

BNSF

Burlington Northern Santa Fe

Southern California Division

Timetable No. 2

**IN EFFECT AT 0001
Pacific Continental Time**

Tuesday, October 1, 1996

**Division Superintendent
Jeffrey B. Wright
San Bernardino, CA
8-386-4001
(909) 386-4001**

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

WESTWARD ↓	Length of Sliding In Feet	Station No.	Mile Post Location	Needles Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		19800	578.0	NEEDLES	BCPT	2MT CTC		
			580.2	NO 2.2 WEST NEEDLES	SO 2.1			
N5317	19795	585.6	5.4	JAVA				
N5650	19790	592.3	6.8	IBIS				
	19785	597.0	NO 5.4		SO 4.6			
			4.8	BANNOCK	X			
N8716	19780	601.5	7.5	HOMER	X			
N9218	19775	609.1	9.7	GOFFS	X			
S7254								
	19770	618.7	FENNER	X				
S5369	19765	628.2	7.5	ESSEX	X			
N5383	19760	634.7	8.5	DANBY	X			
S5841								
N9328	19295	648.1	13.4	CADIZ	PTX			
S9292								
S2590	19290	658.4	10.3	SALTUS	X			
N5296	19285	661.5	3.1	AMBOY	X			
S5406								
S5022	19280	669.3	7.8	BAGDAD	X			
			7.4					
N8746	19275	676.6	SIBERIA	X				
N9000	19265	686.7	NO 9.5		SO 7.7			
S7113								
	19260	693.4	6.7	LUDLOW	X			
N6605	19250	706.6	13.2	PISGAH	X			
S9592								
	19245	712.8	6.2	HECTOR	X			
N7352	19240	725.6	11.7	NEWBERRY	X			
S5363								
	19215	737.3	DAGGETT					
		739.6	2.3	WEST DAGGETT				
		743.6	4.0	EAST BARSTOW				
			2.3					
	19000	745.9	BARSTOW	BCPT				
			NORTH (168.7)					
			SOUTH (166.0)					

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

1. Speed Regulations

1(A). Speed - Maximum

Passenger Freight

North Track

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

South Track

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

NEEDLES SUBDIVISION

Bagdad to MP 646.1	90 MPH.	55 MPH.*%
MP 646.1 to Needles	79 MPH.	55 MPH.*%
Both Tracks		
Daggett to Ibis against the current of traffic	59 MPH.	49 MPH.%
* See System Special Instruction 1(B).		
% See System Special Instruction No. 1 Maximum Speed Permitted.		
Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:		
<u>Westward</u>	<u>Eastward</u>	
MP 611.0 to MP 635.0	MP 700.0 to MP 694.0	
MP 706.5 to MP 713.0	MP 686.5 to MP 669.5	
	MP 607.4 to MP 578.0	

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

Eastward
Ash Hill to Bagdad and Goffs to Needles

Note: Eastward freight trains must not exceed 60 MPH between Goffs and Needles, and are further restricted to 45 MPH if any of the following apply:

- * Trains averages more than 80 tons per operative brake
- * Train exceeds 5,500 tons
- * Tonnage (including locomotives without operative dynamic brake) exceeds 300 tons per axle of operative dynamic brake, using the table in System Special Instruction 2(C).

1(B). Speed - Permanent Restrictions

North Track

MP 578.1 (HE only)	30 MPH.	30 MPH.
MP 578.0 to MP 579.4	50 MPH.	40 MPH.
MP 579.4 to MP 582.7	45 MPH.	40 MPH.
MP 582.7 to MP 584.5	50 MPH.	50 MPH.
MP 584.5 to MP 587.0	55 MPH.	50 MPH.
MP 587.0 to MP 587.8	50 MPH.	45 MPH.
MP 587.8 to MP 589.3	50 MPH.	50 MPH.
MP 589.3 to MP 592.7	65 MPH.	55 MPH.
MP 592.7 to MP 593.3	60 MPH.	50 MPH.
MP 593.3 to MP 593.8 Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 593.8 to MP 597.8	65 MPH.	55 MPH.
MP 597.8 to MP 599.1	60 MPH.	55 MPH.
MP 599.1 to MP 601.5	70 MPH.	
MP 608.2 to MP 609.1	70 MPH.	
MP 609.1 to MP 609.7	80 MPH.	
MP 618.9 to MP 619.2	85 MPH.	
MP 638.8 to MP 639.2	85 MPH.	
MP 642.4 to MP 642.7	85 MPH.	
MP 644.8 to MP 646.2	75 MPH.	
MP 671.5 to MP 674.0	60 MPH.	50 MPH.
MP 674.0 to MP 678.1	55 MPH.	50 MPH.
MP 678.1 to MP 680.3	40 MPH.	35 MPH.
MP 680.3 to MP 682.7	55 MPH.	50 MPH.
MP 682.7 to MP 683.5	40 MPH.	40 MPH.
MP 683.5 to MP 686.2	55 MPH.	50 MPH.
MP 688.4 to MP 689.5	60 MPH.	55 MPH.
MP 692.9 to MP 693.7	70 MPH.	65 MPH.
MP 693.7 to MP 695.0 Protected by Inert ATS Inductors	45 MPH.	45 MPH.
MP 695.0 to MP 696.1	60 MPH.	55 MPH.
MP 696.1 to MP 700.4	65 MPH.	55 MPH.
MP 700.4 to MP 702.0	55 MPH.	55 MPH.
MP 707.8 to MP 710.6	70 MPH.	65 MPH.
MP 710.6 to MP 711.6	80 MPH.	
MP 745.0 to MP 747.1	50 MPH.	50 MPH.

South Track

MP 747.1 to MP 747.2	50 MPH.	50 MPH.
MP 747.2 (HE only)	30 MPH.	30 MPH.
MP 747.2 to MP 745.0	50 MPH.	50 MPH.
MP 711.6 to MP 710.6	80 MPH.	
MP 710.6 to MP 708.2	70 MPH.	65 MPH.
MP 708.2 to MP 707.8	65 MPH.	60 MPH.

MP 702.0 to MP 701.5	60 MPH.	55 MPH.
MP 701.5 to MP 700.4	70 MPH.	65 MPH.
MP 699.2 to MP 696.2	70 MPH.	
MP 696.2 to MP 694.9	60 MPH.	55 MPH.
MP 694.9 to MP 693.6 Protected by Inert ATS Inductors	50 MPH.	45 MPH.
MP 693.6 to MP 692.8	70 MPH.	65 MPH.
MP 689.5 to MP 688.4	60 MPH.	55 MPH.
MP 688.4 to MP 685.8 Curve, Grade	70 MPH.	65 MPH.
MP 685.8 to MP 683.4 Curve, Grade	75 MPH.	
MP 683.4 to MP 680.7X Curve, Grade Protected by Inert ATS Inductors	50 MPH.	
MP 680.7X to MP 678.3X Curve, Grade	75 MPH.	
MP 678.3X to MP 677.8 Curve, Grade	65 MPH.	
MP 677.8 to MP 676.9 Curve, Grade	75 MPH.	
MP 676.9 to MP 671.4 Curve, Grade	70 MPH.	
MP 639.2 to MP 638.8	75 MPH.	
MP 625.5 to MP 625.3		65 MPH.
MP 624.6 to MP 618.9	75 MPH.	65 MPH.
MP 612.2 to MP 611.0	75 MPH.	65 MPH.
MP 611.0 to MP 609.2		65 MPH.
MP 609.2 to MP 608.3	70 MPH.	
MP 601.5 to MP 599.1	70 MPH.	
MP 599.1 to MP 597.7	65 MPH.	
MP 597.7 to MP 595.2	75 MPH.	
MP 591.4 to MP 589.3	70 MPH.	
MP 589.3 to MP 587.8	55 MPH.	50 MPH.
MP 587.8 to MP 587.0	45 MPH.	45 MPH.
MP 587.0 to MP 585.2	65 MPH.	50 MPH.
MP 585.2 to MP 583.2	50 MPH.	50 MPH.
MP 583.2 to MP 582.3	55 MPH.	50 MPH.
MP 582.3 to MP 578.0	60 MPH.	50 MPH.
MP 578.1 (HE only)	30 MPH.	30 MPH.

1(C). Speed - Switches and Turnouts

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

MP 578.4 Needles, Crossover, freight lead to North track,	30 MPH.	30 MPH.
MP 578.4 Needles, Crossover	30 MPH.	30 MPH.
West Needles, WE freight lead	30 MPH.	30 MPH.
West Needles, 2 Crossovers	50 MPH.	50 MPH.
Ibis, 2 Crossovers	50 MPH.	50 MPH.
Daggett, 2 Crossovers	50 MPH.	50 MPH.
Daggett, Turnout, NT to UP No. 2 Track,	40 MPH.	40 MPH.
Daggett, Crossover, NT to UP No. 1 Track	40 MPH.	40 MPH.
West Daggett, Turnout, NT to UP No. 1 Track,	40 MPH.	40 MPH.
East Barstow, 2 Crossovers	50 MPH.	50 MPH.
East Barstow, Auxiliary Yard Entry	30 MPH.	30 MPH.
Barstow, EE Passenger Siding	20 MPH.	20 MPH.
Barstow, Crossover	50 MPH.	50 MPH.
Barstow, Yard Entry	50 MPH.	50 MPH.
Barstow Yard, EE and WE Inspection Yard tracks 1101, 1102, 1103,	50 MPH.	50 MPH.
Barstow Yard, Jct., High and Low Leads on Needles Subdiv., Yard Entry track	30 MPH.	30 MPH.
Barstow Yard, Crossovers between Cajon and Mojave Subdiv., Yard Entry tracks, Power Switches	30 MPH.	30 MPH.
Barstow Yard, EE and WE all Receiving Yard tracks, Power Switches	30 MPH.	30 MPH.
Barstow Yard, EE Departure Yard tracks 1201 through 1205, Power Switches	30 MPH.	30 MPH.
Barstow Yard, WE all Departure Yard tracks, Power Switches	30 MPH.	30 MPH.
Barstow Yard, Crossover between North Departure Lead and South Departure Lead WE Departure Yard, Power Switches	30 MPH.	30 MPH.
Barstow Yard, Crossover between WE Inspection Yard track 1103 and WE Departure Yard track 1201, Power Switches	30 MPH.	30 MPH.

Barstow Yard, EE Departure Yard tracks 1206 through 1210,
Power switches 15 MPH. .. 15 MPH.

1(D). **Speed - Other**

Barstow Yard:

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

MP 746.5 Needles Subdivision Yard Entry between First

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

Low Lead 15 MPH. 15 MPH.

Balloon Track 10 MPH. 10 MPH.

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

and Jordan spreaders 45 MPH.

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

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

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

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

Temperature 100 Degrees or above:

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

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

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

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

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

3. **Type of Operations-**

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

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

CTC-in effect on Main Track:

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

CTC-in effect on Freight Lead:

East Needles to West Needles MP 574.8 to MP 580.2

TWC-in effect:

Ibis to Daggett MP 592.3 to MP 737.3

ABS-in effect:

Ibis to Daggett MP 592.3 to MP 737.3

Rule 6.26—Multiple Main Tracks—

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

Rule 6.24—Double Tracks—crossovers

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

4. General Code of Operating Rules Items—

Rule 1.14—Union Pacific trains may use joint track between Daggett and Barstow. BNSF trains may use A&C RR main track between MP 189 and MP 190, under the provisions of Rule 6.13. A&C RR trains may use south siding and yard tracks 6476 and 6478 at Cadiz.

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

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

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

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

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

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

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

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

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

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

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

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

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

Bridge 642.9

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

Saltus

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

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

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

8. **Line Segments-****Yard Line Segments-**

Line Segment	Limits
7253	Barstow Yard

Road Line Segments-

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

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

Name	Miles-Location	Capacity in feet	Switch Opens
Klondike (NT)	MP 682.0	345	West
Lavic (ST)	MP 702.7	235	East
Cool Water (NT)	MP 735.9	300	West
Nebo (ST)	MP 741.8	5488	Both

WESTWARD ↓	Length of Sliding In Feet	Station Nos.	Mile Post Location	Cajon Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EASTWARD
		19000	745.9	BARSTOW	BCPT	2MT CTC		
				0.9				
			746.8	EAST D YARD				
				2.2				
			749.0	WEST D YARD				
				0.9				
			749A.0	VALLEY JCT.				
				0.9				
			4.3	WEST R YARD				
				2.4				
		19015	6.7	LENWOOD				
				6.9				
			13.6	HODGE				
				15.8				
			29.4	EAST ORO GRANDE				
				2.1				
		19035	31.5	ORO GRANDE				
				3.1				
			34.6	EAST VICTORVILLE				
				2.1				
		19045	36.7	VICTORVILLE	BP			
				1.3				
			38.0	FROST				
				7.1				
		19055	45.1	HESPERIA				
				5.0				
			50.1	LUGO				
				5.8				
		19065	55.9	SUMMIT				
				NO 8.9	SO 6.9			
		19075	62.8	CAJON				
				6.6				
		19080	69.4	KEENBROOK				
				4.5				
			73.9	VERDEMONT				
				6.0				
			79.9	BASELINE				
				0.7				
			80.6	SEVENTH STREET				
				0.8				
		19100	81.4	SAN BERNARDINO	BCPT	3MT CTC		

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.*#

The exceptions to System Special Instruction 1(B), Speed - Main Tracks, do not apply on Cajon Subdivision

Eastward freight trains on descending grades, with dynamic brakes not in use, must not exceed:

- MP 54.4 to MP 38.0 30 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.
MP 747.2 to MP 4.6, Curve (ST)	65 MPH.	60 MPH.
MP 31.9 to MP 33.8, Curve	60 MPH.	55 MPH.
MP 33.8 to MP 34.4, Curve Protected by Inert ATS Inductors	40 MPH.	35 MPH.
MP 34.4 to MP 36.2, Curve (NT)	65 MPH.	45 MPH.
MP 34.4 to MP 36.2, Curve (ST)	60 MPH.	45 MPH.
MP 36.2 to MP 37.2, Curve	50 MPH.	45 MPH.
MP 37.2 to MP 37.4, Curve	35 MPH.	35 MPH.
MP 37.4 to MP 39.1, Curve (NT)	50 MPH.	45 MPH.
MP 39.1 to MP 42.0, Curve (ST)	50 MPH.	45 MPH.
MP 37.4 to MP 39.1, Curve (ST)	45 MPH.	40 MPH.
MP 39.1 to MP 42.0, Curve (NT)	50 MPH.	45 MPH.
MP 42.0 to MP 43.7, Curve	55 MPH.	50 MPH.
MP 47.2 to MP 48.1, Curve	75 MPH.	65 MPH.
MP 48.1 to MP 48.8, Curve	55 MPH.	55 MPH.
MP 48.8 to MP 50.4, Curve	55 MPH.	50 MPH.
MP 50.4 to MP 52.2, Curve	50 MPH.	50 MPH.
MP 52.2 to MP 56.1, Curve	55 MPH.	50 MPH.
MP 56.1 to MP 56.6 Grade (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, Curve Protected by Inert ATS Inductors	30 MPH.	30 MPH.
Eastward:		
MP 81.5 to MP 80.7, Curve	30 MPH.	30 MPH.
MP 79.5 to MP 79.2, Curve	60 MPH.	
MP 79.2 to MP 78.3, Curve	70 MPH.	
MP 72.6 to MP 72.0, Curve	50 MPH.	45 MPH.
MP 72.0 to MP 71.5, Curve	45 MPH.	45 MPH.
MP 71.5 to MP 70.8, Curve	45 MPH.	40 MPH.
MP 70.8 to MP 66.5, Curve	50 MPH.	45 MPH.
MP 66.5 to MP 64.2, Curve	40 MPH.	35 MPH.
MP 64.2 to MP 62.2, Curve	50 MPH.	45 MPH.
MP 62.2 to MP 58.8, Curve (ST)	35 MPH.	30 MPH.
MP 58.8 to MP 57.2, Curve (ST)	30 MPH.	30 MPH.
MP 57.2 to MP 56.5, Curve (ST)	40 MPH.	30 MPH.
MP 56.5 to MP 56.1, Curve (ST)	50 MPH.	40 MPH.
MP 64.3X to MP 63.7X, Curve (NT)	40 MPH.	35 MPH.
MP 63.7X to MP 63.1X, Curve (NT)	35 MPH.	35 MPH.
MP 63.1X to MP 61.7X, Curve (NT)	40 MPH.	35 MPH.
MP 61.7X to MP 57.4X, Curve (NT)	30 MPH.	30 MPH.
MP 57.4X to MP 56.8X, Curve (NT)	45 MPH.	40 MPH.
MP 56.8X to MP 56.1, Curve (NT)	45 MPH.	45 MPH.
MP 56.1 to MP 52.1, Curve	55 MPH.	50 MPH.
MP 52.1 to MP 50.4, Curve	50 MPH.	50 MPH.
MP 50.4 to MP 48.8, Curve	55 MPH.	50 MPH.
MP 48.8 to MP 48.1, Curve	55 MPH.	55 MPH.
MP 48.1 to MP 47.2, Curve	75 MPH.	65 MPH.
MP 43.7 to MP 42.0, Curve Protected by Inert ATS Inductor	55 MPH.	50 MPH.
MP 42.0 to MP 39.1, Curve (ST)	50 MPH.	45 MPH.
MP 42.0 to MP 37.4, Curve (NT)	50 MPH.	45 MPH.
MP 39.1 to MP 37.4, Curve (ST)	45 MPH.	40 MPH.
MP 37.4 to MP 37.2, Curve	35 MPH.	35 MPH.
MP 37.2 to MP 36.2, Curve	50 MPH.	45 MPH.
MP 36.2 to MP 34.4, Curve (NT)	65 MPH.	45 MPH.
MP 36.2 to MP 34.4, Curve (ST)	60 MPH.	45 MPH.
MP 34.4 to MP 33.9, Curve	40 MPH.	35 MPH.
MP 33.9 to MP 31.8, Curve	60 MPH.	55 MPH.
MP 4.6 to MP 747.1, Curve (NT)	65 MPH.	60 MPH.

MP 4.6 to MP 747.1, Curve (ST)	65 MPH.	60 MPH.
MP 747.1 to MP 747.2, Curve (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, Curve	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 13.6 Hodge, 2 Crossovers	50 MPH.
MP 29.4 East Oro Grande, 2 Crossovers	50 MPH.
MP 34.5 East Victorville, Crossover	50 MPH.
MP 34.7 East Victorville, Turnout, Leon Lead to 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 Verdumont, 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.

1. 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:

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

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

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

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

Both Tracks between Cajon and Baseline:

- A. 30 MPH if train does not exceed 6,500 tons or 95 TOB.
- B. 20 MPH if train exceeds 6,500 tons or 95 TOB.
- C. Cannot proceed if train exceeds 16,000 tons or 135 TOB.
- D. 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:

- A. 30 MPH if train does not exceed 6,500 tons or 135 TOB.

- B. 25 MPH if train is between 6,500 tons and 12,000 tons and does not exceed 135 TOB.
 C. 20 MPH if train 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.

Note: Westward freight trains operating between Summit and Baseline must have a properly functioning speed indicator on the controlling locomotive of the head end consist.

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

Train crews departing Barstow on westward BNSF trains, via Cajon Subdivision, must have in their possession a document from Barstow Diesel Service confirming that all dynamic brakes in their consist are known to be operative.

Before leaving Summit it must be known that lead locomotive in consist has an operative dynamic brake and 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.

When operating with basic dynamic brakes (other than extended range), retarding force decreases as train speed reduces below 18 MPH. Additional brake pipe reduction and/or increased dynamic braking effort may be necessary to control train speed.

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	24	28	30	32
7,001 to 8,000	16	22	24	28	32	34	36
8,001 to 9,000	18	24	28	32	36	38	40
9,001 to 10,000	20	26	32	36	38	42	44
10,001 to 12,000	24	32	38	42	46	50	52
12,001 to 14,000	28	36	42	48	54	58	60

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 lead consist of freight trains is 28 axles, except that solid doublestack trains may operate with 32 axles of dynamic brake on lead 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 lead consist of freight trains is 28 axles, except that solid doublestack trains may operate with 32 axles of dynamic brake on lead consist.

- 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.
- 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 Verdemont.

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

- 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.
- 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
MP 62.2 to NO 80.8	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:

- 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**.
- 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 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 57.3X, 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—

1. Subject: Rear—End Initiation of Emergency Braking – Cajon Subdivision.

Westward freight trains operating between Barstow and Baseline on the Cajon Subdivision must ensure that it is possible to effect an emergency application of the air brakes from the rear of the train by at least one of the following methods:

- A. Train must be equipped with operative "Pulse" Two-Way Telemetry Equipment (HTD/ETD), which must be armed and able to initiate an emergency application of the air brakes from the rear of the train. If continuity with the ETD is lost before passing Summit, train MUST STOP and will not proceed until continuity is re-established or helper locomotive has been added to rear of train. If continuity is lost between Summit and Baseline, it will not be necessary to stop the train, if the train is UNDER CONTROL and does not exceed the maximum authorized speed. Every effort must be made to re-establish continuity with the ETD. Westward freight trains departing Barstow or Yermo must be equipped with a functioning "Pulse" (HTD/ETD) on the lead locomotive in consist and must test the two-way ETD by initiating an emergency application of the air brakes from the rear using the two-way telemetry feature. This emergency application test must be made after all other required air brake tests have been completed. Before departing Barstow or Yermo crews must obtain signed ETD certification form, documenting that the two-way ETD is armed and that the battery is fully charged. This form must be kept on the controlling locomotive with the daily inspection report.
- B. Train must have an occupied helper locomotive at the rear end of the train. The helper locomotive engineer will initiate and maintain two-way voice radio communication with the engineer on the head end of the train. This contact will be verified before leaving Summit. If radio communication is lost before passing Summit, the helper locomotive engineer and the head-end engineer will stop the train and not proceed until voice communication is re-established. If radio communication is lost after leaving Summit, the engineers will stop the train if speed gets 5 MPH above the maximum authorized speed for the train. Helper locomotives must be cut into the train brake pipe. Trains will be stopped when helpers are added or removed.
- C. Use of an occupied caboose at the end of the train with a tested, functioning brake valve capable of initiating an emergency brake application from the caboose. The train service employee in the caboose and the engineer on the head end of the train will establish and maintain two-way voice radio communication and respond in the same manner to loss of communication as prescribed for helper locomotives.
- D. Use of a radio-controlled locomotive in the rear third of the train under continuous control of the engineer on the head end by means of telemetry, but only if radio-controlled locomotive is capable of initiating an emergency application of the air brakes from the lead locomotive.

At Summit, freight trains required to stop before descending the grade must recharge the train brake system before proceeding.

Freight trains operating between Summit and Baseline experiencing air brake problems must STOP immediately, using an emergency brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

Freight trains that exceed the maximum authorized speed by 5 MPH must STOP by using an emergency application of the brakes.

2. Automatic Brake Valve Cutout Valve Position

When operating westward freight trains on the Cajon Subdivision, Automatic Brake Valve Cutout Valve will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating between Summit and Baseline, train MUST BE STOPPED. After stopping, train must be properly secured and Automatic Brake Valve Cutout Valve placed in "PASS" position. Train brake system must be fully charged before proceeding.

Radio report must be promptly made to the Mechanical Desk, Schaumburg, and Form 1226-B Std. "Locomotive Inspection Form" completed and turned in at conclusion of trip.

3. Westward Freight Trains Departing Barstow Must Notify Cajon Sub Dispatcher of the Following Information:

1. Work to be performed on Cajon Sub and at San Bernardino.
2. If train qualifies for South Track.

4. Functioning, "Pulse" Two-Way Telemetry Equipment on Freight Trains Originating West of Baseline

Trains originating west of Baseline must have functioning "Pulse" Two-Way Telemetry Equipment (HTD/ETD) that must be armed and able to initiate an emergency application of the air brakes from the rear of the train. If continuity is lost after departing, it will not be necessary to stop the train if the train is under control. Every effort must be made to re-establish continuity with the ETD.

The emergency brake application feature of the "Pulse" Two-Way Telemetry Equipment (HTD/ETD) must be tested after all other required air brake tests have been completed. The method used will be to initiate an emergency brake application of the air brakes from the rear end of the train using the two-way telemetry feature.

EXCEPTIONS: Locals, Roadswitchers and Switch Engines are exempt from the above instructions. However, if they are equipped with Two-Way Telemetry Equipment (HTD/ETD), this equipment must be armed and tested as follows:

Initiate an emergency application of the air brakes from the rear end of the train using the two-way telemetry feature. If the emergency brake application feature of the Two-Way Telemetry Equipment (HTD/ETD) fails, the test must be attempted a second time. If the emergency brake application test fails the second time, an emergency brake application must be made from the head end using the Automatic Brake Valve. This will ensure that an emergency brake application can be propagated through the train. After recharging the air brake system, the train may depart, provided that continuity with the rear-end unit of the ETD is established and the engineer is receiving accurate end-of-train brake pipe air pressure readout on the locomotive.

5. Close clearance overhead and side obstructions which impair clearance:

Victorville

Southwestern Portland Cement Co. "A" track (CLIC 8274), "B" track (CLIC 8275).

Hesperia

Don Oakes Lumber Company (CLIC 8323)

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	MP-Location	Capacity In feet	Switch Opens
Helendale (NT) (ST)	21.1 21.1	640 937	Both
Oro Grande (NT) (ST)	31.5 31.5	2591 2145	Both
Victorville (NT) (ST)	36.7 36.7	4750 4700	Both
Thorn (NT)	41.1	3635	Both
Hesperia (ST)	45.1	6760	Both
Martinez Spur (NT)	54.2	3270	East
Summit (NT) (ST)	55.7 55.7	220 220	Both
Alray (NT)	59.7X	820	East
Cajon (NT)	64.3X	1025	Both
Old Keenbrook (NT)	66.3	740	East
Devore (ST)	71.0	1200	Both
Cargill (NT)	72.5	3301	Both
Ono (NT)	75.0	1980	East
Redlands Industrial Spur	0.0	11.4 miles	West

W E S T W A R D ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	San Bernardino Subdiv		Method of Oper.	Track Diagram	↑ E A S T W A R D
				MAIN LINE STATIONS				
		19100	0.0	SAN BERNARDINO BCMP		4MT CTC		
		19140	2.2	2.8 RANA 0.7				
		25045	2.9	COLTON (SP RFX)		M 2MT CTC		
4490			4.2	1.3 WEST COLTON 1.9				
			6.1	CP81 0.6		3MT CTC		
		25065	6.7	HIGHGROVE 3.1				
		25200	9.8	RIVERSIDE 0.1		3MT CTC		
			9.9	TENTH STREET 0.7				
			10.6	WEST RIVERSIDE 3.4		2MT CTC		
		25210	14.0	CASA BLANCA 1.1				
			15.1	CP151 3.4		2MT CTC		
			18.5	LA SIERRA 2.9				
		25250	21.4	MAY 1.4		2MT CTC		
8059		25255	22.8	PORPHYRY 1.3				
		25280	24.1	CORONA 3.1		3MT CTC		
			27.2	WEST CORONA 2.2				
		25285	29.4	PRADO DAM 6.4		3MT CTC		
		25270	35.8	ESPERANZA 4.8				
		25274	40.6	ATWOOD 4.9		2MT CTC		
		23200	45.5 165.5	FULLERTON JCT. BCP 2.5				
		23160	163.0	BASTA 2.7		3MT CTC		
		23148	160.3	BUENA PARK 2.6				
		23140	157.7	LA MIRADA 1.6		T 2MT CTC		
N4150 S3432			158.1	NORWALK 1.1				
			155.0	SANTA FE SPRINGS 2.0		2MT CTC		
		23120	153.0	LOS NIETOS (SP RFX) M 0.9				
		23110	152.1	DT JUNCTION (SP RFX) M 1.2		M BCPT		
		23100	150.9	PICO RIVERA 1.1				
		23039	149.8	BANDINI 1.3		3MT CTC		
			148.5	COMMERCE 1.2				
			147.3	EASTERN AVE. 1.3		3MT CTC		
		23000	148.0	HOBART BCP 1.5				
			144.5	HOBART TWR (UP RFX) CM 1.3		2MT CTC		
		23550	143.2	REDONDO JCT. (UP RFX) CMPT				

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**

	Passenger	Freight
San Bernardino to Fullerton Jct.	60 MPH.	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 0.0 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 0.0X 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 0.3X, 4 Crossovers	30 MPH.
MP 0.3X, Turnout to A Yard Lead	10 MPH.
MP 0.3X, Turnout to Auto Facility Lead	10 MPH.
MP 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 6.4, Turnout ST to San Jacinto Ind. Spur	20 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	30 MPH.
MP 15.1 CP151, 2 Crossovers	50 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	40 MPH.
MP 45.5/MP 165.5 Fullerton Jct., 2 Crossovers	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 143.2 Redondo Jct., Crossovers and Turnouts	15 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 10.7 to 18.0	100 degrees	40 MPH.
MP 26.7 to 38.5	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 (North and South) MP 156.1

Multiple Main Tracks:

San Bernardino to Redondo Jct. MP 0.0 to MP 143.2

Controlled Sidings:

West Colton
Porphyry

Manual Interlockings not Controlled by BNSF--

<u>Location</u>	<u>Controlling Railroad</u>
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; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items--

Rule 1.14--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 5.16--Passenger Trains--Observe and Call Signals: When a signal requires train to stop at, or pass the next signal at restricted speed, engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

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

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

- a. 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**.
- b. 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**.

- c. 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 (Shortcut), 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 18.8 to MP 38.3.

7. **Special Conditions**—

1. **Functioning, "Pulse" Two-Way Telemetry Equipment on Freight Trains Originating West of Baseline**

Trains originating west of Baseline must have functioning "Pulse" Two-Way Telemetry Equipment (HTD/ETD) that must be armed and able to initiate an emergency application of the air brakes from the rear of the train. If continuity is lost after departing, it will not be necessary to stop the train if the train is under control. Every effort must be made to re-establish continuity with the ETD.

The emergency brake application feature of the "Pulse" Two-Way Telemetry Equipment (HTD/ETD) must be tested after all other required air brake tests have been completed. The method used will be to initiate an emergency brake application of the air brakes from the rear end of the train using the two-way telemetry feature.

EXCEPTIONS: Locals, Roadswitchers and Switch Engines are exempt from the above instructions. However, if they are equipped with Two-Way Telemetry Equipment (HTD/ETD), this equipment must be armed and tested as follows:

Initiate an emergency application of the air brakes from the rear end of the train using the two-way telemetry feature. If the emergency brake application feature of the Two-Way Telemetry Equipment (HTD/ETD) fails, the test must be attempted a second time. If the emergency brake application test fails the second time, an emergency brake application must be made from the head end using the Automatic Brake Valve. This will ensure that an emergency brake application can be propagated through the train. After recharging the air brake system, the train may depart, provided that continuity with the rear-end unit of the ETD is established and

the engineer is receiving accurate end-of-train brake pipe air pressure readout on the locomotive.

2. Trains departing CP Kaiser to San Bernardino B-Yard must contact Assistant Trainmaster (909-386-4384) for permission to enter the B-Yard.

3. **Close Clearance**

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

Close clearance at Kimberly-Clark, CLIC 6321.

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
7602	San Bernardino to Fullerton Jct.
7605	Highgrove to San Jacinto

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

Name	MP-Location	Capacity In feet	Switch Opens
Colton Cement Spur	3.5	1882	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	820	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) 164.7 (ST) 164.7	7995 4350	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	West

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Harbor Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
				Station	Method			
		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	R	TWC		
4962		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.

Freight

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 turnouts 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 27X, 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–**

Functioning, “Pulse” Two-Way Telemetry Equipment on Freight Trains Originating West of Baseline

Trains originating west of Baseline must have functioning “Pulse” Two-Way Telemetry Equipment (HTD/ETD) that must be armed and able to initiate an emergency application of the air brakes from the rear of the train. If continuity is lost after departing, it will not be necessary to stop the train if the train is under control. Every effort must be made to re-establish continuity with the ETD.

The emergency brake application feature of the "Pulse" Two-Way Telemetry Equipment (HTD/ETD) must be tested after all other required air brake tests have been completed. The method used will be to initiate an emergency brake application of the air brakes from the rear end of the train using the two-way telemetry feature.

EXCEPTIONS: Locals, Roadswitchers and Switch Engines are exempt from the above instructions. However, if they are equipped with Two-Way Telemetry Equipment (HTD/ETD), this equipment must be armed and tested as follows:

Initiate an emergency application of the air brakes from the rear end of the train using the two-way telemetry feature. If the emergency brake application feature of the Two-Way Telemetry Equipment (HTD/ETD) fails, the test must be attempted a second time. If the emergency brake application test fails the second time, an emergency brake application must be made from the head end using the Automatic Brake Valve. This will ensure that an emergency brake application can be propagated through the train. After recharging the air brake system, the train may depart, provided that continuity with the rear-end unit of the ETD is established and the engineer is receiving accurate end-of-train brake pipe air pressure readout on the locomotive.

8. **Other Line Segments-**

Yard Line Segments-

<u>Line Segment</u>	<u>Limits</u>
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**

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	SPUR 5					
		19055	0.0	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--

Spur 4 Pluess--Staufer (CLIC 8417, CLIC 8422) has impaired clearance.

Cushenbury - Tracks 8446, 8447 and Scale Track have impaired clearance.

On tracks 8441 and 8442, employees are prohibited from switching cars other than gondola and hopper type, or from riding on 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	MP-Location	Capacity in feet	Switch Opens
Bass	15.5	700	Both
Pluess-Staufar, 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	BCPX
					25700				267.5	1.8 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 MP 268.5 (5th Ave.) 10 MPH. 10 MPH.
- MP 268.5 (5th Ave.) to San Diego 20 MPH. 10 MPH.
- System Special Instruction 1(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-****Functioning, "Pulse" Two-Way Telemetry Equipment on Freight Trains Originating West of Baseline**

Trains originating west of Baseline must have functioning "Pulse" Two-Way Telemetry Equipment (HTD/ETD) that must be armed and able to initiate an emergency application of the air brakes from the rear of the train. If continuity is lost after departing, it will not be necessary to stop the train if the train is under control. Every effort must be made to re-establish continuity with the ETD.

The emergency brake application feature of the "Pulse" Two-Way Telemetry Equipment (HTD/ETD) must be tested after all other required air brake tests have been completed. The method used will be to initiate an emergency brake application of the air brakes from the rear end of the train using the two-way telemetry feature.

EXCEPTIONS: Locals, Roadswitchers and Switch Engines are exempt from the above instructions. However, if they are equipped with Two-Way Telemetry Equipment (HTD/ETD), this equipment must be armed and tested as follows:

Initiate an emergency application of the air brakes from the rear end of the train using the two-way telemetry feature. If the emergency brake application feature of the Two-Way Telemetry Equipment (HTD/ETD) fails, the test must be attempted a second time. If the emergency brake application test fails the second time, an emergency brake application must be made from the head end using the Automatic Brake Valve. This will ensure that an emergency brake application can be propagated through the train. After recharging the air brake system, the train may depart, provided that continuity with the rear-end unit of the ETD is established and the engineer is receiving accurate end-of-train brake pipe air pressure readout on the locomotive.

8. **Line Segments-**

Yard Line Segments-

Line Segment	Limits
7654	Bay Yard

Road Line Segments-

Line Segment	Limits
7600	Fullerton Jct. to National City

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

Name	MP-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

Notes

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Division Officers

S.A. TREECE	Terminal Superintendent	Los Angeles	8-267-4006
G.L. HEIN	Supt. Operations	San Bernardino	8-386-4304
M.E. CURTIS	Supt. Operations	San Bernardino	8-386-4380
D.R. GUNTHER	Mgr. Safety/Rules	San Bernardino	8-386-4002
R.J. BUNCOCK	Terminal Manager	Los Angeles	8-267-4011
J.G. HYNES	Terminal Manager	Los Angeles	8-267-4014
M.E. CROY	Terminal Manager	San Bernardino	8-386-4387
P.L. MEREDITH	Terminal Manager	Watson	8-267-4086
T.C. BLACKARD	Road Foreman of Engines	San Bernardino	8-386-4345
J.R. McHOOD	Road Foreman of Engines	San Bernardino	8-386-4385
R.E. POORE	Road Foreman of Engines	Los Angeles	8-267-4139
K.R. McREYNOLDS	Road Foreman of Engines	San Bernardino	8-386-4022
R.E. BUTIKOFER	Trainmaster	San Diego	8-386-4801
C.L. WULFSBERG	Trainmaster	La Mirada	8-267-5665
W.H. WYSONG	Trainmaster	Pico Rivera	8-267-5665
R.C. MITCHELL	Trainmaster	San Bernardino	8-386-4342
J.T. WALSH	Trainmaster	San Bernardino	8-386-4342
G.L. BARTA	Trainmaster	San Bernardino	8-386-4342
E.C. OLSAUSKAS	Trainmaster	San Bernardino	8-386-4342
D.C. WESSEL	Trainmaster	San Bernardino	8-386-4342
L.J. THOMPSON	Trainmaster	Watson	8-267-4096
T.D. FRANKLIN	Trainmaster	Los Angeles	8-267-4232
B.D. SHOEMAKE	Trainmaster	Los Angeles	8-267-4232
J.C. MENDEZ	Trainmaster	Los Angeles	8-267-4232
W.E. JOHNSON	Trainmaster	Los Angeles	8-267-4232
V.L. STEWART	Trainmaster	Los Angeles	8-267-4232
R.X. MENDOZA	Trainmaster	Los Angeles	8-267-4232
J.A. NEWBERN	Trainmaster	Los Angeles	8-267-4232
O.G. KIRKLEY	Gen. Spv. Signals	San Bernardino	8-386-4050
B.S. WALLACE	Supt. Field Operations	San Bernardino	8-386-4096
J. SANCHEZ	Gen. Foreman Mech.	Los Angeles	8-267-4280
D.S. GUILLEN	General Roadmaster	San Bernardino	8-386-4504
G.A. FOSTER	Roadmaster	Los Angeles	8-267-4009
D. GONZALES	Roadmaster	San Bernardino	8-386-4061
H.L. DAVIS	Roadmaster	San Bernardino	8-386-4060
D.K. YOUNG	Trainmaster	Needles	8-326-5462
L.A. TRUIT	Roadmaster	Needles	8-326-5637
M.E. BLACKWELL	Equip. Supervisor	Needles	8-326-5427
B.N. EDWARDS	Equip. Supervisor	Needles	8-326-5412
S.B. SMITH	Terminal Supt.	Barstow	8-255-7601
C.E. BURCHFIELD	Terminal Manager	Barstow	8-255-7604
R.A. FENNINGTON	Terminal Manager	Barstow	8-255-7613
R.L. WESSLER	Terminal Manager	Barstow	8-255-7605
P.L. KREGER	Road Foreman Eng.	Barstow	8-255-7804
M.N. FINLEY	Gen. Foreman Equip.	Barstow	8-255-7841
B.W. JACKSON	Gen. Foreman Equip.	Barstow	8-255-7841
M.R. BADER	Roadmaster	Barstow	8-255-7654