

Division Operating Officers

Barstow

M.R. BADER	Roadmaster	8-255-7654
T.C. BLACKARD	Road Foreman	8-386-4345
J.E. COBEAN	Terminal Manager	8-255-7607
M.N. FINLEY	Gen. Foreman Equip.	8-255-7841
S.M. HILL	Terminal Manager	8-255-7602
B.W. JACKSON	Gen. Foreman Equip.	8-255-7841
M.J. KIRSCHINGER	Terminal Supt.	8-255-7601
C.L. LITTLEFIELD	Asst. Terminal Superintendent ..	8-255-7605
M.T. LONG	Terminal Manager	8-255-7603
J.R. McHOOD	Terminal Manager	8-255-7604

La Mirada

C.L. WULFSBERG	Trainmaster	8-267-5665
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Los Angeles

G.A. FOSTER	Roadmaster	8-267-4009
T.D. FRANKLIN	Trainmaster	8-267-4232
J.G. HYNES	Terminal Manager	8-267-4014
W.E. JOHNSON	Trainmaster	8-267-4232
J.T. McCABE	Trainmaster	8-267-4232
J.C. MENDEZ	Trainmaster	8-267-4232
R.X. MENDOZA	Trainmaster	8-267-4232
D.L. MEYERS	Terminal Superintendent	8-267-4006
J.A. NEWBERN	Trainmaster	8-267-4232
J. SANCHEZ	Gen. Foreman Mech.	8-869-3000
B.D. SHOEMAKE	Trainmaster	8-267-4232
V.L. STEWART	Terminal Manager	8-267-4011
J.L. WORCHESTER	Road Foreman	8-869-3071

Needles

M.E. BLACKWELL	Equipt Supervisor	8-326-5427
B.N. EDWARDS	Equipt. Supervisor	8-326-5412
A.R. MONDRAGON	Roadmaster	8-326-5637
D.K. YOUNG	Trainmaster	8-326-5462

San Bernardino

W.B. ADAMS	Road Foreman	8-386-4385
G.L. BARTA	Trainmaster	8-386-4342
G.L. BOOP	Mgr. Safety/Rules	8-386-4002
M.E. CURTIS	Supt. Operations	8-386-4380
M.E. CROY	Terminal Manager	8-386-4387
D. GONZALES	Roadmaster	8-386-4061
D.S. GUILLEN	Division Engineer	8-386-4504
O.G. KIRKLEY	Gen. Spv. Signals	8-386-4050
K.R. McREYNOLDS	General Road Foreman	8-386-4022
R.C. MITCHELL	Trainmaster	8-386-4342
A.T. MORALES	Roadmaster	8-386-4060
D.L. NELSON	Road Foreman	8-386-4373
E.C. OLSAUSKAS	Trainmaster	8-386-4342
B.S. WALLACE	Supt. Field Operations	8-386-4096
J.T. WALSH	Trainmaster	8-386-4342
D.C. WESSEL	Trainmaster	8-386-4342

San Diego

R.E. BUTIKOFER	Trainmaster	8-386-4801
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Watson

L.J. THOMPSON	Trainmaster	8-267-4096
W.H. WYSONG	Trainmaster	8-267-5665
J. P. YOUNG	Terminal Manager	8-267-4086

BNSF



Southern California Division

Timetable No. 3

IN EFFECT AT 0001

Pacific Continental Time

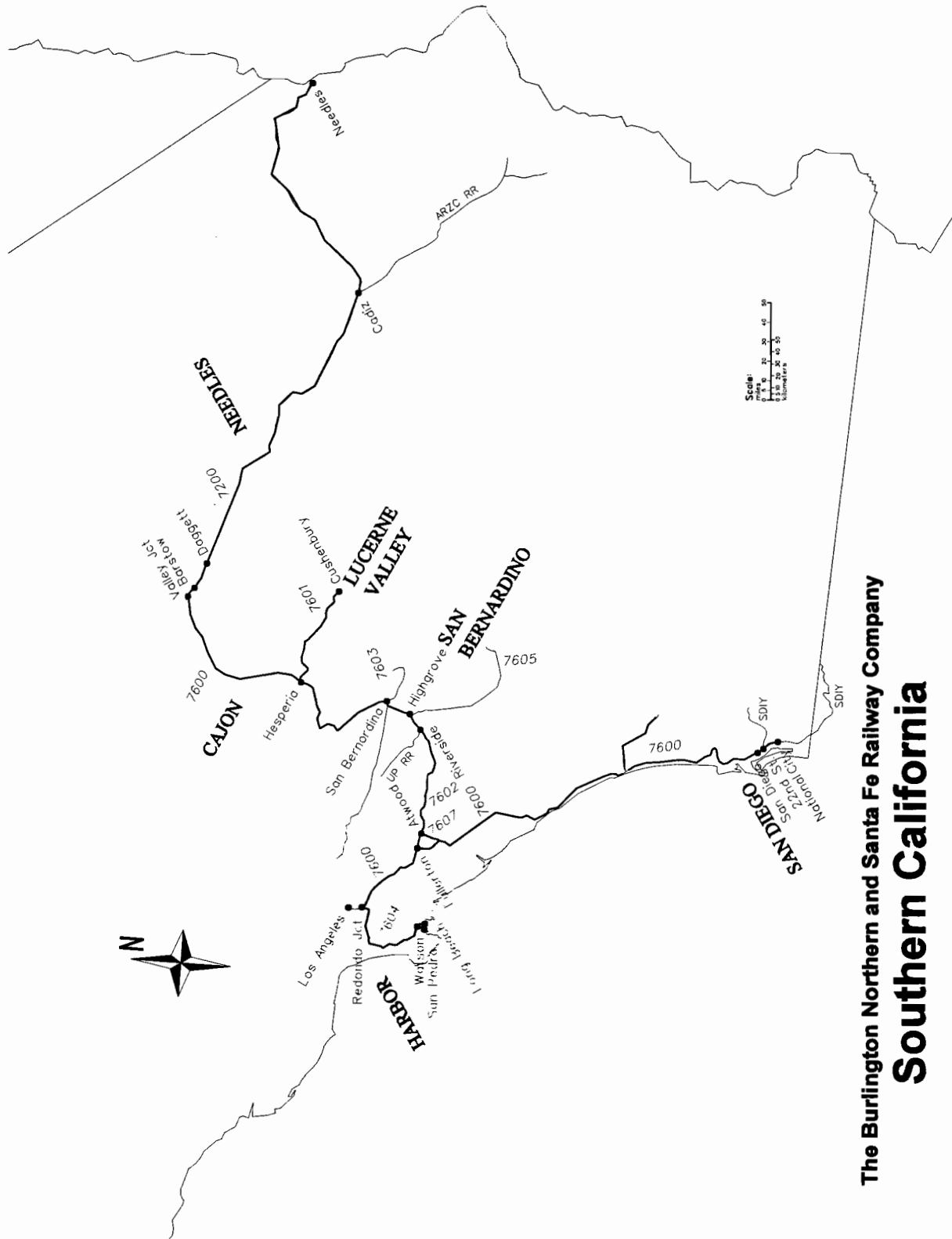
Wednesday, April 1, 1998

Division Superintendent

S.B. Smith

San Bernardino, California

(909) 386-4001



The Burlington Northern and Santa Fe Railway Company
Southern California

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cajon Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		19000	0.0	BARSTOW	BCPT	2MT CTC		0.9	
			0.9	EAST D YARD				2.2	
			2.7	WEST D YARD				0.9	
			3.4	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		84.0	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CSS	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

Barstow to San Bernardino	79 MPH.	55 MPH. #
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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 0.6 to MP 1.0	50 MPH.	50 MPH.
MP 1.0 to MP 4.6 (NT)	65 MPH.	60 MPH.
MP 1.0 to MP 1.1 (ST)	50 MPH.	50 MPH.
MP 1.1 (ST) (HE only)		
Passing Fuel Facilities	30 MPH.	30 MPH.
MP 1.1 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 61.5 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 61.5 to MP 62.2 Grade (ST)	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 Inductors	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 1.1, Curve (NT)	65 MPH.	60 MPH.
MP 4.6 to MP 1.0, Curve (ST)	65 MPH.	60 MPH.
MP 1.0 to MP 1.2, Curve (ST)	50 MPH.	50 MPH.
MP 1.2 (ST) (HE only)		
Passing Fuel Facilities	30 MPH.	30 MPH.
MP 1.0 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 0.0 Barstow, Yard Entry	50 MPH.
MP 0.6 East D Yard, WE Passenger Siding	20 MPH.
MP 0.7 East D Yard, Crossover	50 MPH.
MP 0.7 East D Yard, Departure Yard Lead	50 MPH.
MP 0.9 East D Yard, Inspection Yard Lead	50 MPH.
MP 2.7 West D Yard, Inspection Yard Lead	50 MPH.
MP 2.7 West D Yard, North Departure Yard Lead	50 MPH.
MP 2.8 West D Yard, South Departure Yard Lead	50 MPH.
MP 2.8 West D Yard, 2 Crossovers	50 MPH.
MP 3.4 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 69.6 Turnout to UPRR	20 MPH.
MP 73.4 Verdernont, 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 westbound freight trains operating between MP 56.6 and MP 78.0.

1. Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.
2. Speed Restrictions Westbound Freight Trains: South Track between MP 56.6 and MP 61.5:
 - 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 MP 56.6 and MP 61.5:

- 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 MP 56.6 and MP 64.2X and on Both Tracks between MP 61.5 and MP 78.0:

- 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. 35 MPH for light engine consists.

North Track with helpers between MP 56.6 and 61.5 and on Both Tracks between MP 61.5 and MP 78.0:

- 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 MP 56.6 and MP 61.5.
- B. 20 MPH on North Track between MP 56.6 and MP 64.2X and on Both Tracks between MP 61.5 and MP 78.0.

Note: Westbound freight trains operating between MP 56.6 and MP 78.0 must have a properly functioning speed indicator on the controlling locomotive of the head end consist.

3. Dynamic Brake Requirements for Westbound Freight Trains: Train crews departing Barstow on westbound 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 MP 56.6 and MP 61.5:

Tons per Operative Brake (TOB)

Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 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 and bulk commodity "unit" trains (i.e. coal, grain, potash, etc.) may operate with 32 axles of dynamic brake cut in on the lead consist.

Minimum required operative axles of dynamic brake for North Track between MP 56.6 and MP 64.2X and on Both Tracks between MP 61.5 and 78.0:

Tons per Operative Brake (TOB)

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135
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.

4. West of 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 Verdernont.

Trains operating with retainers must stop east of controlled signal at Baseline and place retainers in direct exhaust position before proceeding.

6. Speed of trains must be controlled, at least in part with automatic air brake when train tonnage exceeds: 2,500 tons on South Track, between MP 56.6 and MP 64.2X; 3,500 tons on North Track, between MP 56.6 and MP 64.2X and 4,500 tons on Both Tracks, between MP 64.2X and MP 78.0.
7. Between MP 56.6 and 78.0, westbound 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 locomotives in excess of four-axles (except at Oro Grande, locomotives with more than four axles are prohibited from operating on Clic 8246 and Clic 8247 at Riverside Cement).

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 MP 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. Type of Operation

CTC—in effect on Main Track:

Barstow to San Bernardino MP 0.0 to MP 81.4

Rule 6.26—Multiple Main Tracks:

Barstow to San Bernardino MP 0.0 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, westbound passenger trains must make a running air brake test between MP 55 and MP 56. Westbound 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 Warning Detector (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations:
 - MP 8.5 -Recall Code 8
 - MP 28.5 -Recall Code 8
 - MP 32.7 (DED only)
 - MP 37.9 (DED only)
 - MP 42.9 (DED only)
 - MP 48.5 -Recall Code 8
 - MP 52.8 (DED only)
 - MP 58.2X - NT (DED only)
 - MP 58.6 - ST (DED only)
 - MP 64.7 (DED only) -Recall Code 8

6. FRA Excepted Track

Redlands Industrial Spur—MP 0.0 to MP 11.4, all tracks.

7. Special Conditions

1. In the application of ABTH Rule 103.10.2—Testing Emergency Function—Item 3: It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. This emergency air brake application must be made after all other air brake tests have been completed and **MUST** be propagated through the entire train.

Before departing Barstow or Yermo, freight trains must obtain a 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 of the train with the daily inspection report.

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

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

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. Westbound 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. 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)

Long Mile Post Condition—
Between MP 0.0 to MP 3.0, each mile is 6495 feet.
Between MP 3.0 to MP 4.0, each mile is 5821 feet.

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		Mile Post Location	Capacity Feet	Switch Opens
Helendale	(NT) (ST)	21.1 21.1	640 937	Both
Oro Grande	(NT) (ST)	31.5 31.5	2,591 2,145	Both
Victorville	(NT) (ST)	36.7 36.7	4,750 4,700	Both
Thorn	(NT)	41.1	3,635	Both
Hesperia	(ST)	45.1	6,760	Both
Martinez Spur	(NT)	54.2	3,270	East
Summit	(NT) (ST)	55.7 55.7	220 220	Both
Alray	(NT)	59.7X	820	East
Cajon	(NT)	64.3X	1,025	Both
Old Keenbrook	(NT)	67.3	100	West
Devore	(ST)	71.0	1,200	Both
Cargill	(NT)	72.5	3,301	Both
Ono	(NT)	75.0	1,960	East
Redlands Industrial Spur		0.0	11.4 Miles	West

Length of Siding (Feet)	Station Nos.	Mile Post	Harbor Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.
			MAIN LINE STATIONS	Rule 4.3			
	23550	0.0	REDONDO JCT.	CMPTR		1.5	
		1.5	MALABAR	R		1.0	
	21630	2.5	UP RRX NADEAU	A		0.3	
		2.8	UP RRX	A		0.7	
	21650	3.5	WINGFOOT	R		2.5	
	21660	6.0	WILDASIN	R		1.3	
	21670	7.3	VAN NESS	R		0.7	
	21680	8.0	HYDE PARK	R		1.9	
	21690	9.9	INGLEWOOD			3.7	
4,962	21710	13.6	LAIRPORT	R		1.0	
		14.6	UP RRX	R		0.2	
	21720	14.8	EL SEGUNDO	TR		1.8	
	21770	16.6	LAWNDALE	R		3.5	
	21780	20.1	ALCOA	R		1.6	
	21830	21.7	TORRANCE	R		1.6	
	21820	23.3	IRONSIDES	R		3.3	
	22100	26.6X	WATSON	BCPTR		1.4	
	22240	28.0	WILINGTON	R		2.0	
	21840		PIER A YARD	TR		1.1	
	22475	27.6	WEST THENARD UP RRX	R		0.6	
		28.3	LONG BEACH JCT.	A	1.9		
	22500		LONG BEACH	R	PHL	30.2	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CSS	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

Maximum	Freight
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 RRX (HE Only)	10 MPH.

1(C). Speed—Switches and Turnouts

Harbor Subdivision	10 MPH.
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1(D). Speed—Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	20 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

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 UP
Watson to Anaheim Street	MP 26.6 to MP 28.0X

TWC—in effect:

MP 8.24 to MP 12.0

Pacific Harbor Line—Employees operating on the PHL must have in their possession the current PHL Timetable and Special Instructions. Trains, engines and equipment must have permission from PHL control operator before passing West Thenard or Anaheim St.

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.

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.

Rule 14.9A Transmitting Track Warrant—Add the following: After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are Box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are box numbers 2, 7, 8, 15.")

5. Trackside Warning Detector (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

In the application of ABTH Rule 103.10.2—Testing Emergency Function—Item 3:

It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. This emergency air brake application must be made after all other air brake tests have been completed and **MUST** be propagated through the entire train.

8. **Other Line Segments**

Yard Line Segments

Line Segment Limits

7653 Wilmington Yard

Road Line Segments

Line Segment Limits

7604 Redondo Jct. to Long Beach Jct.

9. **Locations Not Shown as Stations—None**

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lucerne Valley Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
	2,900	19060	29.2	CUSHENBURY	R				3.1	
	700		26.1	SPUR 5			TWC		26.1	
		19055	0.0	HESPERIA	R				29.2	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CSS	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.
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1(C). Speed—Switches and Turnouts

Lucerne Valley Subdivision	10 MPH.
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1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

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

Rule 14.9A Transmitting Track Warrant—Add the following:
After the train dispatcher transmits the track warrant and before the track warrant is repeated, the train dispatcher will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the train dispatcher will state, "This track warrant includes a requirement to meet another train."

After the receiving employee repeats the track warrant, the employee will state the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are box numbers 2, 7, 8, 15.") If the track warrant includes a meet, the employee will state "This track warrant includes a requirement to meet another train."

Before the OK time is given, the train dispatcher will confirm the total number of boxes and the box numbers marked with X. (Example: "There are four boxes marked with X. They are box numbers 2, 7, 8, 15.")

5. Trackside Warning Detector (TWD)—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	Mile Post Location	Capacity Feet	Switch Opens
Bass	15.5	700	Both
Pleuss - Staufer, Inc	23.5	884	West
Chas Pfizer and Co Inc	26.2	1,300	East

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Needles Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		19800	578.0	NEEDLES	BCPT			NO 2.2 SO 2.1	
			580.2	WEST NEEDLES		2MT CTC		5.4	
		19795	585.6	JAVA				6.8	
		19790	592.3	IBIS				NO 5.4 SO 4.6	
		19785	597.0	BANNOCK	X			4.6	
N6,716		19780	601.5	HOMER	X			7.5	
N9,218 S2,754		19775	609.1	GOFFS	X			9.7	
		19770	618.7	FENNER	X			7.5	
S5,369		19765	626.2	ESSEX	X			8.5	
S5,841		19760	634.7	DANBY	X			13.4	
N9,328 S9,292		19295	648.1	CADIZ	PTX			10.3	
S2,590		19290	658.4	SALTUS	X	DT TWC ABS		3.1	
N5,296		19285	661.5	AMBOY	X			7.8	
S5,406		19280	669.3	BAGDAD	X			7.4	
N5,022		19275	676.6	SIBERIA	X			NO 9.5 SO 7.7	
N9,000 S7,113		19265	686.7	ASH HILL	TX			6.7	
		19260	693.4	LUDLOW	X			13.2	
N6,805 S9,592		19250	706.6	PISGAH	X			6.2	
		19245	712.8	HECTOR	X			12.8	
N7,352 S5,363		19240	725.6	NEWBERRY	X			11.7	
		19215	737.3	DAGGETT				2.3	
			739.6	WEST DAGGETT				4.0	
			743.6	EAST BARSTOW				2.3	
		19000	745.9	BARSTOW NORTH (168.7) SOUTH (168.0)	BCT			168.7	

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
North Track		
Needles to Goffs	79 MPH.	55 MPH.*%
Goffs to Bagdad	90 MPH.	55 MPH.*%
Bagdad to Pisgah	79 MPH.	55 MPH.*%
Pisgah to Daggett	90 MPH.	55 MPH.*%
Daggett to Barstow	79 MPH.	55 MPH.*%
South Track		
Barstow to Daggett	79 MPH.	55 MPH.*%
Daggett to Pisgah	90 MPH.	55 MPH.*%
Pisgah to MP 685.8	79 MPH.	55 MPH.*%
MP 685.8 to MP 671.4	79 MPH.	45 MPH.
MP 671.4 to Bagdad	79 MPH.	55 MPH.*%
Bagdad to MP 646.1	90 MPH.	55 MPH.*%
MP 646.1 to Needles	79 MPH.	55 MPH.*%
Both Tracks		
Daggett to Ibis against the current of traffic	59 MPH.	49 MPH.*%

* See System Special Instruction 1(B).
% See System Special Instruction No. 1 Maximum Speed Permitted.

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Westward	Eastward
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 TOB
- 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,	20 MPH.	20 MPH.
MP 578.4 Needles Crossover	30 MPH.	30 MPH.
West Needles, WE freight lead	20 MPH.	20 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.

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.

<u>Limits</u>	<u>Threshold Temperature</u>	<u>Speed</u>
MP 578.4 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 Operation

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
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TWC—in effect:

Ibis to Daggett	MP 592.3 to MP 737.3
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ABS—in effect:

Ibis to Daggett	MP 592.3 to MP 737.3
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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 6.19—Flag protection as prescribed in Rule 6.19 is authorized.

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

- Homer WE North Siding
- Goffs WE North Siding and EE South Siding
- Essex, Danby EE South Siding
- Cadiz WE North Siding
- Bagdad EE South Siding
- Amboy EE South Siding & WE North 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 Warning Detector (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 - MP 584.6 - Recall Code 8
 - MP 607.5 NT -Recall Code 0
 - MP 612.4 ST -Recall Code 8
 - MP 614.9 -Recall Code 0
 - MP 628.1 -Recall Code 8
 - MP 644.5 -Recall Code 8
 - MP 651.0 ST
 - MP 665.0 -Recall Code 8
 - MP 690.7 -Recall Code 8
 - MP 711.1 -Recall Code 8
 - MP 733.3 -Recall Code 8
- C. Other Detectors
 - MP 587.9—High Water
 - WWD signals 5861, 5863
 - EWD signals 5892,5894
 - MP 642.9—High Water
 - WWD signal 6421
 - EWD signal 6442

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 thorough 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 continuously lighted for this purpose.

Saltus

Six-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	Mile Post Location	Capacity Feet	Switch Opens
Klondike (NT)	MP 682.0	345	West
Lavic (ST)	MP 702.7	235	East
Cool Water (NT)	MP 735.9	300	West
Nebo (ST)	MP 741.6	5,488	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	San Bernardino Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				San Bernardino	MAIN LINE STATIONS					
		19100	0.0	SAN BERNARDINO	BCMPT		4MT CTC		2.8	
		19140	2.2	RANA			3MT CTC		0.7	
			2.9	CP 29					0.3	
		25045	3.2	COLTON (UP RRX)	M		2MT CTC		1.0	
	4,490		4.2	WEST COLTON					1.9	
			6.1	CP 61					0.6	
		25065	6.7	HIGHGROVE					3.1	
		25200	9.8	RIVERSIDE			3MT CTC		0.1	
			9.9	TENTH STREET					0.7	
			10.6	WEST RIVERSIDE					3.4	
		25210	14.0	CASA BLANCA					1.1	
			15.1	CP 151					3.4	
			18.5	LA SIERRA					2.9	
		25250	21.4	MAY			2MT CTC		1.4	
	8,059	25255	22.8	PORPHYRY					1.3	
		25260	24.1	CORONA					3.1	
			27.2	WEST CORONA					2.2	
		25265	29.4	PRADO DAM					6.4	
		25270	35.8	ESPERANZA			3MT CTC		4.8	
		25274	40.6	ATWOOD			2MT CTC		4.9	
		23200	45.5 165.5	FULLERTON JCT	BCP				2.5	
		23160	163.0	BASTA			3MT CTC		2.7	
		23148	160.3	BUENA PARK					2.6	
		21340	157.7	LA MIRADA	T				1.6	
	N4,150 S3,432		156.1	NORWALK			2MT CTC		1.1	
			155.0	SANTA FE SPRINGS					2.0	
		23120	153.0	LOS NIETOS (UP RRX)	M				0.9	
		23110	152.1	DT JCT (UP RRX)	M				1.2	
		23100	150.9	PICO RIVERA	BCPT				1.1	
		23039	149.8	BANDINI					1.3	
			148.5	COMMERCE					1.2	
			147.3	EASTERN AVE					1.3	
		23000	146.0	HOBART	BCP		3MT CTC		1.5	
			144.5	HOBART TWR (UP RRX)	CM				1.3	
		23550	143.2	RENDONDO JCT (UP RRX)	CMPT		2MT CTC		68.4	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CSS	EMER
National City to MP 267.7	32	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
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, 4 Crossovers	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 2.9 CP 29, Turnouts NT to NT	40 MPH.
MP 2.9, CP 29, Turnouts NT to SP Connection Track	10 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 CP 61, 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, 2 Crossovers 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 CP 151, 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.

<u>Limits</u>	<u>Threshold Temperature</u>	<u>Speed</u>
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.

Hobart Tower

Speed limit 5 MPH on Junction Wye.

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

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 66.5	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, damage to property or when approaching roadway workers on or near the track.

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 (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 UP 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 Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations:
 - MP 6.0 -Recall Code 8
 - MP 32 -Recall Code 8
 - MP 154.7 -Recall Code 8
- C. Other Detectors:
 - MP 4.6 - High Water
 - EWD signals 52 & 54
 - WWD controlled signals West Colton

6. FRA Excepted Track

San Jacinto Industrial Spur, all tracks MP 18.8 to MP 38.3.

7. Special Conditions

1. In the application of ABTH Rule 103.10.2—Testing Emergency Function—Item 3:
It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. This emergency air brake application must be made after all other air brake tests have been completed and **MUST** be propagated through the entire train.
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	Mile Post Location	Capacity Feet	Switch Opens
Colton Cement Spur	3.5	1,882	East
San Jacinto Industrial Spur	6.7	38.3 Miles	East
Highgrove	0.0	1,018	Both
Lily Cup	0.6	545	Both
Box Springs	7.2	1,555	Both
Alessandro	10.6	2,046	Both
Val Verde	13.5	1,105	Both
Granite Spur	14.5	4,752	Both
Mayer Farms	15.9	920	Both
Ellis	19.9	800	East
Prenda Spur (Prenda)	14.3	300	Both
Arlington	15.9	2,000	East
Porphyry (3M Spur)	22.7	18,480	West
West Corona	26.8	5,812	Both
Fullerton	164.7 NT 164.7 ST	7,995 4,350	Both Both
San Gabriel Division (Metrolink)			
Muscat Spur	90.4	4,685	West
Cucamonga Foothill Spur	95.8	5,600	Both
Pasadena Subdivision (Metrolink)			
Metropolitan Spur	108.6	5,475	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	San Diego Subdivision MAIN LINE STATIONS			Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3						
		25710	273.1	NATIONAL CITY	R			3.8		
			269.3	22ND STREET	BCPXR			1.8		
		25700	267.5	SAN DIEGO	TXR			103.3		
		23200	165.0	FULLERTON JCT	BCP			107.8		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CSS	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
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—None

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

2. Bridge and Equipment Weight Restrictions—None

3. Type of Operation

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 Warning Detector (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

In the application of ABTH Rule 103.10.2—Testing Emergency Function—Item 3:
It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. This emergency air brake application must be made after all other air brake tests have been completed and **MUST** be propagated through the entire train.

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	Mile Post Location	Capacity Feet	Switch Opens
Tustin	179.5	1,800	Both
Stuart	221.7	1,210	Both
San Diego, G&E Co Spur	231.3	1,005	West

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ____ line no. ____ between MP ____ and MP ____ on ____ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ____ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ____ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ____ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ____ (without stopping) at ____ MPH until the entire train has passed MP ____ . You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

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

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