BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

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

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

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

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

BNSF SM
RAILWAY

California Division

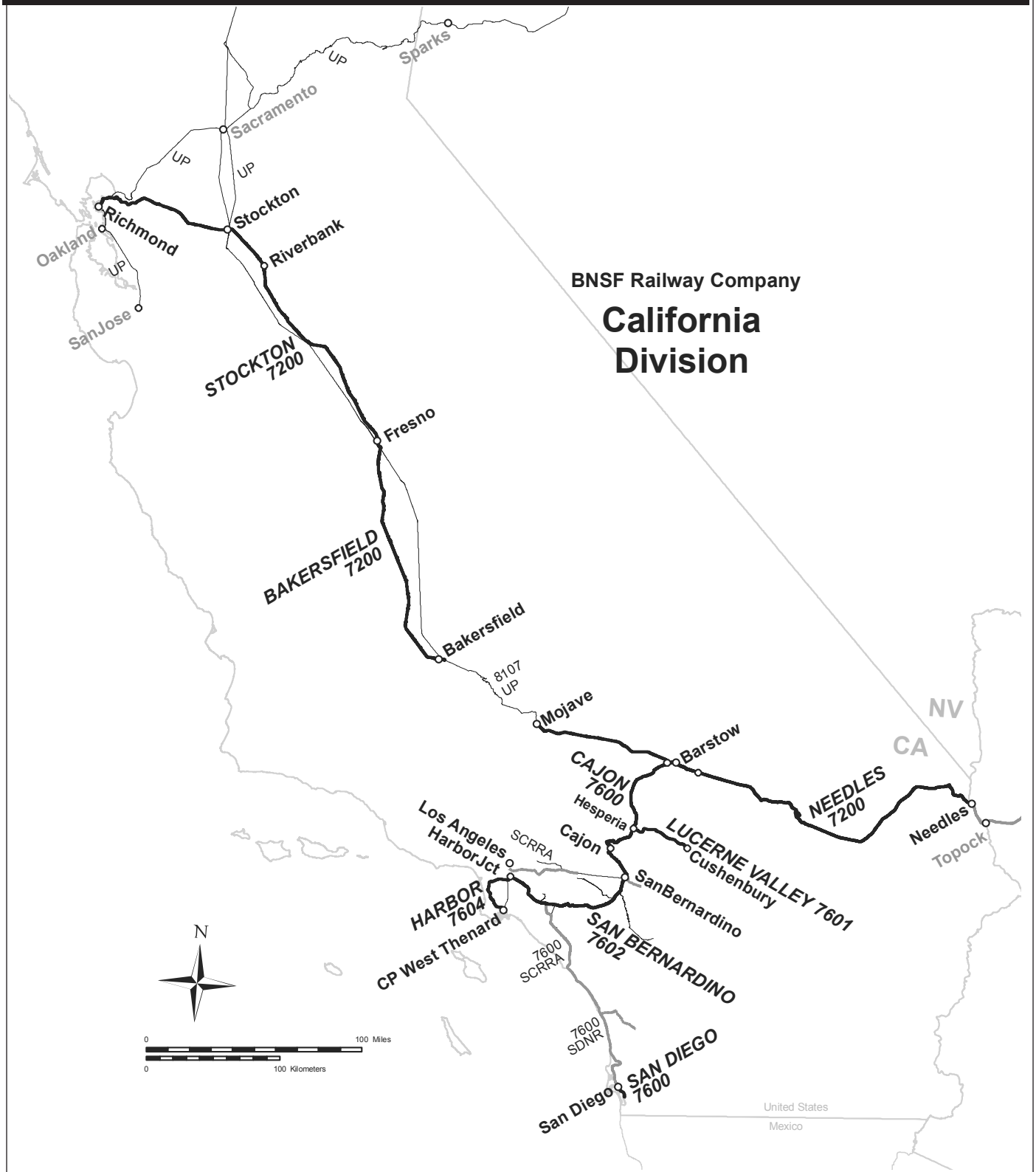
Timetable No. 1

IN EFFECT AT 0800
Pacific Continental Time

Wednesday, February 9, 2011

Division General Manager
Mark J. Kirschinger
San Bernardino, California
(909) 386-4150

General Director Transportation
Leif Smith
San Bernardino, California
(909) 386-4100


BNSF Railway Company
California Division
Sparks
UP
Sacramento
UP
UP
Richmond
Stockton
Oakland
Riverbank
UP
SanJose
STOCKTON 7200
Fresno
BAKERSFIELD 7200
Bakersfield
8107
UP
Mojave
NV
CA
Barstow
CAJON 7600
Hesperia
NEEDLES 7200
Needles
Topock
Los Angeles
HarborJct
SCRRA
Cajon
LUCERNE VALLEY 7601
Cushenbury
SanBernardino
HARBOR 7604
CP West Thenard
SAN BERNARDINO 7602
7600
SCRRA
7600
SDNR
SAN DIEGO 7600
San Diego
United States
Mexico
N
0
100 Miles
0
100 Kilometers

Division Managers

Bakersfield

M.A. Collins	Terminal Manager	(661) 395-5121
R. Gardea	Road Foreman	(661) 395-5135
R.J. Hutterer	Supvr. Roadway Equipment	(661) 395-5122
C.K. Jenkins	Manager of Safety	(661) 395-5147
S.B. Lewis	Claims Manager	(661) 395-5105
G.M. Montgomery	Sr. Special Agent	(661) 395-5127
M.A. Neufeld	Welding Supervisor	(661) 395-5162
C.P. Newell	Roadmaster	(661) 395-5111
M.W. Royce	Rapid Responder	(661) 395-0653
J.D. Schacher	Road Foreman	(661) 395-5104
A. Sickler	Trainmaster	(661) 395-5160
J.W. Siemon	Rapid Responder	(661) 395-0653
J.D. Silvia	Trainmaster	(661) 395-5126
B.J. Simpson	Rapid Responder	(661) 395-0653
D.E. Stankavich	Rapid Responder	(661) 395-0653
B. Swink	Trainmaster	(661) 395-5126
D. Watson	Trainmaster	(661) 395-5126
B.N. Welte	Supt. Operations	(661) 395-5117

Barstow

B. Armstrong	Trainmaster	(760) 255-0254
F. Barrera III	Roadmaster	(760) 255-7654
J.A. Bonnar	Asst. Term. Superintendent	(760) 255-7604
B. Burnard	Trainmaster	(760) 255-0276
C.S. Donnelly	Trainmaster	(760) 255-7681
S.A. Dunlap	Roadmaster	(760) 255-7933
J.P. Florez	Trainmaster	(760) 255-7589
D.A. Fransen	Terminal Superintendent	(760)-255-7601
J. Garrett	Trainmaster	(760) 255-2039
W.J. Greisen	Supt. Locomotive	(760) 255-7801
J.E. Haynes	Trainmaster	(760) 255-0200
J.L. Hedlund	Trainmaster	(760) 255-7681
M.T. Hill	Terminal Manager	(760) 255-7699
R. Jaime	Trainmaster	(760) 255-0277
E. Johnson	Trainmaster	(760) 255-0098
K. Kemether	Terminal Manager	(760) 255-7699
M.A. Lambert	Terminal Manager	(760) 255-7699
R.P. Lanahan	Trainmaster	(760) 255-0266
D.A. Neal	Trainmaster	(760) 255-7585
V.M. Price	Division Trainmaster	(760) 255-7804
P. Riley	Trainmaster	(760) 255-2072
D.C. Rodriguez	Gen. Mechanical Foreman	(760) 255-7841
N. Silva	Trainmaster	(760) 255-0294
J.R. Smith	Trainmaster	(760) 255-0255
S. Speisser	Terminal Manager	(760) 255-5912
D. Walker	Trainmaster	(760) 255-5056
M. Wardell	Trainmaster	(760) 255-0010

Fresno

E.W. Appling	Supervisor Eng. Support	(559) 457-7537
J.J. Arias	Trainmaster	(559) 457-7548
M.H. Bankson	Mechanical Foreman	(559) 457-7533
E. Campbell	Trainmaster	(559) 457-7548
R.L. Cummings	Trainmaster	(559) 457-7503
R.F. Drenon	Road Foreman	(559) 457-7642
K.R. Duncan	Construction Supvr. Signals	(559) 457-7563
A.L. Gallyer	Trainmaster	(559) 457-7548

Fresno (continued)

P.E. Heusler	Roadmaster Construction	(559) 457-7579
D.A.. Kitchen	Terminal Manager	(559) 457-7620
M.L. Koogler	Claims Manager	(559) 457-7621
Y.V. Lopez	Supervisor Structures	(559) 457-7564
S.J. Morris	Trainmaster	(559) 457-7548
J.C. Newell	Signal Supervisor	(559) 457-7562
J.J. Palacios	Division Engineer	(559) 457-7603
S. Rubio	Roadmaster	(559) 457-7523
I.A. Salazar	Sr. Special Agent	(559) 457-7505
B.D. Sheets	Sr. Trainmaster	(559) 457-7665
D.R. Skeels	Manager of Signals	(909) 386-4053
A.L. Sorensen	Supervisor Eng. Support	(559) 457-7502
H. Vo	Trainmaster	(559) 457-7548

Fullerton

R.L. McGinnis	Signal Construction Super.	(323) 267-4174
A.T. Morales	Roadmaster Construction	(323) 267-4029

Hobart

G. Coles	Trainmaster	(323) 267-4232
D.R. Davis	Terminal Manager	(323) 267-4007
R.P. Dennison	Terminal Superintendent	(323) 267-4233
R.K. Gormley	Trainmaster	(323) 267-4232
W.E. Johnson	Terminal Manager	(323) 267-4014
M.R. Jones	Trainmaster	(323) 267-4232
E.D. Lindbeck	Terminal Manager	(323) 267-4240
C.A. Meinholdt	Gen. Foreman Mechanical	(323) 869-3001
T.N. Raquet	Road Foreman	(323) 267-4178
J.J. Rosales	Trainmaster	(323) 267-4232
M. Rueda	Trainmaster	(323) 267-4107
J. Sanchez	Supt. Field Operations	(323) 869-3000
B.J. Soyk	Trainmaster	(323) 267-4232
V.L. Stewart	Terminal Manager	(323) 267-4011
A. Trevizo	Roadmaster	(323) 307-5815
T. Velasquez	Signal Supervisor	(323) 307-5820
M.R. Vredenburgh	Trainmaster	(323) 267-4232
C.L. Wulfsberg	Trainmaster	(323) 267-4246

Kaiser

E.F. Zornes	Trainmaster	(909) 386-4859

La Mirada

B. Featherston	Division Trainmaster	(562) 716-5288
J. Girdler	Trainmaster	(562) 716-5288
J. Osborn	Trainmaster	(562) 716-5288

Needles

T.S. Delk	Roadmaster	(760) 326-5414
P.D. Hamm	Trainmaster	(760) 326-5462
J.A. Langdon	Gen. Construction Supervisor	(760) 326-5443
R.C. Meyer	Equipment Supervisor	(760) 326-5427
T.S. Moss	Road Foreman Of Engines	(760) 326-5421

Oakland

	OIG Coordinator	510-268-3545

Pittsburg

A.M. Fowler	Division Trainmaster	(925) 460-6443

Report Trespassers
1-800-832-5452
Report Unsafe Motorist
1-800-697-6736

California Division Safety Hotline
(909) 386-4444

Richmond

G.D. Blair	Asst. Gen. Fore. Mechanical	(510) 231-2653
W.J. Burns	Trainmaster	(510) 231-2700
R.M. Davis	Equipment Supervisor	(510) 231-2658
T.A. Kooiman	Special Agent	(510) 231-2751
R. Kotlyar	Trainmaster	(510) 231-2700
H.W. Lederer	Gen. Equipment Foreman	(510) 231-2644
R.S Lindsey	Claims Rep.	(510) 231-2632
H. Longstreet	Equipment Supervisor	(510) 231-2658
M.J. Shabinaw	Terminal Manager	(510) 231-2603
W.D. Sievers	Trainmaster	(510) 231-2700
L.S. Wallen	Trainmaster	(510) 231-2700
M.A. Welch	Road Foreman	(510) 231-2707

Riverbank

J. Jones	Division Trainmaster	(925) 789-7284
On Duty	Terminal Trainmaster	(209) 460-6312

San Bernardino

J. Arenas	Trainmaster	(909) 806-3782
J.E. Bennett	Gen. Construction Signal	(909) 386-4537
D. Brown	Signal Constr. Supervisor	(909) 386-4052
S.T. Cockshott	Superintendent Operations	(909) 806-3780
H.T. Coleman	Road Foreman	(909) 806-3817
D.F. Corona	Signal Supervisor	(909) 386-4051
L. Daniels	Trainmaster	(909) 806-3782
K. Fontleroy	Trainmaster	(909) 806-3782
J.R. Fraizer	Trainmaster	(909) 806-3782
E. Hennings	Senior Trainmaster	(909) 806-3753
L. Howe	Trainmaster	(909) 806-3782
K.M. Johnson	Director of Administration	(909) 386-4465
D.R. Jure	Signal Const. Supervisor	(909) 386-4049
L.M. Kuntz	Senior Trainmaster	(909) 806-3745
P. Martinez	Roadmaster	(909) 386-4061
J.L. Miller	Road Foreman	(909) 806-3785
D.C. Obmann	Supervisor Structures	(909) 386-4727
J.D. Owen	Gen. Dir. Line Mtnce.	(909) 386-4514
S. Patterson	Trainmaster	(909) 806-3782
A. Perez	Terminal Manager	(909) 806-3787
R. Perry	Hub Manager	(909) 806-3703
J. Salvini	Equipment Supervisor	(909) 806-3752
J. Sanchez	Supt. Field Operations	(909) 386-4102
S.A. Schnittger	Trainmaster	(909) 806-3782
G. Shymanski	Mgr. Mtnce. Planning	(909) 386-4074
D.R. Skeels	Manager Signals	(909) 386-4053
J.A. Stevenson	Supt. Op. Practices	(909) 806-3700
D. Sweet	Trainmaster	(909) 806-3782
R.L. Valek	Trainmaster	(909) 806-3782
J.A. Van Heerde	Trainmaster	(909) 806-3782
M.S. Wacker	Terminal Superintendent	(909) 806-3704

San Bernardino ROC

Corridor Superintendents

R.E. Brendza	Corridor Superintendent	(909) 386-4200
J.M. Ryan	Asst. Corridor Superintendent	(909) 386-4488
J.A. Gold	Division Crew Manager	(909) 386-4480

Managers of Corridor Operations ..... (909) 386-4254

A.M. Aguero
J.R. Clegg
C.M. Lindbeck
B.L. Seley
N. Silva

Chief Dispatchers ..... **South** (909) 386-4230 **North** (909) 3896-4231

J.J. Burns
S.J. Cereda
R.R. Hudson
J.A. (PA) Reitz
M.R. Rourke
J.D. Suarez
K.A. Williams

San Diego

N.T. Freeman	Trainmaster	(909) 386-4800
D.R. Murphy	Trainmaster	(909) 386-4800

Stockton

J.S. Brice	Trainmaster	(209) 460-6312
E.J. Crisler	Trainmaster	(209) 460-6311
T. Delaney	Trainmaster	(209) 460-6312
A. Esparza	Supervisor Of Signals	(209) 460-6250
J.M. Fleming	Manager Engineering	(209) 460-6175
D.A. Fortis	Claims Representative	(209) 460-6157
I.W. Gellner	Equipment Supervisor	(209) 460-6306
J.A. Gist	Trainmaster	(209) 460-6481
S. Kilcullen	Terminal Manager	(209) 460-6336
T.C. Knox	Supt. Operations	(209) 460-6202
W.A. Morris	Roadmaster	(209) 460-6340
C.D. Nealy	Trainmaster	(209) 460-6210
N.A. Obernberger	Trainmaster	(209) 460-6312
B.R. Proplesch	Trainmaster	(209) 460-6210
G.L. Ribota	Road Foreman	(209) 460-6222
I.A. Salazar	Sr. Special Agent	(209) 460-6115
R.E. Stahl	Division Trainmaster	(209) 481-5269
J.M. Taylor	Director Administration	(209) 460-6112
G.W. Vash	Trainmaster	(209) 460-6311

Tehachapi

J.D. Verne	Sr. Trainmaster	(661) 330-8475

Victorville

D.M. Bradford	Roadmaster	(909) 386-4730
R.D. Bradford	Trainmaster	(909) 386-4345

Watson

G.M. Cotter	Trainmaster	(323) 267-4096
R.T. Eldridge	Trainmaster	(323) 267-4096
M.L. Estabrook	Trainmaster	(323) 267-4096
R. Fonseca	Trainmaster	(323) 267-4096
S. Galtin	Trainmaster	(323) 267-4096
B.L. Grivetti	Trainmaster	(323) 267-4096
E. Malone	Trainmaster	(323) 267-4096
K.J. Miller	Superintendent Operations	(323) 267-4252
C.A. Royds	Trainmaster	(323) 267-4096
So. Cal. On-Dock Trainmaster		(323) 267-4086

Report Trespassers
1-800-832-5452
Report Unsafe Motorist
1-800-697-6736

California Division Safety Hotline
(909) 386-4444

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Alameda Corridor Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
				Adj. Sub: San Bernardino					
		AC000	0.0	CP EAST REDONDO	JX(2)	3MT CTC	8930	0.1	
		AC001	0.1	CP WEST REDONDO	X(2)			0.3	
		AC004	0.4	CP 25TH STREET	X(2)			3.7	
		AC041	4.1	CP NADEAU	X(2)			3.8	
		AC079	7.9	CP WEBER	X(2)			2.7	
		AC106	10.6	CP COMPTON	X(2)			1.1	
		AC117	11.7	CP ALAMEDA	X(2)			0.4	
		AC121	12.1	CP DEL AMO	X(2)			0.7	
		AC128	12.8	CP TYLER (Main 1 & 2)	X(2)			0.6	
		AC134	13.4	CP CARSON (Main 3)				1.0	
		AC144	14.4	CP DOLORES	X(2)			0.4	
		AC148	14.8	CP CHANNEL	X(2)			0.7	
		AC155	15.5	CP SEPULVEDA Adj. Sub: Harbor, MP 15.3=28.3	JX(2)			0.6	
		AC161	16.1	CP WEST THENARD Adj. RR: UP, MP 16.1	J			16.1	

Radio Call-In
Radio Channel 17 in Service for Trains
Radio Channel 57 in service for Maintenance of Way
Emergency 9
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5

Dispatcher Information
(909) 386-4422, Fax (909) 386-4466
UP Corridor Manager - (909) 386-4282
BNSF Chief Dispatcher - (909) 386-4230

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 16.1	40 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.6	30 MPH.
MP 0.6 to MP 0.9	35 MPH.
MP 15.9 to MP 16.1	25 MPH.

1(C). Speed—Switches and Turnouts

All Main Track to Main Track Crossovers	40 MPH.
Exceptions:	
CP AC000 (CP East Redondo)	30 MPH.
CP AC001 (CP West Redondo)	30 MPH.
CP AC117 (CP Alameda)	30 MPH.
Trains 100 TOB and over	25 MPH.
CP AC001 (Connection to Wilmington Sub.)	15 MPH.
CP AC001 (Connection BNSF Trk. 1 & 2 to San Bernardino Sub	25 MPH.
CP AC106 (Connection to Los Nietos Sub.)	30 MPH.
CP AC106 (Connection to Dolores Industrial Lead)	15 MPH.
CP AC117 (Connection to Wilmington Sub.)	30 MPH.
CP AC155 (Connection Main 1 to BNSF Watson Lead)	30 MPH.
CP BNSF Xing, turnouts	30 MPH.
All other turnouts	15 MPH.

1(D). Speed—Other

CP AC155 (Main 1) Watson Lead to CP BNSF Xing	20 MPH.
CP BNSF Xing to Rolling Jct	20 MPH.
Yard 41 Tracks 924, 925, 926 at Tosco	5 MPH.
Oil Can Spot	5 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
CP E. Redondo to CP W. Thenard.....143 tons, Restriction A
Alameda Industrial Lead .....158 tons

3. Type of Operation
CTC—in effect:
MP 0.0 to MP 16.1

Watson Lead between CP AC155 to CP BNSF Crossing

Mains 1, 2 and 3 connect to Pacific Harbor Lines RR at CP West Thenard.

Multiple Main Tracks—in effect:
3 MT:
MP 0.0 to MP 16.1

4. General Code of Operating Rules Items
Rule 1.3.1—Union Pacific Operating Rules, Signals Rules and Maintenance of Way Rules in effect. UP General Orders and Special Instructions apply concerning the above rules and signals.

Rule 1.36—Trains handling excessive dimension loads must contact Corridor Dispatcher-10 before entering track between MP 0.4 and MP 10.6.

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

Rule 6.29.1—When inspecting a passing train, that part reading "The trainman's inspection must be made from the ground" does not apply between MP 0.4 and MP 10.6.

5. Trackside Warning Detectors (TWD)
A. Protecting Bridges, Tunnels or Other Structures
MP 12.9—Hot Box, DED and Hi Wide—Recall Code #6
B. Other TWD locations
MP 2.8—DED
MP 6.4—DED
MP 8.9—DED

6. FRA Excepted Track—None

7. Special Conditions
Alameda Industrial Lead—(Off Main 3-MP 0.1). 1.9 miles long between MP 485.4 (J Yard) and MP 487.3 (BNSF Xing).

Dolores Industrial Lead—(Off Main 3, MP 10.6 CP Compton) - MP 495.5, 5.5 miles long to connection with Pacific Harbor Line at West Thenard, MP 501.0.

Dolores Yard Instructions—All trains and engines must receive permission from the ICTF Terminal Trainmaster in the ICTF Tower before entering the limits of the Dolores Yard or to depart Dolores Yard. All Trains and engines destined to ICTF or the ICTF Support Yard must:
1. Receive permission and yarding instructions from the ICTF Tower to enter the ICTF Plant or Support Yard.
2. Monitor Channel - 8686 while in the ICTF Plant or Support Yard.
3. Determine from the ICTF Tower if other crews are working in the yard and assure an understanding is reached as to .. specific moves and activities to be made.
4. Advise and receive permission from the ICTF Tower when ready to depart the ICTF Plant and Support Yard.

Del Amo Industrial Lead—(Off of Dolores Industrial Lead, MP 496.1) MP 496.5 - 1.5 miles to End of Track.

Remote Control Area—Signs located at MP 0.4 (Alameda Corridor Subdivision) and MP 149.8 (San Bernardino Subdivision), designate the Remote Control Area at Hobart.

Power Derails—Locations of power derails on track leading to main tracks:

Main 1—MP 0.0, BNSF 9th St. Yard Lead (LA Times Lead)
Main 1—MP 0.2, Amtrak Lead
Main 3—MP 0.2, UP J Yard
Main 3—MP 12.1, ACTA Storage 2
Main 1—MP 12.2, UP Industry Spur
Main 3—MP 13.4, Dolores R/H Lead Connection to ACTA 2

Emergency Ladders—There are 47 Emergency Ladders attached to the walls, on both sides, between CP West Redondo and CP Compton. In addition, there are 2 emergency telephones at each ladder, one near the ladder at the bottom and one at the top of the ladder.

Ladders are for emergency use only.

When necessary to use the ladders for any emergency, notify the train dispatcher if possible. Open the box (located just below the ladder) with a switch key, engage the hand crank and crank the ladder down. Always be aware of close clearances any time it is necessary to use emergency ladders or when getting on or off equipment.

Pacific Harbor Line Operations—Operations over the Pacific Harbor Line will be governed by the General Code of Operating Rules, the current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders. BNSF Employees operating on the PHL must have the current PHL Timetable and Special Instructions in their possession. All movements entering the Pacific Harbor Line trackage at West Thenard MP 16.1 (Alameda Corridor Sub.) or MP 501.0 (connection with Dolores Industrial Lead) must be made by permission of, and with the proper authority acquired from, the Pacific Harbor Line Railway Dispatcher at Badger Bridge. See the PHL Timetable and Special Instructions for the appropriate contact information.

Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

Train Make-Up Restrictions—All BNSF trains operating on the Alameda Corridor Subdivision must comply with system train make-up rules along with the following added restriction:
All eastward BNSF trains operating on the Alameda Corridor must not have more than 7,325 trailing tons behind any car weighing less than 45 tons.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Yard Line Segments

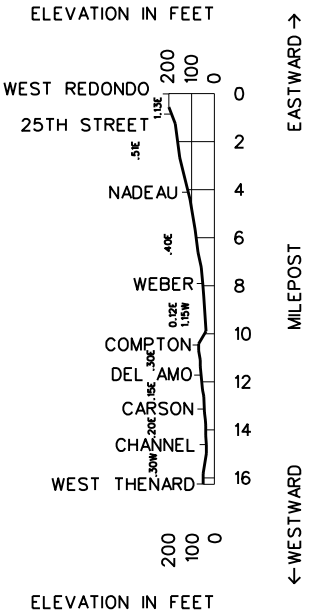
Line Segment	Limits
8931	CP AC155 to Long Beach Jct.

Road Line Segments

Line Segment	Limits
8930	CP East Redondo to CP West Thenard

9. Other Location Information—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Bakersfield Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
				Adj. Sub: Mojave					
		17400	887.7	BAKERSFIELD	BCPTX	2MT CTC	7200	M1-2.0 M2-1.5	
			889.2	WEST BAKERSFIELD (Main 2)				0.5	
			889.7	GOMEZ	X			1.4	
		16386	891.1	JASTRO	X			1.4	
			892.5	LOPEZ				5.2	
	9,015	16376	897.7	UNA		CTC		7.7	
	E4,833 W5,963	16368	905.4	SHAFTER	X			7.6	
	6,568	16359	913.0	WASCO				6.2	
	8,964	16352	919.2	ELMO				5.4	
	9,032	16344	924.6	SANDRINI				7.7	
	8,948	16340	932.3	ALLENSWORTH				9.8	
	8,999	16322	942.1	ANGIOLA				8.8	
	E5,990 W9,951	16313	950.9	CORCORAN	T			10.3	
	8,879	16308	961.2	GUERNSEY	X			2.5	
			962.8	CALABRESE	X			2.8	
	7,692		965.6	EAST HANFORD	X			1.6	
			967.2	WAGNER	X(2)			0.5	
		16246	967.7	HANFORD - SJVR RRX	M	2MT CTC		1.3	
			969.0	MINGO	X(2)			4.2	
	8,316	16237	973.2	SHIRLEY		CTC		9.0	
	9,051	16218	982.2	CONEJO				4.1	
			986.3	FLORAL				M1-3.2 M2-1.0	
			987.3	EE BOWLES (Main 2)				1.0	
	8,959	16210	988.3	BOWLES (Main 2)		2MT CTC		1.2	
			989.5	WE BOWLES	X(2)			4.8	
			994.3	CALWA CROSSING Adj. RR: UP, MP 994.5	JMX(2)			0.6	
		16200	994.9	CALWA	BCPTX			107.2	
				Adj. Sub: Stockton					

Radio Call-In		
Radio Channel 84 in service MP 887.7 to MP 889.4		
Bakersfield Yard		
Radio Channel 55 in service MP 889.4 to Calwa		
Bena	Bakersfield	Corcoran
Guernsey (*Kings Park*)	Shirley (*Laton*)	Bowles (*Calwa*)
Emergency 9		
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5		

Dispatcher Information
(909) 386-4226, Fax (909) 386-4246

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 887.7 to MP 994.9, including trains 100 TOB and over	79 MPH.	55 MPH.

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

1. Train does not contain empty car(s). Refer to SSI, 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exceptions:
   a) Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
   b) Trains consisting entirely of double stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) must not average more than 105 tons per operative brake. In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as “Super Reefers” - BNSF 793810 thru BNSF 794112 - provided train does not exceed TOB limits specified above.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

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

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 961.2 to MP 965.6 Running Track	20 MPH.	20 MPH.
Westward		
MP 888.0 to MP 889.3—Main 1		55 MPH.
MP 888.0 to MP 889.3—Main 2	40 MPH.	40 MPH.
MP 889.3 to MP 889.6—Main 1	60 MPH.	55 MPH.
MP 889.3 to MP 889.6—Main 2	40 MPH.	30 MPH.
MP 889.8 to MP 890.1—Main 1	60 MPH.	55 MPH.
MP 889.8 to MP 890.1—Main 2	60 MPH.	50 MPH.
MP 892.9 to MP 893.3	70 MPH.	65 MPH.
MP 965.6 to MP 967.2, Siding	40 MPH.	40 MPH.
MP 967.5 to MP 969.5	45 MPH.	45 MPH.
MP 967.7, SJVR RRX		30 MPH.
MP 973.7 to MP 975.8	55 MPH.	45 MPH.
MP 993.6 to MP 994.1 (HER)	45 MPH.	45 MPH.
MP 994.1 to MP 994.3	30 MPH.	30 MPH.
MP 994.3 to MP 994.9	40 MPH.	40 MPH.
Eastward		
MP 994.9 to MP 994.3	40 MPH.	40 MPH.
MP 994.3 to MP 994.1	30 MPH.	30 MPH.
MP 993.9 to MP 992.8 (HER)	65 MPH.	65 MPH.
MP 975.8 to MP 973.7	55 MPH.	45 MPH.
MP 969.5 to MP 967.5	45 MPH.	45 MPH.
MP 967.2 to MP 965.6, Siding	40 MPH.	40 MPH.
MP 967.7, SJVR RRX		30 MPH.
MP 893.3 to MP 892.9	70 MPH.	65 MPH.
MP 890.1 to MP 889.8—Main 1	60 MPH.	55 MPH.
MP 890.1 to MP 889.8—Main 2	60 MPH.	50 MPH.
MP 889.6 to MP 889.3—Main 1	60 MPH.	55 MPH.
MP 889.6 to MP 889.3—Main 2	40 MPH.	30 MPH.
MP 889.2 to MP 888.0—Main 1		55 MPH.
MP 889.3 to MP 888.0—Main 2	40 MPH.	40 MPH.

1(C). Speed—Switches and Turnouts

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

MP 888.0, Crossover	40 MPH.
MP 889.7, Crossover	30 MPH.
MP 891.1, Crossover	40 MPH.
MP 892.5, turnout Main 2	60 MPH.
Una, Both ends siding	40 MPH.
Shafter, Both ends siding and crossover	40 MPH.
Wasco, Both ends siding	40 MPH.
Elmo, Both ends siding	40 MPH.
Sandrini, Both ends siding	40 MPH.
Allensworth, Both ends siding	40 MPH.
Angiola, Both ends siding	40 MPH.
Corcoran, Both ends east siding	30 MPH.
Corcoran, Both ends west siding	40 MPH.
Guernsey, EE Siding	40 MPH.
MP 961.2 Guernsey, Crossover	40 MPH.
MP 962.8, Calabrese	50 MPH.
MP 965.6, East Hanford, Crossover	40 MPH.
MP 967.2, Crossovers	40 MPH.
MP 969.0, Crossovers	40 MPH.
Shirley, Both ends siding	40 MPH.

	Freight
Shirley, East Main 2	
Trains 100 TOB	50 MPH.
Trains over 100 TOB	40 MPH.
Conejo, Both ends siding	40 MPH.
Floral	50 MPH.
Bowles, Both ends siding	40 MPH.
WE Bowles, crossovers	50 MPH.
MP 993.9, Calwa Crossing, crossovers	50 MPH.
Calwa, EE Yard, Turnout to Main Track	10 MPH.
Calwa, crossover	30 MPH.

1(D). Speed—Other

MP 901.9 to end of track, Lone Star Spur	10 MPH.
MP 0.0, Lone Star Plant	5 MPH.
Bridge 889.8, cars heavier than 143 tons	25 MPH.
Bakersfield—Mechanical Tracks 424, 425, 532, 533, and 534	5 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Bakersfield to Calwa..... 143 tons, Restriction A

3. Type of Operation
CTC—in effect:
MP 887.7 to MP 888.0, Main 1
MP 994.2 to MP 994.4, Bruno Lead
MP 888.0 to MP 994.9

Multiple Main Tracks—in effect:
2 MT:
MP 887.7 to MP 892.5
MP 967.2 to MP 972.3
MP 986.3 to MP 994.9

ABS—in effect:
MP 887.7 to MP 888.0, Main 2

Restricted Limits—in effect:
MP 887.7 to MP 888.0—Main 2

4. General Code of Operating Rules Items
Rule 1.14—San Joaquin Valley trains and engines may use main track between Bakersfield and Jastro, joint with BNSF trains and engines.

Rule 1.47—Passenger Trains Observe and Call Signals—When a signal requires a train to stop at or pass the next signal at restricted speed, the engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

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

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

Rule 8.12—The following crossovers at Bakersfield may be left lined and locked as last used:
MP 886.1, Main 1 to Main 2 (Tulare Street)
MP 887.3, Main 1 to Main 2 (Chester Street)
MP 887.5, Main 2 to Working Lead

Rule 9.1.8—For San Joaquin Amtrak operations only, the "Approach" signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—For San Joaquin Amtrak operations only, the "Diverging Approach" signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

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

MWOR Rule 8.12—At signaled locations identified in the timetable/general orders as having independently controlled crossover switches (ICS), Maintenance of Way employees may ask the control operator for permission to operate one end of a crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the independently controlled switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 900.0—Exception Reporting—Recall Code 8
MP 921.0—Exception Reporting—Recall Code 8
MP 943.7—Exception Reporting—Recall Code 8
MP 962.0—Exception Reporting—Recall Code 8
MP 984.5—Exception Reporting—Recall Code 8

6. FRA Excepted Track—None

7. Special Conditions
Bakersfield—Amtrak trains operating between "D" Street, MP 887.8 and "F" Street, MP 887.7 must display ditch lights, sound whistle signal 5.8.2 (1), and ring the bell continuously.

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

Remote Control Area—Signs located at MP 885.0 (Mojave Subdivision) and MP 903.0 (Bakersfield Subdivision), designate the Remote Control Area at Bakersfield.

Remote Control Zone (RCZ)—The RCZ at Bakersfield extends from the east clearance point of the 15x short crossovers and the bamboo/work lead switch on the bamboo lead, extending from the bamboo/work lead switch to L Street on the Work Lead. The limits include the bamboo/work lead switch. The total length of the zone is 2392 feet.

Activation / Deactivation Procedure—The Remote Control Operator will request permission to activate the zone from the on-duty trainmaster then will notify the On-Duty Trainmaster when the RCZ has been activated or deactivated. The zone may be activated only after is it determined by visual inspection that trains, engines, men, or equipment are not occupying the

RCZ limits. Only the Remote Control Operator can activate or deactivate the RCZ with one exception to deactivation. The trainmaster may deactivate the zone only if it is determined the activating crew has gone off duty prior to deactivating the zone.

Before entering any RCZ from any location including auxiliary tracks or crossovers, crews must contact the On-Duty Trainmaster or the on-duty RCO crew to determine if an RCZ is activated. If an RCZ is not activated, the crew may proceed through the RCZ unless otherwise restricted. Once it is established that the RCZ is not activated, no communication is necessary for reentry into the zone unless notified otherwise by the on duty trainmaster.

SSI—Switch Control/Monitoring Systems
ICS—in effect:
Calabrese, MP 962.84

SSI Amendment—Item 9, Amtrak Instructions, under "Equipment", the line reading "Movement with locomotives between cars is prohibited" does not apply on the California Division.
The following will apply:
Movement with locomotive between cars is prohibited unless:
A. Locomotive is being used in "push-pull" service.
B. "MU" control cables are connected through the entire train.
C. Locomotive between cars is not isolated or dead-in-tow.

Sidings—Loaded coal trains or trains exceeding 100 TOB should hold the main track at all sidings when meeting or passing trains except they may use the siding to reduce delay to Amtrak and Z trains. East Corcoran siding must not be used by trains exceeding 100 TOB.

When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

Siding	Most Restrictive Grade	Ascending or Descending Movement E. Switch/Direction - W. Switch/Direction	
Una	.32	Ascending	Descending
Shafter, East	.04	Descending	Flat
Shafter, West	.00	Flat	Flat
Wasco	.16	Ascending	Descending
Elmo	.39	Ascending	Descending
Sandrini	.25	Ascending	Descending
Allensworth	.10	Ascending	Descending
Angiola	.08	Descending	Ascending
Corcoran, East	.00	Flat	Flat
Corcoran, West	.05	Flat	Ascending
Guernsey	.11	Descending	Ascending
Hanford, East	.20	Descending	Ascending
Shirley	.20	Descending	Ascending
Conejo	.20	Descending	Ascending
Bowles	.20	Descending	Ascending

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

Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

Close Clearance— Do not ride the side of equipment at the following locations due to close clearance:

Bakersfield	MP 889.4	MT 1&2	bridge girder
Corcoran	MP 950.4	7524	fence
Guernsey	Penny-Newman	7601	safety cable stanchion
		7602	safety cable stanchion
		7604	safety cable stanchion
		7606	safety cable stanchion
Shirley	MP 974.3	MT	bridge girder
Calwa Crossing	MP 992.08	MT	syphon

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Calwa Yard	5147 thru 5162.
Bakersfield	403 thru 419, 420-421, 415-616, 616-417

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Bakersfield Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Other Line Segments

Yard Line Segments

Line Segment	Limits
7254	Bakersfield Yard
7255	Calwa Yard

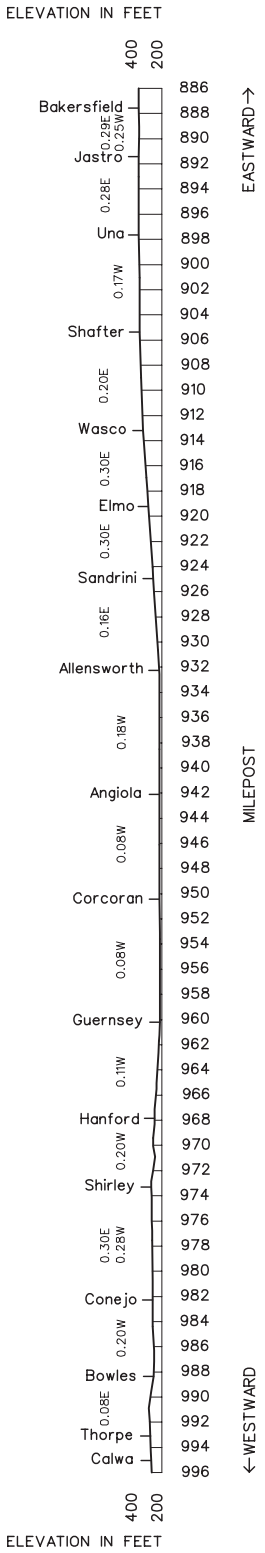
Road Line Segments

Line Segment	Limits
7200	Bakersfield to Calwa

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
Crome	899.5	1,700	West
Lone Star Spur	901.9	5.6 miles	East
Stoil	936.0	4,693	Both
Kings Park	964.0	7,571	Both
Laton	976.0	3,515	Both
Monmouth	985.6	1,324	Both

10. Grade Charts



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
				Adj. Sub: Needles					
		19000	0.0	BARSTOW	BCPT	3MT CTC	7600	0.8	
			0.8	EAST D YARD	X(2)	4MT CTC		1.9	
			2.7	WEST D YARD	X(2)			0.7	
			3.4	VALLEY JCT. Adj. RR: UP, MP 3.4 Adj. Sub: Mojave, MP 3.4	J			0.9	
			4.3	WEST R YARD	X			0.8	
			5.1	JEWELL Adj. Sub: Mojave, MP 5.4	JX			1.6	
		19015	6.7	LENWOOD	X(2)			6.9	
			13.6	HODGE	X(2)			15.8	
			29.4	EAST ORO GRANDE	X(2)	2MT CTC		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(2)			7.1	
		19055	45.1	HESPERIA Adj. Sub: Lucerne Valley, MP 45.2	J			5.0	
			50.1	LUGO	X(2)			2.7	
			52.8	MARTINEZ	X			3.1	
		19065	55.9	SUMMIT	X(2)			M1&2-0.7 M3-6.9	
			56.6	SILVERWOOD Main 1 & 2 Adj. RR: UP, MP 56.7	JX			M1&2-3.6 M3-6.2	
			59.4	CP WALKER Main 1 & 2	X(2)			3.4	
		19075	62.8	CAJON	X(2)			6.6	
		19080	69.4	KEENBROOK Adj. RR: UP, MP 69.5	JX(2)	3MT CTC		4.5	
			73.9	VERDEMONT	X(2)			2.3	
			76.2	ONO	X			3.7	
			79.9	BASELINE	X(2)			0.7	
			80.6	SEVENTH STREET	X			0.7	
		19100	81.3	SAN BERNARDINO	BCJMP X(2)			81.3	
				Adj. Sub: San Bernardino Information for San Bernardino is in the San Bernardino subdivision timetable					

Radio Call-In		
Radio Channel 32 in service at Barstow Yard		
Radio Channel 65 in service MP 0.0 to WBCS Hodge		
Jewell (*Flash II*)		
Radio Channel 72 in service WBCS Hodge to San Bernardino		
Hodge (*Flash II*)	Victorville	Summit
San Bernardino		
Emergency 9		
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5		

Dispatcher Information

Barstow to but not including Hodge—(909) 386-4213, Fax (909) 386-4243

Hodge to San Bernardino—(909) 386-4214, Fax (909) 386-4294

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 81.3	79 MPH.	55 MPH.

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

1. Train does not contain empty car(s). Refer to SSI item 1 (C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and; Trains consisting entirely of loaded double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

MP 54.4 to MP 38.0, Eastward freight trains on descending grades, with dynamic brakes not in use between ..... 30 MPH.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
Westward:		
Departure 4 through 10, East end		10 MPH.
Departure Tracks 1201—1210		10 MPH.
Receiver Tracks 1501—1505		10 MPH.
Receiver Tracks 1506—1511		25 MPH.
MP 0.0 to MP 0.8		50 MPH.
MP 0.8 to MP 2.7, Insp. Yard 1101 through 1103		25 MPH.
MP 0.8 to MP 2.7 (Nos. 1, 2, and 4 Main)		30 MPH.
MP 0.8 to MP 2.7 (No. 3 Main)		50 MPH.
MP 2.7 to MP 4.6	65 MPH.	60 MPH.
MP 31.9 to MP 33.9, curve	60 MPH.	55 MPH.
MP 33.9 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)	45 MPH.	40 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	55 MPH.	50 MPH.
MP 52.2 to MP 56.1, curve	55 MPH.	50 MPH.
MP 56.1 to MP 56.6, grade (Main 3)	40 MPH.	40 MPH.
MP 56.1 to MP 56.6, grade (Main 1 and Main 2)	50 MPH.	45 MPH.
MP 56.6 to MP 61.5, grade (Main 3) Protected by Inert ATS Inductors	30 MPH.	20 MPH.
MP 56.6 to MP 62.4, grade (MT 1 & 2) Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 56.6, Silverwood, Main 1 to UPRR	30 MPH.	30 MPH.
MP 61.5 to MP 62.4, grade (Main 3)	30 MPH.	30 MPH.
MP 62.4 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 80.6, grade	50 MPH.	35 MPH.
MP 80.6 to MP 81.3, curve Protected by Inert ATS Inductors	30 MPH.	30 MPH.
Eastward:		
MP 81.3 to MP 80.6, curve	30 MPH.	30 MPH.
MP 80.7 to MP 79.2, curve	60 MPH.	55 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 3)	35 MPH.	30 MPH.
MP 58.8 to MP 57.1, curve (Main 3)	30 MPH.	30 MPH.

	Passenger	Freight
MP 57.1 to MP 56.5, curve (Main 3)	40 MPH.	30 MPH.
MP 56.5 to MP 56.1, curve (Main 3)	50 MPH.	40 MPH.
MP 62.4 to MP 61.8, curve (MT 1& 2)	40 MPH.	35 MPH.
MP 61.8 to MP 61.4, curve (MT 1& 2)	35 MPH.	35 MPH.
MP 61.4 to MP 60.4, curve (MT 1& 2)	40 MPH.	35 MPH.
MP 60.4 to MP 57.2, curve (MT 1& 2)	30 MPH.	30 MPH.
MP 57.2 to MP 56.8, curve (MT 1& 2)	45 MPH.	40 MPH.
MP 56.8 to MP 56.1, curve (MT 1& 2)	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 1)	45 MPH.	40 MPH.
MP 42.0 to MP 39.1, curve (Main 2)	50 MPH.	45 MPH.
MP 39.1 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, (Main 3)		50 MPH.
MP 2.7 to MP 0.8, (Main 1, 2 and 4)		30 MPH.
MP 2.7 to MP 0.8, Insp. Yard 1101 through 1103		25 MPH.
MP 0.8 to MP 0.0		50 MPH.
Departure Tracks 1201—1210		10 MPH.
Receiver Tracks 1501—1505, East end		10 MPH.
Receiver Tracks 1506—1511		25 MPH.
Departure 4 through 10, East end		10 MPH.

1(C). Speed—Switches and Turnouts

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

Barstow, 4 crossovers	50 MPH.	50 MPH.
Barstow, yard entry	50 MPH.	50 MPH.
Barstow Yard, EE and WE inspection yard tracks		
1101	25 MPH.	25 MPH.
1102, 1103	10 MPH.	10 MPH.
Barstow, EE passenger siding	20 MPH.	10 MPH.
Barstow Yard:		
Departure Tracks 1201—1210	10 MPH.	10 MPH.
EE Receiver Tracks 1501—1505	10 MPH.	10 MPH.
EE Receiver Tracks 1506—1511	25 MPH.	25 MPH.
WE Receiver Tracks 1501—1511	25 MPH.	25 MPH.
Crossover between north departure lead and south departure lead, WE departure yard power switch		10 MPH.
Jct., high and low leads on Needles Subdivision, yard entry track		25 MPH.
Crossovers between Cajon and Mojave Subdivision yard entry tracks, power switches		25 MPH.
Crossover between WE inspection yard track 1103 and WE departure yard track 1201, power switches		25 MPH.
MP 0.1, passenger siding over switch No. 0142	15 MPH.	10 MPH.
MP 0.1 Needles Subdivision yard entry		
Between First St. Bridge and WJ Switch		
High lead		25 MPH.
Low lead		15 MPH.
Balloon track		10 MPH.
MP 0.02 Barstow, EE passenger siding	20 MPH.	10 MPH.
MP 0.0 Barstow, 3 crossovers		50 MPH.
MP 0.01 Barstow, yard entry		25 MPH.
MP 0.6 East D Yard, WE passenger siding	20 MPH.	10 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		30 MPH.
MP 0.9 East D Yard, turnout to No. 2 Main		30 MPH.
MP 0.9 East D Yard crossover, inspection yard lead		25 MPH.
MP 2.4 Crossover 1 switch WE inspection to N Departure Lead		10 MPH.
MP 2.6 Pull Back track		15 MPH.
MP 2.6 West D Yard, turnout to No. 1 Main		50 MPH.
MP 2.7 Crossover		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 Subdivision Jct.		40 MPH.
MP 4.3 West R Yard, receiving yard lead		25 MPH.
MP 5.4 Jewel, Cajon Connection Track, Main 1		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 52.8, turnout Main 1 to Main 1		40 MPH.
MP 55.9 Summit, 3 crossovers		50 MPH.
MP 56.6 Silverwood, crossover		50 MPH.
MP 56.6 Silverwood, turnout Main 1 to UPRR		30 MPH.
MP 59.3 Walker, 2 crossovers		50 MPH.
MP 62.8 Cajon, 4 crossovers		50 MPH.
MP 62.8 Cajon, turnout to setout track		10 MPH.
MP 69.4 Keenbrook, 4 crossovers		50 MPH.
MP 69.6, UPRR connection track		20 MPH.
MP 73.4 Verdemont, 4 crossovers		50 MPH.
MP 73.6 Verdemont, Main 3 to Storage Track		20 MPH.
MP 76.2 Ono, Main 3 to Storage Track		20 MPH.
MP 79.8, Baseline, 4 crossovers		50 MPH.
MP 80.5 Seventh Street, turnout, Main 1 and yard lead		10 MPH.
MP 80.6 Seventh Street, turnout, Main 1 and yard lead		10 MPH.
MP 80.6 Seventh Street, crossover Main 2 to Main 1		40 MPH.

1(D). Speed—Other

Barstow, MP 0.4 Needles Subdivision yard entry between First St. and WJ Switch		
High Lead	25 MPH.	25 MPH.
Low Lead	15 MPH.	15 MPH.
Oro Grande, East Victorville, Victorville, Thorn, and Devore, other than main tracks, locomotives more than four axles		5 MPH.
Ono		
Storage Tracks 8380, 8381, and 8391		10 MPH.
Storage Track 8392		20 MPH.
Redlands Industrial Spur, MP 0.0 to MP 6.0		5 MPH.

Temperature Restrictions

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 50.1:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to100 TOB	Freight Trains over 100 TOB
Exceeds 110 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 115 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 120 degrees	50 MPH	No Restriction	40 MPH	30 MPH

MP 50.1 to MP 81.3

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 TOB	Freight Trains over 100 TOB
Exceeds 100 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 105 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 110 degrees	50 MPH	No Restriction	40 MPH	30 MPH

Redland Industrial Spur—From 1100 to 1900 hours, if the air temperature is over 100 degrees F, the track is out of service unless the movement is preceded by the track supervisor

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.

Speed restrictions, dynamic brake requirements, and special instructions governing the use of retainers for westward freight trains operating between MP 56.6 and MP 78.0.

Main 3 between MP 56.6 and MP 61.5, with or without helpers/distributed power:

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 125 TOB.

Main 1 and Main 2 between MP 56.6 and MP 78.0, and Main 3 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, Main 2 with helpers/distributed power between MP 56.6 and MP 78.0 and Main 3 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 does not exceed 14,000 tons or 135 TOB.
D. 15 MPH if train does not exceed 18,000 tons or 145 TOB.
E. Cannot proceed if train exceeds 18,000 tons or 145 TOB.

Exception: Westward freight trains exceeding 16,000 tons or 135 TOB may operate through turnout to UPRR at Silverwood (MP 56.6). Westward freight trains destined for the Cajon Subdivision in excess of 16,000 tons or 125 TOB must notify the train dispatcher before departing Barstow.

Note: Westward 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.

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

Dynamic Brake Requirements for Westward Freight Trains: Westward freight trains operating between Summit and Cajon must test their Dynamic Brakes between Lenwood and Frost to determine retarding force. Helper engineers must indicate to trains being helped the total operative dynamic brake axles in helper consist. Trains greater than 3,000 tons 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 extended 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.

Exception: Trains 3,000 tons or less and TOB is not greater than 40 are not required to have its locomotive consist equipped with extended range dynamic brake but must have the minimum number of (Basic or Extended range) operative axles of dynamic brake.

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.

Tons Per Operative Brake (TOB)—The total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the following tables. 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 and Main 2, MP 56.6 to MP 78.0; and for Main 3, MP 61.5 to MP 78.0:

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

Minimum required operative axles of dynamic brake for Main 3 between MP 56.6 and MP 61.5:

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

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 as outlined in ABTH Rules for the applicable railroad.

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.

Westward movement (excluding light engines) departing Summit routed MT 3 may not proceed with any Signal Aspect more restrictive than Flashing Yellow (or red over flashing yellow if routed through crossover from MT 2 or MT 1). This will provide two unoccupied blocks for Spacing while initially descending the grade. Train brake system recharging must begin at Signal Aspect changes to yellow or red over yellow prior to departing Summit following another train on MT 3.
Exception: If a signal more favorable than Yellow cannot be provided, train dispatcher or other supervisor may permit a train to proceed on a more restrictive signal aspect.

The total brake pipe reduction to control train's speed must not exceed 15 psi. If the total brake pipe reduction exceeds 15 psi, the 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 the automatic air brake when the train tonnage exceeds: 2,500 tons on Main 3 between MP 56.6 and MP 61.5 or 3,500 tons on Main 1 and Main 2 between MP 56.6 and MP 78.0, and Main 3 between MP 61.5 and MP 78.0.

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

Locomotives with more than 4 axles are prohibited on tracks 8246 and 8247 at Oro Grande, Riverside Cement.

3. Type of Operation
CTC—in effect:
MP 0.0 to MP 81.3
MP 747.7X to MP 749.9X (Cajon Connection)
MP 3.01 to MP 749.55 (Mojave Connection)

Multiple Main Tracks—in effect:
2 MT:
MP 2.6 to MP 52.8
3 MT:
MP 0.0 to MP 0.8
MP 52.8 to MP 81.3
4 MT:
MP 0.8 to MP 2.6

4. General Code of Operating Rules Items
Rule 5.8.2—Sound the whistle approaching all crossings, public and private.

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

Rule 6.26—The main tracks cross at the grade separation at MP 39.1 and are designated as prescribed by Rule 6.26 on either side of the crossing.

The north track from WBCS Summit to Cajon is Main 1. The track to the left of Main 1 from WBCS Summit to Cajon is Main 2. The south track from WBCS Summit to Keenbrook is Main 3.

Rule 6.28—From San Bernardino, MP 81.35/MP 0.0, to End of Track, MP 6.0, is the Redlands Industrial Spur. Rule 6.28 is in effect. All switches must be left lined and locked for movement on the Redlands Industrial Spur.

Rule 8.20—Tracks 1310, 1311, and 1312 at Barstow have derails. After stopping 100 feet from the derails, the movement may continue to spot cars at the "spot" signs, but the movement must not pass the white marks on the rails.

Rule 9.1—Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
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.

ABTH Rule 100.13—At Summit, westward passenger trains must make a running air brake test between MP 55 and MP 56. Westward freight trains operating between Summit and Cajon must make a running air brake test between Lenwood and Lugo, and in doing so 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.

ABTH Rule 103.3—If the train is stopped at Summit for any reason, an automatic brake application of not less than 15 psi must be made and not released until ready to proceed.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 8.5—DED—Exception Reporting—Recall Code 8
Transmits on both Channel 65 and 72
MP 28.5—DED—Exception Reporting—Recall Code 8
MP 32.7—DED—Exception Reporting
MP 37.9—DED—Exception Reporting
MP 42.9—DED—Exception Reporting
MP 48.5—DED—Exception Reporting—Recall Code 8
MP 52.8—DED—Exception Reporting
MP 57.8—Main 1&2—DED—Exception Reporting
MP 58.6—Main 3—DED—Exception Reporting
MP 64.7—Exception Reporting—Recall Code 8
MP 71.5—DED—Exception Reporting
MP 76.2—Main 3—DED—Exception Reporting
MP 76.5—DED—Exception Reporting

6. FRA Excepted Track—
Redlands Industrial Spur, MP 1.2 to MP 6.0

7. Special Conditions

Ono Sidings - Tracks 8380, 8381, 8391 and 8392—Cars left unattended at these locations must be secured with a sufficient number of handbrakes to prevent movement. Use the table in the ABTH Rule 104.14 to determine the number of handbrakes to be applied. Cars must be left a sufficient distance from the derail (approximately 150 feet) to allow locomotives to be attached to the cars and main track switch to be closed while performing an air test on the cars.
Note: The grade at these locations is 2.2% descending east to west.

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

Remote Control Zone (RCZ)—Receiving tracks 1-10 (1501-1510) including the leads to the hump crest are designated as the Remote Control Zone (RCZ) at Barstow yard. Before the RCZ can be fouled or occupied, the Route Selector must be contacted to determine if the RCZ has been activated. All tracks east of the hump crest are governed by GCOR Rule 6.28, Movement on Other Than Main Track, and are not included in the RCZ.

Activation/Deactivation Procedure at Barstow—The remote control operator will contact the Route Selector and request that RCZ protection be established after the remote control locomotive has cleared in the receiving track where protection is desired. All communication between the remote control operator and the Route Selector will be by radio. The following words will be used "(Employee Name)_____would like to establish a zone in track (Track Number)_____". The Route Selector will line the west receiving track switch away from the lead and provide switch blocking including the switches on the hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the RCZ has been activated. The RCZ will remain activated using the following words: "Zone is activated in (Track Number)_____". A zone is not active until verified by the Route Selector. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated.

Helping Stalled DP Trains—Stalled Distributed Power Trains on the Cajon Subdivision that must add helpers to the head end of the train under the direction of the Cajon Operating Officer Responder and operate as outlined below. ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

ABTH Rule 102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction.
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
   a. After opening the angle cocks between the helper and the road locomotive, increase brake pipe reduction to at least 20 psi and helper crew will observe that brakes apply on helper consist by visual inspection.
   b. When train is ready to depart, perform DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4 Also observe by visual inspection that brakes release on helper consist.

ABTH Rule 102.12.4—Manned Helper Removed From Head End of Train— When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
   a. Make not less than a 6 psi brake pipe reduction.
   b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

ABTH Rule 102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

Freight trains that exceed the maximum authorized speed by 5 MPH, MUST stop by using an emergency application of the air brakes. Westward freight trains operating between MP 56.6 and MP 78.0 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.

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 MP 56.6 and MP 78.0, 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.

Before departing Barstow, westward freight trains 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 they will require helpers to meet the HPT as outlined above.
3. If the train qualifies for Main 3.

Coupler capacity for trains (non-DP or helpers) on ascending grades—

Eastward trains (MT 1 and MT2 Baseline to Summit, and MT3 Baseline to Cajon):

Solid intermodal & loaded coal trains - 8,500 tons
All other trains - 6,500 tons

Eastward trains (MT 3) - Cajon to Summit:

Solid intermodal & loaded coal trains - 6,300 tons
All other trains - 4,600 tons

Westward (all tracks) - Frost to Summit:

Solid intermodal & loaded coal trains - 11,500 tons
All other trains - 8,500 tons

Minimum horsepower per ton (HPT) requirements—

Eastward trains must notify the Cajon Subdivision Dispatcher as soon as possible if helpers are needed to meet the HPT as required below:

Eastward trains (all main tracks Baseline to Cajon, MT 1 and MT 2 Cajon to Summit)

Trains (non-DP or helper equipped) - 2.5 hpt
DP or helper equipped - 2.3 hpt

Eastward trains (MT 3) - Cajon to Summit

Trains (non-DP or helper equipped) - 3.0 hpt
DP or helper equipped - 2.8 hpt

Westward (all main tracks) - Frost and Summit

Trains (non-DP or helper equipped) - 2.0 hpt
DP or helper equipped - 1.8 hpt

Conditions for Handling Low Battery Messages—Before departing Barstow or Yermo, westward freight trains operating on to the Cajon Subdivision must verify that there are no ETD messages indicating "Low Battery" displayed on the head end device. If any of these messages are received prior to departing Barstow, a fully charged battery must be installed before departing.

Before passing Summit, westward freight trains must verify that there are no ETD messages indicating "Low Battery" displayed on the head end device. If any of these messages are received, a fully charged battery must be installed before departing Summit.

After departing Summit, if an ETD message indicating "Low Battery" is displayed on the head end device, crew must bring train safely to a stop in accordance with good train handling practices and the battery MUST be changed.

NOTE: Some classes of locomotives will display an "EOT BATT" box on the locomotive engineer's control screen. If this box is illuminated in YELLOW with Black letters, this indicates "Low Battery". If EOT battery is OK, box is not shown.

If it becomes necessary to change a battery en route, this fact MUST be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record be maintained.

Coiled Steel Trains—Westward loaded coiled steel trains are restricted to Main 1 and Main 2 from Summit, MP 56.6 to Cajon, MP 62.8.

Train Make-Up Instructions—System Special Instructions, Item 47 will govern and it applies to trains in both directions.

Train Crew Motor Vehicle License— California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

Work Train Instructions—These instructions apply to all work trains operating on the Cajon Subdivision.

All work train crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Department(s)) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur.

All work trains operating must be operated with the ability to initiate an emergency application from the rear of train.

All mountain grade train handling rules outlined under ABTH Rule 102.6, 103.7 apply to work trains.

All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and charged. All cars left standing on the main track (in addition to securing with hand brakes) will be left in emergency when the locomotive is detached.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Barstow Yard	Rip 3	1303	loading dock
	Rip 4	1304	loading dock
	Valley Lumber	1323	loading dock
Redlands Loop	Greenbrier	318	equipment**
Thorn	Nutro Dog Food	8319	gate
Hesperia	Team Track	8322	gate
	Wholesale Lumber	8323	gate
	84 Components	8401	gate

**Spot cars only to the fenced track next to the main

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Barstow Yard		1809 thru 1815
Oro Grande		8253-MT2, 8254-MT2
Victorville	CEMEX Co. "A" & B	8274-8275

Long/Short Mile Locations—

Between MP 0.0 to MP 3.0, each mile is 6495 feet.
Between MP 3.0 to MP 4.0, each mile is 4775 feet. Each tenth of a mile should be calculated using 478 feet.

On Main Tracks 1 & 2, between MP 57.0 and MP 61.0, each mile is 7368 feet and between MP 61.0 and MP 62.0 each mile is 7370 feet. Between MP 57 and MP 62 on Main Tracks 1 & 2, each tenth of a mile should be calculated using 737 feet.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Cajon Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Yard Line Segments

Line Segment Limits

7253 ..... Barstow Yard

Road Line Segments

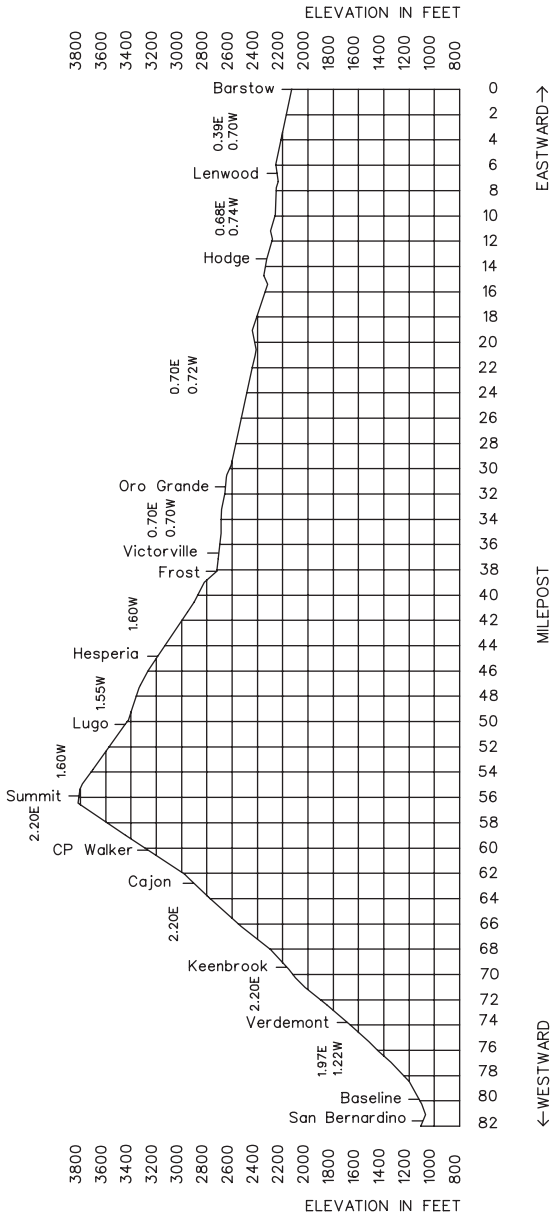
Line Segment Limits

7600 ..... MP 0.0 to San Bernardino

9. Other Location Information

Name	Mile Post Location	Feet	Switch Opens
Redland Industrial Spur	0.0 to 6.0	Yard	
E Street	1.0	950	Both
Victoria	4.6	1,030	Both
Helendale - Main 1	21.1	640	Both
Helendale - Main 2	21.1	937	East
Oro Grande - Main 1	31.5	2,591	West
Oro Grande - Main 2	31.5	2,145	Both
Victorville - Main 1	36.7	4,700	Both
Victorville - Main 2	36.7	4,250	Both
Thorn - Main 1	41.1	3,635	Both
Hesperia - Main 2	45.1	6,760	Both
Mountain Man Spur - M1	54.3	3,000	East
Walker - Main 2	59.4	580	West
Cajon - Main 1	62.3	1,025	East
Old Keenbrook - Main 1	67.3	100	West
Devore - Main 1	71.0	700	West
Cargill - Main 1	72.5	3,301	Both
Cargill - Main 3	73.4	1,000	West
Ono - Main 1	75.2	6,573	Both
Ono - Main 1	76.7	7,562	Both

10. Grade Chart



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
				Adj. Sub: San Bernardino					
		23550	0.0	HARBOR JCT.	JR			1.5	
			1.5	MALABAR	R			1.3	
			2.8	UP RRX	MR			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			0.24	
			8.2	ORTIZ	R			1.66	
		21690	9.9	INGLEWOOD	R			2.1	
			12.0	WILLIAMS	R		**7604**	1.6	
		21710	13.6	LAIRPORT	R			1.0	
			14.6	UP RRX	RU			0.2	
		21720	14.8	EL SEGUNDO	RT			1.8	
		21770	16.6	LAWNDALE	R			3.5	
	7,900	21780	20.1	ALCOA	R			1.6	
		21830	21.7	TORRANCE	R			1.6	
		21820	23.3	IRONSIDES	R			3.3	
		22100	26.6	WATSON Adj. RR: PHL, MP 26.6	JBR			0.5	
			27.1	ROLLING JCT. Adj. RR: UP, MP 27.4	JR			28.3	
				Adj. Sub: Alameda Corridor					

Radio Call-In		
Radio Channel 78 in service Harbor Jct. to MP 28.3		
Hobart	El Segundo	Watson
Radio Channel 32 in service at Watson Yard *No Call-in available*		
Emergency 9		
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5		

Dispatcher Information
(909) 386-4215, Fax (909) 386-4245

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Harbor Subdivision	20 MPH.
Alcoa Spur	10 MPH.

1(B). Speed—Permanent Restrictions

MP 0.1 to MP 1.6	12 MPH.
MP 1.6 to MP 10.1	15 MPH.
MP 14.6 RRX (HER) - Restricted speed not to exceed	10 MPH.

1(C). Speed—Switches and Turnouts

Harbor Subdivision	10 MPH.

1(D). Speed—Other

	Freight
Watson Lead, Rolling Jct. to BNSF Crossing	20 MPH.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	20 MPH.

When the 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
Harbor Jct. to Long Beach..... 143 tons, Restriction A

3. Type of Operation
Restricted Limits—in effect:
MP 0.1 to MP 27.6

When approaching the UPRRX Manual Interlocking at MP 2.8, contact the UPRR Train Dispatcher by radio (Channel 1414, Tone * 50) with information regarding your expected arrival at the interlocking. This requirement is to avoid blocking road crossings.

4. General Code of Operating Rules Items
Rule 5.8.2—Sound the whistle approaching all crossings, public and private.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Remote Control Area—Signs located at MP 26.0, MP 27.4 and MP 27.8X designate the Remote Control Area at Watson Yard.

Pacific Harbor Line—BNSF Employees operating on the PHL must have the current PHL Timetable and Special Instructions in their possession. All movements between West Thernard and G Street in either direction must be made by permission of, and with the proper authority acquired from, the Pacific Harbor Line Railway Dispatcher at Badger Bridge. See the PHL Timetable and Special Instructions for the appropriate contact information.

Train Crew Motor Vehicle License— California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments
Yard Line Segments

Line Segment	Limits
7653	Wilmington Yard

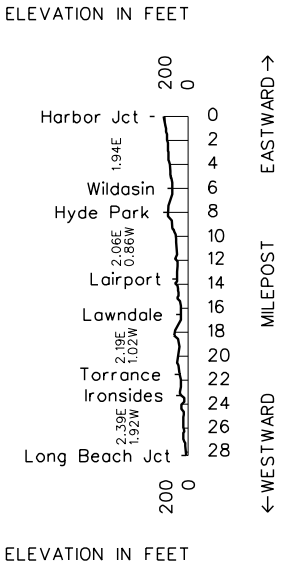
Road Line Segments

Line Segment	Limits
7604	Harbor Jct. to Rolling Jct.

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
Lairport - Main 1	13.6	4,962	

10. Grade Chart



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

Radio Call-In	
Radio Channel 72 in service Cushenbury to MP 0.0	
Victorville	Summit
Emergency 9	
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5	

Dispatcher Information
(909) 386-4214, Fax (909) 386-4294

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 29.2 to MP 0.0	10 MPH.

1(B). Speed—Permanent Restrictions—None

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

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
Cushenbury to MP 0.0..... 143 tons, Restriction D

3. Type of Operation
TWC—in effect:
MP 28.0 to MP 0.9

Restricted Limits—in effect:
MP 29.2 to MP 28.0
MP 0.9 to MP 0.0

4. General Code of Operating Rules Items
Rule 5.8.2—Sound the whistle approaching all crossings, public and private.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
Lucerne Valley Subdivision, MP 29.2 to MP 0.0

7. Special Conditions
Cushenbury—Employees are prohibited from switching cars other than gondolas and hoppers on tracks 8441 and 8442.

Train Crew Motor Vehicle License— California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Spur 4	Omya	8417	loading dock
Spur 5	Specialty Minerals	8421	loading dock
		8422	loading dock

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Mitsubishi Cement	8441-8442, 8446-8447, 8450-8451

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

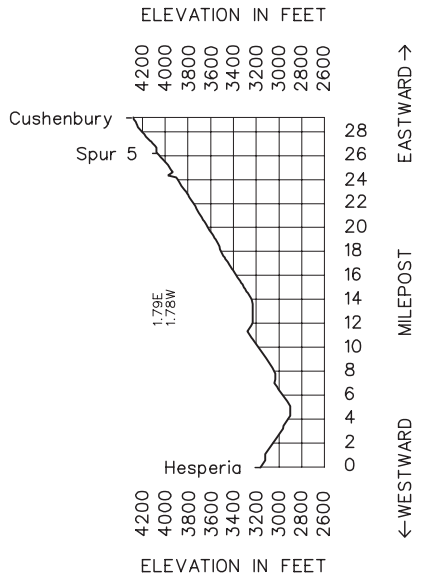
None

8. Line Segments
Road Line Segments
Line Segment Limits
7601 ..... Cushenbury to MP 0.0

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
Bass	15.5	700	Both
Omya	23.5	884	West
Specialty Minerals	26.2	1,300	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mojave Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑EASTWARD
Adj. Sub: Cajon Information for Barstow is found in the Cajon subdivision timetable									
			749.4A	VALLEY JCT.	J	CTC	7200	0.2	
			749.6X	CP DESERT				0.3	
			749A.9	HUTT Adj. Sub: Cajon, MP 749A.9	J			7.3	
	8,011	18540	757.2	HINKLEY				15.7	
	8,034	18530	772.9	JIM GREY				11.1	
	8,052	18525	784.0	BORON				5.6	
	8,004	18519	789.6	SILT				7.5	
	8,007	18515	797.1	EDWARDS	T			6.5	
	8,019	18509	803.6	BISSELL				6.5	
	8,772	18505	810.1	SANBORN				4.6	
		17910	814.7	MOJAVE (BNSF)	JM			0.9	
Between Mojave (BNSF) and Kern Jct. is under the jurisdiction of UP timetable and special instructions.									
			380.7	MOJAVE (UP)		UP RAILROAD	8107	10.3	
		17830	370.4	CAMERON				8.0	
	E5,040	17820	362.4	SUMMIT SWITCH				1.9	
		17815	360.5	TEHACHAPI				2.0	
			358.5	CABLE-X-OVER				1.8	
		17810	356.7	CABLE				2.6	
	6,189	17805	354.1	MARCEL				2.3	
	4,800	17795	351.8	WALONG				3.0	
	8,960	17790	348.8	WOODFORD				3.3	
	8,080	17785	345.5	ROWEN				3.2	
	7,530	17780	342.3	CLIFF				2.8	
	13,270	17775	339.5	BEALVILLE				4.3	
		17770	335.2 335.1	CALIENTE				3.9	
		17765	331.3	ILMON				3.4	
		17760	327.9	BENA				2.9	
		17755	325.0	SANDCUT				4.9	
		17750	320.1	EDISON				3.5	
		17705	316.6	MAGUNDEN				3.0	
		17510	313.6 885.2	KERN JCT.	M			1.7	
			886.9	AMTRAK LEAD	R	DT ABS	7200	0.6	
			887.5	EAST BAKERSFIELD		2MT CTC		0.2	
			887.7	BAKERSFIELD	BCPTX			135.8	
Adj. Sub: Bakersfield Information for Bakersfield is found in the Bakersfield subdivision timetable									

Between Mojave and Kern Jct. the UP RR uses Northward and Southward directions. Mojave to Kern Jct. is Northward.

Radio Call-In		
Radio Channel 32 in service at Barstow Yard		
Radio Channel 65 in service MP 749.4A to Kern Jct.		
Jewell (*Flash II*)	Marcel (*Oak Creek*)	Bena
Radio Channel 84 in service Kern Jct. to MP 887.7		
Bakersfield Yard		
Emergency 9		
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5		
UP Radio Channel 14 in service Mojave to Kern Jct.		

Dispatcher Information

Valley Jct. to Mojave—(909) 386-4213, Fax (909) 386-4243
Kern Jct. to Bakersfield—(909) 386-4226, Fax (909) 386-4246
UPRR DS - (402) 636-1606, Fax (402) 997-3323

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 749A.0 to MP 887.7, including trains 100 TOB and over	70 MPH.	55 MPH.

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

1. Train does not contain empty car(s). Refer to SSI, 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exceptions:
   a) Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
   b) Trains consisting entirely of double stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) must not average more than 105 tons per operative brake. In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as "Super Reefers" – BNSF 793810 thru BNSF 794112 - provided train does not exceed TOB limits specified above.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

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

MP 886.9 to MP 887.5 (Amtrak Lead) ..... 20 MPH. ..... 20 MPH.

1(B). Speed—Permanent Restrictions

Eastward and Westward

MP 747.7X to MP 749.9X, Jewell to Hutt
Cajon Connection Track ..... 25 MPH.
MP 747.9 to MP 749.6, West D Yard to Hutt
Mojave Connection Track ..... 30 MPH.
MP 749A.0 to MP 749A.8 ..... 45 MPH.
MP 749A.8 to MP 750.5 ..... 50 MPH.
MP 750.5 to MP 751.3 ..... 60 MPH.
MP 784.7 Spur ..... 20 MPH.
MP 785.0 Spur ..... 10 MPH.
MP 797.1 Spur ..... 10 MPH.
MP 813.5 to MP 814.5 ..... 40 MPH.
Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.) ..... 20 MPH.

1(C). Speed—Switches and Turnouts

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

Valley Jct., Cajon Subdivision Jct. ..... 40 MPH.
Hutt, Cajon Connection Track ..... 25 MPH.
Desert, Cajon Connection Track ..... 25 MPH.
CTC Siding (excluding exceptions) ..... 40 MPH.
Boron Siding ..... 30 MPH.
Edwards Siding, between MP 797.0 and MP 797.3 ..... 30 MPH.
Kern Jct. to UP ..... 30 MPH.
Mojave Jct.
North crossover to UP ..... 15 MPH.
South crossover to UP ..... 10 MPH.
Chester, MP 887.3, crossover main to main ..... 10 MPH.

1(D). Speed—Other

Mojave Yard entry ..... 25 MPH.
Trains 143 TOB and greater on descending grades:
Northbound, MP 360.0 to MP 331.3 ..... 15 MPH.
Southbound, MP 371.3 to MP 381.3 ..... 15 MPH.
Note: See UP Timetable for all other speed restrictions between Mojave (BNSF) and Kern Jct.

Temperature Restrictions
When air temperature exceeds threshold temperature, all trains will be governed by the following table on Main Tracks through these limits unless a more restrictive speed is in effect.
Notify the train dispatcher when your train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.
Temperature degrees are shown in Fahrenheit.
MP 749.0 to MP 814.7:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to100 TOB	Freight Trains over 100 TOB
Exceeds 110 degrees	No Restrictions	No Restrictions	Maximum 55 MPH.	Maximum 45 MPH.
Exceeds 115 degrees	Maximum 70 MPH.	No Restrictions	Maximum 50 MPH.	Maximum 40 MPH.
Exceeds 120 degrees	Maximum 50 MPH.	No Restrictions	Maximum 40 MPH.	Maximum 30 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
MP 749.4A to MP 887.7..... 143 tons, Restriction A

3. Type of Operation
CTC—in effect:
MP 747.7X to MP 749.9X, Cajon Connection Track
MP 747.9 to MP 749.55, Mojave Connection Track
MP 749A.0 to MP 814.5
MP 887.5 to MP 887.7, Main 1
MP 886.9 to MP 887.5, Amtrak Lead

Multiple Main Track—in effect:
2 MT:
MP 887.5 to MP 887.7

ABS—in effect:
MP 885.2 to MP 887.5, Main 1
MP 885.2 to MP 887.7, Main 2

Double Track—in effect:
MP 885.2 to MP 887.5

Restricted Limits—in effect:
MP 885.2 to MP 887.5—Main 1
MP 885.2 to MP 887.7—Main 2

Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
Mojave (BNSF), MP 814.7	UPRR

4. General Code of Operating Rules and Air Brake Items
Rule 1.14—BNSF trains may use Union Pacific joint track between Mojave and Kern Jct. San Joaquin Valley trains and engines may use BNSF track between Kern Jct. and Bakersfield.

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

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Kern Jct. to	885.4	Sumner/Miller
East Bakersfield	885.88	E. Truxton
	885.98	Baker
	886.17	Tulare St.
	886.37	Sonora St.
	887.11	N St.
	887.24	L St.

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

Rule 8.12—The following crossovers at Bakersfield may be left lined and locked as last used:
MP 886.1, Main 1 to Main 2 (Tulare Street)
MP 887.3, Main 1 to Main 2 (Chester Avenue)
MP 887.5, Main 2 to Working Lead

Rule 9.1—Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
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.

Rule 9.13.1—Instructions governing manual operation of the Kern Junction dual control interlocking switches:
In the event that employees are required to operate the dual control switches at Kern Junction, they must receive permission from the Bakersfield Subdivision Dispatcher. Employees must be governed by the instructions outlined below, a copy of which is posted in the switch toolbox located at the signal house at Kern Junction:
(a) Secure hand crank from tool box located at the signal house at Kern Junction.
(b) Remove switch padlock from small cover on top of switch mechanism and raise lid. Use hand crank to slide retaining ring inside housing to one side, which will permit hand crank to be lowered into gear mechanism. Crank switch points to desired position, leaving in hand position.
(c) After movement is complete, return switch to former position, move retaining ring to off-center position, replace padlock and tools to proper place, notify Bakersfield Subdivision Dispatcher of return to former position.

ABTH Rule 100.13—Westward and Eastward trains must make a Running Air Brake Test at Summit Switch as prescribed by Rule 100.13.
Exceptions: Cutting out helpers or light engine consists, the rule does not apply.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 765.0—Exception Reporting—Recall Code 7
MP 788.0—Exception Reporting—Recall Code 8
MP 813.0—Exception Reporting—Recall Code 8

6. FRA Excepted Track—None

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

System Special Instructions Amendment—Item 9, Amtrak Instructions, under “Equipment”, the line reading “Movement with locomotives between cars is prohibited” does not apply on the California Division. The following will apply:
Movement with locomotive between cars is prohibited unless:
A. Locomotive is being used in “push-pull” service.
B. “MU” control cables are connected through the entire train.
C. Locomotive between cars is not isolated or dead-in-tow.

MP 331.3 to MP 381.3—The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades, MP 331.3 to MP 381.3.

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

Sidings—When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

Siding	Most Restrictive Grade	Ascending or Descending Movement E. Switch/Direction - W. Switch/Direction	
Hinkley	.58	Ascending	Ascending
Jim Grey	.59	Descending	Ascending
Boron	.55	Ascending	Descending
Silt	.19	Ascending	Descending
Edwards	.50	Descending	Ascending
Bissell	.50	Descending	Ascending
Sanborn	.54	Descending	Ascending
Summit Switch	.63	Descending	Descending
Marcel	2.22	Ascending	Descending
Walong	2.20	Ascending	Descending
Woodford	2.20	Ascending	Descending
Rowen	2.25	Ascending	Descending
Cliff	2.20	Ascending	Descending
Bealville	2.20	Ascending	Descending

Mountain Grade Operations—The maximum number of rated powered axles in the head end consist ascending mountain grade is 36.

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

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

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

Note: Air Brake and Train Handling Rule 103.2.1, item 1, dynamic brake limitation is 28 axles cut in per consist. Information concerning dynamic brake axle rating is located in the BNSF System Special Instructions, item 2(B).

ABTH Rule 103.2.1 is amended for the Mojave Subdivision as follows: Trains with 60 TOB or more and consisting of greater than 50% loaded coiled steel cars in number series below may utilize a maximum of 32 axles of dynamic braking provided first 30 cars in train all weigh a minimum of 100 tons each. In addition, these trains must be operated with helpers or DP positioned at the rear of the train.
BN 686000 - 686864
BNSF 529000 - 533999
BNSF 534080 - 538999

As part of the job safety briefing process, "Mojave Subdivision Train Make-Up and Locomotive Placement Worksheet" must be completed and reviewed by train and when applicable, helper crews along with the Trainmaster or Assistant Trainmaster on duty at either Bakersfield or Barstow. A computer generated train list will be used to determine train make up and locomotive placement. It must be agreed that train makeup and helper/ distributed power placement are correct before train departs. Form will be filed at the initial terminal. If helpers/distributed power are to be placed in train after departing originating terminal, the Trainmaster or Assistant Trainmaster at that terminal must review the placement of the helpers/distributed power with the crew before the train departs. If the train consist is changed enroute, the train and, when applicable, helper crew will complete a new form and agree to changes. The new form will then be filed at destination terminal at tie-up. Forms are available at on-duty points Bakersfield and Barstow.

Coupler Capacity and Train Length Limitations—(Trains with Head End Power Only)

	Grade C (Standard Coupler)	**Grade E (Hi-Strength Coupler)**
Ilmon - Summit	4,925 tons	7,600 tons
Mojave - Summit	5,100 tons	7,875 tons

Note: Trains with a combination of Grade C and Grade E couplers may operate at Grade E limits provided the first Grade C car is positioned so that trailing tonnage behind that car does not exceed coupler capacities for Grade C above.

Minimum Required Operative Axles of Dynamic Brake for BNSF freight trains, between Mojave and Ilmon.

Total Trailing Train Tonnage	**TOB 85 or less**	**TOB 86 to 95**	**TOB 96 to 105**	**TOB 106 to 115**	**TOB 116 to 125**	**TOB 126 to 135**	**TOB 136 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

Helpers—All trains with helpers and/or distributed power, other than loaded bulk commodity trains, must not exceed 11,000 tons.

Train Make-up Restrictions—RoadRailer Equipment

A. Total Trailing tonnage must not exceed 3000 tons.
Additional Restrictions;
TRAIN TONNAGE ..... RESTRICTION
0 - 1500 Tons..... No Restrictions
Over 1500 Tons ..... No more than 1500 trailing tons behind any RoadRailer unit weighing less than 28 tons.
NOTE: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

B. Additional RoadRailer Power and Dynamic Brake Restrictions:
On the Mojave Subdivision, no more than 24 rated axles of power may be used.

Between Ilmon and Mojave, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the throttle, as outlined in ABTH Rule 103.4. In addition, do not increase throttle until at least 10 seconds after the amperage or tractive effort decreases.

No more than 16 rated axles of dynamic brake may be used at any time on RoadRailer trains.

Continuous Welded Rail—Loaded continuous welded rail (CWR) trains must be handled separately from other trains. Short ribbon rails 700 feet or less in length may be moved in mixed trains providing tonnage behind loaded ribbon rail cars does not exceed 2,000 tons. A box car or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading or loading.

Conditions for Handling Low Battery Messages—Eastward freight trains operating on the Mojave Subdivision destined for the Cajon Subdivision via the Cajon Connection that will not enter the yard at Barstow must verify there are no ETD messages indicating “Low Battery” displayed on the head end device before arriving Barstow. If any of these messages are received prior to arriving, Barstow Mechanical must be notified. If it becomes necessary to change a battery enroute, this fact **MUST** be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record can be maintained.

NOTE: Some classes of locomotives will display an “EOT BATT” box on the locomotive engineer’s control screen. If this box is illuminated in YELLOW with black letters this indicates a “Low Battery”. If the EOT battery is OK, this box is not shown.

Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Monolith	Lehigh Cement	807	structures W side

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Mojave Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

Bridge MP 775.7
Bridge MP 775.9

8. Line Segments

Road Line Segments

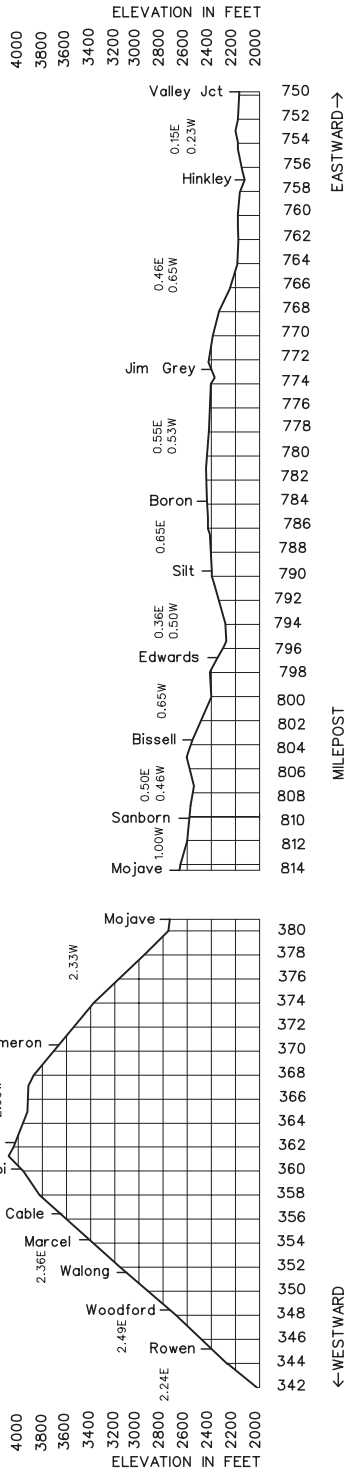
Line Segment Limits

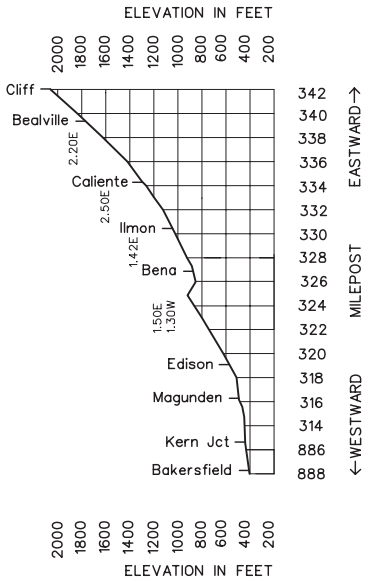
7200 ..... Valley Jct. to Mojave
8107 ..... Mojave to Kern Jct. (UP Railroad)
7200 ..... Kern Jct. to MP887.7

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
P.C. Borax Co. Spur	784.7	3.5 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	Both

10. Grade Charts





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Needles Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adj. Sub: Seligman, Southwest Division									
		19800	578.4	NEEDLES	BCPT X(2)	3MT CTC		1.8	
			580.2	WEST NEEDLES	X(2)			12.1	
		19790	592.3	IBIS	X(2)			9.2	
		19780	601.5	HOMER				7.7	
	12,527(M1)	19775	609.2	EAST GOFFS	X			2.4	
			611.6	WEST GOFFS	X			11.0	
		19770	622.6	FENNER	X(2)			3.6	
		19765	626.2	ESSEX				8.6	
		19760	634.7	EAST DANBY	X			2.2	
			636.9	WEST DANBY	X			10.3	
		19295	647.2	EAST CADIZ	X			1.8	
			649.0	WEST CADIZ Adj. RR: ARZC, MP 647.8	JTX			9.4	
		19290	658.4	SALTUS				1.6	
	9,359(M1)	19285	660.0	EAST AMBOY	X			1.8	
			661.8	WEST AMBOY	X	2MT CTC		7.5	
		19280	669.3	BAGDAD				5.3	
		19275	674.6	EAST SIBERIA	X		7200	2.0	
		19275	676.6	WEST SIBERIA	X			9.7	
	8,066(M1)	19265	686.3	EAST ASH HILL	TX			1.9	
			688.2	WEST ASH HILL	X			5.2	
		19260	693.4	LUDLOW	X(2)			11.8	
			705.2	EAST PISGAH	X			2.1	
			707.3	WEST PISGAH	X			5.5	
		19245	712.8	HECTOR				11.5	
			724.3	TROY	X(2)			1.4	
	6,500(M1)	19240	725.7	EAST NEWBERRY	X			1.5	
			727.2	WEST NEWBERRY	X			4.0	
			731.2	MINNEOLA	X(2)			6.1	
		19215	737.3	DAGGETT	X(2)			M1-2.3 M2,3-6.3	
			739.6	WEST DAGGETT (Main 1)		3MT CTC		4.0	
			743.6	EAST BARSTOW	X(2)			2.3	
		19000	745.8	BARSTOW	BCPT			167.8	
Adj. Sub: Cajon Information for Barstow is found in the Cajon subdivision timetable									

Radio Call-In		
Radio Channel 55 in service MP 578.4 to Minneola		
East Needles	Needles	Goffs
Cadiz	Ludlow	Daggett (*Flash II*)
Radio Channel 65 in service Minneola to Barstow		
Jewell (*Flash II*)		
Radio Channel 32 in service at Barstow Yard		
Emergency 9		
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5		

Dispatcher Information

WBCS East Needles to but not including Minneola
0700 - 1500 PT—(909) 386-4212, Fax (909) 386-4242
1500 - 0700 PT—(909) 386-4213, Fax (909) 386-4243
Minneola to Barstow—(909) 386-4213, Fax (909) 386-4243

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Main 1		
MP 578.4 to MP 609.1, including trains 100 TOB and over	79 MPH.	55 MPH.
MP 609.1 to MP 669.3, including trains 100 TOB and over	90 MPH.	55 MPH.
MP 669.3 to MP 706.6, including trains 100 TOB and over	79 MPH.	55 MPH.
MP 706.6 to MP 737.3, including trains 100 TOB and over	90 MPH.	55 MPH.
MP 737.3 to MP 745.8, including trains 100 TOB and over	79 MPH.	55 MPH.
Main 2		
MP 745.8 to MP 737.3, including trains 100 TOB and over	79 MPH.	55 MPH.
MP 737.3 to MP 706.6, including trains 100 TOB and over	90 MPH.	55 MPH.
MP 706.6 to MP 685.8, including trains 100 TOB and over	79 MPH.	55 MPH.
MP 685.8 to MP 671.4	79 MPH.	45 MPH.
MP 671.4 to MP 669.3, including trains 100 TOB and over	79 MPH.	55 MPH.
MP 669.3 to MP 646.1, including trains 100 TOB and over	90 MPH.	55 MPH.
MP 646.1 to MP 578.4, including trains 100 TOB and over	79 MPH.	55 MPH.
Main 3		
MP 578.4 to MP 580.2, including trains 100 TOB and over	79 MPH.	55 MPH.
MP 737.4 to MP 745.8 , including trains 100 TOB and over	79 MPH.	55 MPH.

Unless otherwise restricted, the maximum speed for freight trains is 70 MPH (except MP 685.8 to MP 671.4) provided:

1. Train does not contain empty car(s). Refer to SSI, 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exceptions:
   a) Trains consisting entirely of intermodal equipment (all equipment listed under BNSF Timetable, System Special Instruction 1C), including equipment designed to carry automobiles/trucks (auto racks), must not average more than 90 tons per operative brake.
   b) Trains consisting entirely of double stack equipment (car kind codes beginning QU, QK, QV, QW, QT, QX, QY) must not average more than 105 tons per operative brake. In addition, the intermodal trains described above may also handle as many as 15 refrigerated box cars identified as “Super Reefers” – BNSF 793810 thru BNSF 794112 - provided train does not exceed TOB limits specified above.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

Exceptions:

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).

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

1(B). Speed—Permanent Restrictions

Main 1		
MP 578.4 to MP 579.4	50 MPH.	40 MPH.
MP 579.4 to MP 582.7	45 MPH.	40 MPH.
MP 582.7 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 593.3	65 MPH.	55 MPH.

	Passenger	Freight
MP 593.3 to MP 593.8		
Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 593.8 to MP 599.1	65 MPH.	55 MPH.
MP 671.5 to MP 678.1	60 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 745.8	50 MPH.	50 MPH.
Main 2		
MP 745.8 to MP 745.0	50 MPH.	50 MPH.
MP 711.6 to MP 710.6	80 MPH.	
MP 710.6 to MP 707.8	70 MPH.	65 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 609.2 to MP 608.3	70 MPH.	
MP 601.5 to MP 597.7	70 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 582.3	55 MPH.	50 MPH.
MP 582.3 to MP 580.2	60 MPH.	50 MPH.
MP 580.2 to MP 579.4	45 MPH.	40 MPH.
MP 579.4 to MP 578.4	50 MPH.	40 MPH.
Main 3		
MP 580.2 to MP 578.4	60 MPH.	50 MPH.
MP 745.0 to MP 745.8	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.

	Passenger	Freight
Needles, turnout, Yard 1 to MT 1	20 MPH.	20MPH.
MP 578.4 Needles, crossovers	40 MPH.	40 MPH.
West Needles, turnout MT 1 to MT 1	45 MPH.	40 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	25 MPH.	25 MPH.
West Goffs, crossover	50 MPH.	50 MPH.
turnout WE Main 1 siding	25 MPH.	25 MPH.
Fenner, 2 crossovers	50 MPH.	50 MPH.
East Danby, crossover	50 MPH.	50 MPH.
West Danby, crossover	50 MPH.	50 MPH.
East Cadiz, crossover	50 MPH.	50 MPH.
West Cadiz, crossover	50 MPH.	50 MPH.
East Amboy, crossover	50 MPH.	50 MPH.
East Amboy, turnout EE Main 1 siding	25 MPH.	25 MPH.
West Amboy, crossover	50 MPH.	50 MPH.
West Amboy, turnout WE Main 1 siding	25 MPH.	25 MPH.
East Siberia crossover	50 MPH.	50 MPH.
West Siberia crossover	50 MPH.	50 MPH.
East Ash Hill, crossover	50 MPH.	50 MPH.
East Ash Hill, turnout to EE Main 1 siding	25 MPH.	25 MPH.
West Ash Hill, siding Main 1	25 MPH.	25 MPH.
West Ash Hill, crossover	50 MPH.	50 MPH.
Ludlow, crossovers	50 MPH.	50 MPH.
East Pisgah, crossover	50 MPH.	50 MPH.
West Pisgah, crossover	50 MPH.	50 MPH.
Troy, 2 crossovers	50 MPH.	50 MPH.
East Newberry, turnout EE Main 1 siding	10 MPH.	10 MPH.
West Newberry, turnout WE Main 1 siding	10 MPH.	10 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.
MP 737.4, turnout Main 2 to Main 3	50 MPH.	50 MPH.
West Daggett, turnout,		
West Daggett, Main 1 to UP No. 1 Track	40 MPH.	40 MPH.
MP 743.6, East Barstow, 4 crossovers	50 MPH.	50 MPH.
MP 743.8, East Barstow, auxiliary yard entry	10 MPH.	10 MPH.

1(D). Speed—Other

Needles, Yard Track 1	20 MPH.	20 MPH.
Bridge 694.7, cars heavier than 143 tons	25 MPH.	25 MPH.
Trains U-VVCPHX and U-SBDPHX:		
Between MP 686.0 and MP 677.0	20 MPH.	20 MPH.

Temperature Restrictions

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.

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. Temperature degrees are shown in Fahrenheit.

MP 578.4 to MP 650.5:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to100 TOB	Freight Trains over 100 TOB
Exceeds 115 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 120 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 125 degrees	50 MPH	No Restriction	40 MPH	30 MPH

MP 650.5 to MP 745.8:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to100 TOB	Freight Trains over 100 TOB
Exceeds 110 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 115 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 120 degrees	50 MPH	No Restriction	40 MPH	30 MPH

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 578.4 to Barstow ..... 143 tons, Restriction A

Saltus—Six-axle locomotives must not operate on West Salt Spur, track 6491.

3. Type of Operation

CTC—in effect:
MP 578.4 to MP 745.8

Multiple Main Tracks—in effect:
2 MT:
MP 580.2 to MP 737.4
3 MT:
MP 578.4 to MP 580.2
MP 737.4 to MP 745.8

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 tracks between MP 189.0 and MP 190.4, under the provisions of Rule 6.28. A&C RR trains may use BNSF Main 2 auxiliary and yard tracks 6476 and 6478 at Cadiz.

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

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

Rule 6.32.2 (C)—Highway Crossing Warning Devices at MP 595.1 are Solar Powered at this location and are not equipped with a Power Off indicator. GCOR Rule 6.32.2C does not apply.

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.

Rule 9.1—Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

Aspect	Name	Indication
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.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations
MP 584.6—Exception Reporting—Recall Code 8
MP 589.6—Main 1, DED—Exception Reporting
MP 590.8—Main 2, DED—Exception Reporting
MP 594.6—Main 1, DED—Exception Reporting
MP 600.7—Exception Reporting—Recall Code 7
MP 614.9—Exception Reporting—Recall Code 7
MP 628.1—Exception Reporting—Recall Code 8
MP 644.5—Exception Reporting—Recall Code 7
MP 654.0—Exception Reporting—Recall Code 8
MP 665.2—Exception Reporting—Recall Code 7
MP 670.0—DED—Exception Reporting
MP 674.5—DED—Exception Reporting
MP 679.3—Main 2, DED—Exception Reporting
MP 680.0—Main 1, DED—Exception Reporting
MP 683.6—Exception Reporting—Recall Code 7
MP 691.8—Exception Reporting—Recall Code 8
MP 696.4—DED—Exception Reporting
MP 702.7—DED—Exception Reporting
MP 709.2—DED—Exception Reporting
MP 711.1—Exception Reporting—Recall Code 7
MP 732.9—Exception Reporting—Recall Code 8
MP 739.7—Exception Reporting—Recall Code 7

C. Other detectors
At High Water Detectors listed below be governed by SSI Item 8 (I) when a Flashing Red Aspect is displayed.
MP 587.9—High Water
Signal Main 1—5861
Signal Main 1—5892
Signal Main 2—5863
Signal Main 2—5894
MP 642.9—High Water
Signal Main 1—6411
Signal Main 1—6442
Signal Main 2—6413
Signal Main 2—6444

6. FRA Excepted Track—None

7. Special Conditions

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

Conditions for Handling Low Battery Messages—Westward freight trains operating on the Needles Subdivision must verify that there are no ETD messages indicating “Low Battery” displayed on the head end device before arriving Barstow. If any of these messages are received prior to arriving, Barstow Mechanical must be notified. If it becomes necessary to change a battery enroute, this fact MUST be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record can be maintained.

NOTE: Some classes of locomotives will display an “EOT BATT” box on the locomotive engineer’s control screen. If this box is illuminated in YELLOW with Black letters, this indicates “Low Battery”. If EOT battery is OK, box is not shown.

Switches—All safety hub (flop-over) switches on the Needles Subdivision are considered “rigid” and must not be run through.

Train Crew Motor Vehicle License— California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Newberry	RHEOX	7279	structure

Long/Short Mile Locations—
MT 2, MP 594.0 to MP 595.0 is 594 feet.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Needles Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 592.4 to MP 592.8, Main 1

8. Line Segments

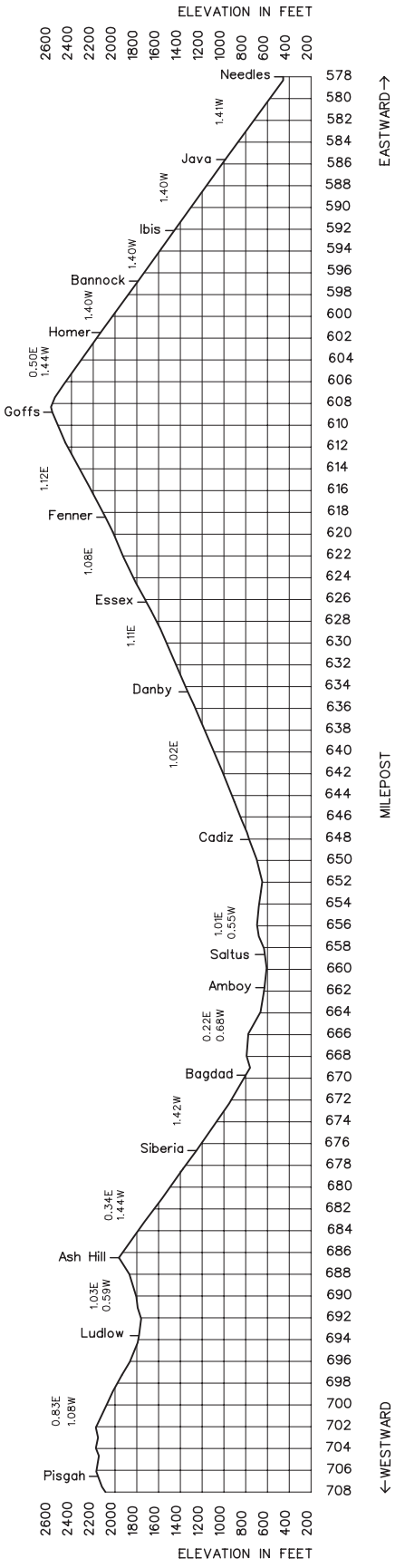
Road Line Segments

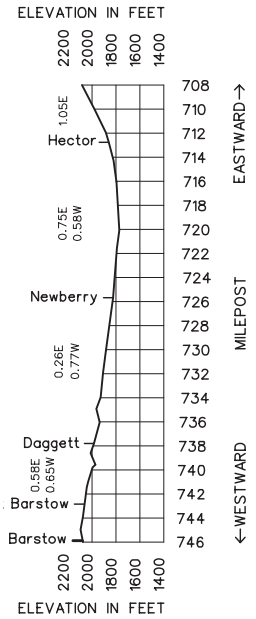
Line Segment	Limits
7200	MP 578.4 to MP 745.8

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
Klinefelter (Main 1 & 2)	589.1	917	West
Ibis (Main 1)	592.3	1,621	West
Bannock (Main 1)	597.4	957	East
Bannock (Main 2)	597.4	1,102	East
Homer (Main 1)	601.5	6,710	Both
Homer (Main 2)	602.5	1,345	West
Goffs (Main 2)	607.5	6,610	East
Goffs (Off Siding)	609.3	950	Both
Set out tracks Old Fenner (Main 1)	618.7	682	West
Set out tracks Old Fenner (Main 2)	618.7	790	West
Essex (Main 1)	626.2	1,500	East
Essex (Main 2)	626.2	5,203	Both
Danby (Main 1)	634.7	672	Both
Danby (Main 2)	634.7	5,520	Both
Cadiz (Main 1)	648.1	9,384	Both
Cadiz (Main 2)	648.5	9,188	Both
Saltus (Main 1)	658.4	800	West
Saltus (Main 2)	658.4	2,480	Both
West Amboy (Main 2)	661.8	4,687	Both
Bagdad (Main 2)	669.3	4,961	Both
Bagdad (Main 1)	669.9	2,040	Both
East Siberia (Main 1)	674.6	4,598	Both
Siberia (Main 2)	677.2	747	West
West Ash Hill (Main 2)	688.2	7,392	Both
Ludlow (Main 2)	693.6	2,460	Both
Ludlow (Main 1)	693.7	900	West
East Pisgah (Main 1)	705.4	5,700	Both
West Pisgah (Main 2)	707.3	9,592	Both
Hector (Main 2)	712.8	750	Both
Hector (Main 1)	713.3	500	West
Newberry (Main 2)	727.5	5,363	Both
Coolwater (Main 1)	736.2	750	West
Daggett (Main 2)	738.0	750	East
Nebo (Main 2)	741.6	5,488	Both

10. Grade Charts




ELEVATION IN FEET
2200
2000
1800
1600
1400
708
710
712
714
716
718
720
722
724
726
728
730
732
734
736
738
740
742
744
746
EASTWARD→
MILEPOST
←WESTWARD
1.05E
Hector
0.75E
0.58W
Newberry
0.26E
0.77W
Daggett
0.58E
0.65W
Barstow
Barstow
2200
2000
1800
1600
1400
ELEVATION IN FEET

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
				Adj. Sub: Cajon					
		19100	0.0X	SAN BERNARDINO	BCJMPT X(2)	3MT CTC	7602	1.1	
			1.1X	EAST B YARD	X(2)			1.2	
		19140	2.2	RANA	X(2)			0.7	
			2.9	GONZALES Adj. RR: UP, MP 2.9	JX			0.3	
		25045	3.2	COLTON (UP RRX)	M	2MT CTC		1.0	
			4.2	WEST COLTON Adj. RR: UP, MP 4.3	JX			1.9	
		25065	6.1	HIGHGROVE	X	3MT CTC		M1-3.8 M2-4.5 M3-3.7	
		25200	9.8	RIVERSIDE (Main 3)				0.8	
			9.9	TENTH STREET (Main 1)				0.7	
			10.6	WEST RIVERSIDE Adj. RR: UP, MP 10.6	JX(2)			3.4	
		25210	14.0	CASA BLANCA		2MT CTC		1.1	
			15.1	ARLINGTON	X(2)			3.4	
			18.5	LA SIERRA				2.9	
		25250	21.4	MAY	X(2)			1.4	
9,618		25255	22.8	PORPHYRY				1.3	
		25260	24.1	NORTH MAIN CORONA				3.1	
			27.2	WEST CORONA				2.2	
		25265	29.4	PRADO DAM	X(2)	3MT CTC		6.4	
		25270	35.8	ESPERANZA	X(2)	2MT CTC		4.8	
		25274	40.6	ATWOOD Adj. Sub: San Diego, MP 40.6	JX(2)			4.9	
		23200	45.5 165.5	FULLERTON JCT. Adj. Sub: San Diego, MP 165.4	BCJP X(2)	3MT CTC	7600	M1-5.2 M2,3-2.5	
		23160	163.0	BASTA (Main 2, 3)	X(2)			2.7	
		23148	160.3	BUENA PARK	X(2)			M1-1.6 M2-2.6	
			158.7	VALLEY VIEW (Main 1)		2MT CTC		1.0	
		21340	157.7	LA MIRADA	TX(2)			1.6	
4,150(M1) 3,432(M2)			156.1	NORWALK				1.1	
			155.0	SANTA FE SPRINGS	X(2)			2.0	
		23120	153.0	LOS NIETOS (UP RRX)	M			0.9	
		23110	152.1	DT JCT. (UP RRX)	MX(2)			M1-1.2 M2,3-1.0	
			151.1	SERAPIS (Main 2&3)				0.2	
		23100	150.9	PICO RIVERA	BCPT	3MT CTC	7600	1.1	
		23039	149.8	BANDINI	X(2)			1.3	
			148.5	COMMERCE	X(2)			1.2	
			147.3	EASTERN AVE.	X(2)			1.3	
			146.0	EAST HOBART	X(2)			0.9	
		23000	145.1	HOBART	X(2)			0.4	
			144.7	WEST HOBART	X(2)			0.2	
			144.5	SAN PEDRO JCT. Adj. RR: UP, MP 144.5	CJMX	4MT CTC		0.1	
			144.4	SOTO Adj. RR: SCRRA, MP 144.0	X(2)			1.0	
		23550	143.4	HARBOR JCT. Adj. Sub: Harbor, MP 143.4	J	2MT CTC		0.3	
			143.2	CP EAST REDONDO	J			68.0	
				Adj. Sub: Alameda Corridor					

X mileposts from MP 0.0X to MP 1.73X. MP 1.73X=MP 1.64

Dispatcher Information

San Bernardino to and including West Riverside—(909) 386-4214, Fax (909) 386-4294

West Riverside to Harbor Jct—(909) 386-4215, Fax (909) 386-4245

Radio Call-In		
Radio Channel 72 in service MP 0.0X to West Riverside		
San Bernardino	Riverside	
Radio Channel 36 in service West Riverside to East Redondo		
Casa Blanca	Corona	Fullerton
Pico Rivera	Hobart	
Radio Channel 32 and 72 in service at Hobart Yard *No Call-in Available*		
Emergency 9		
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5		

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0X to MP 45.5	60 MPH.	50 MPH.
MP 165.5 to MP 144.5	79 MPH.	50 MPH.
MP 144.5 to MP 143.1, MT 1 and MT 2	40 MPH.	40 MPH.
MP 144.5 to MP 144.0, MT 3 and MT 4	65 MPH.	40 MPH.

1(B). Speed—Permanent Restrictions

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 9.3 to MP 9.6	55 MPH.	
MP 11.8 to MP 12.5	45 MPH.	40 MPH.
MP 15.4 to MP 16.7	55 MPH.	
MP 31.4 to MP 31.6	55 MPH.	
MP 32.8 to MP 34.4	50 MPH.	
MP 34.4 to MP 35.1	50 MPH.	45 MPH.
MP 36.1 to MP 36.4, Main 2	55 MPH.	
MP 42.7 to MP 43.6 (HER)	50 MPH.	
MP 45.2 to MP 45.5	50 MPH.	
MP 45.4 to MP 165.4, Main 2	60 MPH.	40 MPH.
MP 165.5 to MP 165.3	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.	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 144.5 to MP 145.0, Mains 1, 2, and 3	40 MPH.	40 MPH.
MP 144.5 to MP 144.8, Main 4	40 MPH.	40 MPH.
MP 144.5, RRX	40 MPH.	40 MPH.
MP 143.5 to MP 143.1, Main 1 and 2	25 MPH.	25 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 0.3X, 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 1.1X, East B crossovers Yard Lead to Main 1	15 MPH.
MP 1.1X, East B crossovers Main 1 to Main 2	30 MPH.
MP 2.2 Rana, turnout to B Yard Lead	15 MPH.

(Westward trains departing San Bernardino at Rana (B Yard Lead) may increase their speed to 15 MPH once the head end has passed the signal at Rana.)

MP 2.2 Rana, 4 crossovers	30 MPH.
MP 2.2 Rana, turnout to Main 4	30 MPH.
MP 2.2 Rana, turnout from Main 3 to Auto Facility Lead	15 MPH.
MP 2.9 Gonzales, turnouts Main 1 to Main 1	30 MPH.
MP 2.9 Gonzales, turnouts Main 1 to UP Connection Track	10 MPH.
MP 3.3 Colton, EE Main 2 siding	10 MPH.
MP 4.2 West Colton, WE Main 2 siding, UP Connecting Track	25 MPH.
MP 4.3 West Colton, 2 crossovers	50 MPH.
MP 6.1 Highgrove, crossover and turnout to Main 1	50 MPH.
MP 6.4, turnout Main 2 to San Jacinto Ind. Spur	20 MPH.
MP 9.9 Tenth Street, turnout Main 1 to Metrolink Station	40 MPH.
MP 9.8 Riverside, Main 3 to Metrolink Station	30 MPH.
MP 10.3, Main 3 to Metrolink Station	30 MPH.

Freight

MP 10.4, West Riverside, 2 crossovers and turnout Main 1 to UPRR and turnout Main 2 to Main 3.....40 MPH.
MP 10.4 West Riverside, crossover to Metrolink lead .....30 MPH.
MP 15.1 Arlington, 2 crossovers .....50 MPH.
MP 21.4 May, 2 crossovers.....50 MPH.
MP 22.4/MP 24.6, Porphyry EE and WE Siding .....15 MPH.
MP 29.5 Prado Dam, 2 crossovers and turnout to Main 1 .....50 MPH.
MP 35.9 Esperanza, 2 crossovers and turnout to Main 1 .....50 MPH.
MP 36.0, crossover Esperanza Storage Track .....15 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 Main 2 to Main 3.....40 MPH.
MP 163.2 Basta, 2 crossovers .....50 MPH.
MP 163.2 Basta, turnout Main 3 to Industry.....20 MPH.
MP 160.3 Buena Park, 6 crossovers .....50 MPH.
MP 160.3, turnout Main 3 to yard.....10 MPH.
MP 158.7, Valley View, turnout to Main 1.....50 MPH.
MP 157.7 La Mirada, 2 crossovers .....50 MPH.
MP 157.7, La Mirada turnout to Main 1.....10 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE Main 1 siding .....40 MPH.
MP 156.5/MP 155.8 Norwalk, EE and WE Main 2 siding .....25 MPH.
MP 155.0 Santa Fe Springs, 2 crossovers .....50 MPH.
MP 152.1, D.T. Jct., 2 crossovers .....50 MPH.
MP 151.1, WWD Main 2 to Main 3.....50 MPH.
MP 149.8, Bandini, 6 crossovers .....50 MPH.
MP 149.8, turnout Main 3 to Coca Cola Lead.....10 MPH.
MP 149.7, turnout Main 3 to Ford Lead .....10 MPH.
MP 149.5, turnout Main 1 to North Vail Lead .....10 MPH.
MP 148.5, Main 3 to Auto Facility Lead .....10 MPH.
MP 148.5, crossover industry lead to Main 1.....10 MPH.
MP 148.5, crossover 2 crossovers.....50 MPH.
MP 147.6, WB Main 2 to Main 3 .....50 MPH.
MP 147.3 Eastern Ave., 5 crossovers.....40 MPH.
MP 147.3 Eastern Ave., crossover between Main 1 and outbound lead and Main 1 to setout track .....15 MPH.
(Eastward trains departing Hobart may increase their speed to 15 MPH. once the head end has passed the signal at Eastern.)
MP 146.1 East Hobart, Main Track crossovers.....30 MPH.
MP 146.1 East Hobart, crossover Main 1 to setout track.....30 MPH.
MP 145.2, set out track to Main 1 crossover.....10 MPH.
MP 145.1, Hobart, 2 crossovers .....50 MPH.
MP 145.1, west end setout track to Main 1 turnout.....15 MPH.
MP 144.8, West Hobart Main 3 to Main 4 turnout.....40 MPH.
MP 144.7, West Hobart, Downey Lead to Main 1 crossover .....10 MPH.
MP 144.6, San Pedro Jct., turnout Main 4 to UPRR San Pedro Sub.....10 MPH.
MP 144.6, Main 1 to Main 2 crossover .....10 MPH.
MP 144.5, San Pedro Jct., Downey Lead to Main 1 crossover....10 MPH.
MP 144.5, San Pedro Jct., crossover Main 1 to Main 2.....30 MPH.
MP 144.4, Soto, 7 crossovers.....40 MPH.
MP 143.9, West turnout Downey Lead .....25 MPH.
MP 143.4, Harbor Jct., turnout.....15 MPH.

1(D). Speed—Other

San Bernardino Diesel Service Tracks 130, 131, 132, 133, 134 . 5 MPH.
MP 0.0 to MP 3.6, San Jacinto Industrial Spur .....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.
Porphry, 3M Spur.....10 MPH.
Downey Lead, San Pedro to Soto.....25 MPH.
Hobart to Commerce Diesel, on the Industry Lead and setout track, lite engines when controlled from the engine nearest the direction of movement.....15 MPH.
San Pedro Jct., junction wye ..... 5 MPH.
Loaded Slab Trains.....45 MPH.

Temperature Restrictions

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 the movement is preceded by the track supervisor; then the train can proceed at 10 MPH.

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.

From MP 0.0X to MP 143.1

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to100 TOB	Freight Trains over 100 TOB
Exceeds 100 degrees	No Restriction	No Restriction	55 MPH	45 MPH
Exceeds 105 degrees	70 MPH	No Restriction	50 MPH	40 MPH
Exceeds 110 degrees	50 MPH	No Restriction	40 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.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

San Bernardino to CP East Redondo.....143 tons, Restriction B
Highgrove to San Jacinto ..... 143 tons, Restriction D

3. Type of Operation

CTC—in effect:
MP 0.0X to MP 143.1
MP 0.0X to MP 143.8, Main 1
MP 144.5 to MP 144.4 (Downey Lead)
MP 144.7 to MP 144.9 (Downey Lead)

Multiple Main Tracks—in effect:
2 MT:
MP 3.0 to MP 6.1
MP 10.6 to MP 29.4
MP 35.8 to MP 45.5
MP 158.7 to MP 151.0
MP 144.4 to MP 143.1
3 MT:
MP 0.0X to MP 3.0
MP 6.1 to MP 10.6
MP 29.4 to MP 35.8
MP 45.5 to MP 158.7
MP 151.0 to MP 144.7
4 MT:
MP 144.7 to MP 144.4

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 general notices remain in effect unless specific instructions to the contrary are issued by Metrolink.

Rule 1.47—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 5.8.2—Sound the whistle approaching all crossings, public and private.

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Anaheim	MP 39.00	Kellogg Drive
Placentia	MP 39.02	Lakeview Ave
	MP 40.44	Richfield Rd
	MP 40.69	Van Buren St
	MP 41.02	Jefferson St
Anaheim	MP 41.43	Tustin Ave (Rose Dr)
	MP 41.69	Orangethorpe Ave
	MP 42.49	Kraemer Blvd

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

Rule 6.26— Between the EBCS CP 29 and the WBCS Colton, the north track is main track 1. Between the EBCS Rana and the WBCS Colton, the south track is main track 3. There is no main track 2 between the EBCS CP 29 and the WBCS Colton.

Rule 6.28—From Highgrove, MP 0.0, to San Jacinto, MP 38.3, is the 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.

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—At San Bernardino, the A1 switch in the A-yard adjacent to MT 1 at MP 0.41 on the San Bernardino Subdivision is a dual control switch but does not have a signal governing movement over it. When instructed or permitted to hand-operate this dual control switch only, and not in conjunction with the MT 1 dual control switch, movement may proceed to the switch without authority to pass a stop indication, as none will govern. Eastward movements attempting to depart the A1 lead through the San Bernardino control point must not foul the A1 switch until signal indication is received, or the Cajon Subdivision Dispatcher authorizes movement past the stop indication (with instruction to hand operate the switch(es) if needed.)

Rule 9.13.1—When permitted or instructed to hand-operate the A1 dual control switch, be governed by the instructions found in the plastic tube mounted directly on the switch labeled "INSTRUCTIONS".

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.

ABTH Rule 101.14—In the application of Air Brake and Train Handling Rule 101.14, 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."

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures:
MP 144.45—Recall Code 8

B. Other TWD locations
MP 6.0—DED—Exception Reporting—Recall Code 8
MP 22.4—DED—Exception Reporting
MP 26.4—DED—Exception Reporting
MP 32.0—DED—Exception Reporting—Recall Code 8
MP 38.3—DED—Exception Reporting
MP 42.5—DED—Exception Reporting
MP 154.3—Exception Reporting—Recall Code 8

C. Other detectors
MP 4.6—High Water
EWD controlled signals Highgrove
WWD controlled signals W. Colton

6. FRA Excepted Track

San Jacinto Industrial Spur, all tracks MP 13.0 to MP 38.3.

7. Special Conditions

San Bernardino—BNSF crew must get permission from the San Gabriel Subdivision dispatcher to operate through Metrolink Yard Limits at Berdoo.

Trains departing CP Kaiser—Trains departing CP Kaiser to San Bernardino B Yard must contact the assistant trainmaster (909-386-4384) for permission to enter the B Yard.

Remote Control Area—Signs located at MP 73.9 (Cajon Subdivision) and MP 3.2 (San Bernardino Subdivision), designate the Remote Control Area at San Bernardino.

Signs located at MP 0.4 (Alameda Corridor Subdivision) and MP 149.8 (San Bernardino Subdivision), designate the Remote Control Area at Hobart.

Train Crew Motor Vehicle License— California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

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 California Division. 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.

San Pedro Subdivision—BNSF trains operating on the San Pedro Subdivision (0972) between San Pedro Junction and MP 5.1 must ascertain from the UPRR Dispatcher #30 if any track bulletins are in effect within yard limits. Crews will contact the UPRR Dispatcher #30 on AAR Road Channel 14 or by telephone (909) 685-2316. Westward BNSF trains traveling to UP Colton and Eastward BNSF trains traveling from UP Colton to the BNSF should use UPRR Dispatcher #50 (909) 685-2126. If track bulletins are in effect, trains must receive copies of the bulletins before operating on the subdivision. If no track bulletins are in effect, trains may operate on verbal instructions from the dispatcher.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

San Bernardino	Metrolink Short Way	MT4	bridge (MP 0.8)
Norwalk	South Track	5897	loading platform S side
Hobart	West Bank Yd.	1802	viaduct **
	MP 142.0	1803	viaduct **
		1804	viaduct **
		1805	viaduct **
LaMirada	Kimberly Clark	6321	loading dock
	Weber Distrib.	6344	loading dock

**The movement 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 the movement originally stopped.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the San Bernardino Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

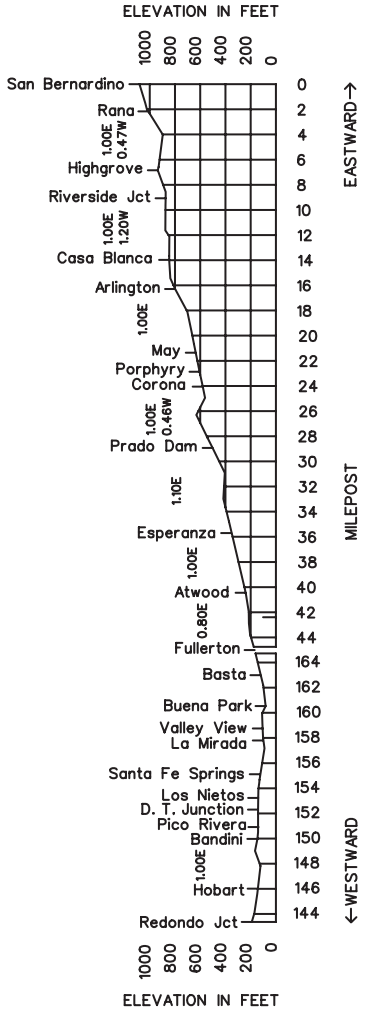
Line Segment Limits

7602 ..... MP 0.0X to Fullerton Jct.
7600 ..... Fullerton Jct. to Harbor Jct.

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
San Bernardino Subdivision			
San Jacinto Industrial Spur	6.7	38.3 miles	East
Casa Blanca	14.2	1,300	East
Arlington	15.9	2,000	West
Porphyry (3M Spur)	22.7	18,480	West
West Corona	26.8	5,812	Both
Esperanza	36.0	10,650	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 Chart



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
				End of Subdivision					
		25710	273.1	NATIONAL CITY	R			3.8	
			269.3	22ND STREET	BCPRX		**7600**	1.8	
		25700	267.5	SAN DIEGO	RTX			103.3	
		23200	165.4	FULLERTON JCT.	BCJPX			107.7	
				Adj. Sub: San Bernardino					

Radio Call-In
Radio Channel 32 in service National City to MP 267.7
San Diego
Emergency 9
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5

Dispatcher Information
National City to San Diego—(909) 386-4215, Fax (909) 386-4245
San Diego to Fullerton Jct/Atwood—(888) 446-9716,
Fax (909) 392-8709

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 273.1 to MP 267.5	10 MPH.	10 MPH.

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:
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 general notices remain in effect unless specific instructions to the contrary are issued by Metrolink or San Diego Northern Railway.

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

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Remote Control Area—Signs located at MP 267.7 and MP 273.1 designate the Remote Control Area at San Diego yard.

Train Crew Motor Vehicle License— California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

National City	Team Track	7860	loading dock
	Blue Linx	7865	loading dock
San Diego	10th Ave. Marine Term.	9872	bulk unloading tipple

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:
San Diego 9801 thru 9805

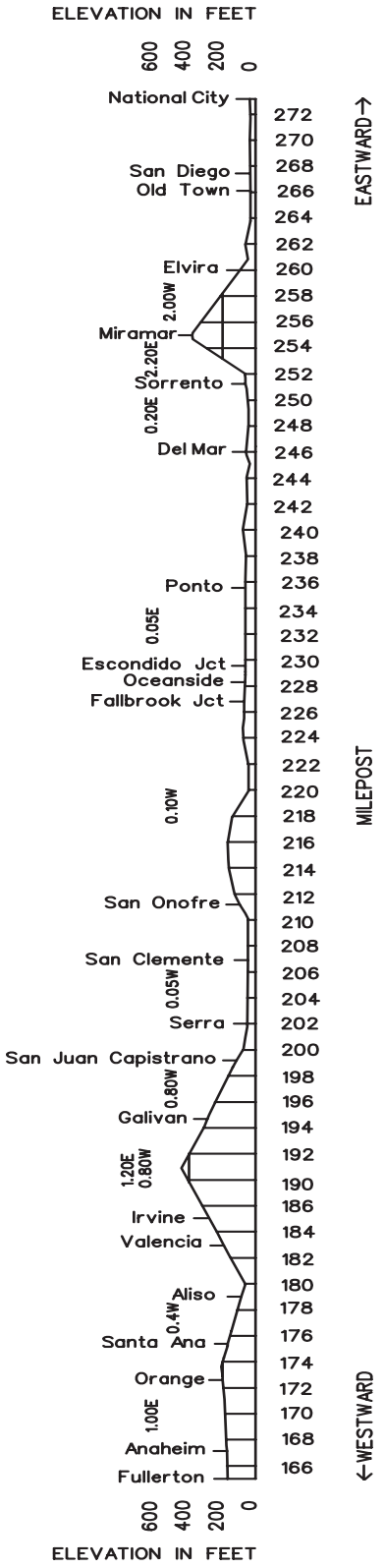
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

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. Other Location Information—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Stockton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
Adj. Sub: Bakersfield Information for Calwa is found in the Bakersfield subdivision timetable									
		16200	994.9	CALWA	BCPTX	2MT CTC		1.8	
			996.7	SJ RRX - SUNMAID CRSG.	MX(2)			1.4	
		16200	998.1	FRESNO	BC			1.6	
		16095	999.7	HAMMOND Adj. RR: SJVR, MP 999.6	J			5.3	
	8,093	16089	1005.0	FIGARDEN				6.3	
	8,950	16083	1011.3	GREGG				8.3	
	8,984	15884	1019.6	MADERA				5.8	
	9,083	15876	1025.4	KISMET				5.7	
	13,900	15872	1031.1	SHARON		CTC		10.4	
	8,978	15866	1041.5	LE GRAND				5.8	
	9,688	15862	1047.3	PLANADA				8.3	
	10,314	15780	1055.6	MERCED	X			7.3	
	8,989	15768	1062.9	FLUHR				8.8	
	8,999	15760	1071.7	BALLICO				7.9	
	8,964	15756	1079.6	DENAIR				9.6	
		15695	1089.2	MODESTO EMPIRE JCT. Adj. RR: UP, MP 1088.6	J	2MT CTC		6.4	
	7,231	15650	1095.6	RIVERBANK	JBPT	CTC		2.9	
			1098.5	EAST ESCALON				2.6	
	9,254	15640	1101.1	ESCALON	X(2)	2MT CTC		1.8	
			1102.9	WEST ESCALON				6.7	
	8,968	15630	1109.6	DUFFY				2.3	
			1111.9	EAST MARIPOSA		CTC		2.9	
			1114.8	WEST MARIPOSA	X			13	
	7,298		1116.1	WHEAT	X		7200	1.5	
			1117.6	HANSHAW	X(2)			2.1	
		15000	1119.7	MORMON	X(3)			0.8	
			1120.5	KEDDIE JCT. Adj. RR: UP, 1120.4	JX	2MT CTC		0.2	
			1120.7	UP CROSSING Adj. RR: UP, MP 1120.7	JMX(2)			0.7	
		15000	1121.4	STOCKTON	T			0.8	
			1122.2	WEST STOCKTON				4.4	
		14480	1126.6	GILLIS		CTC		2.3	
		14470	1128.9	HOLT				4.7	
		14460	1133.6	TRULL		2MT CTC		3.2	
	3,558	14440	1136.8	ORWOOD	M	CTC		2.4	
			1139.2	BIXLER				7.2	
		14390	1146.4	OAKLEY		2MT CTC		3.9	
	11,560	14349	1150.3	SANDO				1.6	
		14339	1151.9	ANTIOCH		CTC		3.9	
	10,150	14330	1155.8	PITTSBURG	BCP			8.2	
	3,600	14319	1164.0	PORT CHICAGO Adj. RR: UP, MP 1163.4	J			2.9	
	3,456	11210	1166.9	MALTBY				9.1	
	4,207	11240	1176.0	CHRISTIE				3.1	
	5,184	11250	1179.1	COLLIER		TWC ABS		3.5	
	5,310	11270	1182.6	GATELEY				1.9	
	2,230	11275	1184.5	NORTH BAY				2.0	
	5,373	11280	1186.5	RHEEM				1.8	
		11300	1188.3	RICHMOND	BCPTY			194.1	
End of Subdivision									

Radio Call-In		
Radio Channel 55 in service MP 994.9 to MP 1008.0		
Bowles (*Calwa*)	Madera	
Radio Channel 68 in service MP 1008.0 to MP 1064.0		
Calwa	Kismet (*Madera*)	Sharon
Planada	Fluhr (*Winton*)	
Radio Channel 49 in service at Riverbank Yard *No Call-in Available*		
Radio Channel 36 in service MP 1064.0 to Bixler		
Ballico (*Winton*)	Riverbank	Mariposa
Mormon (*Stockton*)	Bixler (*Knightsen*)	
Radio Channels 55 and 84 in service at Stockton Yard *No Call-in Available*		
Radio Channel 55 and 84 in service at Pittsburg		
Radio Channel 30 in service Bixler to MP 1189.0		
Bixler (*Knightsen*)	Pittsburg	Port Chicago
Tunnel 3	Maltby (*Glen Frazer*)	Collier
Richmond		
Emergency 9		
DS = 1, Cust. Support = 3, Mechanical = 4, Detector Desk = 5		

Dispatcher Information

Calwa to and including WE Fluhr—(909) 386-4226,
Fax (909) 386-4246

WE Fluhr to Richmond—(909) 386-4227, Fax (909) 386-4237

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 994.9 to MP 1164.0, including trains 100 TOB and over	79 MPH.	55 MPH.

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

1. Train does not contain empty car(s). Refer to System Special Instructions 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and; Trains consisting entirely of double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

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

MP 1098.5 to MP 1102.9. Main 2	40 MPH.	40 MPH.
MP 1164.0 to MP 1167.3, including trains 100 TOB and over	55 MPH.	
MP 1167.3 to MP 1188.4, including trains 100 TOB and over	45 MPH.	
Freight trains on descending grades, with dynamic brakes not in use, must not exceed:		
MP 1175.0 to MP 1181.0, WWD	30 MPH.	
MP 1174.0 to MP 1167.0, EWD	30 MPH.	

1(B). Speed—Permanent Restrictions

Westward

MP 995.2 to MP 995.5	40 MPH.	40 MPH.
MP 995.5 to MP 998.1	40 MPH.	35 MPH.
MP 998.1 to MP 999.8	35 MPH.	30 MPH.

	Passenger	Freight
MP 1047.5 to MP 1047.9	75 MPH.	65 MPH.
MP 1053.7 to MP 1054.1	70 MPH.	65 MPH.
MP 1055.1 to MP 1057.0 (HER)	60 MPH.	60 MPH.
MP 1057.2 to MP 1057.7 (HER)	70 MPH.	
MP 1069.1 to MP 1070.5	70 MPH.	65 MPH.
MP 1087.9 to MP 1088.1	60 MPH.	55 MPH.
MP 1111.9 for 0.5 miles to Almond (Lead)	20 MPH.	20 MPH.
MP 1114.8 to MP 1116.1, Lead Track	20 MPH.	20 MPH
MP 1119.1 to MP 1120.6	60 MPH.	55 MPH.
MP 1120.6 to MP 1120.8	30 MPH.	30 MPH.
MP 1120.8 to MP 1121.7—Main 1	60 MPH.	55 MPH.
MP 1120.8 to MP 1122.2—Main 2	60 MPH.	55 MPH.
MP 1133.7 to MP 1133.5	50 MPH.	50 MPH.
MP 1136.2 to MP 1136.4	60 MPH.	40 MPH.
MP 1139.2 to MP 1139.8—Main 1	60 MPH.	55 MPH.
MP 1139.5 to MP 1139.8—Main 2	60 MPH.	55 MPH.
MP 1151.2 to MP 1152.1 (HER)	60 MPH.	60 MPH.
MP 1155.4 to MP 1155.7	70 MPH.	60 MPH.
MP 1161.3 to MP 1161.9	45 MPH.	45 MPH.
MP 1162.8 to MP 1163.3	65 MPH.	65 MPH.
MP 1167.3 to MP 1170.5	45 MPH.	45 MPH.
MP 1170.5 to MP 1180.9	35 MPH.	35 MPH.
MP 1180.9 to MP 1185.1	45 MPH.	45 MPH.
MP 1185.1 to MP 1185.4	35 MPH.	35 MPH.
MP 1185.4 to MP 1188.5	45 MPH.	45 MPH.
MP 1188.5 to MP 1189.0	20 MPH.	20 MPH.
Eastward		
MP 1189.0 to MP 1188.5	20 MPH.	20 MPH.
MP 1188.5 to MP 1185.4	45 MPH.	45 MPH.
MP 1185.4 to MP 1185.1	35 MPH.	35 MPH.
MP 1185.1 to MP 1180.9	45 MPH.	45 MPH.
MP 1180.9 to MP 1170.5	35 MPH.	35 MPH.
MP 1170.5 to MP 1167.3	45 MPH.	45 MPH.
MP 1163.3 to MP 1162.8	65 MPH.	65 MPH.
MP 1161.9 to MP 1161.3	45 MPH.	45 MPH.
MP 1155.7 to MP 1155.4	70 MPH.	60 MPH.
MP 1152.1 to MP 1151.2 (HER)	60 MPH.	60 MPH.
MP 1139.8 to MP 1139.2—Main 1	60 MPH.	55 MPH.
MP 1139.8 to MP 1139.2—Main 2	60 MPH.	55 MPH.
MP 1136.4 to MP 1136.2	60 MPH.	40 MPH.
MP 1133.5 to MP 1133.7	50 MPH.	50 MPH.
MP 1122.2 to MP 1120.8—Main 2	60 MPH.	55 MPH.
MP 1121.7 to MP 1120.8—Main 1	60 MPH.	55 MPH.
MP 1120.8 to MP 1120.6	30 MPH.	30 MPH.
MP 1120.6 to MP 1119.1	60 MPH.	55 MPH.
MP 1118.5 to MP 1117.9 (HER)	75 MPH.	
MP 1116.1 to MP 1114.8, Lead Track	20 MPH.	20 MPH.
MP 1111.9 for 0.5 miles to Almond (Lead)	40 MPH.	40 MPH.
MP 1088.1 to MP 1087.9	60 MPH.	55 MPH.
MP 1084.9 to MP 1084.3 (HER)	70 MPH.	
MP 1070.5 to MP 1069.1	70 MPH.	65 MPH.
MP 1058.3 to MP 1057.7 (HER)	70 MPH.	
MP 1057.0 to MP 1055.1 (HER)	60 MPH.	60 MPH.
MP 1054.1 to MP 1053.7	70 MPH.	65 MPH.
MP 1047.9 to MP 1047.5	75 MPH.	65 MPH.
MP 999.8 to MP 998.1	35 MPH.	30 MPH.
MP 998.1 to MP 995.5	40 MPH.	35 MPH.
MP 995.5 to MP 995.2	40 MPH.	40 MPH.

1(C). Speed—Switches and Turnouts

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

	Passenger	Freight
MP 996.8 Sunmaid Crossing, 2 crossovers	30 MPH.	30 MPH.
MP 996.8 Calwa, Turnout, yard lead to Main 2	15 MPH.	15 MPH.
Fresno—End of two tracks	30 MPH.	30 MPH.
Figarden—Both ends siding	40 MPH.	40 MPH.
Gregg—Both ends siding	40 MPH.	40 MPH.
Madera—Both ends siding	40 MPH.	40 MPH.
Kismet—Both ends siding	40 MPH.	40 MPH.
Sharon—Both ends siding	40 MPH.	40 MPH.
Legrand—Both ends siding	40 MPH.	40 MPH.
Planada—Both ends siding	40 MPH.	40 MPH.
Merced—EE siding	40 MPH.	40 MPH.
Merced, crossover	40 MPH.	40 MPH.
Merced—WE siding	30 MPH.	30 MPH.
Fluhr—Both ends siding	40 MPH.	40 MPH.
Ballico—Both ends siding	40 MPH.	40 MPH.
Denair—Both ends siding	40 MPH.	40 MPH.
Modesto Empire Jct.—Turnouts	60 MPH.	50 MPH.
Riverbank—Both ends siding	25 MPH.	25 MPH.
East Escalon	40 MPH.	40 MPH.
Escalon, crossovers	40 MPH.	40 MPH.
West Escalon	40 MPH.	40 MPH.
MP 1101.8, turnout to track 7992	10 MPH.	10 MPH.
Duffy—Both ends siding	40 MPH.	40 MPH.
East Mariposa, turnout	40 MPH.	40 MPH.
West Mariposa, crossover	40 MPH.	40 MPH.
Almond (Lead) Tracks		
201, 304, 305, 306 WWD	20 MPH.	20 MPH.
201, 304, 305, 306 EWD	40 MPH.	40 MPH.
Wheat	50 MPH.	50 MPH.
Hanshaw	50 MPH.	50 MPH.
Keddie Jct., all switches	10 MPH.	10 MPH.
UP Crossing, Crossovers	15 MPH.	15 MPH.
West Stockton	30 MPH.	30 MPH.
West Stockton—Crossover to Port Lead	15 MPH.	15 MPH.
Holt—MP 1128.9 End of two tracks	50 MPH.	50 MPH.
Trull—MP 1133.6 End of two tracks	50 MPH.	50 MPH.
Orwood—Both ends siding	10 MPH.	10 MPH.
Bixler—Main 1	50 MPH.	50 MPH.
Oakley—Main 1	50 MPH.	50 MPH.
Sando—EE siding	10 MPH.	10 MPH.
Sando—WE siding	10 MPH.	10 MPH.
Pittsburg—Both ends siding	50 MPH.	50 MPH.
MP 1155.8	50 MPH.	50 MPH.
Port Chicago—Both ends siding	10 MPH.	10 MPH.
Port Chicago—UP connection	50 MPH.	50 MPH.
Maltby—Both ends siding	30 MPH.	30 MPH.
Christie—Both ends siding	10 MPH.	10 MPH.
Collier—Both ends siding	10 MPH.	10 MPH.
Gateley—Both ends siding	10 MPH.	10 MPH.
Rheem—Both ends siding	10 MPH.	10 MPH.

1(D). Speed—Other

Riverbank	
East leg of wye Track 7958 over Patterson Road	5 MPH.
All locomotive cranes/pile drivers, and Jordan spreaders	10 MPH.
Stockton Intermodal Tracks—201, 203-206, 304-306	20 MPH.
Exception: Tracks 304-306 - EWD trains departing	40 MPH.
MP 1167.4, departing siding, WWD (HER)	15 MPH.
MP 1173.56 to MP 1174.62, Tunnel No. 3, car kind M3F	13 MPH.
Richmond Pacific Railroad Tracks:	
Harbor Lead - MP 0.8 to MP 2.2	5 MPH.
L.R.T. Lead - MP 1.9 to MP 2.8	5 MPH.
Cutting Lead - MP 2.4 to MP 2.7	5 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 994.9 to Richmond ..... 143 tons, Restriction B

3. Type of Operation

CTC—in effect:
MP 994.9 to MP 1163.7
MP 1111.9 to MP 1112.2, Almond, East Lead, Mariposa
MP 1114.84 to MP 1116.1, West Lead, Mariposa

Multiple Main Tracks—in effect:
2 MT:
MP 994.9 to MP 998.1
MP 1087.1 to MP 1090.8
MP 1098.6 to MP 1102.9
MP 1116.1 to MP 1122.2
MP 1129.0 to MP 1133.6
MP 1139.4 to MP 1146.4

ABS—in effect:
MP 1163.7 to MP 1188.3

TWC—in effect:
MP 1163.7 to MP 1188.3

Rule 6.13—Yard Limits
MP 1187.3 to MP 1189.0

Restricted Limits—in effect:
MP 1.0 to MP 0.0 at Riverbank

4. General Code of Operating Rules Items

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

Rule 1.47—Passenger Trains—Observe and Call Signals: When a signal requires a train to stop at or pass the next signal at Restricted Speed, the engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction and, if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 5.8.1—Ring the engine bell continuously between MP 1119.0 and MP 1119.5 on MT 2.

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

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location	Milepost	Crossing Name
Fresno	997.79	Ventura Ave.
	998.1	Tulare St.
	998.2	Ped. Gr. Xing
	998.3	Fresno St.
	998.53	Divisadero St.
	998.77	McKenzie St.
	999.02	Belmont Ave.
	999.49	Olive Ave.
	999.59	Hammond Ave.
Richmond	0.08	Richmond Pkwy.
	0.09	W. Ohio Ave.
	0.19	Richmond Pkwy.
	1184.8	Atlas Rd.
	1185.9	Giant Hwy.
	1190.3 to 1190.8	Richmond Ave. 400 Lead
	1190.4	Garrard Blvd. 300 Lead
	1190.5	Cutting Blvd.
	1190.6	Canal Blvd.
	1191.5	Marina Bay Pkwy.

Rule 5.8.2(7)—An Automated Horn System (AHS) is in service at Escalon at the following locations:

Location:	Milepost:
SR 120 (aka Yosemite)	1101.88
McHenry (aka Escalon Ave)	1101.71
1st Street	1101.51
St. Johns Rd	1100.98

The AHS is activated by the approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the AHS will automatically sound the horn at the crossing. To confirm AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2 (7) is no longer required.

The train horn must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or an equivalent system, indicates that the system is not operating as intended.

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

Rule 8.9—Both ends of the sidings at Maltby, Christie, Collier, Gateley and Rheem have spring switches.

Rule 9.1—Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

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

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 9.10—is amended on the Stockton Subdivision as follows: Paragraph under the heading “Exception” is amended to read: Within ABS limits, a train having authority to enter the Main Track at a switch where there is no governing signal will:

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

Rule 9.21—On sidings with overlap circuits at Maltby, Christie, Collier, Gateley and Rheem, when authorized to leave the siding, the train must occupy the overlap section for a minimum of 30 seconds before proceeding past the leave siding signal.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 1130.9—DED—WWD only—Recall Code 8
MP 1139.4—DED—EWD only (Transmits on both channels 30 and 36)—Recall Code 8
MP 1144.5—Recall Code 8
Protects Bridge MP 1136.5 and Tunnel MP 1170.2
MP 1180.5—EWD only—Protects Tunnel MP 1175.4

B. Other TWD locations
MP 1010.0—Exception Reporting—Recall Code 8
MP 1029.3—Exception Reporting—Recall Code 8
MP 1051.1—Exception Reporting—Recall Code 8
MP 1076.2—Exception Reporting—Recall Code 8
MP 1097.5—Exception Reporting—Recall Code 8
MP 1123.0—Exception Reporting—Recall Code 8
MP 1127.4—DED, Exception Reporting
MP 1130.9—DED—EWD only
MP 1134.6—DED, Exception Reporting
MP 1139.4—DED—WWD only
MP 1148.2—DED, Exception Reporting
MP 1153.3—DED, Exception Reporting
MP 1168.9—Exception Reporting—Recall Code 8
MP 1180.5—WWD only

C. Other detectors
MP 1171.3, 1171.5—Slide Detector
MP 1170.1 & EWD, rotating red light MP 1171.5

6. FRA Excepted Track—None

7. Special Conditions

Fluhr—GCOR Rule 6.32.2 applies at the Santa Fe Way crossing on track 7868 at MP 1062.59.

Stockton—Trains operating to the central corridor on the Union Pacific via Roseville may not contain loaded doublestack cars, regardless of their height. All train lists must be reviewed to ensure none are entrained.

Orwood—Excess dimension cars must not operate through the siding.

Pittsburg—The west end of track 0611 must be left lined for track 0611. NOTE: Failure to do so will cause a track light on the Pittsburg siding.

Movement from Richmond Yard to Stege Wye—The Richmond Pacific Railroad will use the tracks between Stege Wye and BK Junction. BNSF RR trains or engines may use the tracks between Stege Wye and 23rd Street Yard after contacting the UPRR West Oakland Yard via radio on Road Channel 46 and the Richmond Pacific railroad via radio on Road Channel 55. If contact with the Richmond Pacific Railroad cannot be made, BNSF RR crews may proceed using GCOR Rule 6.28, Movement on Other than Main Track. Richmond Pacific Railroad crews must contact the ATM/TM at Richmond Yard on Road Channel 36 before entering or occupying the Siberia Lead between Siberia Junction and BK Junction.

Remote Control Area—Signs located at MP 993.0 (Bakersfield Subdivision) and MP 998.1 (Stockton Subdivision), designate the Remote Control Area at Fresno.

Signs located at MP 1116.1 and MP 1121.0, (Stockton Subdivision) designate the Remote Control Area at Mormon.

The Remote Control Area at Oakland is MP 2.2 on the Martinez Subdivision to the end of the main switching lead at the west end of the OIG Yard, and includes all tracks between these two points.

The Remote Control Area at Richmond is MP 1187.3 (Stockton Subdivision) to MP 9.4 (Martinez Subdivision) and includes all tracks between these two points.

Remote Control Zone (RCZ)—
Stockton RCZ—Between the derail on the East Long Lead (track 113) to the clearance point on the east end of 132 and east of the east switch 149 track (locations marked by signs and on the lead only) the East Long Lead has been designated an RCZ at Mormon Yard in Stockton.

Richmond (OIG) RCZs—Two RCZs are established at the east end of Richmond Yard; the “Working Zone” located on the “Working Lead” and the “City Zone” located on the “City Lead”.

The “Working Zone” extends from the 9119 switch to a point 450 feet west of the clearance point of the “Top of the Hill” Switch. RCZ signs are posted at both ends of the “Working RCZ”. The “Working Zone” is approximately 3,461 feet in length.

The “City Zone” extends from the solar switch that divides Tracks 9 and 10 to a point 450 feet west of the clearance point of the “Top of the Hill” Switch. RCZ signs are posted at both ends of the “City RCZ”. The “City Zone” is approximately 2,871 feet in length.

Oakland International Gateway (OIG) RCZ—There will be one RCZ established at the west end of OIG. This zone will encompass all tracks within the limits of that zone.

The RCZ at OIG extends from the west side of Maritime Crossing to a point approximately 295 feet east of the bumper that designates the end of the main switching lead track. The RCZ is approximately 2,945 feet in length.

Stockton Activation/Deactivation Procedure—The Remote Control Operator will notify the trainmaster or assistant trainmaster when the Remote Control Zone has been activated. The Remote Control Operator will also notify the trainmaster or assistant trainmaster when the Remote Control Zone has been deactivated. Only the Remote Control Operator can activate or deactivate the Remote Control Zone.

Before the Remote Control Zone can be fouled or occupied the trainmaster or assistant trainmaster must be contacted to determine if the Remote Control Zone has been activated.

Richmond/Oakland (OIG) Activation / Deactivation Procedure—The Remote Control Operator will notify the on-duty trainmaster or the on-duty coordinator when the Remote Control Zone has been activated or deactivated. Only the Remote Control Operator can activate or deactivate the Remote Control Zone.

Before entering any Remote Control Zone (RCZ) from any location, including auxiliary tracks or crossovers, crews must contact the RCO Crew, the Richmond On-Duty Trainmaster, or the On-Duty Coordinator to determine if an RCZ is activated. If an RCZ is not activated, the crew may proceed through RCZ unless otherwise restricted.

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

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

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

Train Crew Motor Vehicle License— California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

Sidings—Orwood, Sando and Christie sidings must not be used for trains that exceed 100 TOB.

When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

Siding	Most Restrictive Grade	Ascending or Descending Movement E. Switch/Direction - W. Switch/Direction	
Figarden	.10	Descending	Descending
Gregg	.20	Ascending	Descending
Madera	.30	Ascending	Ascending
Kismet	.30	Ascending	Ascending
Sharon	.10	Descending	Descending
Legrand	.20	Ascending	Descending
Planada	.20	Ascending	Descending
Merced	.15	Ascending	Descending
Merced Crossover	.15	Ascending	Descending
Fluhr	.31	Descending	Ascending
Ballico	.30	Descending	Descending
Denair	.11	Ascending	Flat
Riverbank	.24	Descending	Descending
Escalon	.30	Ascending	Descending
Duffy	.09	Ascending	Descending
Orwood	.20	Ascending	Descending
Sando	.33	Ascending	Descending
Pittsburg	.20	Ascending	Ascending
Port Chicago	.00	Flat	Flat
Maltby	.21	Descending	Ascending
Christie	1.52	Ascending	Descending
Collier	1.00	Ascending	Descending
Gately	1.00	Descending	Descending
Rheem	1.00	Ascending	Ascending

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Trigo	MP 1014.7	7742	support structure
Planada	MP 1047.3	7785	structure
Tuttle	MP 1050.7	7826	loading dock
Merced	MP 1055.6	7845	loading dock
Merced	Quebecor	7851	structure
		7852	structure
Swanson	MP 1083.0	7920	unloading shed S side
		7921	unloading shed
	MP 1088.6	MT	syphon N & S headwall
	MP 1091.4	MT	syphon N headwall
Glen Frazer	MP 1170.0-MP 1175.0	MT	Tunnel No. 1, 2, 3
East Antioch	MP 1150.1	528	fence S side
MP 1165.8	Monsanto Chemical	1371	structures**
		1372	structures**
Richmond Yard	400 Lead	400	tunnel
Richmond Ind. Zone	Nat'l Gypsum	317	loading dock
		318	loading dock
	Kinder Morgan Ethanol	158	gate
		159	gate

**This is an overhead and side clearance issue. Cars should not be placed, nor an engine operated along side or West of these structures.

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Calwa Yard		5147 thru 5162
Tuttle	MP 1050.7	7825-7826
Merced	MP 1055.6	7844 thru 7846
Merced	Quebecor	7851 thru 7855
Fluhr	MP 1062.9	7871-7872
Hughson		7907-7909
Mormon Yard		152-153
Richmond Yard		9113 thru 9115, 9122 thru 9126, 9129 thru 9134

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Stockton Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Yard Line Segments

Line Segment Limits

7255 ..... Calwa
7256 ..... Riverbank Yard
7257 ..... Stockton Yard Limits
7258 ..... Richmond
7273 ..... Mariposa Intermodal Facility, MP 0.00 to MP 9998.0

Road Line Segments

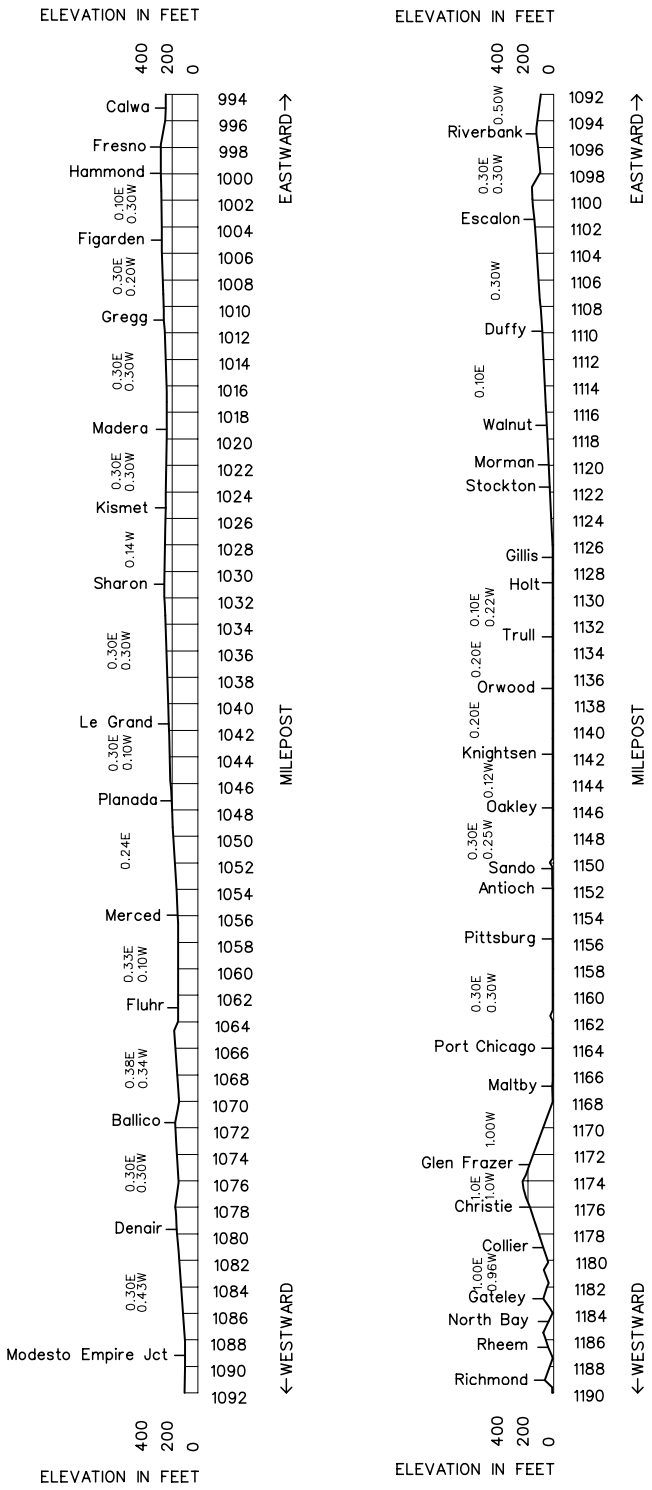
Line Segment Limits

7200 ..... Calwa to Richmond MP 994.9 to MP 1189.0

9. Other Location Information

Name	Mile Post Location	Capacity Feet	Switch Opens
Trigo	1014.7	6,650	Both
Tuttle	1050.7	2,339	Both
Kadota	1052.1	851	West
Quebecor	1058.0	890	West
Swanson	1083.0	6,850	Both
Hughson	1085.8	2,047	Both
Claus	1092.8	2,228	West
Woodsbro	1125.0	4,250	Both
Knightsen	1142.4	1,100	Both
DuPont	1147.6	3,373	Both
East Antioch	1149.2	6,350	Both
Zee	1149.8	3,163	Both
Monsanto	1165.8	2,304	Both
San Pablo	1187.7	584	East

10. Grade Charts



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

TERMSDXO

T - Trains
E - Engines
R - Railroad cars
M - Men & equipment fouling track
S - Stop signal
D - Derail or switch lined improperly
X - Crossings at grade
O - Other crew movements

Remember “TERMSDXO” when shoving cars

To assist in determinig where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds