

BNSF

Burlington Northern Santa Fe

Southern California Division

Timetable No. 1

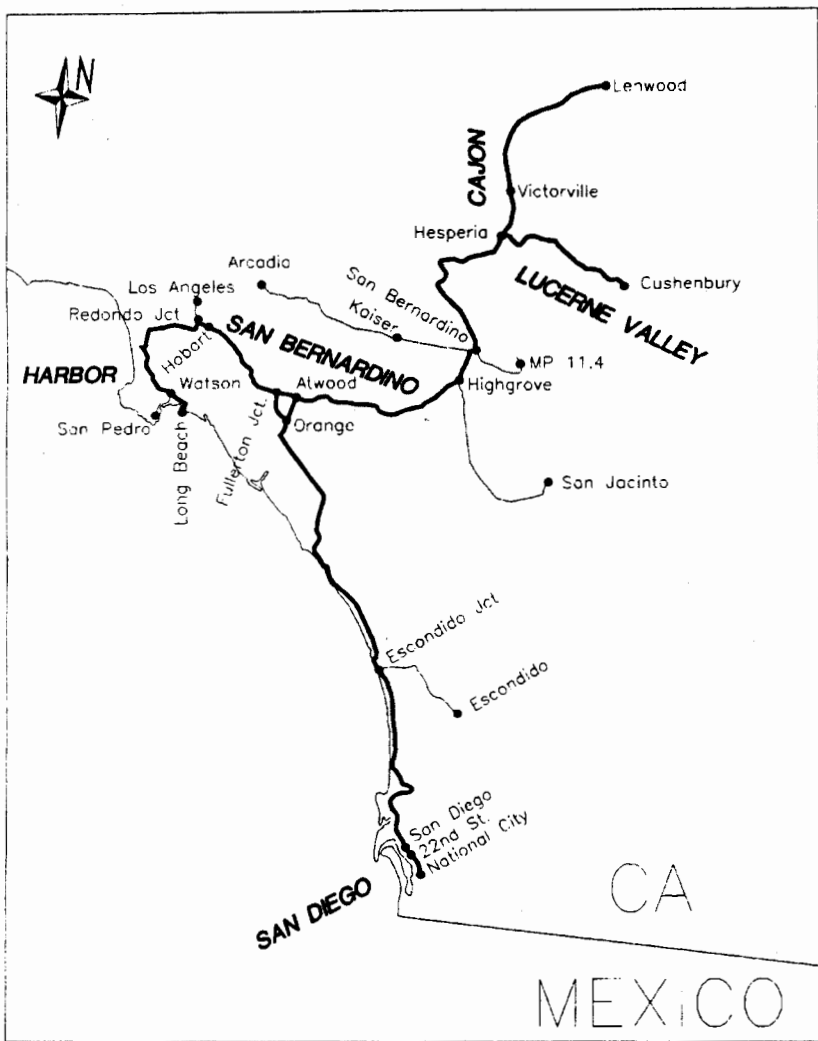
**IN EFFECT AT 0001
Pacific Time**

Thursday August 1, 1996

**Division Superintendent
J.B. Wright
San Bernardino, CA
888-4001
(909) 386-4001**

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

Burlington Northern Santa Fe Southern California Division



WESTWARD	Length of Siding in Feet	Station Nos	Mile Post Location	Cajon Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		19000	745.9	BARSTOW	BCPT			
			0.9	EAST D YARD				
			2.2	WEST D YARD				
			0.9	VALLEY JCT.				
			0.9	WEST R YARD				
			2.4	LENWOOD				
			6.9	HODGE				
			15.8	EAST ORO GRANDE				
			2.1	ORO GRANDE				
			3.1	EAST VICTORVILLE		2MT CTC		
			2.1	VICTORVILLE	BP			
			1.3	FROST				
			7.1	HESPERIA				
			5.0	LUGO				
			5.8	SUMMIT				
			NO 8.9	CAJON	SO 6.9			
			6.6	KEENBROOK				
			4.5	VERDEMONT				
			6.0	BASELINE				
			0.7	SEVENTH STREET				
			0.8	SAN BERNARDINO	BCPT	3MT CTC		
		19100	81.4					

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Barstow to West D Yard	32	1	3	4	5&7	9
West D Yard to Lugo	72	2	3	4	5&7	9
Lugo to San Bernardino	72	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed – Maximum

Passenger Freight

- Barstow to San Bernardino 79 MPH. 55 MPH.*#
- Eastward freight trains on descending grades, with dynamic brakes not in use, must not exceed:
- MP 54.4 to MP 38.0 30 MPH.
- Freight trains averaging more than 80 tons per operative brake must not exceed:
- Barstow to Summit 55 MPH.
- Redlands Industrial Spur, MP 0.0 to MP 0.7 05 MPH.
- Redlands Industrial Spur, MP 0.7 to MP 11.4 10 MPH.

* System Special Instruction 1(B) applies between Barstow and Summit.
See System Special Instruction 1(C).

1(B). Speed – Permanent Restrictions

- Westward:
- MP 746.4 to MP 747.1 50 MPH. 50 MPH.
- MP 747.1 to MP 4.6 (NT) 65 MPH. 60 MPH.
- MP 747.1 to MP 747.2 (ST) 50 MPH. 50 MPH.
- MP 747.2 (ST) (HE only)
- Passing Fuel Facilities 30 MPH. 30 MPH.

CAJON SUBDIVISION

MP 747.2 to MP 4.6 (ST)	65 MPH.	60 MPH.
MP 31.9 to MP 33.8	60 MPH.	55 MPH.
MP 33.8 to MP 34.4 Protected by Inert ATS Inductors	40 MPH.	35 MPH.
MP 34.4 to MP 36.2 (NT)	65 MPH.	45 MPH.
MP 34.4 to MP 36.2 (ST)	60 MPH.	45 MPH.
MP 36.2 to MP 37.2	50 MPH.	45 MPH.
MP 37.2 to MP 37.4	35 MPH.	35 MPH.
MP 37.4 to MP 39.1 (NT)	50 MPH.	45 MPH.
MP 39.1 to MP 42.0 (ST)	50 MPH.	45 MPH.
MP 37.4 to MP 39.1 (ST)	45 MPH.	40 MPH.
MP 39.1 to MP 42.0 (NT)	50 MPH.	45 MPH.
MP 42.0 to MP 43.7	55 MPH.	50 MPH.
MP 47.2 to MP 48.1	75 MPH.	65 MPH.
MP 48.1 to MP 48.8	55 MPH.	55 MPH.
MP 48.8 to MP 50.4	55 MPH.	50 MPH.
MP 50.4 to MP 52.2	50 MPH.	50 MPH.
MP 52.2 to MP 56.1	55 MPH.	50 MPH.
MP 56.1 to MP 56.6 Grade (ST)	40 MPH.	40 MPH.
MP 56.1 to MP 56.6 Grade (NT)	45 MPH.	45 MPH.
MP 56.6 to MP 62.2 Grade (ST) Protected by Inert ATS Inductors	30 MPH.	20 MPH.
MP 56.6 to MP 64.2X Grade (NT) Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 62.2 to MP 64.2 Grade	40 MPH.	35 MPH.
MP 64.2 to MP 66.5 Grade	35 MPH.	35 MPH.
MP 66.5 to MP 72.6 Grade	40 MPH.	35 MPH.
MP 72.6 to MP 80.7 Grade	50 MPH.	35 MPH.
MP 80.7 to MP 81.5 Protected by Inert ATS Inductors	30 MPH.	30 MPH.
Eastward:		
MP 81.5 to MP 80.7	30 MPH.	30 MPH.
MP 79.5 to MP 79.2	60 MPH.	
MP 79.2 to MP 78.3	70 MPH.	
MP 72.6 to MP 72.0	50 MPH.	45 MPH.
MP 72.0 to MP 71.5	45 MPH.	45 MPH.
MP 71.5 to MP 70.8	45 MPH.	40 MPH.
MP 70.8 to MP 66.5	50 MPH.	45 MPH.
MP 66.5 to MP 64.2	40 MPH.	35 MPH.
MP 64.2 to MP 62.2	50 MPH.	45 MPH.
MP 62.2 to MP 58.8 (ST)	35 MPH.	30 MPH.
MP 58.8 to MP 57.2 (ST)	30 MPH.	30 MPH.
MP 57.2 to MP 56.5 (ST)	40 MPH.	30 MPH.
MP 56.5 to MP 56.1 (ST)	50 MPH.	40 MPH.
MP 64.3X to MP 63.7X (NT)	40 MPH.	35 MPH.
MP 63.7X to MP 63.1X (NT)	35 MPH.	35 MPH.
MP 63.1X to MP 61.7X (NT)	40 MPH.	35 MPH.
MP 61.7X to MP 57.4X (NT)	30 MPH.	30 MPH.
MP 57.4X to MP 56.8X (NT)	45 MPH.	40 MPH.
MP 56.8X to MP 56.1 (NT)	45 MPH.	45 MPH.
MP 56.1 to MP 52.1	55 MPH.	50 MPH.
MP 52.1 to MP 50.4	50 MPH.	50 MPH.
MP 50.4 to MP 48.8	55 MPH.	50 MPH.
MP 48.8 to MP 48.1	55 MPH.	55 MPH.
MP 48.1 to MP 47.2	75 MPH.	65 MPH.
MP 43.7 to MP 42.0 Protected by Inert ATS Inductor	55 MPH.	50 MPH.
MP 42.0 to MP 39.1 (ST)	50 MPH.	45 MPH.
MP 42.0 to MP 37.4 (NT)	50 MPH.	45 MPH.
MP 39.1 to MP 37.4 (ST)	45 MPH.	40 MPH.
MP 37.4 to MP 37.2	35 MPH.	35 MPH.
MP 37.2 to MP 36.2	50 MPH.	45 MPH.
MP 36.2 to MP 34.4 (NT)	65 MPH.	45 MPH.
MP 36.2 to MP 34.4 (ST)	60 MPH.	45 MPH.
MP 34.4 to MP 33.9	40 MPH.	35 MPH.
MP 33.9 to MP 31.8	60 MPH.	55 MPH.
MP 4.6 to MP 747.1 (NT)	65 MPH.	60 MPH.
MP 4.6 to MP 747.1 (ST)	65 MPH.	60 MPH.
MP 747.1 to MP 747.2 (ST)	50 MPH.	50 MPH.

MP 747.2 (ST) (HE only)		
Passing Fuel Facilities	30 MPH.	30 MPH.
MP 747.1 to MP 746.4	50 MPH.	50 MPH.

1(C). Speed – Switches and Turnouts

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

MP 745.7 Barstow, EE Passenger Siding	20 MPH.
MP 745.8 Barstow, Crossover	50 MPH.
MP 745.9 Barstow, Yard Entry	50 MPH.
MP 746.6 East D Yard, WE Passenger Siding	20 MPH.
MP 746.8 East D Yard, Crossover	50 MPH.
MP 746.8 East D Yard, Departure Yard Lead	50 MPH.
MP 747.0 East D Yard, Inspection Yard Lead	50 MPH.
MP 748.9 West D Yard, Inspection Yard Lead	50 MPH.
MP 749.0 West D Yard, North Departure Yard Lead	50 MPH.
MP 749.1 West D Yard, South Departure Yard Lead	50 MPH.
MP 749.1 West D Yard, 2 Crossovers	50 MPH.
MP 3.4/MP 749.8 Valley Jct., Mojave Subdiv. Jct.	50 MPH.
MP 4.3 West R Yard, Receiving Yard Lead	30 MPH.
MP 6.8 Lenwood, 2 Crossovers	50 MPH.
MP 13.5 Hodge, 2 Crossovers	50 MPH.
MP 29.4 East Oro Grande, 2 Crossovers	50 MPH.
MP 34.5 East Victorville, Crossover	50 MPH.
MP 34.7 East Victorville, Turnout, Yard Lead to South Track	10 MPH.
MP 38.0 Frost, 2 Crossovers	50 MPH.
MP 50.1 Lugo, 2 Crossovers	50 MPH.
MP 55.9 Summit, 2 Crossovers	50 MPH.
MP 65.3 Cajon, 2 Crossovers	50 MPH.
MP 69.4 Keenbrook, 2 Crossovers	50 MPH.
MP 73.4 Verdemont, 2 Crossovers	50 MPH.
MP 79.6 Baseline, Turnout to No. 2 Track	50 MPH.
MP 79.8 Baseline, 2 Crossovers	50 MPH.
MP 80.5 Seventh Street, Turnout, No. 4 Track and Yard Lead	10 MPH.
MP 80.6 Seventh Street, Crossover No. 3 and No. 4 Track	40 MPH.
MP 0.0 San Bernardino, Turnout, No. 2 Track to No. 1 Track	15 MPH.

1(D). Speed – Other

Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for westward freight trains operating between Summit (MP 56.6) and Baseline.

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

2. Speed Restrictions Westward Freight Trains:

South Track between Summit (MP 56.6) and Cajon:

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

South Track with helpers between Summit (MP 56.6) and Cajon:

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

North Track between Summit (MP 56.6) and Cajon and on

Both Tracks between Cajon and Baseline:

- 30 MPH if train does not exceed 6,500 tons or 95 TOB.
- 20 MPH if train exceeds 6,500 tons or 95 TOB.
- Cannot proceed if train exceeds 16,000 tons or 135 TOB.
- On **Both Tracks** between Cajon and Baseline only, 35 MPH if train does not exceed 4,500 tons or 95 TOB and speed can be controlled with dynamic brake; and 30 MPH if train air brakes are used to control train speed.

North Track with helpers between Summit (MP 56.6) and Cajon and on

Both Tracks between Cajon and Baseline:

- 30 MPH if train does not exceed 6,500 tons or 135 TOB.
- 25 MPH if train is between 6,500 tons and 12,000 tons and does not exceed 135 TOB.

C. 20 MPH if train exceeds 12,000 tons and does not exceed 135 TOB.

D. Cannot proceed if train exceeds 16,000 tons or 135 TOB.

When equipped with RCE:

A. 15 MPH on **South Track** between Summit (MP 56.6) and Cajon.

B. 20 MPH on **North Track** between Summit (MP 56.6) and Cajon and on **Both Tracks** between Cajon and Baseline.

3. **Dynamic Brake Requirements for Westward Freight Trains:**

Before leaving Summit it must be known that locomotive consist has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirement, **train must not proceed**. Helper consist may be added to meet this requirement.

Minimum required operative axles of dynamic brake for **South Track** between Summit (MP 56.6) and Cajon:

Tons per Operative Brake (TOB)

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

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.

Note: Maximum number of axles of dynamic brake which may be cut in on the head consist of freight trains is 28 axles, except that solid doublestack trains may operate with 32 axles of dynamic brake on head consist.

Minimum required operative axles of dynamic brake for **North Track** between Summit (MP 56.6) and Cajon and on **Both Tracks** between Cajon and Baseline:

Tons per Operative Brake (TOB)

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

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.

Note: Maximum number of axles of dynamic brake which may be cut in on the head consist of freight trains is 28 axles, except that solid doublestack trains may operate with 32 axles of dynamic brake on head consist.

4. West of Summit (MP 56.6), under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold train while brake system is being recharged, starting behind lead locomotives, apply a sufficient number of hand brakes to hold train. Brake system must be fully charged after which a brake pipe reduction must be made sufficient enough to hold the train while hand brakes are being released. Before proceeding, all hand brakes must be released.
5. If total brake pipe reduction exceeds 18 psi to control speed, train must be stopped immediately.

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

Before proceeding, brake system must be fully recharged. Excessive use of engine brake is prohibited. If retainers are positioned before reaching Cajon, a 10 minute cooling stop must be made at Verdmont.

Trains operating with retainers must stop east of controlled signal at Baseline and turn down retainers before proceeding.

6. Speed of trains must not be controlled exclusively with dynamic brake when train tonnage exceeds: 2,500 tons on **South Track**, between Summit (MP 56.6) and Cajon; 3,500 tons on **North Track**, between Summit (MP 56.6) and Cajon and 4,500 tons on **Both Tracks**, between Cajon and Baseline.
7. Between Summit (MP 56.6) and Baseline, westward freight trains containing more than one-half doublestack equipment are required to have RCE or helper locomotives at or near rear of train if train exceeds an average of 100 TOB and exceeds 250 tons per operative axle of dynamic brake.

Other Speed Restrictions—

Oro Grande, East Victorville, Victorville, Thorn, Keenbrook, Devore and Ono:

Speed limit 5 MPH on other than Main Tracks for engines in excess of four axles.

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.

Humping or switching must not be performed while handling pile drivers.

Temperature 100 Degrees or above:

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

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

Limits	Threshold Temperature	Speed
MP 38.2 to MP 54.5	100 degrees	40 MPH.

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

2. **Bridge and Equipment Weight Restrictions—None**

3. **Method of Operations—**

CTC—in effect on Main Track:

Barstow to San Bernardino MP 745.9 to MP 81.4

Rule 6.26—Multiple Main Tracks:

Barstow to San Bernardino MP 745.9 to MP 81.4

**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—Union Pacific trains may use joint track between Barstow and San Bernardino.

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, and 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 6.26—Main tracks cross at grade separation, MP 39.1, and are designated as prescribed by Rule 6.26 above either side of crossing. Main tracks between Baseline and San Bernardino are designated as follows: The farthest track to the left as viewed from a westward train is **No. 2** Track, the track in the middle is **No. 3** Track and the farthest track to the right is **No. 4** Track.

Redlands Industrial Spur—Trackage between San Bernardino, MP 0.0 and End of Track, MP 11.4, identified as Redlands Industrial Spur, Rule 6.28 in effect. All switches must be left lined and locked for movement on Redlands Industrial Spur track.

Rule 104.3.1—If train is stopped at Summit for any reason, an automatic brake application of not less than 10 psi must be made and not released until ready to proceed.

Rule 101.13—At Summit, westward passenger trains must make a running air brake test between MP 55 and MP 56. Westward freight trains operating between Summit and Cajon must make a running air brake test between Lenwood and Lugo and in doing so determine the following:

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

5. Trackside Failed Equipment Detector(FED)—

Location	Type	Locator & Signals Affected
MP 8.5, 28.5, 48.5	Hot Box & Dragging Equipment	Radio Communication
MP 57.3 (NT only), 64.1	Dragging Equipment	Radio Communication

6. FRA Excepted Track—Redlands Industrial Spur—MP 0.0 to MP 11.4, all tracks.

7. Special Conditions—

Close clearance overhead and side obstructions which impair clearance:

Victorville

Southwestern Portland Cement Co. "A" track, "B" track.

Hesperia

Spur track No. 4, Don Oakes Lumber Company

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
7253	Barstow Yard
7650	San Bernadino Yard

Road Line Segments-

Line Segment	Limits
7600	Barstow to National City
7601	Hesperia to Cushenbury
7603	San Bernardino to MP 11.4

9. Locations not Shown as Stations-

Name		Miles-Location	Capacity in feet	Switch Opens
Helendale	(NT)	21.1	1051	Both
	(ST)	21.1	1050	
Thom	(NT)	41.1	2995	Both
Summit	(NT)	55.7	590	Both
	(ST)	55.7	600	
Martinez Spur	(NT)	54.2	3780	East
Alray	(NT)	59.7X	920	East
Cajon	(NT)	64.3X	1511	Both
Keenbrook	(NT)	66.3	1580	East
Devore	(ST)	71.0	1600	Both
Cargill	(NT)	72.5	3301	Both
Ono	(NT)	75.0	1960	East
Redlands Industrial Spur		0.0	11.4 miles	West

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	San Bernardino Subdiv		Method of Oper.	Track Diagram	EASTWARD
				MAIN LINE STATIONS				
		19100	0.0	SAN BERNARDINO	BCMPT	4MT		
		19140	2.2	RANA		CTC		
		25045	2.9	COLTON (SP RRX)	M			
4490		4.2	WEST COLTON					
			6.1	CP61				
		25065	6.7	HIGHGROVE				
		25200	9.8	RIVERSIDE				
			9.9	TENTH STREET				
			10.6	WEST RIVERSIDE				
		25210	14.0	CASA BLANCA		2MT		
			18.5	LA SIERRA		CTC		
		25250	21.4	MAY				
8059		25255	22.8	PORPHYRY				
		25260	24.1	CORONA				
			27.2	WEST CORONA				
		25265	29.4	PRADO DAM		3MT		
		25270	35.8	ESPERANZA		CTC		
		25274	40.6	ATWOOD		2MT		
		23200	45.5 165.5	FULLERTON JCT.	BCP			
		23160	163.0	BASTA		3MT		
		23148	160.3	BUENA PARK				
		23140	157.7	LA MIRADA	T			
			156.1	NORWALK				
N4150 S3432		155.0	SANTA FE SPRINGS			2MT		
		23120	153.0	LOS NIETOS (SP RRX)	M			
		23110	152.1	DT JUNCTION (SP RRX)	M			
		23100	150.9	PICO RIVERA	BCPT			
		23039	149.8	BANDINI				
			148.5	COMMERCE				
			147.3	EASTERN AVE.		3MT		
		23000	146.0	HOBART	BCP			
			144.5	HOBART TWR (UP RRX)	CM			
		23550	143.2	REDONDO JCT. (UP RRX)	CMPT	2MT		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
San Bernardino to MP 10.6	72	1	3	4	5&7	9
MP 10.6 to Redondo Jct.	36	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

San Bernardino to Fullerton Jct. Passenger 60 MPH. Freight 50 MPH.#

Fullerton Jct. to MP 144.5	79 MPH.	50 MPH.#
MP 144.5 to Redondo Jct.	65 MPH.	50 MPH.#
San Jacinto Industrial Spur, MP 0.0 to MP 3.6		20 MPH.
MP 3.6 to MP 7.0		15 MPH.
MP 7.0 to MP 14.2		20 MPH.
MP 14.2 to MP 38.3		10 MPH.

See System Special Instruction 1(C).

System Special Instruction 1(C) is in effect between CP Rancho and Arcadia on Metrolink tracks.

1(B). Speed – Permanent Restrictions

MP 0.0X to MP 0.7X, No. 2, 3 and 4 Tracks	30 MPH.	30 MPH.
MP 0.7X to MP 1.1X, No. 3 and 4 Tracks	15 MPH.	15 MPH.
MP 0.7X to MP 1.1X, No. 2 Track	30 MPH.	30 MPH.
MP 0.0 to MP 0.9, No. 1 Track	15 MPH.	15 MPH.
MP 0.9 to MP 2.2, No. 1 Track	20 MPH.	20 MPH.
MP 1.1X to MP 2.2, No. 2, 3 and 4 Tracks	30 MPH.	30 MPH.
MP 2.2 to MP 3.2, NT and ST	30 MPH.	30 MPH.
MP 3.2 to MP 4.0	40 MPH.	40 MPH.
MP 6.6 to MP 6.8	50 MPH.	40 MPH.
MP 8.3 to MP 8.5	60 MPH.	50 MPH.
MP 9.3 to MP 9.6	55 MPH.	50 MPH.
MP 11.8 to MP 12.5	45 MPH.	40 MPH.
MP 15.4 to MP 15.9	55 MPH.	50 MPH.
MP 15.9 to MP 16.7	55 MPH.	50 MPH.
MP 16.7 to MP 17.1	60 MPH.	50 MPH.
MP 31.4 to MP 31.6	55 MPH.	50 MPH.
MP 31.6 to MP 32.8	60 MPH.	50 MPH.
MP 32.8 to MP 34.4	50 MPH.	50 MPH.
MP 34.4 to MP 35.1	50 MPH.	45 MPH.
MP 35.9, ST (switch)	50 MPH.	50 MPH.
MP 42.7 to MP 43.6 (HE only)	50 MPH.	50 MPH.
MP 45.2 to MP 45.7	50 MPH.	50 MPH.
MP 165.2 to MP 164.7 (HE only)	50 MPH.	50 MPH.
MP 163.8 to MP 163.5	75 MPH.	
MP 161.1 to MP 160.8	70 MPH.	
MP 156.6 to MP 155.9	75 MPH.	
MP 154.2 to MP 153.8	70 MPH.	
MP 153.0 RRX	50 MPH.	50 MPH.
MP 152.9 to MP 152.5	70 MPH.	
MP 152.1 RRX	50 MPH.	50 MPH.
MP 151.7 to MP 151.4	65 MPH.	
MP 148.5, ST (switch)	40 MPH.	40 MPH.
MP 144.5 to MP 144.9, ST & MT	40 MPH.	40 MPH.
MP 144.5 to MP 143.4	30 MPH.	30 MPH.
MP 143.4 to MP 142.9, protected by inert ATS inductors	15 MPH.	15 MPH.

1(C). Speed – Switches and Turnouts

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

MP 0.0 San Bernardino, Turnout, No. 2 Track to No. 1 Track	15 MPH.
MP 0.1 San Bernardino, Passenger movements and all freight movements, No. 1 track, Double Slip Switch	15 MPH.
MP 0.1 San Bernardino, Freight movements routed to or from passenger yard or Flyover, Double Slip Switch	10 MPH.
MP 0.7, Crossover between No. 3 Track and No. 4 Tracks, Crossover between No. 4 Track and Yard lead and Turnout No. 4 Track to No. 4 Track	15 MPH.
MP 0.3X, 4 Crossovers	30 MPH.
MP 2.2 Rana, Turnout to B Yard Lead	10 MPH.
MP 2.2 Rana, 2 Crossovers	30 MPH.
MP 2.2 Rana, Turnout to No. 2 track	30 MPH.
MP 2.2 Rana, Turnout to No. 1 track	30 MPH.
MP 2.2 Rana, Turnout from No. 2 Track to Auto Facility lead	10 MPH.
MP 3.1 Colton, SP connection switch (east), NT	20 MPH.
MP 3.3 Colton, EE south siding	10 MPH.
MP 4.2 West Colton, WE south siding	10 MPH.
MP 4.3 West Colton, 2 Crossovers	50 MPH.

MP 6.1 CP61, Crossover and Turnout to NT	50 MPH.
MP 9.9 Tenth Street, Turnout NT to Metrolink Station	40 MPH.
MP 10.4, West Riverside, Crossover and Turnout NT to UPRR and Turnout to ST	40 MPH.
MP 10.4 West Riverside, Crossover NT to Metrolink lead	15 MPH.
MP 21.4 May, 2 Crossovers	50 MPH.
MP 22.4/MP 24.0 Porphyry, EE and WE siding	15 MPH.
MP 29.5 Prado Dam, 2 Crossovers and Turnout to NT	50 MPH.
MP 35.9 Esperanza, 2 Crossovers and Turnout to NT	50 MPH.
MP 40.6 Atwood, Switch to Metrolink	25 MPH.
MP 40.5 Atwood, 2 Crossovers	50 MPH.
MP 45.5/MP 165.5 Fullerton Jct., Switch to Metrolink and crossover, ST to MT, MP 165.2	40 MPH.
MP 45.5/MP 165.5 Fullerton Jct., Crossover ST to MT	50 MPH.
MP 165.2 Fullerton Jct., Crossover ST to MT	40 MPH.
MP 163.2 Basta, 2 Crossovers, and Turnout to ST	50 MPH.
MP 160.1 Buena Park, 2 Crossovers	50 MPH.
MP 157.7 La Mirada, 2 Crossovers	50 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE north siding	40 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE south siding	40 MPH.
MP 155.0 Santa Fe Springs, 2 Crossovers	50 MPH.
MP 152.1 D.T. Jct., 2 Crossovers	50 MPH.
MP 149.9 Bandini, 2 Crossovers	50 MPH.
MP 148.4 Commerce, End of 3 Tracks switch to ST,	40 MPH.
MP 147.3 Eastern Ave., 2 Crossovers, Crossover between NT and outbound lead and NT to setout Track	40 MPH.
MP 146.1 Hobart, Main track Crossovers	30 MPH.
MP 146.1 Hobart, Crossover NT to setout track	30 MPH.
MP 144.7 Hobart Tower, Crossover NT to MT	40 MPH.
MP 144.7 Hobart Tower, East Crossover	30 MPH.
MP 144.7 Hobart Tower, Middle Crossover	15 MPH.
MP 144.7 Hobart Tower, West Crossover	30 MPH.
MP 144.7 Hobart Tower, All other Crossovers and Turnouts	15 MPH.

1(D). Speed – Other

Temperature 100 Degrees or above:

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

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

Limits	Threshold Temperature	Speed
MP 11.0 to 17.9	100 degrees	40 MPH.
MP 26.7 to 38.2	100 degrees	40 MPH.

At Redondo Jct speed limit 5 MPH over Santa Fe Blvd on Butte Street lead to Washington auto dock.

Speed limit 5 MPH on these tracks:

CLIC 3865 (inbound lead), between west crossover switch to top end lead and west switch 3702 and back side lead between east switch CLIC 3700 and west switch CLIC 4430.

Authority to use CLIC 3865 between these points must be authorized by mechanical department personnel, but authority may be relayed through the assistant trainmaster at Hobart.

Hobart Tower

Speed limit 5 MPH on Junction Wye.

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.

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.

Humping or switching must not be performed while handling pile drivers.

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

2. **Bridge and Equipment Weight Restrictions—None**3. **Method of Operations—****CTC—in effect on Main Track:**

San Bernardino to Redondo Jct. MP 0.0 to MP 143.2

CTC—In effect on siding:

Norwalk MP 156.1

Multiple Main Tracks—

San Bernardino to Redondo Jct. MP 0.0 to MP 143.2

Manual Interlockings not Controlled by BNSF—**Location** Controlling Railroad

Hobart Tower (UP RRX), MP 144.5 ... 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; 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 San Bernardino and West Riverside. BNSF trains and engines may use Metrolink tracks between CP Rancho and Arcadia. Speed limit on all auxiliary tracks not specifically governed by Metrolink Timetable and other instructions, 10 MPH, unless further restricted. Special instructions ALL SUBDIVISIONS and all General Orders and Superintendent Notices remain in effect unless specific instructions to the contrary are issued by Metrolink.

Rule 5.8.2—Between MP 39.0 and MP 44.0, engine whistle will not be used in advance of street crossings protected by automatic crossing gates except the engine whistle shall be used at the discretion of the engineer to avoid injury to persons or damage to property.

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

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

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

- 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**.
- 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**.
- 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 6.26—Main tracks between San Bernardino and Rana are designated No. 1 Track (Shortway), No. 2, No. 3 and No. 4 Tracks.

Rule 9.12.1—Permission must be secured from the BNSF Train Dispatcher to pass controlled signals indicating stop, at Fullerton Jct. and Atwood.

Before operating beyond controlled signals indicating Stop onto Metrolink San Gabriel, Olive and Orange Subdivisions, permission must be obtained from the BNSF Train Dispatcher to pass the Stop signal and from Metrolink Train Dispatcher to occupy the main Track beyond the control point.

Rule 9.13—When crank type dual control switches controlled by Redondo Jct. or Hobart Tower are used in hand position, switches must not be returned to motor position until movement is clear of switches.

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

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

5. Trackside Failed Equipment Detector(FED)–

Location	Type	Locator & Signals Affected
Bridge 4.6	High Water	Eastward Signals 52 & 54 Westward Controlled Signals West Colton
MP 6.0, 32.0	Hot Box & Dragging Equipment	Radio Communication

6. FRA Excepted Track—San Jacinto Industrial Spur, all tracks MP 18.3 to MP 38.3.

7. Special Conditions—

Close clearance South Track, south side, between East and West Norwalk.

Track 363 serving Holiday Cup has impaired clearance and will not clear man on side of car on south side of track.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
7650	San Bernardino Yard
7652	Hobart Yard
7651	First Street Yard (LA)

Road Line Segments—

Line Segment	Limits
7600	Barstow to National City
7603	San Bernardino to Fullerton
7605	Highgrove to San Jacinto

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity in feet	Switch Opens
Colton Cement Spur	3.5		East
San Jacinto Industrial Spur	6.7	38.3 miles	East
Highgrove	0.0	1018	Both
Lily Cup	0.6	545	Both
Box Springs	7.2	1555	Both
Alessandro	10.6	2046	Both
Val Verde	13.5	1105	Both
Granite Spur	14.5	4752	Both
Mayer Farms	15.9	920	Both
Ellis	19.9	800	East
Prenda Spur (Prenda)	14.3	300	Both
Arlington	15.9	2000	East
Porphyry (3M Spur)	22.7	18480	West
West Corona	26.8	5812	Both
Fullerton	(NT) (ST) 164.7 164.7		Both Both
San Gabriel Subdivision (Metrolink)			
Muscat Spur	90.4	4685	West
Cucamonga Foothill Spur	95.8	5600	Both
Pasadena Subdivision (Metrolink)			
Metropolitan Spur	108.6	5475	
Bircher Spur	119.0	7918	

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Harbor Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
				Station	Method of Oper.			
		23550	0.0	REDONDO JCT.	CMPTR			
			1.5	MALABAR	R			
		21630	2.5	SPRRX	A			
				NADEAU	R			
			2.8	SP RRX	A			
		21650	3.5	WINGFOOT	R			
		21660	6.0	WILDASIN	R			
		21670	7.3	VAN NESS	R			
		21680	8.0	HYDE PARK	R			
		21690	9.9	INGLEWOOD		TWC		
		21710	13.6	LAIRPORT	R			
			14.6	SP RRX	R			
		21720	14.8	EL SEGUNDO	TR			
		21770	16.6	LAWNDALE	R			
		21780	20.1	ALCOA	R			
		21830	21.7	TORRANCE	R			
		21820	23.3	IRONSIDES	R			
		22100	26.6	WATSON	BCPTR			
		22240	28X	WILMINGTON	R			
		21840		PIER A YARD	TR			
		22475	27.6	WEST THENARD	R			
				SPRRX	A			
			28.3	LONG BEACH JCT.	R			
		22500		LONG BEACH	R	SP		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Redondo Jct. to MP 8.23	36	1	3	4	5&7	9
MP 8.23 to Long Beach Jct.	72	1	3	4	5&7	9
Port of Long Beach	58	-	-	-	-	-

1. Speed Regulations

1(A). Speed - Maximum

Harbor Subdivision	20 MPH.
Alcoa Spur	10 MPH.

1(B). Speed - Permanent Restrictions

MP 0.0 to MP 1.6	12 MPH.
MP 1.6 to MP 10.1	15 MPH.
MP 2.5, Nadeau	10 MPH.
MP 14.6 While head end is passing	10 MPH.
All movements Harbor Belt Line	10 MPH.
West Thenard to Long Beach	10 MPH.

1(C). Speed – Switches and Turnouts

Harbor Subdivision 10 MPH.

1(D). Speed – Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 20 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.

Humping and switching must not be performed while handling pile drivers.

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:

Redondo Jct. to Hyde Park	MP 0.0 to MP 8.24
Lairport to Watson	MP 12.0 to MP 26.6
Watson to Long Beach	MP 26.6 to SP
Watson to Anaheim Street	MP 26.6 to MP 28X
Harbor Belt Line	

TWC– in effect:

MP 8.24 to MP 12.0

Harbor Belt Line– Movement over tracks between Anaheim St. and Pier A Yard or San Pedro must be authorized by Harbor Belt Line.

Southern Pacific– Movement over joint track between Long Beach Jct. and Long Beach must be authorized by Southern Pacific at Long Beach.

4. General Code of Operating Rules Items–

Rule 9.13– When crank type dual control switches controlled by Redondo Jct. are used in hand position, switches must not be returned to motor position until movement is clear of switches.

Spring point derail located at 2414 feet west of MP 27, west end Watson yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Nadeau: For westward movement at MP 1.7 with 1000 foot approach circuit. For eastward movement at MP 2.3 with 1000 foot approach circuit. Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, stop must be made. After stopping, train or engine may proceed.

Within these limits, Main Track must be continuously occupied or switch for track CLIC 2809 left open. Track CLIC 2809 must not be used by trains, engines or equipment to clear Main Track.

5. Trackside Failed Equipment Detector(FED)–None

6. FRA Excepted Track–None

7. Special Conditions–

All train crews – BNSF and Southern Pacific – use extreme caution account of impaired clearance on south side of track/curve vicinity of Kraemer Metals, between CLIC 2832 south side of Slauson Avenue) and CLIC 3250 in the old Goodyear District.

MP 13.2 – With construction of the Metro Green Line installation of falsework will create a temporary impaired clearance of 21 feet 6 inches across Harbor Main Track.

8. Other Line Segments–

Yard Line Segments–

Line Segment	Limits
7653	Wilmington Yard

Road Line Segments-

<u>Line Segment</u>	<u>Limits</u>
7604	Redondo Jct. to Long Beach Jct.

9. Locations not Shown as Stations—None

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WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Lucerne Valley Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD	
	2900	19060	29.2	CUSHENBURY	R	TWC			
	700		26.1	3.1 SPUR 5					
		19055	0.0	15.6 HESPERIA	R				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Cushenbury to Hesperia	72	1	3	4	5&7	9

1. Speed Regulations

- 1(A). Speed – Maximum** **Freight**
 Hesperia to MP 25.2 35 MPH.
 MP 25.2 to MP 29.2 20 MPH.

- 1(B). Speed – Permanent Restrictions**
 MP 4.7 to 4.9 20 MPH.

- 1(C). Speed – Switches and Turnouts**
 Lucerne Valley Subdivision 10 MPH.

- 1(D). Speed – Other**
 Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 10 MPH.
 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.
 Humping and switching must not be performed while handling pile drivers.

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:

- Cushenbury—MP 29.2 to MP 28.0
- Hesperia—MP 0.9 to MP 0.0

TWC—in effect:

- Cushenbury to Hesperia—MP 28.0 to MP 0.9

4. General Code of Operating Rules Items—None

5. Trackside Failed Equipment Detector(FED)—None

6. FRA Excepted Track—None

7. Special Conditions—

Cushenbury

On tracks 8141 and 8142 employees are prohibited from switching cars other than gondola and hopper type, or from riding top of cars. No employee shall position themselves higher than the brake platform in the operation of the hand brake.

8. Line Segments—

Road Line Segments—

Line Segment	Limits
7601	Hesperia to Cushenbury

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity in feet	Switch Opens
Pluess-Stauer, Inc.	23.5	884	West
Chas. Pfizer and Co. Inc.	26.2	1300	East

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	San Diego Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EASTWARD			
					25710				273.1	NATIONAL CITY	R
										3.8 22ND STREET	BCPXR
					25700				267.5	1.6 SAN DIEGO	TXR
					23200				165.0	103.3 FULLERTON JCT.	BCP

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
National City to MP 267.7	36	1	3	4	5&7	9
MP 267.7 to Fullerton Jct/Atwood	30	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed – Maximum **Passenger** **Freight**
 National City to San Diego 10 MPH. 10 MPH.
 System Special Instruction(C) is in effect between Fullerton Jct. and Atwood and San Diego.

1(B). Speed – Permanent Restrictions–None

1(C). Speed – Switches and Turnouts–None
 San Diego Subdivision 10 MPH.

1(D). Speed – Other

Locomotive cranes/pile drivers, AT–199454 through AT–199468 and Jordan spreaders between San Diego and Fullerton Jct. 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.
 Humping or switching must not be performed while handling pile drivers.

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:
 National City to San Diego–MP 273.1 to MP 267.7

4. General Code of Operating Rules Items–

Rule 1.14–BNSF trains and engines may use Metrolink tracks between Fullerton Jct. or Atwood and County Line, and may use San Diego Northern Railway tracks between County Line and San Diego, MP 267.7. San Diego Northern Railway trains and engines may use Main Track between MP 267.6 and MP 268.8. Speed limit on all auxiliary tracks not specifically governed by Metrolink and San Diego Northern Railway Timetable and other instructions, 10 MPH, unless further restricted. Special Instructions ALL SUBDIVISIONS and all General Orders and Superintendents Notices remain in effect unless specific instructions to the contrary are issued by Metrolink or San Diego Northern Railway.

5. Trackside Failed Equipment Detector(FED)–None

6. FRA Excepted Track–None

7. Special Conditions–None

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
7654	Bay Yard

Road Line Segments-

Line Segment	Limits
7600	Fullerton to National City

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity in feet	Switch Opens
Tustin	179.5	1800	Both
Stuart	221.7	1210	Both
San Diego, G&E Co. Spur	231.3	1005	West

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Division Officers

S.A. TREECE	Terminal Superintendent	Los Angeles	895-4006
D.D. JENSEN	Supt. Operations	San Bernardino	888-4700
M.E. CURTIS	Supt. Operations	San Bernardino	895-4085
D.R. GUNTHER	Mgr. Safety/Rules		888-4002
R.J. BABCOCK	Terminal Manager	Los Angeles	895-4011
J.G. HYNES	Terminal Manager	Los Angeles	895-4014
M.E. CROY	Terminal Manager	San Bernardino	888-4723
P.L. MEREDITH	Terminal Manager	Watson	895-4086
T.C. BLACKARD	Road Foreman of Engines		888-4718
J.R. McHOOD	Road Foreman of Engines		888-4701
R.E. POORE	Road Foreman of Engines		895-4139
R.E. BUTIKOFER	Trainmaster	San Diego	888-4801
C.L. WULFSBERG	Trainmaster	La Mirada	895-5665
W.H. WYSONG	Trainmaster	Pico Rivera	895-5665
R.C. MITCHELL	Trainmaster	San Bernardino	888-4703
J.T. WALSH	Trainmaster	San Bernardino	888-4703
G.L. BARTA	Trainmaster	San Bernardino	888-4703
E.C. OLSAUSKAS	Trainmaster	San Bernardino	888-4703
D.C. WESSEL	Trainmaster	San Bernardino	888-4703
L.J. THOMPSON	Trainmaster	Watson	895-4096
T.D. FRANKLIN	Trainmaster	Los Angeles	895-4232
B.D. SHOEMAKE	Trainmaster	Los Angeles	895-4232
T.R. GIBSON	Trainmaster	Los Angeles	895-4232
W.E. JOHNSON	Trainmaster	Los Angeles	895-4232
V.L. STEWART	Trainmaster	Los Angeles	895-4232
R.X. MENDOZA	Trainmaster	Los Angeles	895-4232
J.A. NEWBERN	Trainmaster	Los Angeles	895-4232
O.G. KIRKLEY	Gen. Spv. Signals	San Bernardino	888-4050
B.S. WALLACE	Supt. Field Operations	San Bernardino	888-4096
J. SANCHEZ	Gen. Foreman Mech.	Los Angeles	895-4280
D.S. GUILLEN	General Roadmaster	San Bernardino	888-4504
G.A. FOSTER	Roadmaster	Los Angeles	895-4009
J. SHURSON	Roadmaster	San Bernardino	888-4061
H.L. DAVIS	Roadmaster	San Bernardino	888-4060