—Recall Code 8
 - MP 92.4—DED/Exception Reporting—Recall Code 8
 - MP 97.4—DED/Exception Reporting—Recall Code 8
 - MP 102.4—DED/Exception Reporting—Recall Code 8
 - MP 107.4—HBD/DED—Recall Code 8
 - MP 112.2—DED/Exception Reporting—Recall Code 8
 - MP 118.9—DED/Exception Reporting—Recall Code 8
 - MP 125.8—DED/Exception Reporting—Recall Code 8
 - MP 135.2—HBD/DED—Recall Code 8
 - MP 167.2—HBD/DED—Recall Code 8
 - MP 171.2—DED/Exception Reporting—Recall Code 8
 - MP 176.2—DED/Exception Reporting—Recall Code 8
 - MP 182.2—DED/Exception Reporting—Recall Code 8
 - MP 187.4—DED/Exception Reporting—Recall Code 8
 - MP 195.6—HBD/DED—Recall Code 8

MP 197.2 to MP 200.2—Slide Fence
 Signal Indication:
 Flashing Lunar (normal)
 Solid Lunar or dark (fence activated)
 MP 201.9—DED-Exception Reporting (Transmits on the BNSF and UPRR radio channels simultaneously).

6. **FRA Excepted Track**—None

7. **Special Conditions**

Remote Control Operations—Signs located at MP 0.0 and MP 3.0, (Gateway Subdivision) designate the Remote Control Area at Klamath Falls. This includes White Line Industrial Spur.

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:
 Klamath Falls Yard between tracks 9409 and 9410 on the west end have 12'8" track centers.

Work Train Instructions

All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Departments) 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 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.

Sidings—The following sidings may be used by loaded coal trains or trains exceeding 100 TOB: Almanor, Moccasin and Halls Flat.

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	
Merrill	.10	Descending	Ascending
Stronghold	.10	Descending	Ascending
Mammoth	.07	Ascending	Descending
Kephart	.08	Ascending	Descending
Scarface	.10	Ascending	Descending
Lookout	.15	Descending	Ascending
Bieber	.06	Ascending	Descending
Little Valley	1.60	Descending	Ascending
Halls Flat	1.37	Descending	Descending
Lodge Pole	1.00	Descending	Ascending
Westwood	1.50	Ascending	Descending
Almanor	.50	Descending	Descending
Greenville	1.00	Ascending	Descending
Moccasin	1.00	Descending	Ascending

Test Mile Location

Northbound
 MP 195.0 to MP 194.0
 MP 193.0 to MP 192.0
 MP 137.0 to MP 136.0
 MP 135.0 to MP 134.0
 Southbound
 MP 21.0 to MP 22.0
 MP 23.0 to MP 24.0
 MP 134.0 to MP 135.0
 MP 136.0 to MP 137.0

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

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

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

EXCEPTION: Crossing at MP 147.2 which is solar powered.

Tonnage limits are as follows from Bieber to Keddie:

EASTWARD (All Trains)—5,500 tons

WESTWARD

Manifest/Intermodal Trains:

Without distributed power/helpers—7,000 tons
 With helpers/distributed power on rear—9,500 tons
 With helpers/distributed power cut in—12,000 tons

Loaded Unit Bulk Commodity Trains:

Same as above, except
 With helpers/distributed power cut in—15,000 tons

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

DYNAMIC BRAKE REQUIREMENTS FOR WESTWARD FREIGHT TRAINS —

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

TONS PER OPERATIVE BRAKE (TOB)

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	6	6	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 12,000	12	12	16	20	24	26	30
12,001 to 14,000	12	12	18	24	28	30	34
14,001 to 16,000	12	14	20	26	30	34	38

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

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

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

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

BNSF AIR BRAKE AND TRAIN HANDLING RULES IN EFFECT 0001, JULY 13, 2003 ARE AMENDED ON THE GATEWAY SUBDIVISION AS FOLLOWS—

RULE 100.13—All Southbound trains will perform a running air brake test between MP 147 and MP 167.

RULE 103.2.1—Dynamic brake restrictions for Gateway Subdivision are as follows:

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

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

Train Make-up Restrictions—Roadrailer Equipment

A. Total Trailing tonnage must not exceed 3000 tons.

Additional Restrictions;

0 - 1500 Tons—No Restrictions

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

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

B. Additional RoadRailer Power and Dynamic Brake Restrictions:

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

Between Bieber and Keddie, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the throttle, as outlined in ABTH Rule 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.

Clear Creek Junction—Southward trains may enter these tracks only with locomotives and cars to be set out or picked up.

Tionesta—Only four axle units may work beyond the derail.

8. Line Segments

Road Line Segments

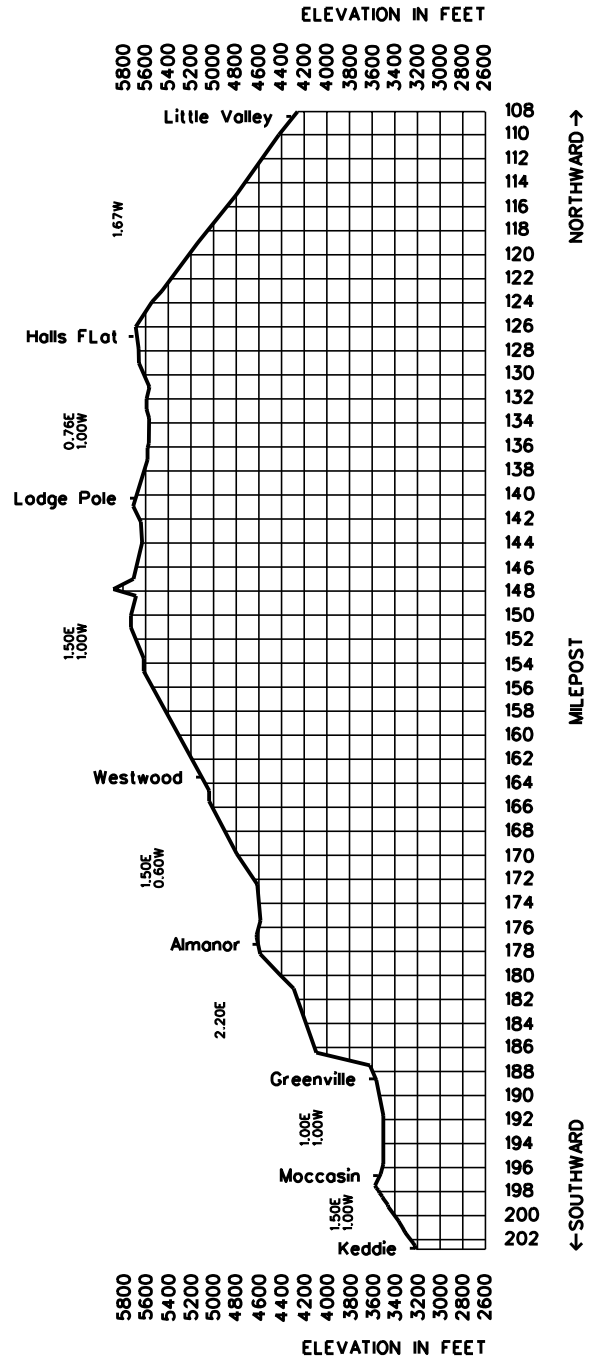
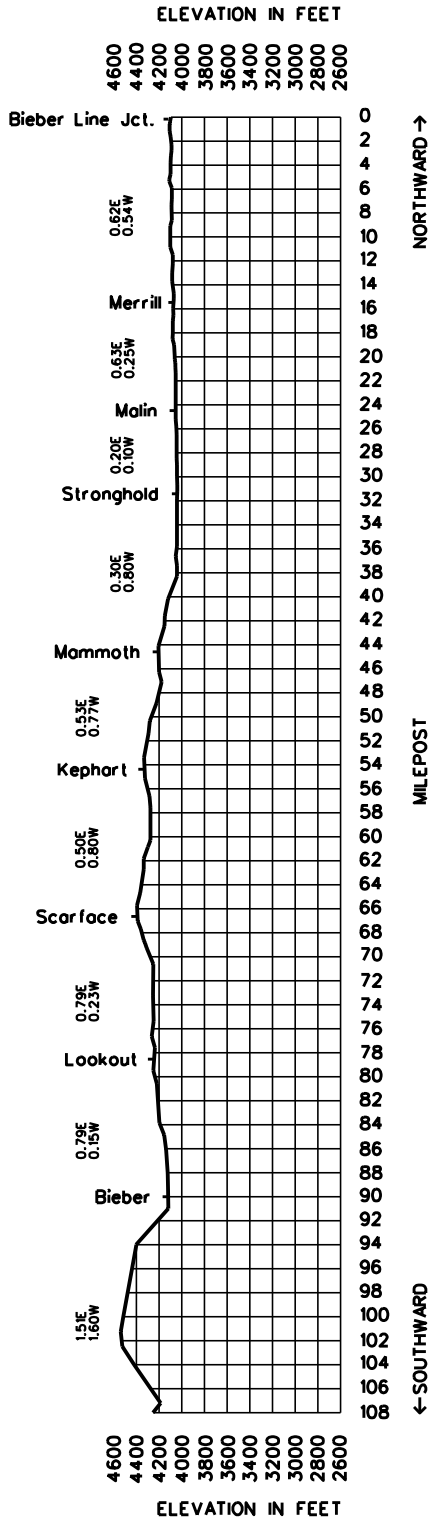
Line Segment Limits

55 Bieber Line Jct. to Keddie

9. Locations Not Shown as Stations

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mojave Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			749A.0	VALLEY JCT.	J		CTC	7200	0.9	
			749A.9	HUTT					7.3	
8,011	18540	757.2	HINKLEY						15.8	
8,034	18530	772.9	JIM GREY						11.0	
8,052	18525	784.0	BORON						5.6	
8,004	18519	789.6	SILT						7.5	
8,007	18515	797.1	EDWARDS	T					6.4	
8,019	18509	803.6	BISSELL						6.5	
8,772	18505	810.1	SANBORN						5.6	
	17910	814.7	MOJAVE (BNSF)	JM					0.6	
Between Mojave (BNSF) and Kern Jct. is under the jurisdiction of UP timetable and special instructions.										
		380.7	MOJAVE (UP)				U P R A I L R O A D	8107	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						2.3	
4,800	17795	351.8	WALONG						3.0	
8,960	17790	348.8	WOODFORD						3.3	
8,080	17785	345.5	ROWEN						3.2	
7,530	17780	342.3	CLIFF						2.8	
13,270	17775	339.5	BEALVILLE						4.3	
	17770	335.2 335.1	CALIENTE						3.8	
	17765	331.3	ILMON						3.4	
	17760	327.9	BENA						2.9	
	17755	325.0	SANDCUT						4.9	
	17750	320.1	EDISON						3.5	
	17705	316.6	MAGUNDEN				3.0			
	17510	313.6 885.2	KERN JCT.	M		DT ABS	2.3			
		886.9	AMTRAK LEAD	R			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
Mojave Subdivision, including trains		
100 TOB and over	70 MPH.	55 MPH.

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

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

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

Exceptions

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

- Same as above except train must not average more than 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 886.9 to MP 887.5 (Amtrak Lead) 20 MPH. 20 MPH.

1(B). Speed—Permanent Restrictions

Eastward and Westward	Passenger	Freight
MP 749A.0 to MP 749A.8	45 MPH.	45 MPH.
MP 749A.8 to MP 750.5	50 MPH.	50 MPH.
MP 750.5 to MP 751.3	60 MPH.	60 MPH.
MP 813.5 to MP 814.5	40 MPH.	40 MPH.
Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.)		
MP 888.0 to MP 889.3—Main 2	40 MPH.	20 MPH.
MP 888.0 to MP 889.2—Main 1	79 MPH.	55 MPH.
MP 784.7 Spur	20 MPH.	20 MPH.
MP 785.0 Spur	10 MPH.	10 MPH.
MP 797.1 Spur	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.

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

1(D). Speed—Other

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

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.

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. Temperature degrees are shown in Fahrenheit.

Between Valley Jct. MP 749.0 and Mojave MP 814.7:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 TOB	Freight Trains over 80 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.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Valley Jct. to Bakersfield 143 tons, Restriction A

3. Type of Operation

Restricted Limits—in effect:

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

CTC—in effect on Main Track and sidings:

Valley Jct. to Mojave MP 749A.0 to MP 814.5
 Bakersfield Main 1 MP 887.5 to MP 889.2
 Bakersfield Main 2 MP 887.95 to MP 889.2
 Amtrak Lead MP 886.9 to MP 887.5

ABS—in effect:

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

Rule 6.24—Double Track—in effect:

Kern Jct. to Bakersfield MP 885.2 to MP 887.5

Rule 6.26—Multiple Main Track—in effect:

Bakersfield MP 888.0 to MP 887.5

Manual Interlockings Not Controlled by BNSF

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

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

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.
Flashing Yellow Over Lunar	Approach - Thirty	Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules and Air Brake Items

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

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

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

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

Rule 8.3—The following crossovers at Bakersfield may be left lined and locked as last used:

- MP 886.1, Main 1 to Main 2 (Tulare Street)
- MP 887.3, Main 1 to Main 2 (Chester Avenue)
- MP 887.5, Main 2 to Working Lead
- MP 887.7, Main Track to Track 402

Rule 9.13.1—Interlocking Switches: Instructions governing manual operation of Kern Junction dual control switches by employees:

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 8
 - MP 788.0—Exception Reporting—Recall Code 8
 - MP 813.0—Recall Code 8

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

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

Minimum Dynamic Brake Requirements

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

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 make up 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.

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.

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

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

Activation/Deactivation Procedure
 Remote Control Operator will contact Hump assistant trainmaster and request that Remote Control Zone protection be established after remote control locomotive has cleared in receiving track where protection is desired. Assistant trainmaster will line west receiving track switch away from lead and provide switch blocking including switches on hump crest leads. After this process has been completed the assistant trainmaster will notify the remote control operator that the Remote Control Zone has been activated. Remote Control Zone will remain activated until remote control operator has requested that the Remote Control Zone be deactivated.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to Restricted Speed:
 Bridge MP 755.6
 Bridge MP 770.7
 Bridge MP 773.2
 Bridge MP 775.7
 Bridge MP 775.9

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

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

Train Make-up Restrictions—Roadrailer Equipment

A. Total Trailing tonnage must not exceed 3000 tons.
 Additional Restrictions;
TRAIN TONNAGE RESTRICTION
 0 - 1500 Tons No Restrictions
 Over 1500 Tons No more than 1500 trailing tons behind any RoadRailer unit weighing less than 28 tons.

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

B. Additional RoadRailer Power and Dynamic Brake Restrictions:

On the Mojave Subdivision, no more than 24 rated axles of power may be used.
 Between Ilmon and Mojave, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the throttle, as outlined in ABTH Rule 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.

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.

8. Line Segments

Yard Line Segments

Line Segment	Limits
7253	Barstow Yard
7254	Bakersfield Yard

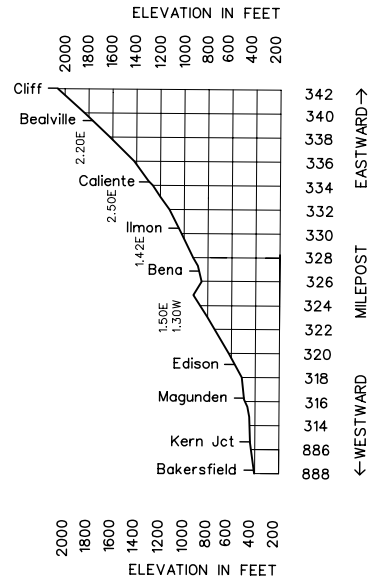
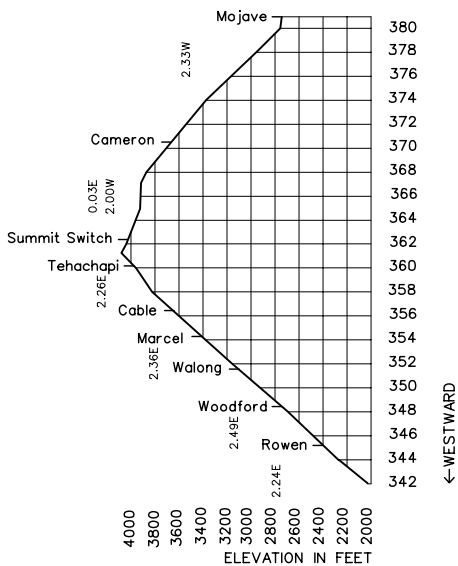
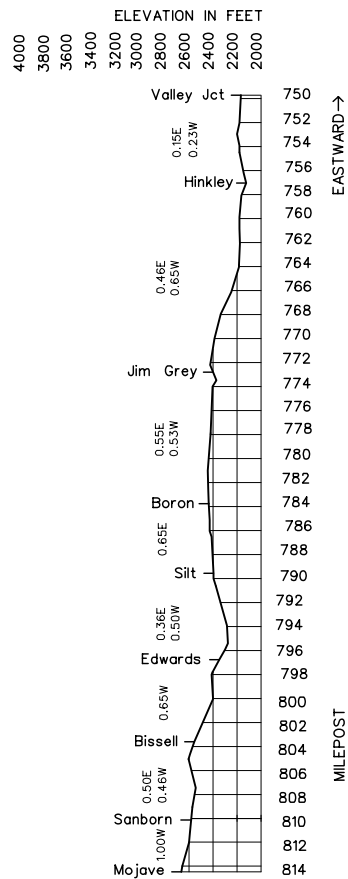
Road Line Segments

Line Segment	Limits
7200	Valley Jct. to Mojave
8107	Mojave to Kern Jct. (UP Railroad)
7200	Kern Jct. to Bakersfield

9. Locations Not Shown as Stations

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

10. Grade Charts



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

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

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:
 Oakdale (BNSF track only) MP 6.0 to MP 6.5
 Riverbank MP 0.0 to MP 1.0

TWC—in effect:
 Riverbank to Oakdale MP 1.0 to MP 6.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—

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

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

The following will apply:

- 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

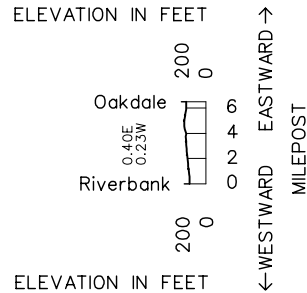
Line Segment Yard
 7256 Riverbank Yard

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	Stockton Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		16200	994.9	CALWA	BCPT				1.8	
			996.7	SJ RRX - SUNMAID CRSG.	MX(2)		2MT CTC		1.3	
		16200	998.1	FRESNO	BC				1.6	
		16095	999.7	HAMMOND	J				5.3	
	8,093	16089	1005.0	FIGARDEN					6.3	
	8,950	16083	1011.3	GREGG					8.3	
	8,984	15884	1019.6	MADERA					5.8	
	9,083	15876	1025.4	KISMET					5.7	
	13,900	15872	1031.1	SHARON			CTC		10.4	
	8,978	15866	1041.5	LE GRAND					5.8	
	9,688	15862	1047.3	PLANADA					8.8	
	10,314	15780	1056.1	MERCED					6.8	
	8,989	15768	1062.9	FLUHR					8.8	
	8,999	15760	1071.7	BALLICO					7.9	
	8,964	15756	1079.6	DENAIR					9.6	
		15695	1089.2	MODESTO EMPIRE JCT.	J		2MT CTC		6.4	
	7,231	15650	1095.6	RIVERBANK	JBPT				1.7	
			1097.3	STANISLAUS					4.1	
	9,254	15640	1101.4	ESCALON			CTC		8.2	
	8,968	15630	1109.6	DUFFY					2.3	
			1111.9	EAST MARIPOSA					2.9	
			1114.8	WEST MARIPOSA					1.3	
	7,298		1116.1	EAST WALNUT					1.7	
			1117.6	WALNUT CROSSOVERS					1.9	
		15000	1119.7	MORMON	BPCT				0.8	
			1120.5	KEDDIE JCT. (Main 1)	JM		2MT CTC		0.2	
			1120.7	UP CROSSING	JM				0.7	
	6,794	15000	1121.4	STOCKTON	T				0.8	
			1122.2	WEST STOCKTON					4.4	
		14480	1126.6	GILLIS			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	
	5,580	14349	1150.3	SANDO					1.6	
		14339	1151.9	ANTIOCH			TWC ABS		3.9	
	5,800	14330	1155.8	PITTSBURG	BCP				8.3	
	3,600	14319	1164.0	PORT CHICAGO	J		CTC		2.9	
	3,456	11210	1166.9	MALTYBY					6.3	
		11230	1173.2	GLEN FRAZER	P				2.8	
	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 multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

Exceptions

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

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

Trains 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—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	40 MPH.	40 MPH.
Escalon—Both ends siding	40 MPH.	40 MPH.
Duffy—Both ends siding	40 MPH.	40 MPH.
East Mariposa, turnout	40 MPH.	40 MPH.
West Mariposa, crossover	40 MPH.	40 MPH.
East Walnut	50 MPH.	50 MPH.
MP 1117.8—Walnut crossovers, 2 crossovers	50 MPH.	50 MPH.
MP 1120.4—Crossover WE Mormon Yard	10 MPH.	10 MPH.
Keddie Jct.—Switch	10 MPH.	10 MPH.
UP Crossing, Crossovers	15 MPH.	15 MPH.
West Stockton	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.

	Passenger	Freight
Sando—WE siding	10 MPH.	10 MPH.
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	20 MPH.
Stockton Intermodal Tracks—305, 306	20 MPH.
Exception: Eastward trains departing	40 MPH.

Maltby

Speed limit for westward trains leaving Maltby siding is 15 MPH until private road crossing, located at MP 1167.4, is occupied.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Calwa to Richmond 143 tons, Restriction B

3. Type of Operation

Rule 6.13—Yard Limits

Richmond MP 1187.3 to MP 1189.0

CTC—in effect on Main Track and sidings:

Calwa to Oakley	MP 994.9 to MP 1146.4
Port Chicago, UP Jct.	MP 1163.5 to MP 1163.7
Lead Track East Mariposa	MP 1111.9 for 0.6 miles to CP Almond
Lead Track West Mariposa	MP 1114.84 to MP 1116.1

TWC—in effect:

Oakley to Port Chicago	MP 1146.4 to MP 1163.5
Port Chicago to Richmond	MP 1163.7 to MP 1189.0

ABS—in effect:

Oakley to Port Chicago	MP 1146.4 to MP 1163.5
Port Chicago to Richmond	MP 1163.7 to MP 1188.3

Rule 6.26, Multiple Main Tracks

Calwa to Fresno	MP 994.9 to MP 998.1
Modesto Empire Junction	MP 1087.1 to MP 1090.8
East Walnut to West Stockton	MP 1116.1 to MP 1122.2
Holt to Trull	MP 1129.0 to MP 1133.6
Bixler to Oakley	MP 1139.4 to MP 1146.3

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

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.

4. General Code of Operating Rules Items

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

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

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

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

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

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

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

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

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 1130.9—DED—WWD only
 - MP 1139.4—DED—EWD only (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 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.

Sidings—Sidings must not be used for trains that exceed 100 TOB at East Corcoran and West Hanford. Eastbound trains must not be parked or crew changed at Walnut Siding if length of train requires crossing to be cut.

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
Fluhr	.31	Descending	Ascending
Ballico	.30	Descending	Descending
Denair	.11	Ascending	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

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.

Orwood—Excess dimension cars must not operate through siding.

Close Clearance, Overhead and Side Obstructions

MP 1088.6—Syphon—north headwall—south headwall

MP 1091.4—Syphon—north headwall

Glen Frazer—Tunnel No. 1, Tunnel No. 2, Tunnel No. 3

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

MP 1165.8—Monsanto Chemical, tracks 1371 and 1372, structure located 503 feet west of east switch of the crossover alongside track has impaired overhead and side clearance. Cars should not be placed nor engine operated beyond this point (beside, or West of, these structures).

Richmond—Budway, CLIC 131, the loading dock will not clear man on side of car.

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

Bridge MP 1128.66

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

System Special Instructions Amendment—

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

The following will apply:

Movement with locomotive between cars is prohibited unless:

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

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7255 Calwa
- 7256 Riverbank Yard
- 7258 Richmond

Road Line Segments

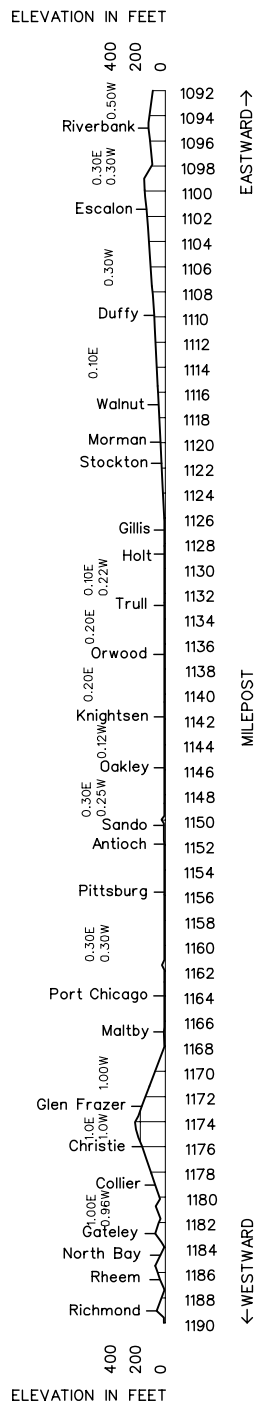
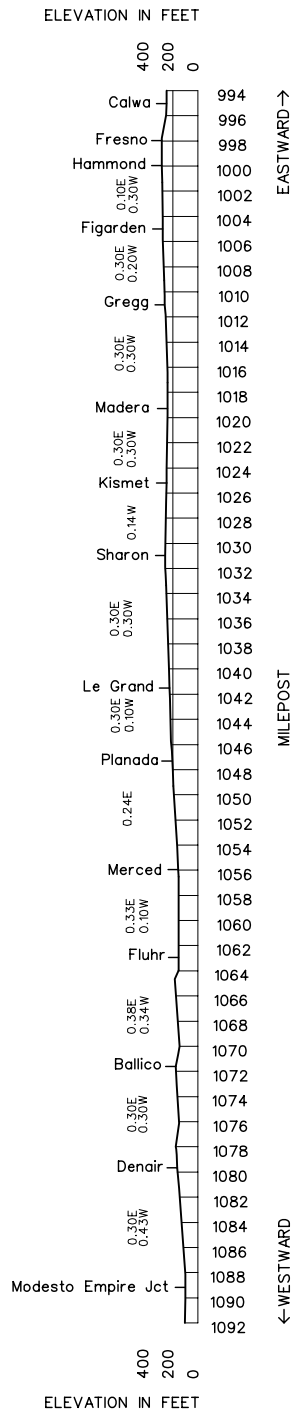
Line Segment Limits

- 7200 Calwa to Richmond MP 994.9 to MP 1189.0

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Trigo	1014.7	6,650	Both
Tuttle	1050.7	2,339	Both
Kadota	1052.1	851	Both
Swanson	1083.0	6,850	Both
Hughson	1085.8	2,047	Both
Claus	1092.8	2,228	Both
Woodsbro	1125.0	4,250	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



Track Bulletin Form B—Verbal Permission:

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

“Foreman (name and/or Gang No.) _____ using Form B Restriction No. _____ between MP _____ and MP _____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:
 - “(Train) may pass red flag (or red light) located at MP _____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add one of the following:
 - “(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) (specifying track when necessary).”

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

 - “(Train) may proceed through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.
3. To require the train to move at restricted speed, but less than 20 MPH, add the following:
 - “(Train) must proceed at restricted speed but not exceeding _____ MPH (specifying distance and track when necessary).”

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

Northern California Division
Safety Hotline
 (909) 386-4700

Report Unsafe Motorist
 1-800-697-6736

Report Trespassers
 1-800-832-5452

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

“You will achieve the level of safety you demonstrate you want”