BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe 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.

BNSF SM
RAILWAY

California Division
And
Los Angeles Division
Timetable No. 2

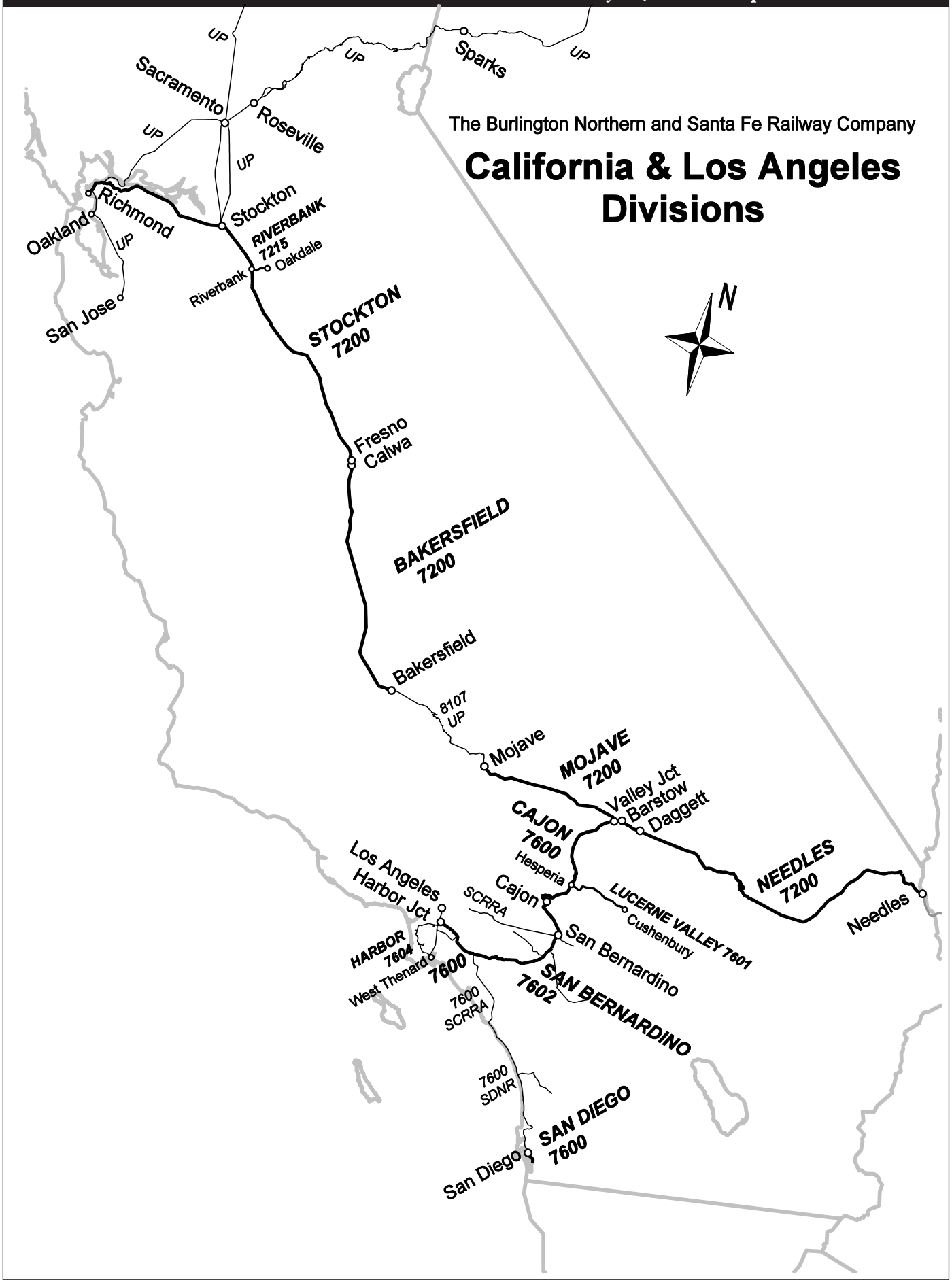
IN EFFECT AT 0800
Pacific Continental Time

Wednesday, February 21, 2007

California Division
General Manager
Michael C. Shircliff
San Bernardino, California
(909) 386-4150

Los Angeles Division
General Manager
Richard L. Ebel
Los Angeles, California
(323) 267-4000

California & Los Angeles Divison
General Director
Transportation
Mark J. Kirschinger
San Bernardino, California
(909) 386-4100


The Burlington Northern and Santa Fe Railway Company
California & Los Angeles Divisions
N
UP
Sacramento
Roseville
Sparks
Richmond
Oakland
Stockton
RIVERBANK 7215
Oakdale
Riverbank
San Jose
STOCKTON 7200
Fresno
Calwa
BAKERSFIELD 7200
Bakersfield
8107 UP
Mojave
MOJAVE 7200
Valley Jct
Barstow
Daggett
CAJON 7600
Hesperia
Cajon
SCRRA
LUCERNE VALLEY 7601
Cushenbury
NEEDLES 7200
Needles
Los Angeles Harbor Jct
HARBOR 7604
West Thenard
7600
San Bernardino
SAN BERNARDINO 7602
7600 SCRRA
7600 SDNR
SAN DIEGO 7600
San Diego

California Division Managers

Bakersfield

Z.D. ALLEN	Trainmaster	(661) 395-5182
J.A. DOWDY,Jr.	Roadmaster	(661) 395-5111
R. GARDEA	Road F oreman	(661) 395-5135
M. GARLAND	Terminal Manager	(661) 395-5121
J.A. GOODIE	Trainmaster	(661) 395-5182
J.J. HAZMAN	Trainmaster	(661) 395-5182
C.K. JENKINS	Mgr. TY&E Field Training	(661) 395-5147
T.C. MANTON	Supvr. Roadway Equipment	(661) 395-5122
G.M. MONTGOMERY	Sr. Special Agent	(661) 395-5127
M.A. NEUFELD	Welding Supervisor	(661) 395-5162
B.R. PROPLESCH	Road Foreman	(661) 395-5104
M.W. ROYCE	Rapid Responder	(661) 395-0025
J.W. SIEMON	Rapid Responder	(661) 395-0026
B.J. SIMPSON	Rapid Responder	(661) 395-0023
B.N. WELTE	Supt. Operations	(661) 395-5117
S.C. YOUNG	Rapid Responder	(661) 395-0024

Barstow

J.L. ALLEN	Roadmaster	(760) 255-7654
M. ANDERSON	Trainmaster	(760) 255-0254
H. BAS	Trainmaster	(760) 255-0275
B. BURNARD	Trainmaster	(760) 255-0276
S.T. COCKSHOTT	Asst. Term. Superintendent	(760) 255-7604
B.L. CROW	Signal Supervisor	(760) 255-7693
S. EDWARDS	Roadmaster	(760) 255-7766
J.P. FLOREZ	Trainmaster	(760) 255-7589
J. GARRETT	Trainmaster	(760) 255-2039
P. HAMM	Trainmaster	(760) 255-0272
M.T. HILL	Terminal Manager	(760) 255-7699
R. JAIME	Trainmaster	(760) 255-0277
E. JOHNSON	Trainmaster	(760) 255-0098
R.A. JOHNSON	Terminal Superintendent	(760) 255-7601
K. KEMETHER	Terminal Manager	(760) 255-7699
M.A. LAMBERT	Terminal Manager	(760) 255-7699
B.G. MABRY	Superintendent Locomotive	(760) 255-7801
D.A. NEAL	Trainmaster	(760) 255-7585
O. OLSEN	Trainmaster	(760) 255-5910
X. PEREZ	Trainmaster	(760) 255-0255
J. PINO	Trainmaster	(760) 255-2024
P. RILEY	Trainmaster	(760) 255-2072
D.C. RODRIGUEZ	Gen. Mechanical Foreman	(760) 255-7841
B.D. SHEETS	Terminal Trainmaster	(760) 255-7804
N. SILVA	Trainmaster	(760) 255-0294
S. SPEISSER	Terminal Manager	(760) 255-5912
D. WALKER	Trainmaster	(760) 255-5056
J.T. WOOTON	Asst. Term. Superintendent	(760) 255-7605

Fresno

D.M. BRADFORD	Roadmaster	(559) 457-7523
B. BRESNICK	Trainmaster	(559) 457-7810
R.L. CUMMINGS	Trainmaster	(559) 457-7503
J.A. DALY	Sr. Special Agent	(559) 457-7505
K.R. DUNCAN	Construction Supvr. Signals	(559) 457-7563
S.L. ELLIS	Asst. Roadmaster	(559) 457-7637
D. FRANSEN	Terminal Manager	(559) 457-7620
A.L. GALLYER	Trainmaster	(559) 457-7518
J.M. HARRIS	Mechanical Foreman	(559) 457-7533
J.P. HERNDON	Road Foreman	(559) 457-7642
P. HEUSLER	Roadmaster Construction	(559) 457-7579
D.A.. KITCHEN	Division Trainmaster	(559) 457-7665
M.L. KOOGLER	Claims Manager	(559) 457-7621
S. MORRIS	Trainmaster	(559) 457-0033
C.P. NEWELL	Admin. Asst. Roadmaster	(559) 457-7660
J.C. NEWELL	Signal Supervisor	(559) 457-7562
J.J. PALACIOS	Mgr. Roadway Planning	(559) 457-7603
S. RUBIO,Jr.	Asst. Roadmaster	(559) 457-7591

Fresno (continued)

D.R. SKEELS	Manager Signals	(909) 386-4053
R.L. VALEK	Trainmaster	(559) 457-0032
M. VARELA	Trainmaster	(559) 457-0034
K.R. WALTER	Gen. Constr. Supervisor	(559) 457-7681

Fullerton

R.L. McGINNIS	Signal Construction Super.	(323) 267-4174
A.J. MORALES	Roadmaster Construction	(323) 267-4029

Kaiser

L. DANIELS	Trainmaster	(909) 386-4859
D.F. WHITFORD	Trainmaster	(909) 386-4859

Keddie

G.E. MIRTS	Road Foreman	(209) 460-6402

La Mirada

L.L. EWING	Road Foreman of Engines	(323) 267-4105
J.L. McALISTER	Trainmaster	(323) 267-4098

Needles

M.A. COLLINS	Trainmaster	(760) 326-5462
T.J. DELANEY	Trainmaster	(760) 326-5459
G. DELEON	Road Foreman of Engines	(760) 326-5421
J.A. LANGDON	Signal Supervisor	(760) 326-5443
R.C. MEYER	Equipment Supervisor	(760) 326-5427
M.A. PUTT	Roadmaster	(760) 326-5414

Oakland

A.M. FOWLER	Division Trainmaster	(510) 231-2661

Pittsburg

J.M. GRACY	Division Trainmaster	(925) 460-6443

Richmond

W.L. BUCK	Equipment Supervisor	(510) 231-2628
C.J. COSTELLO	Equipment Supervisor	(510) 231-0015
R.M. DAVIS	Equipment Supervisor	(510) 231-0023
R.F. DRENON	Road Foreman	(510) 231-2707
N.T. FREEMAN	Trainmaster	(510) 231-2700
A.M. HART	Trainmaster	(510) 231-2700
J.C. HENDERSON	Trainmaster	(510) 231-2602
V. HILL	Claims Rep.	(510) 231-2632
M.J. HOBELMAN	Terminal Manager	(510) 231-2603
T.A. KOOIMAN	Special Agent	(510) 231-2751
R. KOTLYAR	Trainmaster	(510) 231-2700
H.W. LEDERER	General Equipment Foreman	(510) 231-2644
A.H. MOREY	Trainmaster	(510) 231-2700
R.R. RUSSELL	Terminal Superintendent	(510) 231-2609
L.S. WALLEN	Trainmaster	(510) 231-2700

Riverbank

R.E. STAHL	Division Trainmaster	(209) 649-6861

San Bernardino

J.J. ARENAS	Assistant Trainmaster	(909) 386-4384
J.E. BENNETT	Gen. Construction Signal	(909) 386-4537
R.T. BERRYMAN	Mgr. Corridor Operations	(909) 386-4254
C.M. BREWSTER	Assistant Trainmaster	(909) 386-4384
D. BROWN	Signal Const. Supervisor	(909) 386-4052
D.R. CARR	Manager Safety	(909) 386-4006
J. CLEGG	Mgr. Corridor Operations	(909) 386-4254
D.F. CORONA	Signal Supervisor	(909) 386-4051
L. DANIELS	Trainmaster	(909) 386-4382
D.L. DILL	Gen. Dir. Line Mtnce.	(909) 386-4514
T.J. EASLEY	Director Administration	(909) 386-4465
J.R. FRAIZER	Trainmaster	(909) 386-4382
A.B. FREDRICKS	Trainmaster	(909) 386-4382

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

California/LA Division
Safety Hotline
(909) 386-4444

San Bernardino (continued)

D. GONZALES	Roadmaster	(909) 386-4061
J.L. HEDLUND	Trainmaster	(909) 386-4382
E. HENNINGS	Senior Trainmaster	(909) 386-4353
M.W. LEE	Term. Superintendent	(909) 386-4304
C.M. LINDBECK	Mgr. Corridor Operations	(909) 386-4254
R.A. MILLS	Superintendent Operations	(909) 386-4380
D.C. OBMANN	Supervisor Structures	(909) 386-4727
J.D. OWEN	Division Engineer	(909) 386-4504
R.C. RATLEDGE	Terminal Manager	(909) 386-4387
J.M. RYAN	Corridor Superintendent	(909) 386-4200
J. SALVINI	Equipment Supervisor	(909) 386-4352
D.L. SEATON	Hub Manager	(909) 386-4313
S.A. SCHNITTGER	Assistant Trainmaster	(909) 386-4384
D. SILVA	Asst. General Foreman	(909) 386-4320
D. SKEELS	Manager Signals	(909) 386-4053
L.A. SMITH	Corridor Superintendent	(909) 386-4488
J.A. STEVENSON	Superintendent Operations	(909) 386-4300
W.J. STRICH	Senior Trainmaster	(909) 386-4354
J.A. VAN HEERDE	Trainmaster	(909) 386-4382
E.F. ZORNES	Trainmaster	(909) 386-4382

San Diego

J.W. BINION	Trainmaster	(619) 386-4800

Stockton

A.M. AGUINIGA	Terminal Manager	(209) 460-6336
K.L. ALLMON	Division Trainmaster	(209) 460-6210
M.J. BORER	Trainmaster	(209) 460-6312
J.S. BRICE	Trainmaster	(209) 460-6312
R.J. CALABRESE	Signal Const. Super.	(209) 460-6181
S.M. CHRYSTAL	Safety Manager	(209) 460-6106
J.J. CRISLER	Division Engineer	(209) 460-6118
J. DOUGLAS	Trainmaster	(209) 460-6312
D. ESCALANTE	Trainmaster	(209) 460-6312
A. ESPARZA	Supervisor of Signals	(209) 460-6250
J.M. FLEMING	Manager Engineering	(209) 460-6175
E.J. GOMEZ	Manager Human Resource	(209) 460-6188
J.K. GRACY	Road Foreman	(209) 460-6222
K.M. JOHNSON	Supt. Operations	(209) 460-6202
S.M. KIEHN	Trainmaster	(209) 460-6311
D.E. LINDSTROM	Manager Telecommunication	(209) 460-6100
M.D. MILLER	Trainmaster	(209) 460-6210
W.A. MORRIS	Roadmaster	(209) 460-6340
C.D. NEALY	Trainmaster	(209) 460-6210
J.A. PENCE	Trainmaster	(209) 460-6481
S. ROWE	Trainmaster	(209) 460-6311
I.A. SALAZAR	SR. Special Agent	(209) 460-6115
S.P. SCHAFFER	Trainmaster	(209) 460-6311
R.L. SCHLEGEL	Equipment Supervisor	(209) 460-6306
J.M. TAYLOR	Director Administration	(209) 460-6112
R.C. WIELENBERG	Claims Rep.	(209) 460-6157

Tehachapi

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

Victorville

R.D. BRADFORD	Trainmaster	(909) 386-4345
J.W. CAPPS	Roadmaster	(909) 386-4730

Report Trespassers

1-800-832-5452

Report Unsafe Motorist

1-800-697-6736

Los Angeles Division Managers

Hobart

A. AGUERO	Trainmaster	(323) 267-4232
J.D. BONILLA	Trainmaster	(323) 267-4006
C.M. ENGROFF	Sr. Mgr. Hub Operations	(323) 267-4259
M.L. ESTABROOK	Trainmaster	(323) 267-4232
A.B. FREDERICKS	Hub Manager	(323) 267-4246
D. GALARZE	Hub Manager	(323) 267-4246
P.J. GALINDO	Hub Manager	(323) 267-4246
R.K. GORMLEY	Trainmaster	(323) 267-4232
C.M. JASMIN	Terminal Manager	(323) 267-4008
W.E. JOHNSON	Terminal Manager	(323) 267-4008
S.D. JOHNSON	Hub Manager	(323) 267-4246
J.A. LANDAVAZO	Trainmaster	(323) 267-4006
E.D. LINDBECK	Terminal Manager	(323) 267-4008
E.D. MALONE	Trainmaster	(323) 267-4006
K.J. MILLER	Trainmaster	(323) 267-4100
C.J. POTEMPA	Terminal Superintendent	(323) 267-4233
M.G. RATUNIL	Trainmaster	(323) 267-4232
C.L. ROBINSON	Trainmaster	(323) 267-4006
J.J. ROSALES	Trainmaster	(323) 267-4232
J. SANCHEZ	Supt. Field Operations	(323) 869-3000
V.L. STEWART	Terminal Manager	(323) 267-4008
A. TREVIZO	Roadmaster	(323) 267-4009
T. VELASQUEZ	Signal Supervisor	(323) 267-4070
M.R. VREDENBURGH	Trainmaster	(323) 267-4232
C.L. WULFSBERG	Hub Manager	(323) 267-4246

Watson

A.A. BOWLES	Road Foreman	(323) 267-4178
L.L. BROOKS	Hub Manager	(323) 267-4243
R.P. DENNISON	Superintendent Operations	(323) 267-4252
R.T. ELDRIDGE	Trainmaster	(323) 267-4096
B.P. FEATHERSTON	Trainmaster	(323) 267-4096
R. FONSECA	Trainmaster	(323) 267-4096
J.R. JOHANSSON	Director Port Operations	(323) 267-4076
V.E. KNAPTON	Trainmaster	(323) 267-4096
J.T. McCABE	Sr. Hub Manager	(323) 267-4028
E.E. McCARTHY	Trainmaster	(323) 267-4096
J.P. MENDEZ	Trainmaster	(323) 267-4096
J.A. PENNINGTON	Hub Manager	(323) 267-4243
C.R. RICHARDS	Hub Manager	(323) 267-4243
M.J SHABINAW	Trainmaster	(323) 267-4096
P.S. SOLOMON	Trainmaster	(323) 267-4096
N.D. VARGAS	Hub Manager	(323) 267-4243
C.J. WEST	Hub Manager	(323) 267-4243
M.P. YOUNG	Trainmaster	(323) 267-4096

California/LA Division Safety Hotline

(909) 386-4444

WESTWARD ↓	Length of Siding (Feet)	CP Nos.	Mile Post	Alameda Corridor Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		AC000	0.0	CP EAST REDONDO	X(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	X(2)			0.6	
		AC161	16.1	CP WEST THENARD				16.1	

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Trains	57	1	4	3	9
Maintenance of Way	17	1	4	5&7	9

Train Dispatcher Telephone Numbers
Dispatcher - (909) 386-4422
UP Corridor Manager - (909) 386-4282
BNSF Chief Dispatcher - (909) 386-4230
Emergency - * 911

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.
BNSF Xing, turnouts	30 MPH.
All other turnouts	15 MPH.

1(D). Speed—Other

CP AC155 (Main 1) Watson Lead to BNSF Xing	20 MPH.
BNSF Xing to Rolling Jct.	20 MPH.
Yard 41 Tracks 924, 925, 926 at Tosco	5 MPH.
Oil Can Spot	5 MPH.
Loaded Slab Trains	45 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 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.

UP Rule 9.12.1(A)—(Intermittent Track Occupancy) does not apply on the Alameda Corridor Subdivision.

5. Trackside Warning Detectors (TWD)
A. Protecting Bridges, Tunnels or Other Structures—None
B. Other TWD locations
MP 2.8—DED
MP 6.4—DED
MP 8.9—DED
MP 12.9—Hot Box, DED and Hi Wide—Recall Code 6

6. FRA Excepted Track—None

7. Special Conditions
Remote Control Operations—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 0.1, BNSF 9th St. Yard Lead (Auto Dock North)
Main 1—MP 0.2, Auto Dock South (Wilmington Sub.)
Main 3—MP 0.2, UP J Yard
Main 3—MP 10.7, UP Four Lead
Main 3—MP 11.9, ACTA Storage 1
Main 3—MP 12.1, ACTA Storage 2
Main 1—MP 12.2, UP Industry Spur
Main 3—MP 13.4, ACTA Storage 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.

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.

Pacific Harbor Line Operations—Operations over Pacific Harbor Line will be governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders. Before entering Pacific Harbor Line trackage at West Thenard MP 16.1 (Alameda Corridor Sub.) or MP 501.0 (connection with Dolores Industrial Lead) all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster on Channel 5858 to obtain authority, routing or other information. Current Pacific Harbor Line Timetable must be in your possession before entering Pacific Harbor Line Trackage.

Dolores Yard Instructions—All trains and engines must receive permission from the Dolores Yardmaster or his representative before entering the limits of 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.

Train Crew Motor Vehicle License—In the state of California 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.

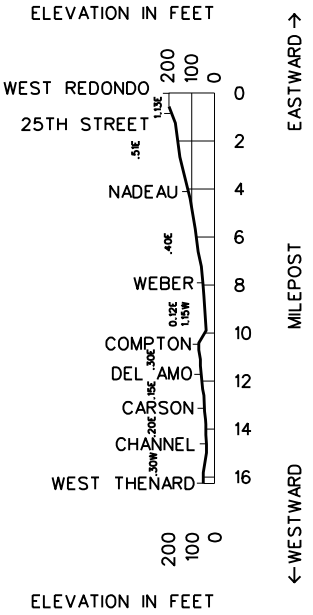
Train Make-Up Restrictions—All BNSF trains operating on the Alameda Corridor Subdivision must comply with system train make-up rules along with the following added restriction: All eastward BNSF trains operating on the Alameda Corridor must not have more than 7,325 trailing tons behind any car weighing 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
CP East Redondo to CP West Thenard - 8930
Watson Lead - CP AC155 to Long Beach Jct. - 8931

9. Locations Not Shown as Station—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 ↑
		17400	888.0	BAKERSFIELD	BCPTX	2MT CTC	7200	1.2	
			889.2	WEST BAKERSFIELD				1.9	
			889.7	GOMEZ	X				
		16386	891.1	JASTRO	X			6.6	
			892.5	LOPEZ		CTC			
	9,015	16376	897.7	UNA				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			9.4	
	8,879	16308	960.3	GUERNSEY	X			5.3	
	8,330		965.6	EAST HANFORD	X			1.6	
			967.2	WAGNER	X	2MT CTC		0.5	
		16246	967.7	HANFORD - SJVR RRX	M			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		2MT CTC		3.2-MT 1 1.0-MT 2	
			987.3	EE BOWLES (Main 2)				1.0-MT 2	
	8,959	16210	988.3	BOWLES (Main 2)				1.2-MT 2	
			989.5	WE BOWLES	X(2)			4.8	
			994.3	CALWA CROSSING	JMX(2)			0.6	
		16200	994.9	CALWA	BCPTX			107.2	

	Tone Call-In					
RADIO COMMUNICATION	WB	CH	DS	MC	FS	EMER
Kern Jct. to MP 889.4	5	84	1	4	3	9
MP 889.4 to Calwa	5	55	1	4	3	9

Dispatcher phone—(909) 386-4226
Dispatcher fax—(909) 386-4246

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 888.0 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 System Special Instruction 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
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

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

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 889.6—Main 1	79 MPH.	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 994.2 to MP 994.3	30 MPH.	30 MPH.
MP 994.3 to MP 995.2	40 MPH.	40 MPH.
Eastward		
MP 995.2 to MP 994.3	40 MPH.	40 MPH.
MP 994.3 to MP 994.2	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.
MP967.7, 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	79 MPH.	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	40 MPH.
MP 891.1, Crossover	40 MPH.
MP 892.5, turnout Main 2	60 MPH. 50 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 967.2, Crossover	40 MPH.
MP 965.6 Hanford, Crossover	40 MPH.
MP 969.0, Crossovers	40 MPH.
Shirley, Both ends siding	40 MPH.
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.

Freight

1(D). Speed—Other

Lone Star Spur, MP 901.9 to end of track ..... 10 MPH.
Bridge 889.8, cars heavier than 143 tons ..... 25 MPH.
Bakersfield—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, 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
MP 887.7, Main Track to Track 402

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.

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

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. The following sidings must not be used by trains exceeding 100 TOB: East Corcoran and West Hanford.

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	Descending	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.

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:
Calwa Yard—5147, 5148, 5149, 5150, 5151, 5152, 5153, 5154, 5155, 5156, 5157, 5158, 5159, 5160, 5161 and 5162.
Bakersfield—403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421 and 616.

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 (11), and ring 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.

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.

Train Crew Motor Vehicle License—In the state of California 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.

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.

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

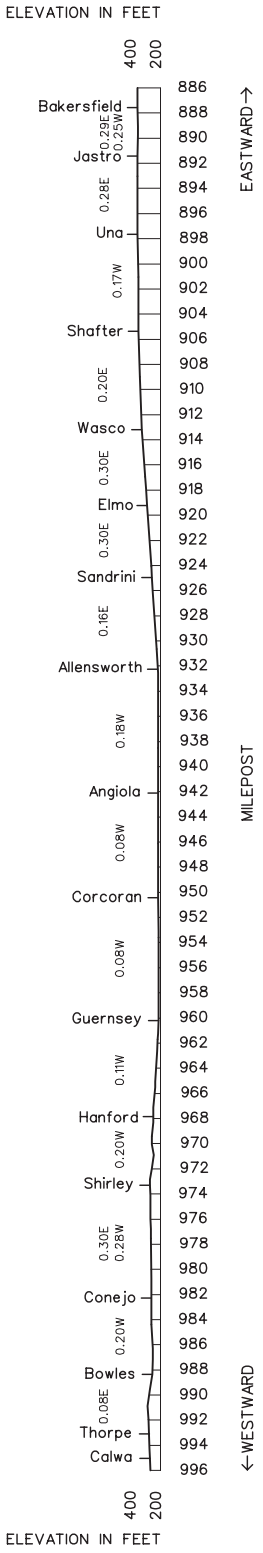
Line Segment Limits

7200 ..... Kern Jct. to Calwa

9. Locations Not Shown as Stations

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
		19000	0.0	BARSTOW	XBCPT	3MT CTC		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.	J			0.9	
			4.3	WEST R YARD				0.8	
			5.1	JEWELL				1.6	
		19015	6.7	LENWOOD	X(2)			6.9	
			13.6	HODGE	X(2)			15.8	
			29.4	EAST ORO GRANDE	X(2)			2.1	
		19035	31.5	ORO GRANDE				3.1	
			34.6	EAST VICTORVILLE	X			2.1	
		19045	36.7	VICTORVILLE	BP	2MT CTC		1.3	
			38.0	FROST	X(2)		7600	7.1	
		19055	45.1	HESPERIA				5.0	
			50.1	LUGO	X(2)			2.7	
	14,671(1)		52.8	MARTINEZ				3.1	
		19065	55.9	SUMMIT	X(2)			0.7	
			56.6	SILVERWOOD	J			NO 8.2 SO 6.2	
		19075	62.8	CAJON	X(2)			6.6	
		19080	69.4	KEENBROOK	JX(2)			4.5	
			73.9	VERDEMONT	X(2)	3MT CTC		2.3	
			76.2	ONO				3.7	
			79.9	BASELINE	X(2)			0.7	
			80.6	SEVENTH STREET	X			0.8	
		19100	81.4	SAN BERNARDINO	X(2) JBCPT			81.4	

	Tone Call-In					
RADIO COMMUNICATION	WB	CH	DS	MC	FS	EMER
Barstow Yard	5	32	1	4	3	9
Barstow to WBCS Hodge	5	65	1	4	3	9
WBCS Hodge to Lugo	5	72	2	4	3	9
Lugo to San Bernardino	5	72	1	4	3	9

Dispatcher Phones:
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 81.4	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.
3. Train does not average more than 80 TOB.
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.)

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

Exceptions:
Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Eastward freight trains on descending grades, with dynamic brakes not in use between MP 54.4 to MP 38.0 ..... 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 33.8, curve	60 MPH.	55 MPH.
MP 33.8 to MP 34.4, curve Protected by Inert ATS Inductors	40 MPH.	35 MPH.
MP 34.4 to MP 36.2, curve (Main 1)	65 MPH.	45 MPH.
MP 34.4 to MP 36.2, curve (Main 2)	60 MPH.	45 MPH.
MP 36.2 to MP 37.2, curve	50 MPH.	45 MPH.
MP 37.2 to MP 37.4, curve		35 MPH.
MP 37.4 to MP 39.1, curve (Main 1)	50 MPH.	45 MPH.
MP 39.1 to MP 42.0, curve (Main 2)	50 MPH.	45 MPH.
MP 37.4 to MP 39.1, curve (Main 2)	45 MPH.	40 MPH.
MP 39.1 to MP 42.0, curve (Main 1)	50 MPH.	45 MPH.
MP 42.0 to MP 43.7, curve	55 MPH.	50 MPH.
MP 47.2 to MP 48.1, curve	75 MPH.	65 MPH.
MP 48.1 to MP 48.8, curve		55 MPH.
MP 48.8 to MP 50.4, curve	55 MPH.	50 MPH.
MP 50.4 to MP 52.2, curve		50 MPH.
MP 52.2 to MP 56.1, curve	55 MPH.	50 MPH.
MP 56.1 to MP 56.6, grade (Main 2)		40 MPH.
MP 56.1 to MP 56.6, grade (Main 1)		45 MPH.
MP 56.6 to MP 61.5, grade (Main 2) Protected by Inert ATS Inductors	30 MPH.	20 MPH.
MP 56.6 to MP 64.2X, grade (Main 1) Protected by Inert ATS Inductors		30 MPH.
MP 56.6, CP 566, Main 1 to UPRR		30 MPH.
MP 61.5 to MP 62.2, grade (Main 2)		30 MPH.
MP 62.2 to MP 64.2, grade	40 MPH.	35 MPH.
MP 64.2 to MP 66.5, grade		35 MPH.
MP 66.5 to MP 72.6, grade	40 MPH.	35 MPH.
MP 72.6 to MP 80.7, grade	50 MPH.	35 MPH.
MP 80.7 to MP 81.5, curve Protected by Inert ATS Inductors		30 MPH.
Eastward:		
MP 81.5 to MP 80.7, curve		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.
MP 71.5 to MP 70.8, curve	45 MPH.	40 MPH.
MP 70.8 to MP 66.5, curve	50 MPH.	45 MPH.
MP 66.5 to MP 64.2, curve	40 MPH.	35 MPH.
MP 64.2 to MP 62.2, curve	50 MPH.	45 MPH.
MP 62.2 to MP 58.8, curve (Main 2)	35 MPH.	30 MPH.
MP 58.8 to MP 57.2, curve (Main 2)		30 MPH.
MP 57.2 to MP 56.5, curve (Main 2)	40 MPH.	30 MPH.
MP 56.5 to MP 56.1, curve (Main 2)	50 MPH.	40 MPH.
MP 64.3X to MP 63.7X, curve (Main 1)	40 MPH.	35 MPH.
MP 63.7X to MP 63.1X, curve (Main 1)		35 MPH.
MP 63.1X to MP 61.7X, curve (Main 1)	40 MPH.	35 MPH.
MP 61.7X to MP 57.4X, curve (Main 1)		30 MPH.

	Passenger	Freight
MP 57.4X to MP 56.8X, curve (Main 1)	45 MPH.	40 MPH.
MP 56.8X to MP 56.1, curve (Main 1)		45 MPH.
MP 56.1 to MP 52.1, curve	55 MPH.	50 MPH.
MP 52.1 to MP 50.4, curve		50 MPH.
MP 50.4 to MP 48.8, curve	55 MPH.	50 MPH.
MP 48.8 to MP 48.1, curve		55 MPH.
MP 48.1 to MP 47.2, curve	75 MPH.	65 MPH.
MP 43.7 to MP 42.0, curve Protected by Inert ATS Inductors	55 MPH.	50 MPH.
MP 42.0 to MP 39.1, curve (Main 2)	50 MPH.	45 MPH.
MP 42.0 to MP 37.4, curve (Main 1)	50 MPH.	45 MPH.
MP 39.1 to MP 37.4, curve (Main 2)	45 MPH.	40 MPH.
MP 37.4 to MP 37.2, curve		35 MPH.
MP 37.2 to MP 36.2, curve	50 MPH.	45 MPH.
MP 36.2 to MP 34.4, curve (Main 1)	65 MPH.	45 MPH.
MP 36.2 to MP 34.4, curve (Main 2)	60 MPH.	45 MPH.
MP 34.4 to MP 33.9, curve	40 MPH.	35 MPH.
MP 33.9 to MP 31.8, curve	60 MPH.	55 MPH.
MP 4.6 to MP 2.7, curve	65 MPH.	60 MPH.
MP 2.7 to MP 0.8, (No. 3 Main)		50 MPH.
MP 2.7 to MP 0.8, (Nos. 1, 2 and 4 Main)		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, EE passenger siding	20 MPH.	10 MPH.
Barstow, crossover		50 MPH.
Barstow, yard entry		50 MPH.
Barstow Yard: EE and WE inspection yard tracks 1101, 1102, 1103,		25 MPH.
Departure Tracks 1201—1210		10 MPH.
EE Receiver Tracks 1501—1505		10 MPH.
EE Receiver Tracks 1506—1511		25 MPH.
WE Receiver Tracks 1501—1511		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 Subdivn., yard entry track		25 MPH.
Crossovers between Cajon and Mojave Subdivn. 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		50 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		50 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 Subdivn. 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 Martinez, turnout siding to Main 1		40 MPH.
MP 55.8 Summit, turnout Main 1 to siding		40 MPH.
MP 55.9 Summit, 2 crossovers		50 MPH.
MP 56.6 Silverwood, turnout Main 1 to UPRR		30 MPH.
MP 65.3 Cajon, 2 crossovers		50 MPH.
MP 69.5, crossover Main 2		50 MPH.
MP 69.52, Main 1 to Future Main 1		50 MPH.
MP 69.58, crossover Main 1		50 MPH.
MP 69.6, UPRR connection track		20 MPH.
MP 73.4 Verdemont, 4 crossovers		50 MPH.
MP 73.55 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

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 2 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 between MP 56.6 and MP 78.0, Main 2 between MP 61.5 and MP 78.0, and Main 3 between MP 73.5 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 61.5 and MP 78.0 and Main 3 with helpers/distributed power between MP 73.5 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). Train cannot proceed on this route if exceeding 17,000 tons or 145 TOB. 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 2 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

Minimum required operative axles of dynamic brake for Main 1, MP 56.6 to MP 78.0; Main 2, MP 61.5 to 78.0; and Main 3, MP 69.5 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

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

EXCEPTION: On Cajon Subdivision, trains may operate with 32 rated axles of dynamic brake per lead consist, provided that the following cars must not be within the first 25 cars/platforms:
1) Any conventional car (non-multi-platform) weighing less than 60 tons.
Note: Single well double stack cars within the first 25 cars/platforms must weigh a minimum of 45 tons in the application of this rule.
2) Any 80 foot or longer flat car with a single trailer/container, regardless of car weight.
Note: This includes twin flat cars (solid-drawbar connected flat cars TTEX and RTTX series) with a single trailer/container on either segment/platform.
3) Multi-platform cars with any empty platform.

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.

Westbound movements (excluding light engines) departing Summit routed MT 2 may not proceed with any signal aspect more restrictive than Flashing Yellow (or Red Over Flashing Yellow if routed through crossover from MT 1 or Martinez Siding). This will provide 2 unoccupied blocks for spacing while initially descending the grade. Train brake system recharging must begin as signal aspect changes to Yellow or Red Over Yellow prior to departing Summit following another train on MT 2.

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 2 between MP 56.6 and MP 61.5 or 3,500 tons on Main 1 between MP 56.6 and MP 78.0, Main 3 between MP 69.5 and MP 78.0, and on Main 2 between MP 61.5 and MP 78.0.

Oro Grande, East Victorville, Victorville, Thorn, Keenbrook, Devore and Ono—The speed limit is 5 MPH on other than main tracks for locomotives in excess of four axles. The speed is 10 MPH on Ono Storage Tracks 8381, 8391, and 8392. The speed on the Doanes Industrial Lead is 5 MPH. (Except at Oro Grande, locomotives with more than four axles are prohibited from operating on track 8246 and track 8247 at Riverside Cement.)

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 81.4

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 as to the temperature, contact the train dispatcher.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Barstow to San Bernardino ..... 143 tons, Restriction B

3. Type of Operation
CTC—in effect:
MP 0.0 to MP 81.4
MP 747.7X to MP 749.9X (Cajon Connection)
MP 3.01 MP 749.55 (Mojave Connection)

Multiple Main Tracks—in effect:
2 MT:
MP 2.6 to MP 69.5
3 MT:
MP 0.0 to MP 0.8
MP 69.5 to MP 81.4
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.

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—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".

ABTH Rule 100.13—At Summit, westbound passenger trains must make a running air brake test between MP 55 and MP 56. Westbound freight trains operating between Summit and Cajon must make a running air brake test between Lenwood and Lugo, and in doing so must determine the following:
A. Retarding force of air brake system.
B. That normal brake pipe pressure changes occur at the rear of the train.

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 58.2X—Main 1—DED—Exception Reporting
MP 58.6—Main 2—DED—Exception Reporting
MP 64.7—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—None

7. Special Conditions
Helping Stalled DP Trains—Stalled Eastward Distributed Power Trains on the Cajon Subdivision on Main Track 1, between MP 78 and MP 52.8 and on Main Track 2 between MP 78 and MP 63, must add helpers to the head end of the train under the direction of the Road Foreman or the Senior Trainmaster 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:

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.

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.

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. Westbound 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.

Between MP 56.6 and MP 78.0, westbound freight trains with more than one-half double-stack equipment that average 100 TOB or more and exceeds 250 tons per axle of operative dynamic brake must have helper/distributed power to provide additional axles of dynamic braking effort. Westbound trains must notify the Cajon Subdivision Dispatcher BEFORE departing Barstow if the train is operating with distributed power or will require additional helpers in route.

Eastbound freight trains exceeding 6,500 tons or under 2.5 HPT will contact the Cajon Subdivision Dispatcher as soon as possible, preferably prior to departing origin, to determine if helpers are needed.

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 the train qualifies for Main 2.

Conditions for Handling Low Battery Messages—Before departing Barstow or Yermo, westbound 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, westbound 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.

Coil Steel Trains—Westward loaded coil steel trains are restricted to Main Track 1 from MP 56.6 to MP 61.5.

Remote Control Operations—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.

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

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.

ONO Sidings - Tracks 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.

Train Make-Up Instructions—Exception to train make-up instructions contained in System General Orders. When trains operate on the Cajon Subdivision, Main Track 1 between MP 56.6 and MP 80.0 the following will apply:
If trains are greater than 4,500 tons and less than 5,000 tons, the cars listed in the train make-up instructions must not be in the first 10 cars/platforms. If a train is 5,000 tons or greater, the cars listed in the train make-up instructions must not be within the first 15 cars/platforms. With this exception trains that are Main Track 1 only must notify the Cajon Subdivision Dispatcher upon departing Watson.

Close Clearance Overhead and Side Obstructions that Impair Clearance—
Victorville—CEMEX Co. "A" track (8274), "B" track (8275)
Hesperia—Don Oakes Lumber Company (track 8323)

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

Train Crew Motor Vehicle License—In the state of California 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.

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
7650 ..... San Bernardino Yard

Road Line Segments

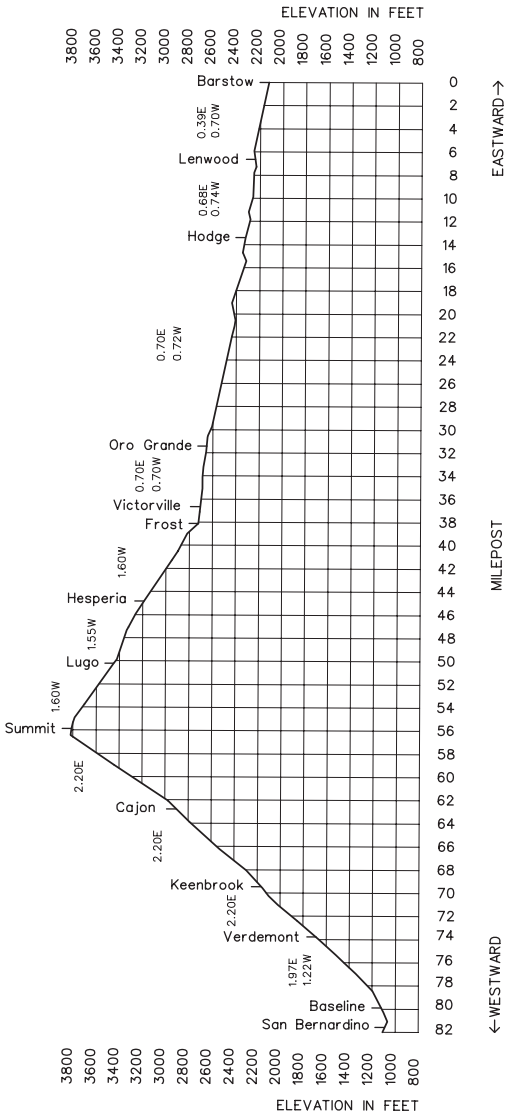
Line Segment Limits

7600 ..... Barstow to San Bernardino

9. Locations Not Shown as Stations

Name		Mile Post Location	Capacity Feet	Switch Opens
Helendale	Main 1 Main 2	21.1 21.1	640 937	Both East
Oro Grande	Main 1	31.5	2,591	West
Oro Grande	Main 2	31.5	2,145	Both
Victorville	Main 1 Main 2	36.7 36.7	4,750 4,700	Both
Thorn	Main 1	41.1	3,635	Both
Hesperia	Main 2	45.1	6,760	Both
Mountain Man Spur	Main 1	54.3	3,000	East
Alray	Main 1	59.7X	820	East
Cajon	Main 1	64.3X	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
		23550	0.1	HARBOR JCT.	JR			1.4	
			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			1.6	
		21710	13.6	LAIRPORT	R		7604	1.0	
			14.6	UP RRX	UR			0.2	
		21720	14.8	EL SEGUNDO	TR			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	JBR			0.5	
			27.1	ROLLING JCT.	JR			0.5	
		22475	27.6	WEST THENARD UP RRX	J	CTC		31.7	

	Tone Call-In				
RADIO COMMUNICATION	**CH**	**DS**	**MC**	**FS**	**EMER**
Harbor Jct. to MP 25.0	78	1	4	3	9
MP 25.0 to West Thenard	32	1	4	3	9
Pacific Harbor Line (ATM-Badger Bridge)	58	-	-	-	-
Pacific Harbor Line (Terminal Island)	72	-	-	-	-
Alameda Corridor Transportation Authority	57	-	-	-	-

Dispatcher Phone—
(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

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

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

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
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 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 Operations—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 in their possession the current PHL Timetable and Special Instructions.

All movements between West Thernard and G Street must be made by permission of the Pacific Harbor Line Railway Dispatcher at Badger Bridge on Channel 58 and the proper authority acquired when operating in both directions.

Train Crew Motor Vehicle License—In the state of California 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

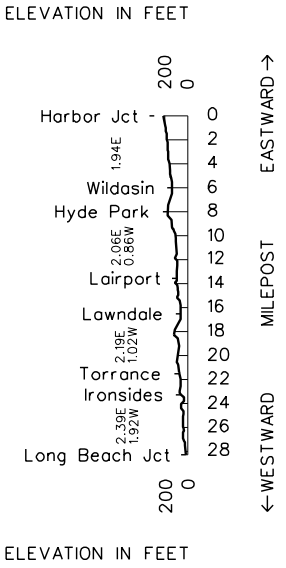
8. Line Segments
Yard Line Segments
Line Segment Limits
7653 ..... Wilmington Yard

Road Line Segments
Line Segment Limits
7604 ..... Harbor Jct. to Rolling Jct.

9. Locations Not Shown as Stations

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 **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	2,900	19060	29.2	CUSHENBURY	R			3.1	
	700		26.1	SPUR 5		TWC	7601	26.1	
		19055	0.0	HESPERIA	R			29.2	

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

Dispatcher Phone—(909) 386-4214
Fax—(909) 386-4294

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 29.2 to MP 0.0	20 MPH.

1(B). Speed—Permanent Restrictions
MP 4.4 to MP 4.1 ..... 10 MPH.

1(C). Speed—Switches and Turnouts
Lucerne Valley Subdivision ..... 10 MPH.

1(D). Speed—Other
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders ..... 10 MPH.

Temperature Restrictions
When the air temperature meets the threshold temperature of 100 degrees F. between 1100 and 1900 operate at 10 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Cushenbury to Hesperia ..... 143 tons, Restriction D

3. Type of Operation
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—None

7. Special Conditions
Spur 4—Tracks 8417 and 8422, Pluess-Staufer, have impaired clearance.

Cushenbury—Tracks 8446, 8447 and the Scale Track have impaired clearance. Employees are prohibited from switching cars other than gondolas and hoppers on tracks 8441 and 8442.

Train Crew Motor Vehicle License—In the state of California 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.

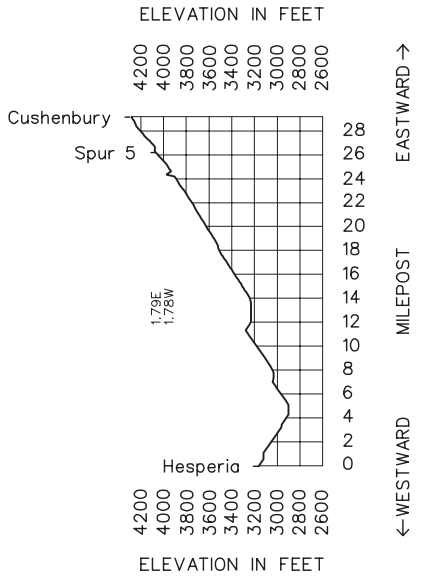
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
Road Line Segments
Line Segment Limits
7601 ..... Hesperia to Cushenbury

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Bass	15.5	700	Both
Pluess-Staufer, Inc.	23.5	884	West
Chas. Pfizer and Co., Inc.	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
		749A.0	VALLEY JCT.	J	CTC	7200	0.6	
		749.6X	CP DESSERT				0.3	
		749A.9	HUTT				7.3	
8.011	18540	757.2	HINKLEY				15.8	
8,034	18530	772.9	JIM GREY				11.0	
8,052	18525	784.0	BORON				5.6	
8,004	18519	789.6	SILT				7.5	
8,007	18515	797.1	EDWARDS	T			6.4	
8,019	18509	803.6	BISSELL				6.5	
8,772	18505	810.1	SANBORN				5.6	
	17910	814.7	MOJAVE (BNSF)	JM			0.6	
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				1.9	
	17810	356.7	CABLE				2.5	
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				3.8	
	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	DT ABS	7200	2.3	
		886.9	AMTRAK LEAD	R			1.7	
		887.5	EAST BAKERSFIELD		2MT CTC		0.6	
	17400	888.0	BAKERSFIELD	BCPTR			136.7	

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

	Tone Call-In					
RADIO COMMUNICATION	WB	CH	DS	MC	FS	EMER
Barstow Yard	-	32	1	4	3	9
Barstow to Kern Jct.	5	65	2	4	3	9
UP Mojave to Kern Jct.	-	14	1	4	-	9
Kern Jct. to MP 889.4	5	84	1	4	3	9

Dispatcher phone—(909) 386-4213
Dispatcher fax—(909) 386-4243

1. Speed Regulations

1(A). Speed—Maximum

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

1. Train does not contain empty car(s). Refer to Rule System Special Instruction Item 1(C) for determining speed for multi-platform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
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
Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

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

	Passenger	Freight
MP 749A.0 to MP 888.0, including trains 100 TOB and over	70 MPH.	55 MPH.
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 749.55, 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.
MP 888.0 to MP 889.3—Main 2	40 MPH.
MP 888.0 to MP 889.2—Main 1	79 MPH. / 55 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. to UP	25 MPH.

1(D). Speed—Other

Bakersfield—Tracks 424, 425, 532, 533 and 534	5 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 under 80 TOB	Freight 80 to 100 TOB	Freight 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
Valley Jct. to Bakersfield ..... 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 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
Monolith—Structures along the west side of track 807 provide close clearance and TRAINMEN MUST NOT RIDE on the side of equipment at this location.

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 (11), and ring 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.

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.

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

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.

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).

Exception: ABTH Rule 103.2.1 is amended as follows: U-PITKAI and U-KAIPIT symbolled trains that have at least 30 cars on the head end weighing more than 100 tons and the train averages 60 TOB or more may use up to 32 axles of Dynamic Braking on the head consist between Ilmon and Mojave.

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 be will then be filed at destination terminal at tie-up.
Forms are available at on-duty points Bakersfield and Barstow.

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 or 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

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

	GRADE C (STD. COUPLER)	GRADE E (HI-STRENGTH COUPLER)
Ilmon - Summit	4,925 tons	7,600 tons
Mojave - Summitt	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.

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

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

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.

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.

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.

OTTX and SP 345000-345999 cars—Following train make-up restrictions apply to OTTX cars:
(a) Empty cars must be entrained at rear of train.
(b) Loaded cars must be entrained as close to the rear as train makeup permits.
(c) Trains containing loaded OTTX cars must not exceed 6,100 feet.
(d) Trains having more than 10 OTTX cars, loaded or empty, must not exceed 4,500 feet.
Cars SP 345000-345999 are to be moved only in unit 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.

Before departing Barstow, 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, a fully charged battery must be installed before departing Barstow.

Train Crew Motor Vehicle License—In the state of California 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 Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:
Bakersfield - 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421 and 616.

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

Yard Line Segments

Line Segment	Limits
7253	Barstow Yard
7254	Bakersfield Yard

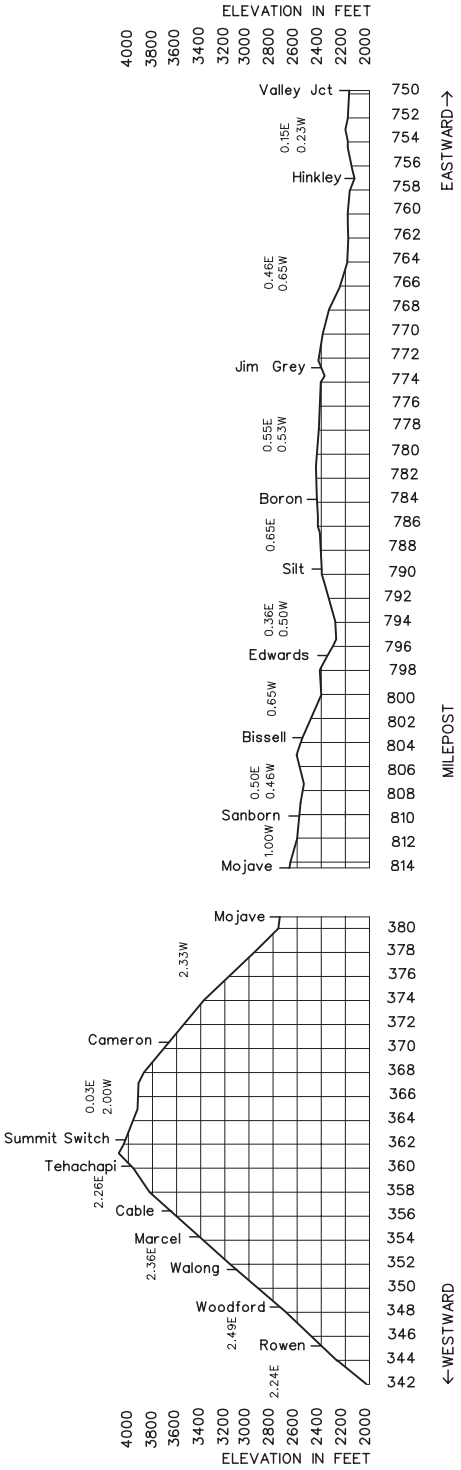
Road Line Segments

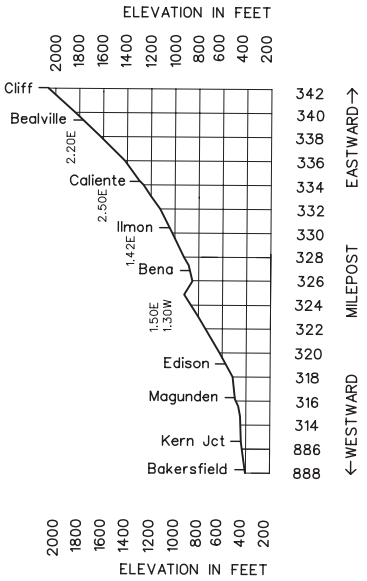
Line Segment	Limits
7200	Valley Jct. to Mojave
8107	Mojave to Kern Jct. (UP Railroad)
7200	Kern Jct. to Bakersfield

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Miles	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
	19800	578.4	NEEDLES	BCPT	3MT CTC		(1)1.8 (2)1.7	
		580.2	WEST NEEDLES	X(2)			12.1	
	19790	592.3	IBIS	X(2)			(1)9.2 (2)10.0	
	19780	601.5	HOMER				7.7	
(1)12,527	19775	609.2	EAST GOFFS	X			2.4	
		611.6	WEST GOFFS	X			11.0	
	19770	622.6	CP FENNER	X(2)			3.6	
	19765	626.2	ESSEX				8.5	
	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	XTJ			9.4	
	19290	658.4	SALTUS				1.6	
(1) 9,359	19285	660.0	EAST AMBOY	X			1.8	
		661.8	WEST AMBOY	X			7.5	
	19280	669.3	BAGDAD		2MT CTC	7200	5.3	
	19275	674.6	EAST SIBERIA	X			2.0	
	19275	676.6	WEST SIBERIA	X			9.7	
(1) 8,066	19265	686.3	EAST ASH HILL	XT			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	CP 7245	X(2)			1.4	
(1) 6,500	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)			2.3	
		739.6	WEST DAGGETT				4.0	
		743.6	EAST BARSTOW	X(2)			2.3	
	19000	745.9	BARSTOW	BCPT	3MT CTC		(1)167.5 (2)168.2	

	Tone Call-In					
RADIO COMMUNICATION	WB	CH	DS	MC	FS	EMER
East Needles to Minneola	5	55	1	4	3	9
Minneola to Barstow	5	65	1	4	3	9
Barstow Yard	-	32	1	4	3	9

Dispatcher Phones:
WBCS East Needles to but not including Minneola—(909) 386-4212, Fax–(909) 386-4242
Minneola to Barstow—(909) 386-4213, Fax—(909) 386-4243

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Main 1		
MP 578.0 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 745.9, including trains 100 TOB and over	79 MPH.	55 MPH.
Main 2		
MP 745.9 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 578.0, including trains 100 TOB and over	79 MPH.	55 MPH.
Main 3		
MP 578.0 to MP 580.2, 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.
3. Train does not average more than 80 TOB.
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 consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:
- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirey of loaded double-stack equipment:
- Same as above except train must not average more than 105 tons per operative brake under item (3).

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 578.0 to MP 579.4	50 MPH.	40 MPH.
MP 579.4 to MP 582.7	45 MPH.	40 MPH.
MP 582.7 to MP 584.5	50 MPH.	50 MPH.
MP 584.5 to MP 587.0	55 MPH.	50 MPH.
MP 587.0 to MP 587.8	50 MPH.	45 MPH.
MP 587.8 to MP 589.3	50 MPH.	50 MPH.
MP 589.3 to MP 592.7	65 MPH.	55 MPH.
MP 592.7 to MP 593.3	60 MPH.	50 MPH.

	Passenger	Freight
MP 593.3 to MP 593.8		
Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 593.8 to MP 597.8	65 MPH.	55 MPH.
MP 597.8 to MP 599.1	60 MPH.	55 MPH.
MP 599.1 to MP 601.5	70 MPH.	
MP 608.2 to MP 609.1	70 MPH.	
MP 609.1 to MP 609.7	80 MPH.	
MP 618.9 to MP 619.2	85 MPH.	
MP 638.8 to MP 639.2	85 MPH.	
MP 642.4 to MP 642.7	85 MPH.	
MP 644.8 to MP 646.2	75 MPH.	
MP 671.5 to MP 674.0	60 MPH.	50 MPH.
MP 674.0 to MP 678.1	55 MPH.	50 MPH.
MP 678.1 to MP 680.3	40 MPH.	35 MPH.
MP 680.3 to MP 682.7	55 MPH.	50 MPH.
MP 682.7 to MP 683.5	40 MPH.	40 MPH.
MP 683.5 to MP 686.2	55 MPH.	50 MPH.
MP 688.4 to MP 689.5	60 MPH.	55 MPH.
MP 692.9 to MP 693.7	70 MPH.	65 MPH.
MP 693.7 to MP 695.0		
Protected by Inert ATS Inductors	45 MPH.	45 MPH.
MP 695.0 to MP 696.1	60 MPH.	55 MPH.
MP 696.1 to MP 700.4	65 MPH.	55 MPH.
MP 698.8 to MP 699.2	55 MPH.	55 MPH.
MP 700.4 to MP 702.0	55 MPH.	55 MPH.
MP 707.8 to MP 710.6	70 MPH.	65 MPH.
MP 710.6 to MP 711.6	80 MPH.	
MP 745.0 to MP 745.9	50 MPH.	50 MPH.
Main 2		
MP 745.9 to MP 745.0	50 MPH.	50 MPH.
MP 711.6 to MP 710.6	80 MPH.	
MP 710.6 to MP 708.2	70 MPH.	65 MPH.
MP 708.2 to MP 707.8	65 MPH.	60 MPH.
MP 702.0 to MP 701.5	60 MPH.	55 MPH.
MP 701.5 to MP 700.4	70 MPH.	65 MPH.
MP 699.2 to MP 696.2	70 MPH.	
MP 696.2 to MP 694.9	60 MPH.	55 MPH.
MP 694.9 to MP 693.6		
Protected by Inert ATS Inductors	50 MPH.	45 MPH.
MP 693.6 to MP 692.8	70 MPH.	65 MPH.
MP 689.5 to MP 688.4	60 MPH.	55 MPH.
MP 688.4 to MP 685.8	70 MPH.	65 MPH.
MP 685.8 to MP 683.4	75 MPH.	
MP 683.4 to MP 680.7X		
Protected by Inert ATS Inductors	50 MPH.	
MP 680.7X to MP 678.3X	75 MPH.	
MP 678.3X to MP 677.8	65 MPH.	
MP 677.8 to MP 676.9	75 MPH.	
MP 676.9 to MP 671.4	70 MPH.	
MP 639.2 to MP 638.8	75 MPH.	
MP 625.5 to MP 625.3		65 MPH.
MP 624.6 to MP 618.9	75 MPH.	65 MPH.
MP 612.2 to MP 611.0	75 MPH.	65 MPH.
MP 611.0 to MP 609.2		65 MPH.
MP 609.2 to MP 608.3	70 MPH.	
MP 601.5 to MP 599.1	70 MPH.	
MP 599.1 to MP 597.7	65 MPH.	
MP 597.7 to MP 595.2	75 MPH.	
MP 591.4 to MP 589.3	70 MPH.	
MP 589.3 to MP 587.8	55 MPH.	50 MPH.
MP 587.8 to MP 587.0	45 MPH.	45 MPH.
MP 587.0 to MP 585.2	65 MPH.	50 MPH.
MP 585.2 to MP 583.2	50 MPH.	50 MPH.
MP 583.2 to MP 582.3	55 MPH.	50 MPH.
MP 582.3 to MP 580.2	60 MPH.	50 MPH.
MP 580.2 to MP 579.4	45 MPH.	40 MPH.
MP 579.4 to MP 578.0	50 MPH.	40 MPH.
Main 3		
MP 580.2 to MP 578.0	60 MPH.	50 MPH.
MP 743.6 to MP 745.9	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
MP 578.3 Needles, MT 1 to Yard 1	20 MPH.	20 MPH.
MP 578.4 Needles, crossovers	40 MPH.	40 MPH.
West Needles, turnout MT1 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	40 MPH.	40 MPH.
West Goffs, crossover	50 MPH.	50 MPH.
turnout WE Main 1 siding	40 MPH.	40 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.
CP 7245, 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.
West Daggett, turnout,		
West Daggett, Main 1 to UP No. 1 Track	40 MPH.	40 MPH.
East Barstow, 3 crossovers	50 MPH.	50 MPH.
East Barstow, auxiliary yard entry	40 MPH.	40 MPH.
Barstow, EE passenger siding	20 MPH.	10 MPH.
Barstow, 3 crossovers	50 MPH.	50 MPH.
Barstow, yard entry	50 MPH.	50 MPH.
Barstow Yard, EE and WE inspection yard		
tracks 1101, 1102, 1103	25 MPH.	25 MPH.

1(D). Speed—Other

	Passenger	Freight
Bridge 694.7, cars heavier than 143 tons	25 MPH.	25 MPH.
Barstow, MP 0.4 Needles Subdivision yard entry		
between First St. and WJ Switch		
High Lead	25 MPH.	25 MPH.
Low Lead	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 578.0 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 745.9:

Temperature Range	Passenger Trains	Freight Trains under 80 TOB	Freight Trains with 80 to 100 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
Needles 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 578.0 to MP 745.9

Multiple Main Tracks—
2 MT:
MP 578.0 to MP 745.9
3 MT:
MP 574.7 to MP 580.2
MP 743.6 to MP 745.9

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 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.

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
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. There is close overhead clearance and close side clearance on the south side of Track 7279.

Remote Control Operations—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.

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—In the state of California 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: MP 592.4 to MP 592.8, Main 1

8. Line Segments

Yard Line Segments

Line Segment Limits

7253 ..... Barstow Yard

Road Line Segments

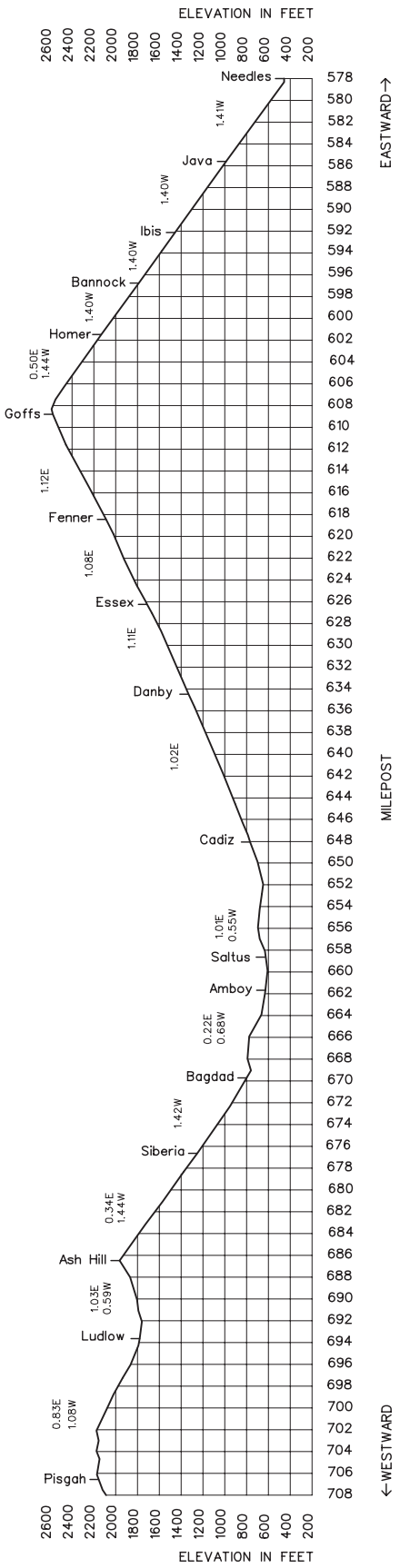
Line Segment Limits

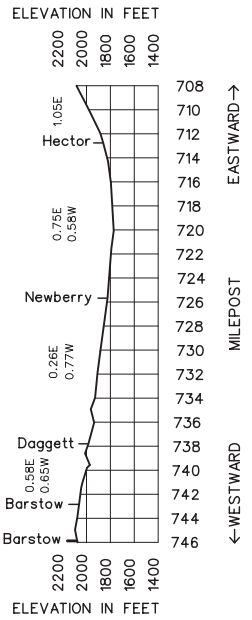
7200 ..... Needles to Barstow MP 578.0 to MP 745.9

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Klinefelter (Main 1 & 2)	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 (Off Siding)	609.3	950	Both
Goffs (Main 2)	607.5	6,610	East
Set out tracks Fenner (Main 1)	618.7	682	West
Set out tracks 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
East Danby (Main 2)	634.7	5,520	Both
East Cadiz (Main 1)	634.7 to 647.2	9,384	Both
West Cadiz (Main 2)	649.0	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 1)	724.3	6,520	Both
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





WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Riverbank Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		6.5	UP RRX	U			0.1	
	15660	6.4	OAKDALE	R	TWC	7215	6.4	
	15650	0.0	RIVERBANK	JTR			6.5	

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
Riverbank to Oakdale	36	1	4	3	9

Dispatcher Phone—
0700-2300—(909)386-4211, Fax-(909) 386-4241
2300-0700—(909)386-4227, Fax-(909) 386-4237

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 6.5 to MP 0.0	25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Riverbank—Speed limit 5 MPH trains and engines on east leg of wye Track 7958 approaching and passing over Patterson Road either direction.
All locomotive cranes/pile drivers, and Jordan spreaders ..... 10 MPH.

Temperature Restriction
When air temperature meets the threshold temperature of 100 degrees F between the hours of 1400 and 1900, operate at 10 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
UP RRX to Riverbank ..... 143 tons, Restriction D

3. Type of Operation
Restricted Limits—in effect:
MP 6.5 to MP 6.0 (BNSF track only)
MP 1.0 to MP 0.0

TWC—in effect:
MP 6.0 to MP 1.0

4. General Code of Operating Rules Items
Rule 1.14—Union Pacific may use joint track between Riverbank and Oakdale.

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—
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—In the state of California 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.

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 Northern 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.

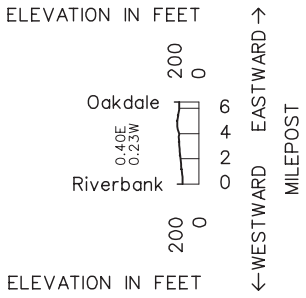
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
Yard Line Segments
Line Segment Yard
7256 ..... Riverbank Yard

Road Line Segments
Line Segment Limits
7215 ..... Riverbank to Oakdale

9. Locations Not Shown as Stations—None

10. Grade Charts



San Bernardino Subdivision
MAIN LINE STATIONS

WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	19100	0.0X	SAN BERNARDINO	JBCMPT-X(2)	4MT CTC	7602	1.1	
		1.1X	EAST B YARD	X(2)			1.2	
	19140	2.2	RANA	X(2)	3MT CTC		0.7	
		2.9	CP 29	JX			0.3	
	25045	3.2	COLTON (UP RRX)	M	2MT CTC		1.0	
		4.2	WEST COLTON	JX			1.9	
	25065	6.1	HIGHGROVE	X	3MT CTC		3.7	
	25200	9.8	RIVERSIDE				MT1 0.1 MT2,3 0.8	
		9.9	TENTH STREET (Main 1)				0.7	
		10.6	WEST RIVERSIDE	JX(2)	2MT CTC		3.4	
	25210	14.0	CASA BLANCA				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)			4.8	
	25274	40.6	ATWOOD	JX(2)	2MT CTC		4.9	
	23200	45.5 165.5	FULLERTON JCT.	JBCPX(2)	3MT CTC		2.5	
	23160	163.0	BASTA	X(2)	2MT CTC	7600	2.7	
	23148	160.3	BUENA PARK	X(2)			2.6	
	21340	157.7	LA MIRADA	TX(2)			1.6	
(1) 4,150 (2) 3,432		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)			1.2	
	23100	150.9	PICO RIVERA	BCPT			1.1	
	23039	149.8	BANDINI	X(2)	3MT CTC		1.0	
		148.8	VAIL	X			0.3	
		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)	4MT CTC		0.2	
		144.5	SAN PEDRO JCT.	JCMX			0.1	
		144.4	SOTO	X(2)	2MT CTC		1.0	
	23550	143.4	HARBOR JCT.	J			0.3	
		143.1	CP WEST REDONDO	J			68.0	

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

MP 0.0X to MP 149.8 is part of and under the jurisdiction of the California Division.

MP 149.8 to MP 143.1 is part of and under the jurisdiction of the Los Angeles Division.

	Tone Call-In					
RADIO COMMUNICATION	WB	CH	DS	MC	FS	EMER
San Bernardino to MP 10.6	5	72	1	4	3	9
MP 10.6 to West Redondo	5	36	1	4	3	9
Alameda Corridor Dispatcher	-	57	1	4	3	9
Hobart Yard	-	72	-	-	-	-

Dispatcher Phones:
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

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.

The maximum speed above for freight trains is 45 MPH when:
1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

This is also in effect between CP Rancho and Arcadia on Metrolink tracks.

1(B). Speed—Permanent Restrictions

MP 0.0X to MP 0.3X, Main 4	15 MPH.	10 MPH.
MP 0.3X to MP 0.7X, Main 4	20 MPH.	10 MPH.
MP 0.7X to MP 2.2, Main 4	30 MPH.	30 MPH.
MP 0.0X to MP 2.9, Main 1, 2 and 3	30 MPH.	30 MPH.
MP 2.2 to MP 3.2, Main 1 and 2	30 MPH.	30 MPH.
MP 3.2 to MP 4.0	40 MPH.	40 MPH.
MP 6.6 to MP 6.8	50 MPH.	40 MPH.
MP 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 35.9, Main 2 (switch)	50 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 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 0.0X, San Bernardino, turnout, Main 3 and 4	15 MPH.
MP 0.1X, San Bernardino, passenger movements and all freight movements, Main 4, double slip switch	15 MPH.
MP 0.1X, San Bernardino, freight movements routed to or from passenger yard or flyover, double slip switch	10 MPH.
MP 0.3X, 4 crossovers	30 MPH.
MP 0.3X, turnout to A Yard Lead	10 MPH.
MP 0.3X, turnout to Auto Facility Lead	10 MPH.
MP 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	10 MPH.
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	10 MPH.

	Freight
MP 2.9 CP 29, turnouts Main 1 to Main 1	30 MPH.
MP 2.9 CP 29, 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.
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 Eseranza Storage Track	10 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, and turnout to Main 3	50 MPH.
MP 160.1 Buena Park, 3 crossovers	50 MPH.
MP 160.1, turnout to Main 2	10 MPH.
MP 160.1, 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 156.8/MP 155.8 Norwalk, EE and WE Main 2 siding	40 MPH.
MP 155.0 Santa Fe Springs, 2 crossovers	50 MPH.
MP 152.1, D.T. Jct., 2 crossovers	50 MPH.
MP 149.8, Bandini, 3 crossovers	50 MPH.
MP 148.8, Vail, crossover industry lead to Main 1	10 MPH.
MP 148.53, 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 147.56, 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	10 MPH.
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	10 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 144.7, Outbound Lead to Downey Lead turnout	10 MPH.
MP 144.6, Inbound Lead to Downey Lead turnout	10 MPH.
MP 144.6, San Pedro Jct., turnout Main 4 to UPRR San Pedro Sub	10 MPH.
MP 144.6, West Hobart, Downey Lead to Main 1 crossover	10 MPH.
MP 144.6, Main 1 to Main 2 crossover	10 MPH.
MP 144.5, San Pedro Jct., crossover Main 1 to Main 2	40 MPH.
MP 144.4, Soto, 7 crossovers	40 MPH.
MP 143.9, West turnout Downey Lead	10 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.
San Pedro Jct., junction wye	5 MPH.
Loaded Slab Trains	45 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.

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.

Between San Bernardino MP 0.0X and West MP 143.1

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

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

3. Type of Operation

CTC—in effect:
MP 0.0X to MP 143.1
MP 0.0X to MP 143.8, Main 1
MP 144.5 (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 163.1 to MP 149.4
MP 144.4 to MP 143.1
3 MT:
MP 2.2 to MP 3.0
MP 6.1 to MP 10.6
MP 29.4 to MP 35.8
MP 45.5 to MP 163.1
MP 149.4 to MP 144.7
4 MT:
MP 0.0X to MP 2.2
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 Quiet Zones—This modification applies between MP 39.0 and MP 44.0 between 2200 and 0730 hours. Due to this quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

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

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 154.7—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 18.8 to MP 38.3.

7. Special Conditions

Remote Control Operations—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 26.0, MP 27.4 and MP 27.8X designate the Remote Control Area at Watson Yard.

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

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.

Close Clearance—Close clearance on the south track, south side, between East and West Norwalk.

Close clearance at Kimberly-Clark, track 6321.

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

Train Crew Motor Vehicle License—In the state of California 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 UPRR Dispatcher #30 if any track bulletins are in effect within yard limits. Crews will contact UPRR Dispatcher #30 on AAR Road Channel 14 or by telephone (909) 879-6316. Westward BNSF trains traveling to

UP Colton and Eastward BNSF trains traveling from UP Colton to the BNSF should use UPRR Dispatcher #50.
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.

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

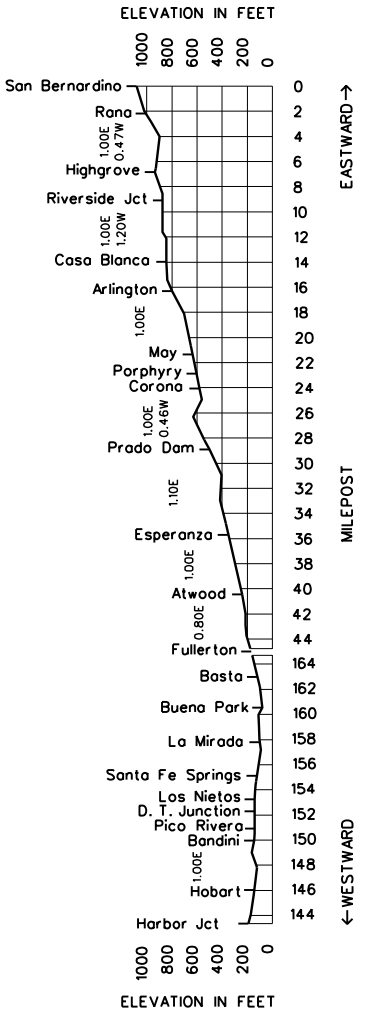
Line Segment Limits

7602 ..... San Bernardino to Fullerton Jct.
7600 ..... Fullerton Jct. to Harbor Jct.

9. Locations Not Shown as Stations

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
		25710	273.1	NATIONAL CITY	R			3.8	
			269.3	22ND STREET	BCPXR		7600	1.8	
		25700	267.5	SAN DIEGO	TXR			103.3	
		23200	165.0	FULLERTON JCT.	JBCPX			108.9	

	Tone Call-In				
RADIO COMMUNICATION	CH	DS	MC	FS	EMER
National City to MP 267.7	32	1	4	5&7	9
MP 267.7 to Fullerton Jct./Atwood	30	1	4	5&7	9

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 273.1 to MP 268.5 (5th Ave.)	10 MPH.	10 MPH.
MP 268.5 (5th Ave.) to MP 267.5	20 MPH.	10 MPH.

The following is in effect between Fullerton Jct. and Atwood and San Diego:
The maximum speed for freight trains is 45 MPH when:
1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

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

Train Crew Motor Vehicle License—In the state of California 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.

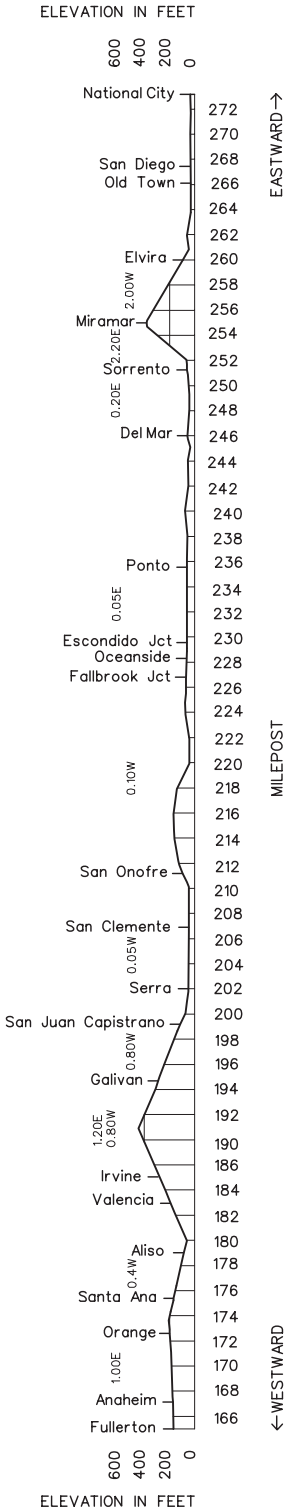
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

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

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

9. Locations Not Shown as Stations—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
	16200	994.9	CALWA	BCPT	2MT CTC		1.8	
		996.7	SJ RRX - SUNMAID CRSG.	MX(2)			1.3	
	16200	998.1	FRESNO	BC			1.6	
	16095	999.7	HAMMOND	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				8.8	
10,314	15780	1056.1	MERCED				6.8	
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.	J	2MT CTC		6.4	
7,231	15650	1095.6	RIVERBANK	JBPT			1.7	
		1097.3	STANISLAUS				4.1	
9,254	15640	1101.4	ESCALON		CTC		8.2	
8,968	15630	1109.6	DUFFY				2.3	
		1111.9	EAST MARIPOSA				2.9	
		1114.8	WEST MARIPOSA	X			1.3	
7,298		1116.1	WHEAT	X		7200	1.7	
		1117.6	HANSHAW	X(2)			1.9	
	15000	1119.7	MORMON	X(3)			0.8	
		1120.5	KEDDIE JCT.	JX	2MT CTC		0.2	
		1120.7	UP CROSSING	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		3.8	
3,558	14440	1136.8	ORWOOD	M	CTC		2.4	
		1139.2	BIXLER		2MT CTC		7.2	
	14390	1146.4	OAKLEY				4.4	
4,805	14349	1150.3	SANDO		TWC ABS		1.6	
	14339	1151.9	ANTIOCH				3.9	
5,410	14330	1155.8	PITTSBURG	BCP			8.3	
3,600	14319	1164.0	PORT CHICAGO	J	CTC		2.9	
3,456	11210	1166.9	MALTBY				9.1	
4,936	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				2.5	
	11300	1189.0	RICHMOND	BCPTY			195.2	

Spring switches are located at both ends of the following sidings: Sando, Pittsburg, Maltby, Christie, Collier, Gateley, and Rheem.

	Tone Call-In					
RADIO COMMUNICATION	WB	CH	DS	MC	FS	EMER
MP 994.9 to MP 1008.0	5	55	1	4	3	9
MP 1008.0 to MP 1064.0	5	85	1	4	3	9
MP 1064.0 to MP 1139.2	5	36	1	4	3	9
MPO 1139.2 to MP 1189.0	5	30	1	4	3	9

Dispatcher phones:
Calwa to and including WE Fluhr (DS 26)—(909) 386-4226, Fax—(909) 386-4246
WE Fluhr to Richmond (DS 27)—(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.
3. Train does not average more than 80 TOB.
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

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

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

MP 1164.0 to MP 1189.0, including trains 100 TOB and over ..... 55 MPH.
Freight trains on descending grades, with dynamic brakes not in use, must not exceed:
Westward MP 1175.0 to MP 1181.0 ..... 30 MPH.
Eastward MP 1174.0 to MP 1167.0 ..... 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.
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 0.6 miles to C.P. 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 ..... 50 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.

	Passenger	Freight
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.
Eastward		
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 0.6 miles to C.P. Almond (Lead)	40 MPH.	40 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—WE siding	30 MPH.	30 MPH.
Fluhr—Both ends siding	40 MPH.	40 MPH.
Balico—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	10 MPH.	10 MPH.
Escalon—Both ends siding	40 MPH.	40 MPH.
Duffy—Both ends siding	40 MPH.	40 MPH.
East Mariposa, turnout	40 MPH.	40 MPH.
West Mariposa, crossover	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	10 MPH.	10 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

Stockton Intermodal Tracks—201, 203, 205, 305, 306	20 MPH.
Exception: Tracks 305, 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

Calwa to Richmond ..... 143 tons, Restriction B

3. Type of Operation

Rule 6.13—Yard Limits

Richmond ..... MP 1187.3 to MP 1189.0

CTC—in effect:
MP 994.9 to MP 1146.4
MP 1163.5 to MP 1163.7
MP 1111.9 to MP 1112.2, East Lead
MP 1114.84 to MP 1116.1, West Lead

ABS—in effect:
MP 1146.4 to MP 1163.5
MP 1163.7 to MP 1188.3

TWC—in effect:
MP 1146.4 to MP 1163.5
MP 1163.7 to MP 1189.0

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

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 5.8.2 Quiet Zones—This modification applies between MP 1190.3 and MP 1190.8 on the 400 lead at Richmond Ave., MP 1190.4 and on the 300 lead at Garrard Blvd., MP 1190.4; at Cutting Blvd., MP 1190.5; and at Canal Blvd., MP 1190.6. Due to this quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

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

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 9.13—At Christie, eastward train on siding must remain West of spotting section until ready to depart. Spotting section is designated by sign near signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and signal; signal will clear in 45 seconds if westward train on Main Track is West of signal at MP 1175.4, governing movement eastward on Main Track at east end of Christie, or if Main Track is clear between signals at MP 1173.3, governing movement westward at MP 1178.6, governing movement eastward on Main Track at east end of Collier. If train is occupying section of Main Track between signal at MP 1175.4, governing movement eastward on Main Track at east end of Christie and signal at MP 1178.6, governing movement eastward on Main Track at east end of Collier, the signal will not clear before two and one-half minutes.

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 1099.1—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 1148.6—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

Remote Control Operations—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.

Remote Control Zone—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 a Remote Control Zone at Mormon Yard in 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.

Orwood—Excess dimension cars must not operate through 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.

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:
Richmond Yard—13-15, 22-26, 29-32 and 34.
Calwa Yard—5147-5162.
Hughson—12'8" track centers between Tracks 7907 and 7909

Close Clearance, Overhead and Side Obstructions
MP 1088.6—Syphon—north headwall—south headwall
MP 1091.4—Syphon—north headwall
Glen Frazer—Tunnel No. 1, Tunnel No. 2, Tunnel No. 3
East Antioch—Track 528, do not ride on the south side of equipment.
MP 1165.8—Monsanto Chemical, tracks 1371 and 1372. The structure located 503 feet west of the east switch of the crossover causes impaired overhead and side clearance. Cars should not be placed, nor an engine operated along side or West of these structures.

Sidings—The following sidings must not be used for trains that exceed 100 TOB: Riverbank, Pittsburg, Sando, Orwood, and Christie.

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
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

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—In the state of California 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.

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.

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
7258 ..... Richmond
7273 ..... Mariposa Intermodal Facility, MP 0.00 to MP 9998.0

Road Line Segments

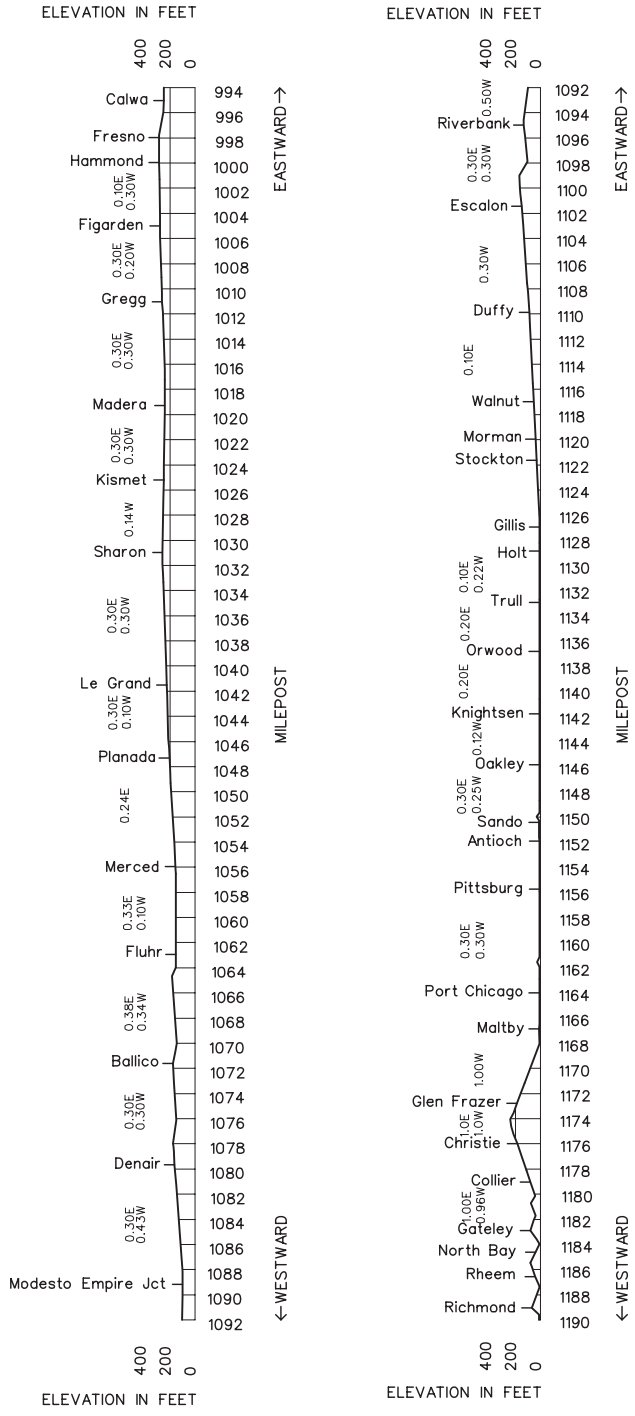
Line Segment Limits

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

9. Locations Not Shown as Stations

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
Pinole	1181.5	500	East
San Pablo	1187.7	584	East

10. Grade Charts



Track Bulletin Form B—Verbal Permission:

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

"Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP _____ and MP _____ (specifying subdivision when necessary)."

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

- "(Train) may pass red flag located at MP _____ without stopping on (track)."

Unless otherwise restricted, the train may pass the red flag at restricted speed without stopping.

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

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) on (track)."

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

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) on (track)."

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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

- "(Train) must proceed at restricted speed but not ..... exceeding _____ MPH on (track) (specifying distance when necessary)."

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

4. To require a train to stop at a designated location within the limits, add the following:

- "(Train) must stop at (location) for additional instructions."

5. When adjacent tracks will be occupied by men and equipment, add the following:

- "Men and equipment occupying (track)."

To assist in determining 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

Speed Tables

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

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

TERMSDXO

T - Train
E - Engine
R - Railroad Cars
M - Men & equipment fouling track
S - Stop Signal
D - Derail & switches properly lined
X - Crossings at grade
O - Other crews' movements

Remember "TERMSDXO" when shoving cars.