

Division Managers

Barstow

J.W. CAPPS	Roadmaster	(760) 255-7654
T.P. DUNCAN	Terminal Manager	(760) 255-7603
M.S. HILL	Terminal Manager	(760) 255-7602
S.D. JOHNSON	Terminal Manager	(760) 255-7604
M.J. KIRSCHINGER	Terminal Superintendent	(760) 255-7601
J.T. LABBERTON	Terminal Manager	(760) 255-7607
L.A. LAWRENCE	Trainmaster	(760) 255-7583
D.A. NEAL	Trainmaster	(760) 255-7585
R.R. RUSSELL	Asst. Term. Superintendent	(760) 255-7605
S. SPEISSER	Trainmaster	(760) 255-5912
R.N. WADE	Trainmaster	(760) 255-7595
D.J. WALKER	Trainmaster	(760) 255-5056

La Mirada

R.P. DENNISON	Trainmaster	(323) 267-5665
W.J. STRITCH	Road Foreman	(323) 267-4139

Hobart

K. CHAPA	Trainmaster	(323) 267-4077
C.J. COLD	Road Foreman	(323) 869-3071
R. CRAFT	Trainmaster	(323) 267-4016
M. DABNEY	Director Administration	(323) 267-4007
J.G. HYNES	Terminal Superintendent	(323) 267-4006
W.E. JOHNSON	Terminal Manager	(323) 267-4014
J.T. McCABE	Terminal Manager	(323) 267-4028
J.C. MENDEZ	Trainmaster	(323) 267-4010
R.X. MENDOZA	Trainmaster	(323) 267-4010
J.A. NEWBERN	Trainmaster	(323) 267-4010
A.C. RICHARDSON	Roadmaster	(323) 267-4009
J. SANCHEZ	Supt. Field Operations	(323) 869-3000
B.D. SHOEMAKE	Terminal Manager	(323) 267-4013
V.L. STEWART	Terminal Manager	(323) 267-4011
N. VARGAS	Trainmaster	(323) 267-4010

Needles

G.DELEON	Road Foreman	(760) 326-5421
B.N. EDWARDS	Mechanical Foreman	(760) 326-5427
J.E. WERNER	Roadmaster	(760) 326-5414
D.K. YOUNG	Trainmaster	(760) 326-5462

San Bernardino

W.D. BUSBY	Supervisor Structures	(909) 386-4056
J. CLEGG	Trainmaster	(909) 386-4342
M.E. CROY	Terminal Manager	(909) 386-4387
J.A. DePAEMELAERE	Road Foreman	(909) 386-4354
D. DILL	Division Engineer	(909) 386-4504
J.R. FRAZIER	Trainmaster	(909) 386-4342
D. GONZALES	Roadmaster	(909) 386-4061
D.R. GUNTHER	Regional Manager Rules	(909) 386-4007
O.G. KIRKLEY	Manager Signals	(909) 386-4050
R.E. MCCONAUGHEY	Term. Superintendent	(909) 386-4304
J.R. McHOOD	Superintendent Operations	(909) 386-4380
K.C. McREYNOLDS	General Road Foreman	(909) 386-4017
R.C. MITCHELL	Trainmaster	(909) 386-4342
A.T. MORALES	Roadmaster	(909) 386-4060
C.D. PENROD	Director Administration	(909) 386-4012
D.L. SEATON	Trainmaster	(909) 386-4342
M.S. THERET	Asst. Division Engineer	(909) 386-4509
B.N. WELTE	Manager Safety	(909) 386-4006
.....	Road Foreman	(909) 386-4345

San Diego

D.C. WESSEL	Trainmaster	(619) 386-4801
.....	Asst. Trainmaster	(619) 386-4800

Watson

C.L. ADAMS	Trainmaster	(323) 267-4086
D.E. LEATHERS	Superintendent Operations	(323) 267-4252
L.J. THOMPSON	Trainmaster	(323) 267-4086
W.H. WYSONG	Trainmaster	(323) 267-4086

BNSF



Southern California Division and Los Angeles Terminal Division

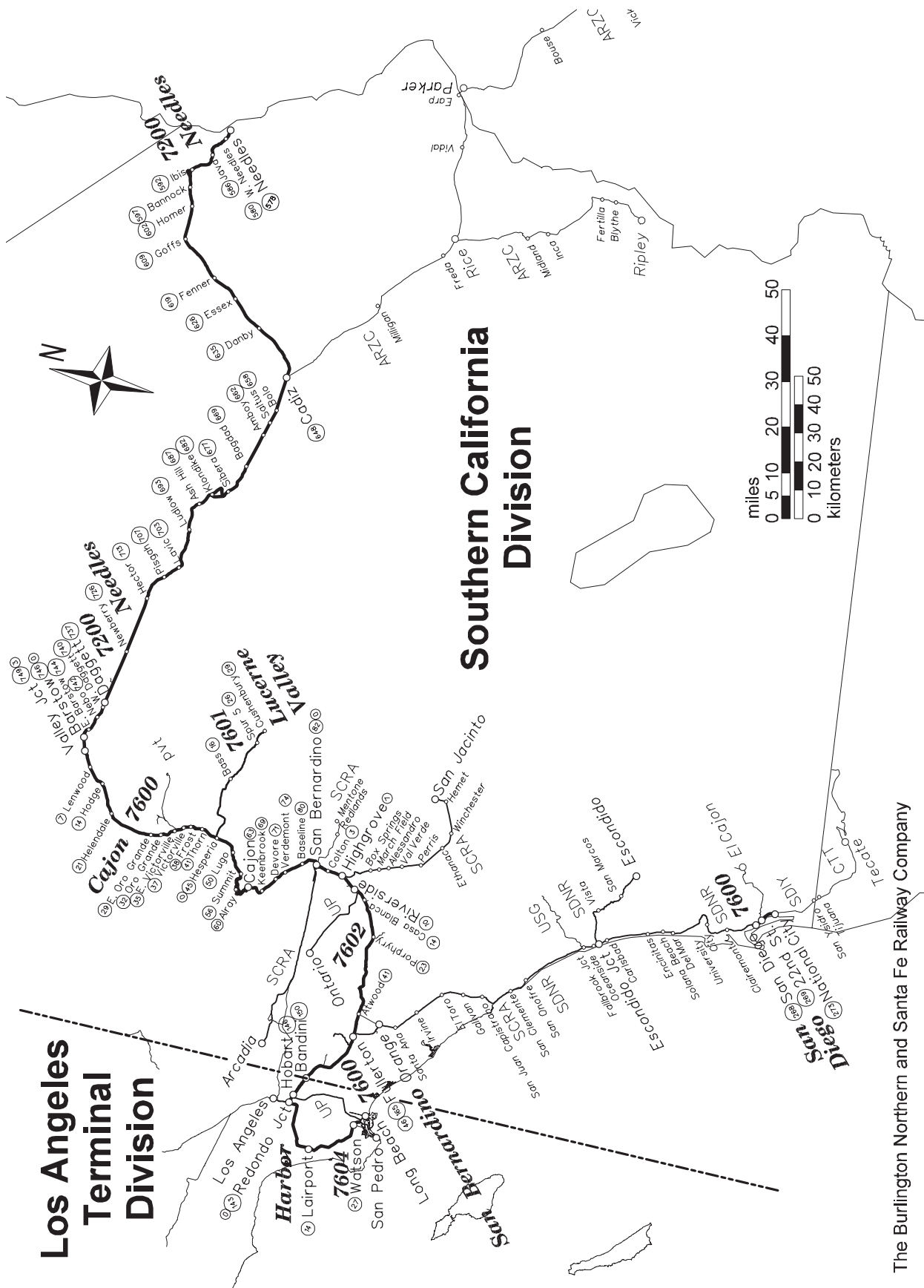
Timetable No. 1

IN EFFECT AT 0001

Pacific Continental Time

Sunday, February 25, 2001

**Southern California
Division Superintendent
M.C. Shircliff
San Bernardino, California
(909) 386-4001
Los Angeles Terminal
Division Superintendent
R.M. Reilly
Hobart, California
(323) 267-4002**



**Los Angeles
Terminal
Division**

Southern California Division

The Burlington Northern and Santa Fe Railway Company

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cajon Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		19000	0.0	BARSTOW	XBCPT				0.9	
			0.9	EAST D YARD	X(2)		4MT CTC		2.2	
			2.7	WEST D YARD	X(2)				0.9	
			3.4	VALLEY JCT.	J				0.9	
			4.3	WEST R YARD					2.4	
		19015	6.7	LENWOOD	X				6.9	
			13.6	HODGE	X		2MT CTC		15.8	
			29.4	EAST ORO GRANDE	X				2.1	
		19035	31.5	ORO GRANDE					3.1	
			34.6	EAST VICTORVILLE	X				2.1	
		19045	36.7	VICTORVILLE	BP				1.3	
			38.0	FROST	X				7.1	
		19055	45.1	HESPERIA					5.0	
			50.1	LUGO	X				5.8	
		19065	55.9	SUMMIT	X				0.7	
				SILVERWOOD	J				NO 8.2 SO 6.2	
		19075	62.8	CAJON	X			6.6		
		19080	69.4	KEENBROOK	X		3MT CTC		4.5	
			73.9	VERDEMONT	X				6.0	
			79.9	BASELINE	X				0.7	
			80.6	SEVENTH STREET	X				0.8	
		19100	81.4	SAN BERNARDINO	X(2) JBCPT				84.0	

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Barstow to San Bernardino	79 MPH.	55 MPH.*#
Eastward freight trains on descending grades, with dynamic brakes not in use, must not exceed: MP 54.4 to MP 38.0	30 MPH.	
Redlands Industrial Spur, MP 0.0 to MP 0.7	5 MPH.	
Redlands Industrial Spur, MP 0.7 to MP 11.4	10 MPH.	

* See system Special Instructions Item 1 (B).
The exceptions to System Special Instructions Item 1(B), Speed—Main Tracks, do not apply between MP 56.6 and San Bernardino
See System Special Instructions Item 1(C).

1(B). Speed—Permanent Restrictions

Westward:

MP 0.6 to MP 0.8	50 MPH.	50 MPH.
MP 0.8 to MP 2.7 (Nos. 1, 2, and 4 Main)	30 MPH.	30 MPH.
MP 0.8 to MP 2.7 (No. 3 Main)	50 MPH.	50 MPH.
MP 2.7 to MP 4.6	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 (Main 1)	65 MPH.	45 MPH.
MP 34.4 to MP 36.2, curve (Main 2)	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 (Main 1)	50 MPH.	45 MPH.
MP 39.1 to MP 42.0, curve (Main 2)	50 MPH.	45 MPH.

MP 37.4 to MP 39.1, curve (Main 2)	45 MPH.	40 MPH.
MP 39.1 to MP 42.0, curve (Main 1)	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 (Main 2)	40 MPH.	40 MPH.
MP 56.6 to MP 61.5, grade (Main 1)	45 MPH.	45 MPH.
Protected by Inert ATS Inductors	30 MPH.	20 MPH.
MP 56.6 to MP 64.2X, grade (Main 1)		
Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 56.6, CP 566, Main 1 to UPRR	30 MPH.	30 MPH.
MP 61.5 to MP 62.2, grade (Main 2)	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 (Main 2)	35 MPH.	30 MPH.
MP 58.8 to MP 57.2, curve (Main 2)	30 MPH.	30 MPH.
MP 57.2 to MP 56.5, curve (Main 2)	40 MPH.	30 MPH.
MP 56.5 to MP 56.1, curve (Main 2)	50 MPH.	40 MPH.
MP 64.3X to MP 63.7X, curve (Main 1)	40 MPH.	35 MPH.
MP 63.7X to MP 63.1X, curve (Main 1)	35 MPH.	35 MPH.
MP 63.1X to MP 61.7X, curve (Main 1)	40 MPH.	35 MPH.
MP 61.7X to MP 57.4X, curve (Main 1)	30 MPH.	30 MPH.
MP 57.4X to MP 56.8X, curve (Main 1)	45 MPH.	40 MPH.
MP 56.8X to MP 56.1, curve (Main 1)	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 (Main 2)	50 MPH.	45 MPH.
MP 42.0 to MP 37.4, curve (Main 1)	50 MPH.	45 MPH.
MP 39.1 to MP 37.4, curve (Main 2)	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 (Main 1)	65 MPH.	45 MPH.
MP 36.2 to MP 34.4, curve (Main 2)	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 2.7, curve	65 MPH.	60 MPH.
MP 2.7 to MP 0.8, (No. 3 Main)	50 MPH.	50 MPH.
MP 2.7 to MP 0.8, (Nos. 1, 2 and 4 Main)	30 MPH.	30 MPH.
MP 0.8 to MP 0.4, 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.

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	25 MPH.	25 MPH.
Barstow Yard, crossovers between Cajon and Mojave Subdivs., yard entry tracks, power switches	25 MPH.	25 MPH.

Barstow Yard, EE and WE all receiving yard tracks, power switches	25 MPH.	25 MPH.
Barstow Yard, EE departure yard tracks 1201 through 1205, power switches	25 MPH.	25 MPH.
Barstow Yard, WE all departure yard tracks, power switches	25 MPH.	25 MPH.
Barstow Yard, crossover between north departure lead and south departure lead WE departure yard, power switches	25 MPH.	25 MPH.
Barstow Yard, crossover between WE inspection yard track 1103 and WE departure yard track 1201, power switches	25 MPH.	25 MPH.
Barstow Yard, EE departure yard tracks 1206 through 1210, power switches	15 MPH.	15 MPH.
MP 0.02 Barstow, EE passenger siding		20 MPH.
MP 0.0 Barstow, 2 crossovers		50 MPH.
MP 0.01 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 0.8 East D Yard, turnout to No. 1 Main		50 MPH.
MP 0.9 East D Yard, turnout to No. 2 Main		50 MPH.
MP 0.9 East D Yard, inspection yard lead		50 MPH.
MP 2.6 West D Yard, turnout to No. 1 Main		50 MPH.
MP 2.7 West D Yard, turnout to No. 2 Main		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 to MP 2.9, 3 crossovers		50 MPH.
MP 3.4 Valley Jct., Mojave Subdiv. Jct.		50 MPH.
MP 4.3 West R Yard, receiving yard lead		25 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 Main 2		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 56.6 Silverwood, turnout Main 1 to UPRR		30 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 Verdmont, 2 crossovers		50 MPH.
MP 79.6 Baseline, turnout to Main 3		50 MPH.
MP 79.8 Baseline, 2 crossovers		50 MPH.
MP 80.5 Seventh Street, turnout, Main 1 and yard lead		10 MPH.
MP 80.6 Seventh Street, crossover Main 2 to Main 1		40 MPH.
MP 0.0 San Bernardino, turnout, Main 3 to Main 4		15 MPH.
MP 0.1 Needles Subdivision yard entry Between First St. Bridge and Junction High and low leads	25 MPH.	25 MPH.
Low lead	15 MPH.	15 MPH.
Balloon track	10 MPH.	10 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. Speed Restrictions Westbound Freight Trains

Main 2 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.

Main 2 with helpers/distributed power 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.

Main 1 between MP 56.6 and MP 78.0 and Main 2 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.

Main 1 with helpers/distributed power between MP 56.6 and MP 78.0 and Main 2 with helpers/distributed power 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 is between 12,000 tons and 14,000 tons and does not exceed 135 TOB.
- D. 15 MPH if train is between 14,000 tons and 18,000 tons and does not exceed 145 TOB.
- E. Cannot proceed if train exceeds 18,000 tons or 145 TOB.

Exception: Westbound freight trains exceeding 16,000 tons or 135 TOB may operate through turnout to UPRR at Silverwood (MP 56.6). Train cannot proceed on this route if exceeding 17,000 tons or 145 TOB. Westbound freight trains departing Barstow in excess of 16,000 tons or 135 TOB must notify train dispatcher before passing Lenwood (MP 6.7).

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.

- 2. Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.
- 3. Dynamic Brake Requirements for Westbound Freight Trains:
Train crews departing Barstow on westbound BNSF trains, via the 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.
- 4. Before leaving Summit, it must be known that the lead locomotive in the consist has an operative extended range dynamic brake and that the locomotive consist has the minimum number of operative axles of dynamic brake. If the train does not meet the minimum requirement, THE TRAIN MUST NOT PROCEED. A helper consist may be added to meet the requirement. This requirement must be met using the axle count of locomotives having operative extended range type dynamic braking only.

After leaving Summit, if the dynamic brake on the lead locomotive in the consist becomes inoperative, or if the dynamic brake on a trailing locomotive becomes inoperative, and the loss of the dynamic brake causes the train to have less than the minimum required axles of dynamic brake, if in the judgement of the engineer the train is under control, the train may proceed without stopping.

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 Main 2 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
2,000 or less	4	6	8	8	8	10	10
2,001 to 4,000	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

The total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table above. When using the table to determine TOB, round the figures up to the next whole number. For example, 105.1 TOB becomes 106 TOB.

Minimum required operative axles of dynamic brake for Main 1 between MP 56.6 and MP 78.0 and Main 2 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	TOB 136 to 145
2,000 or less	4	4	4	4	6	6	8
2,001 to 3,000	6	6	6	6	8	8	10
3,001 to 4,000	8	8	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 11,000	12	12	14	18	22	24	28
11,001 to 12,000	12	12	16	20	24	26	30
12,001 to 13,000	12	12	18	22	26	28	32
13,001 to 14,000	12	12	18	24	28	30	34
14,001 to 15,000	12	14	20	26	30	32	36
15,001 to 16,000	12	14	20	26	30	34	38
16,001 to 17,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

The total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table above. When using the table to determine TOB, round the figures up to the next whole number. For example 105.1 TOB becomes 106 TOB.

Note: Air Brake and Train Handling Rule 104.3.2, item B., dynamic brake limitation is 28 axles cut in per consist. Information concerning dynamic brake axle rating is located in the System Special Instructions, item 2 (B).

EXCEPTION: On Cajon Subdivision, Main 1 and Main 2, solid loaded unit bulk commodity trains (coal, grain, taconite, potash, etc.) and solid loaded doublestack trains may be operated with 32 axles of dynamic brake cut in per consist.

- West of MP 56.6, under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold the train in place while the air brake system is being recharged, starting behind the lead locomotives, apply a sufficient number of hand brakes to hold the train in place.

The brake system must be fully charged, after which a brake pipe reduction must be made that is sufficient to hold the train in place while the hand brakes are being released. Before proceeding, all hand brakes must be released.

- Total brake pipe reduction to control train speed must not exceed 18 psi for trains averaging less than 135 TOB and 14 psi for trains averaging 135 or more TOB. If total brake pipe reduction exceeds the above limitations, train MUST BE STOPPED immediately.

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

Before proceeding, the brake system must be fully recharged. Excessive use of the engine brake is prohibited. If retainers are positioned before reaching Cajon, a 10-minute stop to cool wheels must be made at Verdemont.

Trains operating with retainers must stop East of the controlled signal at Baseline and place the retainers in Direct Exhaust position before proceeding.

- The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds: 2,500 tons on Main 2 between MP 56.6 and MP 61.5 or 3,500 tons on Main 1 between MP 56.6 and MP 78.0 and on Main 2 between MP 61.5 and MP 78.0.
- Between MP 56.6 and MP 78.0, westbound freight trains with more than one-half double-stack equipment that average 100 TOB or more and exceeds 250 tons per axle of operative dynamic brake must have helper/ distributed power at or near rear of the train.

Oro Grande, East Victorville, Victorville, Thorn, Keenbrook, Devore and Ono—The speed limit is 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.)

Air Temperatures Exceeding Threshold

When the air temperature meets threshold temperature, all trains will be governed by the following table on main tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit.

Between MP 0.0 and MP 81.4:

Temperature Range	Passenger Trains	Freight Trains under 6,000 TONS	Freight Trains over 6,000 TONS	Freight Trains exceed 100 TOB
Exceeds 110 degrees	No Restriction	55 MPH	45 MPH	45 MPH
Exceeds 115 degrees	70 MPH	50 MPH	40 MPH	40 MPH
Exceeds 120 degrees	50 MPH	40 MPH	30 MPH	30 MPH

Train crews must notify the train dispatcher if their train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

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

- 2. **Bridge and Equipment Weight Restrictions**
Maximum Gross Weight of Car
 Barstow to San Bernardino 143 tons, Restriction B
- 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 5.8.2—Item 11, Sound whistle approaching all crossings, public and private.
Rule 6.26—Main tracks cross at grade separation, MP 39.1, and are designated as prescribed by Rule 6.26 either side of crossing.
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 is in effect. All switches must be left lined and locked for movement on Redlands Industrial Spur track.
Air Brake Rule 104.3.1—If the 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.

Air Brake 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 must determine the following:

- A. Retarding force of air brake system.
- B. That normal brake pipe pressure changes occur at the rear of the train.

- 5. **Trackside Warning Detectors (TWD)**
 - A. Protecting bridges, tunnels or other structures: None
 - B. Other TWD 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—Main 1 (DED only)
 - MP 58.6—Main 2 (DED only)
 - MP 64.7—Recall Code 8
- 6. **FRA Excepted Track**
Redlands Industrial Spur—MP 0.0 to MP 11.4, all tracks.

- 7. **Special Conditions**
Testing Emergency Application Capability From Rear of Train
 - 1. Before departing Barstow or Yermo, westbound freight trains operating on Cajon Subdivision must obtain a signed ETD Certification Form, documenting that Two-Way ETD is armed and the battery is fully charged. This form must be kept on the controlling locomotive of the train with the daily inspection report.

The ability to propagate an emergency application of the air brakes through the entire train MUST be tested as follows:

Trains Using Two-Way ETD Equipment and Trains with Distributed Power Remote Consist Not at Rear of Train

Two-way ETD equipment must be used to initiate an emergency application of the air brakes from the rear of the train to the front. This test of emergency application capability must be made after all other air brake tests have been completed and MUST be propagated through the entire train.

Distributed Power Trains with Distributed Power Remote Consist at Rear of Train

The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train.

The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

- A. Close angle cock between head end consist and train.
- B. Initiate emergency application with automatic brake valve on the controlling unit of head end consist.
- C. Determine that emergency application of air brakes propagates from distributed power remote consist at rear of train to head car of train.

Note: Distributed power trains with more than one remote consist must be tested for emergency application capability when DP is linked to only the rearmost DP remote consist. After successfully completing Emergency Application Capability test through the entire train, if necessary unlink from rearmost DP remote consist and recondition train for all DP remote consists.

Emergency brake application test described above must be conducted on UPRR trains before initiating movement on the Cajon Subdivision.

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

Westbound freight trains operating between Summit and Baseline that are experiencing air brake problems MUST STOP immediately using an emergency air brake application, if necessary, and must 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.

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

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

4. Westbound freight trains departing Barstow must notify the Cajon Subdivision dispatcher of the following information:

1. Work to be performed on the Cajon Subdivision and at San Bernardino.
2. If the train qualifies for Main 2.

5. Close clearance overhead and side obstructions that 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 Bernardino Yard

Road Line Segments

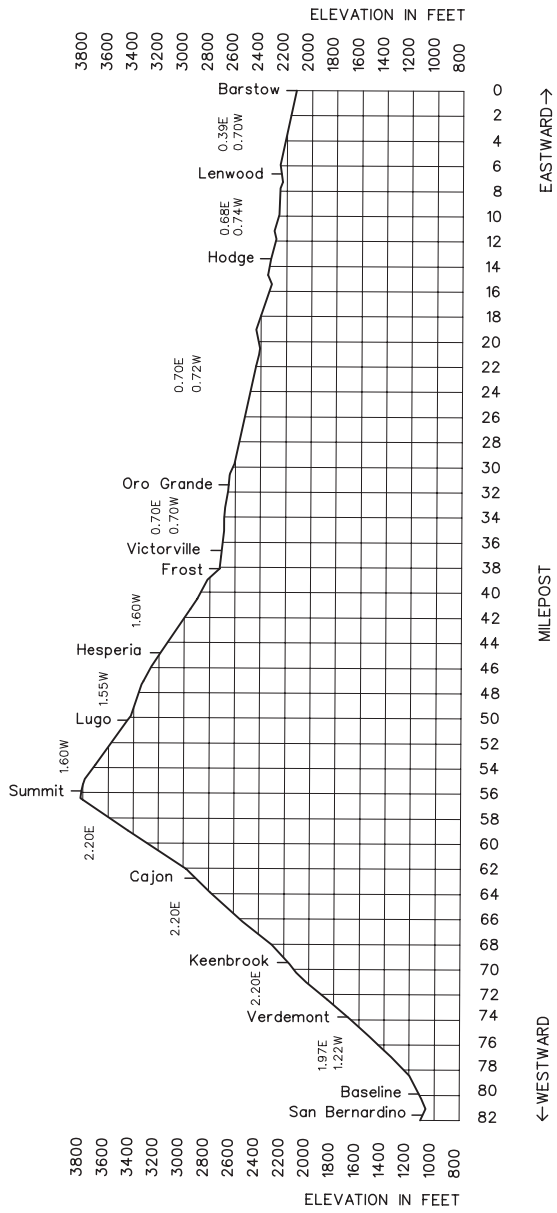
Line Segment Limits

7600 Barstow to San Bernardino

9. Locations Not Shown as Stations

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

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Harbor Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		23550	0.0	REDONDO JCT.	JCMPT				1.5	
			1.5	MALABAR					1.3	
			2.8	UP RRX	A				0.7	
		21650	3.5	WINGFOOT					2.5	
		21660	6.0	WILDASIN					1.3	
		21670	7.3	VAN NESS					0.7	
		21680	8.0	HYDE PARK					0.24	
			8.2	ORTIZ					1.66	
		21690	9.9	INGLEWOOD					2.1	
			12.0	WILLIAMS			TWC	7604	1.6	
	4,962	21710	13.6	LAIRPORT					1.0	
			14.6	UP RRX	U				0.2	
		21720	14.8	EL SEGUNDO	T				1.8	
		21770	16.6	LAWNDALE					3.5	
		21780	20.1	ALCOA					1.6	
		21830	21.7	TORRANCE					1.6	
		21820	23.3	IRONSIDES					3.3	
		22100	26.6	WATSON	JBCPTR				1.4	
		22475	27.6	WEST THENARD UP RRX	JRM				31.7	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	EMER
Redondo Jct. to MP 25.0	78	1	3	4	5&7	9
MP 25.0 to West Thenard	32	1	3	4	5&7	9
Pacific Harbor Line (ATM-Badger Bridge)	58	-	-	-	-	-
Pacific Harbor Line (Terminal Island)	72	-	-	-	-	-

1. Speed Regulations

1(A). Speed—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	10 MPH.
MP 14.6 RRX (HER) - Restricted speed not to exceed	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.

When ambient temperature reaches 100 degrees F after 1400 hours, train speed is restricted to 10 MPH with continuous patrols.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Redondo Jct. to Long Beach 143 tons, Restriction A

3. Type of Operation

Restricted Limits—in effect:
MP 25.0 (Watson) to MP 26.6 (West Thenard)

TWC—in effect:
MP 0.0 (Redondo Jct) to MP 25.0 (Watson)

4. General Code of Operating Rules Items

Rule 5.8.2 - Sound whistle approaching all crossings, public and private.

Rule 6.6 - Trains granted permission to back up to pick up a crew member must not back up to foul UP RRX at MP 14.6.

Rule 8.3 - Protect Open Switch in effect permitting main track switches to be left in the open position when authorized by track warrant at the following location: Alcoa

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.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Testing Emergency Application Capability From Rear of Train

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.

UPRR Train Dispatcher must be contacted by radio (Channel 1414, Tone *50) before fouling automatic interlocking, UPRRX, located at MP 2.8 for information regarding the time they will be able to foul the crossing. Train Dispatcher must also be contacted when train is clear of interlocking limits.

Pacific Harbor Line—Employees operating on the PHL must have in their possession the current PHL Timetable and Special Instructions.

All movements between West Thenard and Port of Long Beach, West Thenard and Port of Los Angeles, Watson Yard at Anaheim Street and Pasha Terminal Figueroa Street, must be cleared through the Pacific Harbor Line Railway assistant trainmaster at Badger Bridge on Channel 58 when operating in both directions.

When operating between MP 502.1, Port of Long Beach, and Long Beach Yard Anaheim Street, permission must be granted from the Dolores yardmaster for movement in this territory.

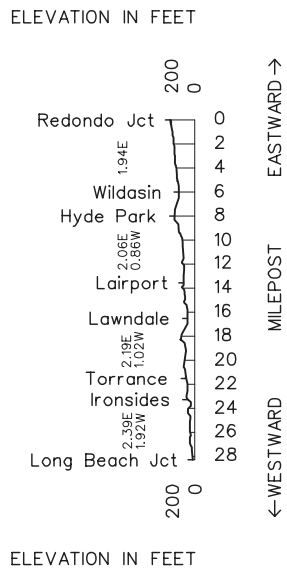
8. Other Line Segments

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

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lucerne Valley Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	2,900	19060	29.2	CUSHENBURY	R			3.1	
	700		26.1	SPUR 5	R		7601	26.1	
		19055	0.0	HESPERIA	R			29.2	

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

1. Speed Regulations

1(A). Speed—Maximum

Hesperia to MP 29.2 **Freight** 20 MPH.

1(B). Speed—Permanent Restrictions

MP 4.1 to MP 4.4 10 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.

Air Temperatures Exceeding Threshold

From 1100 to 1900, if ambient temperature is over 100 degrees F, track is out of service unless train is preceded by track inspector, then movement is restricted to 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Cushenbury to Hesperia 143 tons, Restriction D

3. Type of Operation

Restricted Limits—in effect:

Cushenbury to Hesperia MP 29.2 to MP 0.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Spur 4 Pleuss-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 types.

8. Line Segments

Road Line Segments

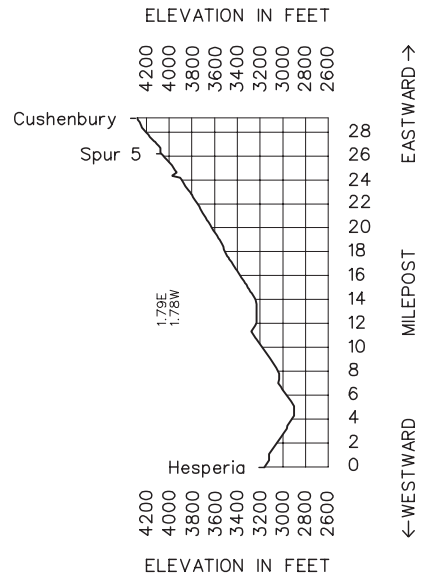
Line Segment Limits

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

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Needles Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		19800	578.0	NEEDLES	BCPT		7200	(1) 2.2 (2) 2.1	
			580.2	WEST NEEDLES	X(2)			12.2	
		19790	592.3	IBIS	X			(1) 10.0 (2) 9.2	
(1)6,716	19780	601.5	HOMER			2MT CTC		7.7	
(1)12,100	19775	609.2	EAST GOFFS	X				2.4	
			611.6	WEST GOFFS	X			7.1	
	19770	618.7	FENNER	X				7.5	
(2)5,369	19765	626.2	ESSEX	X		DT TWC ABS		8.5	
(2)5,841	19760	634.7	DANBY	X				12.5	
(1)9,328	19295	647.2	EAST CADIZ	X				1.8	
(2)9,292		649.0	WEST CADIZ	XTJ				9.4	
(2)2,590	19290	658.4	SALTUS	X		2MT CTC		1.6	
(1)5,296	19285	660.0	EAST AMBOY	X				1.8	
(2)5,406		661.8	WEST AMBOY	X				7.5	
(2)5,022	19280	669.3	BAGDAD	X		DT TWC ABS		7.4	
(1)6,746	19275	676.1	SIBERIA	X				(1) 9.1 (2) 7.3	
(1)9,000	19265	686.3	EAST ASH HILL	XT				1.9	
(2)7,113		688.2	WEST ASH HILL	X				5.2	
	19260	693.4	LUDLOW	X(2)				11.8	
(1)6,605		705.2	EAST PISGAH	X				2.1	
(2)9,592		707.3	WEST PISGAH	X				5.5	
	19245	712.8	HECTOR					11.5	
(1)7,352		724.3	CP 7245	X(2)				1.4	
(2)5,363	19240	725.7	EAST NEWBERRY	X		2MT CTC		1.5	
		727.2	WEST NEWBERRY	X				4.0	
		731.2	MINNEOLA	X				6.1	
	19215	737.3	DAGGETT	X(2)				2.3	
		739.6	WEST DAGGETT					4.0	
		743.6	EAST BARSTOW	X(2)				2.3	
	19000	745.9	BARSTOW Main 1 (168.7), Main 2 (166.0)	BCPT				168.7	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	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
Main 1		
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.*%
Main 2		
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 West Goffs to East Cadiz and West Amboy to East Ash Hill against the current of traffic 59 MPH. 49 MPH.%
 * See System Special Instructions Item 1(B).
 % See System Special Instructions Item 1, Maximum Speeds 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:

- Train 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 Instructions Item 2(C).

1(B). Speed—Permanent Restrictions

Main 1

MP 578.1 (HER)	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 745.9	50 MPH.	50 MPH.

Main 2

MP 745.9 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	70 MPH.	65 MPH.
MP 685.8 to MP 683.4	75 MPH.	
MP 683.4 to MP 680.7X		
Protected by Inert ATS Inductors	50 MPH.	
MP 680.7X to MP 678.3X	75 MPH.	

MP 678.3X to MP 677.8	65 MPH.
MP 677.8 to MP 676.9	75 MPH.
MP 676.9 to MP 671.4	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.
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 (HER)	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 Main 1	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.
East Goffs, crossover	50 MPH. 50 MPH.
turnout EE Main 1 siding	40 MPH. 40 MPH.
West Goffs, crossover	50 MPH. 50 MPH.
turnout WE Main 1 siding	40 MPH. 40 MPH.
East Cadiz, crossover	50 MPH. 50 MPH.
West Cadiz, crossover	50 MPH. 50 MPH.
East Amboy, crossover	50 MPH. 50 MPH.
West Amboy, crossover	50 MPH. 50 MPH.
turnout WE Main 1 siding	40 MPH. 40 MPH.
East Ash Hill, crossover	50 MPH. 50 MPH.
West Ash Hill, crossover	50 MPH. 50 MPH.
turnout WE Main 1 Siding	40 MPH. 40 MPH.
East Pisgah, crossover	50 MPH. 50 MPH.
West Pisgah, crossover	50 MPH. 50 MPH.
CP 7245, 2 crossovers	50 MPH. 50 MPH.
East Newberry, turnout EE Main 1 Siding	40 MPH. 40 MPH.
West Newberry, turnout WE Main 1 Siding	40 MPH. 40 MPH.
Minneola, 2 crossovers	50 MPH. 50 MPH.
Daggett, 2 crossovers	50 MPH. 50 MPH.
Daggett, turnout, Main 1 to UP No. 2 Track,	40 MPH. 40 MPH.
Daggett, crossover, Main 1 to UP No. 1 Track	40 MPH. 40 MPH.
West Daggett, turnout, Main 1 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	25 MPH. 25 MPH.
Barstow Yard, crossovers between Cajon and Mojave Subdiv., yard entry tracks, power switches	25 MPH. 25 MPH.
Barstow Yard, EE and WE all receiving yard tracks, power switches	25 MPH. 25 MPH.
Barstow Yard, EE departure yard tracks 1201 through 1205, power switches	25 MPH. 25 MPH.
Barstow Yard, WE all departure yard tracks, power switches	25 MPH. 25 MPH.
Barstow Yard, crossover between North Departure Lead and South Departure Lead, WE departure yard, power switches	25 MPH. 25 MPH.
Barstow Yard, crossover between WE inspection yard track 1103 and WE departure yard track 1201, power switches	25 MPH. 25 MPH.

Barstow Yard, EE departure yard tracks 1206 through 1210, power switches	15 MPH. 15 MPH.
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1(D). Speed—Other

Bridge 694.7, cars heavier than 143 tons	25 MPH. 25 MPH.
Barstow Yard: MP 0.1, passenger siding over switch No. 0142	15 MPH. 15 MPH.
MP 0.4 Needles Subdivision yard entry Between First St. Bridge and Junction High and low leads	25 MPH. 25 MPH.
Low lead	15 MPH. 15 MPH.
Balloon track	10 MPH. 10 MPH.

Air Temperatures Exceeding Threshold

When the air temperature exceeds threshold temperature, all trains will be governed by the following table on main tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit.

Between MP 578.4 and MP 650.5:

Temperature Range	Passenger Trains	Freight Trains under 6,000 TONS	Freight Trains over 6,000 TONS	Freight Trains exceed 100 TOB
Exceeds 115 degrees	No Restriction	55 MPH	45 MPH	45 MPH
Exceeds 120 degrees	70 MPH	50 MPH	40 MPH	40 MPH
Exceeds 125 degrees	50 MPH	40 MPH	30 MPH	30 MPH

Between MP 650.5 and MP 745.9:

Temperature Range	Passenger Trains	Freight Trains under 6,000 TONS	Freight Trains over 6,000 TONS	Freight Trains exceed 100 TOB
Exceeds 110 degrees	No Restriction	55 MPH	45 MPH	45 MPH
Exceeds 115 degrees	70 MPH	50 MPH	40 MPH	40 MPH
Exceeds 120 degrees	50 MPH	40 MPH	30 MPH	30 MPH

Train crews must notify the train dispatcher if their train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Needles to Barstow 143 tons, Restriction A

3. Type of Operation

Crews operating between West Goffs and East Cadiz and West Amboy and East Ash Hill must obtain a track warrant listing bulletins and a track warrant with authority before leaving initial terminal, unless otherwise instructed by the train dispatcher.

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.

CTC—in effect on Main Track:

- Needles to West Goffs MP 578.0 to MP 611.6
- East Cadiz to West Amboy MP 647.2 to MP 661.8
- East Ash Hill to Barstow MP 686.3 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:

- West Goffs to East Cadiz MP 611.6 to MP 647.2
- West Amboy to East Ash Hill MP 661.8 to MP 686.3

ABS—in effect:

- West Goffs to East Cadiz MP 611.6 to MP 647.2
- West Amboy to East Ash Hill MP 661.8 to MP 686.3

Rule 6.26—Multiple Main Tracks

- Needles to West Goffs MP 578.0 to MP 611.6
- East Cadiz to West Amboy MP 647.2 to MP 661.8
- East Ash Hill to Barstow MP 686.3 to MP 745.9

Rule 6.24—Double Tracks—Crossovers

- West Goffs to East Ash Hill MP 611.6 to MP 686.3

Station	MP	Points	Turnout	Speed
Fenner	618.6	Trailing	10	
Essex	626.2	Trailing	10	
Danby	634.6	Trailing	10	
Bagdad	669.9	Trailing	10	
Bagdad	669.9	Facing	10	
Siberia	677.3	Facing	10	
Siberia	677.4	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 Main 2 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 5.8.2—Item 11, Sound whistle approaching all crossings, public and private.

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:

- Essex, Danby EE Main 2 Siding
- Cadiz EE Main 2 Siding
- Bagdad EE Main 2 Siding
- Siberia WE Main 1 Siding
- Ash Hill EE Main 2 Siding

Rule 12.1—ATS in effect on Main 1, Goffs to Bagdad and Pisgah to Daggett in Westward direction only; and on Main 2, Daggett to Pisgah, and Bagdad to MP 646.1 in Eastward direction only.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 584.6—Recall Code 8
 - MP 600.7—Recall Code 0
 - MP 614.9—Recall Code 0
 - MP 628.1—Recall Code 8
 - MP 644.5—Recall Code 0
 - MP 651.0—Main 2—Recall Code 8
 - MP 665.0—Recall Code 0
 - MP 690.7—Recall Code 8
 - MP 711.1—Recall Code 0
 - 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
Overlap Circuits Instructions**

Because of close proximity to CTC control point, Overlap Circuit and signs are installed on the east (spring switch) end of Main 2 sidings Ash Hill and Cadiz. When operating on these sidings it will be necessary to stop short of the overlap sign until authorized to leave the siding unless instructed otherwise by the train dispatcher.

Train U-VVCPHX: Do not exceed 20 MPH between MP 686.0 and MP 677.0.

Bridge 642.9

On the Needles Subdivision between Cadiz and Danby, trains operating against the current of traffic approaching Bridge 642.9 must stop and make a thorough examination to determine that the bridge has not been weakened by high water, unless block signals 6421 or 6442 on the 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

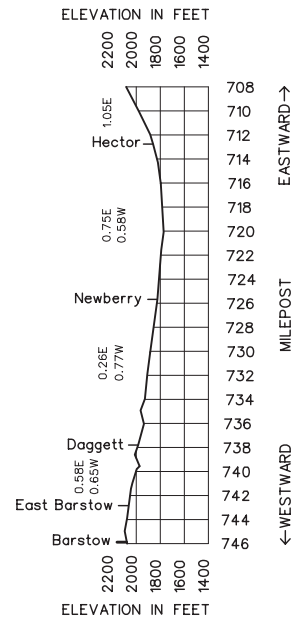
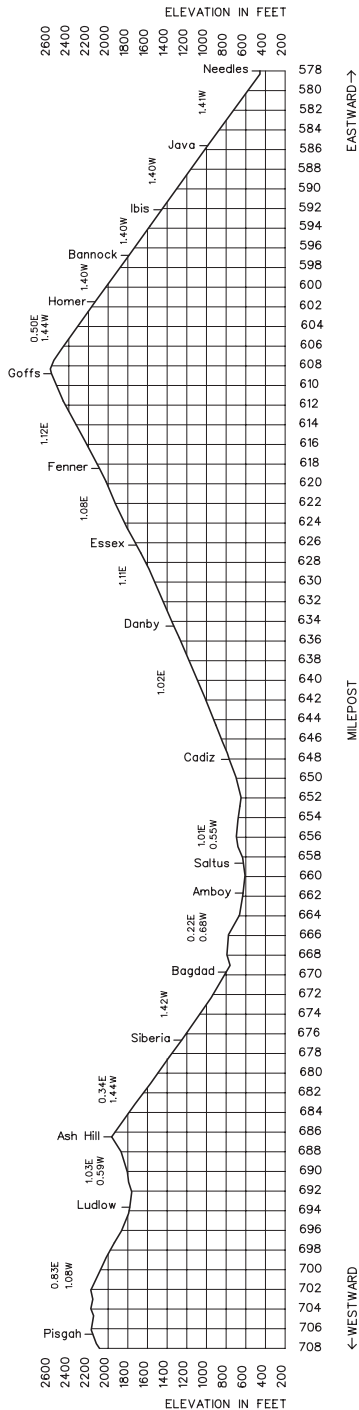
Road Line Segments

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
Klinefelter (Main 1 & 2)	MP 589.1	750	West
Bannock (Main 1 & 2)	MP 597.0	750	East
Cool Water (Main 1)	MP 735.9	300	West
Nebo (Main 2)	MP 741.6	5,488	Both

10. Grade Charts



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	San Bernardino Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				San Bernardino	Subdivision					
		19100	0.0	SAN BERNARDINO	JBCMPT-X(2)		4MT CTC	7602	2.8	
		19140	2.2	RANA	X(2)		3MT CTC		0.7	
			2.9	CP 29	JX		3MT CTC	0.3		
		25045	3.2	COLTON (UP RRX)	M		2MT CTC	1.0		
	4,490		4.2	WEST COLTON	JX		2MT CTC	1.9		
		25065	6.1	HIGHGROVE	X		3MT CTC	3.7		
		25200	9.8	RIVERSIDE			3MT CTC	0.1		
			9.9	TENTH STREET			3MT CTC	0.7		
			10.6	WEST RIVERSIDE	X(2)		3MT CTC	3.4		
		25210	14.0	CASA BLANCA			3MT CTC	1.1		
			15.1	ARLINGTON	X(2)		3MT CTC	3.4		
			18.5	LA SIERRA			3MT CTC	2.9		
		25250	21.4	MAY	X(2)		3MT CTC	1.4		
8,059		25255	22.8	PORPHYRY			2MT CTC	1.3		
		25260	24.1	CORONA			2MT CTC	3.1		
			27.2	WEST CORONA			2MT CTC	2.2		
		25265	29.4	PRADO DAM	X(2)		3MT CTC	6.4		
		25270	35.8	ESPERANZA	X(2)		3MT CTC	4.8		
		25274	40.6	ATWOOD	JX(2)		2MT CTC	4.9		
		23200	45.5 165.5	FULLERTON JCT.	JBCPX(2)		3MT CTC	2.5		
		23160	163.0	BASTA	X(2)		3MT CTC	2.7		
		23148	160.3	BUENA PARK	X(2)		3MT CTC	2.6		
		21340	157.7	LA MIRADA	TX(2)		3MT CTC	1.6		
(1)4,150 (2)3,432			156.1	NORWALK			2MT CTC	1.1		
			155.0	SANTA FE SPRINGS	X(2)		2MT CTC	2.0		
		23120	153.0	LOS NIETOS (UP RRX)	M		3MT CTC	0.9		
		23110	152.1	DT JCT. (UP RRX)	MX(2)		3MT CTC	1.2		
		23100	150.9	PICO RIVERA	BCPT		3MT CTC	1.1		
		23039	149.8	BANDINI	X		3MT CTC	1.0		
			148.8	VAIL	X		3MT CTC	0.3		
			148.5	COMMERCE	X		3MT CTC	1.2		
			147.3	EASTERN AVE.	X(2)		3MT CTC	1.3		
			146.0	EAST HOBART	X(2)		3MT CTC	0.9		
		23000	145.1	HOBART	BCPX		2MT CTC	0.6		
			144.5	HOBART TWR. (UPRRX)	JCMX		4MT CTC	0.1		
			144.4	SOTO	X(2)		4MT CTC	0.8		
		23550	143.2	REDONDO JCT. (UPRRX)	JCMP		2MT CTC	68.4		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	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.	
3M Spur	10 MPH.	

See System Special Instructions Item 1(C).

System Special Instructions Item 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, Main 4	15 MPH.	15 MPH.
MP 0.9 to MP 2.2, Main 4	20 MPH.	20 MPH.
MP 0.0X to MP 2.9, Main 1, 2 and 3	30 MPH.	30 MPH.
MP 2.2 to MP 3.2, Main 1 and 2	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, Main 2 (switch)	50 MPH.	50 MPH.
MP 42.7 to MP 43.6 (HER)	50 MPH.	50 MPH.
MP 45.2 to MP 45.7	50 MPH.	50 MPH.
MP 165.2 to MP 164.7 (HER)	50 MPH.	50 MPH.
MP 165.0 to MP 164.4	40 MPH.	40 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.	40 MPH.
MP 152.9 to MP 152.5	70 MPH.	
MP 152.1 RRX	50 MPH.	40 MPH.
MP 151.7 to MP 151.4	65 MPH.	
MP 148.5, Main 2 (switch)	40 MPH.	40 MPH.
MP 144.5 to MP 144.9, Main 2	40 MPH.	40 MPH.
MP 144.5 to MP 145.0, Main 3	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,
Main 3 and 4

MP 0.1 San Bernardino, passenger movements and all freight movements, Main 4, double slip switch

MP 0.1 San Bernardino, freight movements routed to or from passenger yard or flyover, double slip switch

MP 0.3X, 4 crossovers

MP 0.3X, turnout to A Yard Lead

MP 0.3X, turnout to Auto Facility Lead

MP 2.2 Rana, turnout to B Yard Lead

MP 2.2 Rana, 4 crossovers

MP 2.2 Rana, turnout to Main 4

MP 2.2 Rana, turnout from Main 3 to Auto Facility Lead

MP 2.9 CP 29, turnouts Main 1 to Main 1

MP 2.9 CP 29, turnouts Main 1 to UP Connection Track

MP 3.3 Colton, EE Main 2 siding

MP 4.2 West Colton, WE Main 2 siding, UP Connecting Track

MP 4.3 West Colton, 2 crossovers

MP 6.1 Highgrove, crossover and turnout to Main 1

MP 6.4, turnout Main 2 to San Jacinto Ind. Spur

MP 9.9 Tenth Street, turnout Main 1 to Metrolink Station

MP 9.9, Main 3 to Metrolink Station

MP 10.3, Main 3 to Metrolink Station

MP 10.4, West Riverside, 2 crossovers and turnout Main 1 to UPRR and turnout to Main 2

MP 10.4 West Riverside, crossover to Metrolink lead

MP 15.1 Arlington, 2 crossovers

MP 21.4 May, 2 crossovers

MP 22.4/MP 24.0 Porphyry, EE and WE siding

MP 29.5 Prado Dam, 2 crossovers and turnout to Main 1

MP 35.9 Esperanza, 2 crossovers and turnout to Main 1

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 Main 2 to Main 3	40 MPH.
MP 163.2 Basta, 2 crossovers, and turnout to Main 3	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 Main 1 siding	40 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE Main 2 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 148.8, Vail crossover	40 MPH.
MP 148.4 Commerce, end of 3 tracks switch to Main 3	40 MPH.
MP 147.3 Eastern Ave., 2 crossovers	40 MPH.
MP 147.3 Eastern Ave., crossover between Main 1 and outbound lead and Main 1 to setout track	10 MPH.
MP 146.1 Hobart, Main Track crossovers	30 MPH.
MP 146.1 Hobart, crossover Main 1 to setout track	30 MPH.
MP 144.7 Hobart Tower, all crossovers and turnouts	15 MPH.
MP 144.4 Soto, 7 crossovers	40 MPH.
Turnout to Inbound Lead Track	40 MPH.
Inbound Lead Track	10 MPH.
MP 143.2, Redondo Jct., crossovers and turnouts	15 MPH.

1(D). Speed—Other

Air Temperatures Exceeding Threshold

When the air temperature exceeds threshold temperature, all trains will be governed by the following table on main tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit.

MP 0.0 to MP 143.2

Temperature Range	Passenger Trains	Freight Trains under 6,000 TONS	Freight Trains over 6,000 TONS	Freight Trains exceed 100 TOB
Exceeds 100 degrees	No Restriction	55 MPH	45 MPH	45 MPH
Exceeds 105 degrees	70 MPH	50 MPH	40 MPH	40 MPH
Exceeds 110 degrees	50 MPH	40 MPH	30 MPH	30 MPH

Train crews must notify the Train Dispatcher if their train is restricted by this instruction. If in doubt about the temperature, contact the Train Dispatcher.

San Jacinto Industrial Spur—From 1100 to 1900 hours, if the air temperature is over 100 degrees F, the track is out of service unless movement is preceded by the track supervisor; then the train can proceed at 10 MPH.

Redondo Jct., the speed limit is 5 MPH over Santa Fe Ave. on the Butte Street lead to the Washington auto dock.

Hobart Tower

The speed limit is 5 MPH on Junction Wye.

Loaded slab trains are restricted to 30 MPH on San Bernardino Subdivision.

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

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

Barstow to San Bernardino	143 tons, Restriction B
Highgrove to San Jacinto	143 tons, Restriction D

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 (Main 1 and Main 2) MP 156.1

Multiple Main Tracks

San Bernardino to Redondo Jct. MP 0.0 to MP 143.2

Controlled Sidings

West Colton

Porphry

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. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink Timetable and other instructions; it is 10 MPH, unless further restricted. The special instructions for 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—Sound whistle approaching all crossings, public and private. Exception: Between MP 39.0 and MP 44.0, the engine whistle will not be used in advance of street crossings protected by automatic crossing gates. The engine whistle will be used at the discretion of the engineer to avoid injury to persons, damage to property, and must be used when approaching roadway workers on or near the track.

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

Rule 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 that signal displays a proceed indication.

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 the Metrolink San Gabriel, Olive and Orange subdivisions, permission must be obtained from the BNSF train dispatcher to pass the Stop signal and from the 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, the 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 the Metrolink San Gabriel, Olive and Orange subdivisions between the BNSF-controlled signal and points beyond on the Metrolink Subdivision, permission must be obtained from the BNSF train dispatcher to pass the controlled signal.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD 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 controlled signals CP 61
 - WWD controlled signals W. Colton

6. FRA Excepted Track

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

7. Special Conditions

1. Emergency Application capability From rear of Train

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 throughout the entire train.

This requirement does not apply to UPRR trains which will not operate on the Cajon Subdivision.

In the application of Air Brake and Train Handling Rule 102.12.2, first bullet reading, "Distance to be traveled exceeds 2 miles": At Hobart Yard only, movements on other than Main Track may be made from other than the cab nearest the direction traveled when the "Distance to be traveled does not exceed 5 miles."

- 2. Trains departing CP Kaiser to San Bernardino B Yard must contact the assistant trainmaster (909-386-4384) for permission to enter the B Yard.
- 3. Close Clearance
 - Close clearance on the south track, south side, between East and West Norwalk.
 - Close clearance at Kimberly-Clark, CLIC 6321.

Employees must not ride on cars when operating under the Seventh Street Viaduct at Milepost 142.0 in West Bank yard, Los Angeles. Train must stop before shoving cars under the viaduct. Each movement under the viaduct will be handled by an employee on the ground who will control the continued movement beyond the point where movement originally stopped.

BNSF System Special Instructions Amendment—Item 9 Amtrak Instructions, under the heading "Equipment," the line reading, "Movement with locomotive between cars is prohibited" does not apply on the Southern California and Los Angeles Terminal Divisions. Be governed by the following instructions: Movement with locomotives between cars is prohibited unless:

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

8. Line Segments

Yard Line Segments

Line Segment Limits

- 7650 San Bernardino Yard
- 7652 Hobart Yard
- 7651 First Street Yard (LA)

Road Line Segments

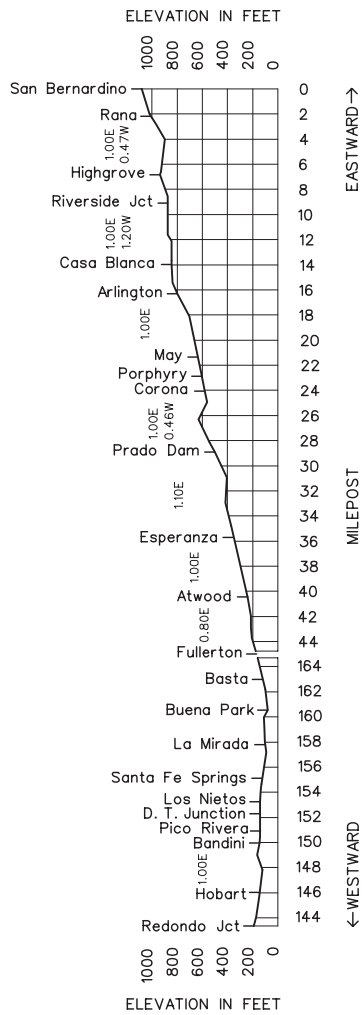
Line Segment Limits

- 7602 San Bernardino to Fullerton Jct.
- 7600 Fullerton Jct. to Redondo Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
San Bernardino Subdivision			
Colton Cement Spur	3.5	1,882	East
San Jacinto Industrial Spur	6.7	38.3 miles	East
Prenda Spur (Prenda)	14.3	300	Both
Arlington	15.9	2,000	Both
Porphyry (3M Spur)	22.7	18,480	West
West Corona	26.8	5,812	Both
Fullerton	164.7 MT 1	7,995	Both
Fullerton	164.7 MT 2	4,350	Both
San Jacinto Industrial Spur			
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

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	San Diego Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		25710	273.1	NATIONAL CITY	R			7600	3.8	
			269.3	22ND STREET	BCPXR				1.8	
		25700	267.5	SAN DIEGO	TXR				103.3	
		23200	165.0	FULLERTON JCT.	JBCPX				108.9	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	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
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 Instructions Item 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

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

Maximum Gross Weight of Car

National City to San Diego 143 tons, Restriction C

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. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink and San Diego Northern Railway timetables and other instructions; it is 10 MPH, unless further restricted. The special instructions for ALL SUBDIVISIONS and all general orders and superintendent notices remain in effect unless specific instructions to the contrary are issued by Metrolink or San Diego Northern Railway.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Emergency Application Capability From Rear of Train

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 throughout the entire train.

8. Line Segments

Yard Line Segments

Line Segment Limits

7654 Bay Yard

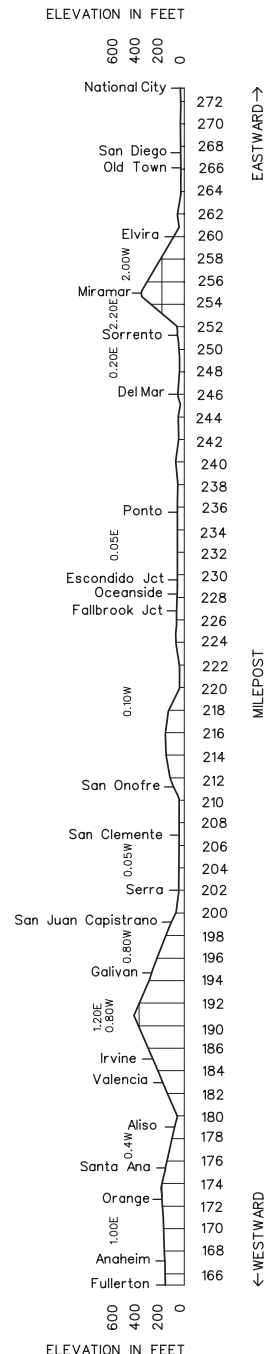
Road Line Segments

Line Segment Limits

7600 Fullerton Jct. and National City

9. Locations Not Shown as Stations—None

10. Grade Charts



other air brake tests have been completed and MUST be propagated throughout the entire train.

8. Line Segments
Yard Line Segments
Line Segment Limits
 7654 Bay Yard

Road Line Segments
Line Segment Limits
 7600 Fullerton Jct. and National City

9. Locations Not Shown as Stations—None

10. Grade Charts

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GCOR and MWOR Rule 15.2A—Verbal Permission:

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

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

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

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at .. ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

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

Southern California Division

Safety Hotline

(909) 386-4444

Los Angeles Terminal Division

Safety Hotline

(323) 267-4000

Report Unsafe Motorist

1-800-697-6736

Report Trespassers

1-800-832-5452

Speed Tables

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

FEET	TENTHS OF A MILE
528	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9