

LOS ANGELES AREA TIMETABLE #5

Effective 0900 Monday, October 28, 2013

L. M. Fritz, Executive Vice President - Operations

R. S. Blackburn, Vice President - Transportation

K. H. Hunt, Vice President - HDC & Network Operations

D. A. Connell, Vice President - Northern Region

G. D. Workman, Vice President - Southern Region

S. K. Keller, Vice President - Western Region

J. M. Santamaria, Vice President - Engineering

B. J. Kanuch, Chief Mechanical Officer

T. F. Jacobi, Vice President - Operating Systems & Practices

R. M. Grimaila, Vice President - Safety & CSO

This document supersedes:

Union Pacific Railroad Los Angeles Timetable 4 effective Jun 14, 2010

	EXPLANATION C	F CH	ARACTERS
	Symbol Represents:		5
ABS	AUTOMATIC BLOCK SIGNAL	С	CENTER
ACS	AUTOMATED CAB SIGNAL	+	HEAD - END RESTRI
ATC	AUTOMATIC TRAIN CONTROL	(R)	REDUCE / RESUME
ATS	AUTOMATIC TRAIN STOP		PRESCRIBED LOCA
CTC	CENTRALIZED TRAFFIC CONTOL	(#)	HOT BOX AND DRAC
RL	RESTRICTED LIMITS		VERBAL INDICATOR
TWC	TRACK WARRANT CONTROL	#	HOT BOX DETECTO
DT	DOUBLE TRACK		TRANSMITTED VERI
#MT	MULTIPLE MAIN TRACK - # (number MT's)	@	HOT BOX AND DRAC
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR		VERBAL INDICATOR HOLD OR STOP SIG
(A)	AUTOMATIC INTERLOCKING	\$	HOT BOX DETECTO
В	BASE RADIO STATION		TRANSMITTED VERI
D	DRAW BRIDGE	%	DRAGGING EQUIPM
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE	76	TRANSMITTED VERI
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION	&	HIGH WIDE SHIFTED
(M)	MANUAL INTERLOCKING		EQUIPMENT DETEC
(S)	STOP SIGN	(@)	WHEEL IMPACT DET
Т	TURNING FACILITY	(()	TRAMSMITTED VER
(X)	RAILROAD CROSSING AT GRADE		ON DEFECT ONLY
Х	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES	(&)	HIGH WIDE SHIFTED EQUIPMENT DETEC
Υ	YARD LIMITS		
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED		Track D
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES		СТС
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES		ABS
N	NORTHWARD		TWC
S	SOUTHWARD		YL / RI
E	EASTWARD		
W	WESTWARD		

	Symbol Rep	oresents:									
С											
+	HEAD - END RESTRICTION ONLY										
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION										
(#)	HOT BOX AND DRAGGING EQ STATION EQUIPPED WITH RA VERBAL INDICATOR										
#	HOT BOX DETECTOR STATION TRANSMITTED VERBAL INDIC.										
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS										
\$	HOT BOX DETECTOR STATION TRANSMITTED VERBAL INDIC. ONLY										
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY										
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR										
(@)	WHEEL IMPACT DETECTOR E TRAMSMITTED VERBAL DEFE ON DEFECT ONLY										
(&)	HIGH WIDE SHIFTED LOAD AN EQUIPMENT DETECTOR - TAL										
	Track Diagram Color Codes										
	CTC ATC										
	ABS	ACS									
	TWC	ATS									
	YL/RL/DARK	9.14 / 9.15									

	OTHER AVAILABLE REFERENCE MATERIAL									
Area #	Area Name	Order#	Area #	Area Name	Order #	Area #	Area Name	Order#		
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036		
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037		
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038		
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019		
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018		
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015		
7	North Platte	PB-27026	15	North Little Rock	PB-27034	99	UPRR TRAINING TT	PB-27099		
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035					

Operating Practices

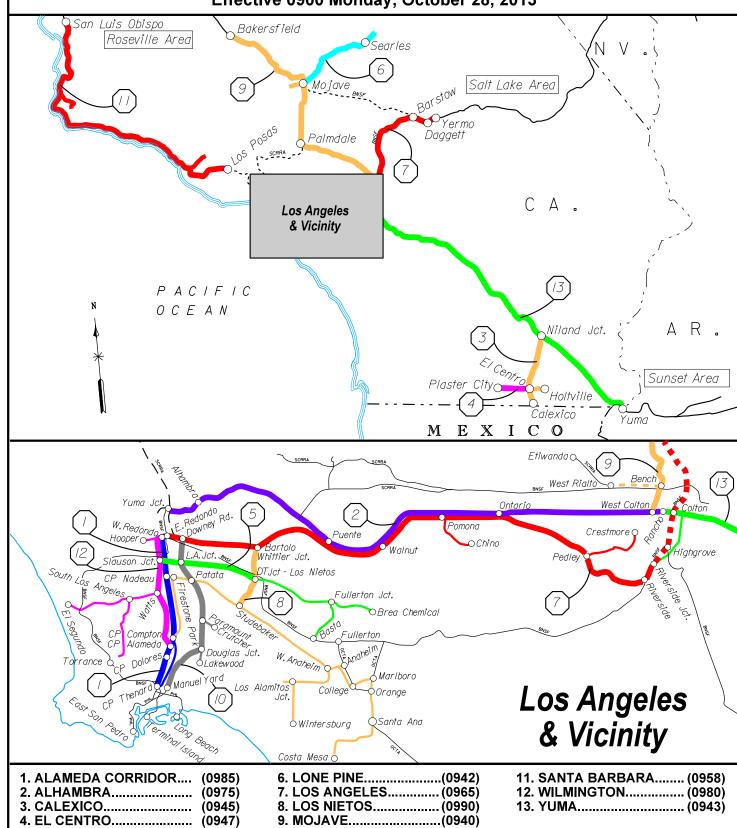
- C. E. Copeland, General Director Operating Practice
- S. L. Foresman, Sr. Director Operating Practice and Rules
 - G. A. Fowler, Director Field Training Exercises (FTX)

Rules Manager	Phone Number	Timetable Area
Jack McGinley	909-685-2826	Salt Lake City - Portland - Roseville - Los Angeles - Sunset
Rick Carver	402-501-4310	Dallas/Ft Worth - Houston - San Antonio - Salina - North Little Rock
Jay Bahr	815-561-2511	Chicago - Council Bluffs - Denver - Iowa - Kansas City - North Platte - St. Louis - Twin Cities



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5. LA HABRA..... (0987)

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ALHAMBRA	CO473	ALHAMBRA	32	GAVIOTA		SANTA BARBARA	46		
ANSEL		MOJAVE	38	GLAMIS	SP598		20		
ARAZ ARAZ JCT.	SP571	YUMA	46	GRAND GREENLEAF		LOS ANGELES WILMINGTON	14		
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ARLINGTON		LOS ANGELES	20 32	GROVER		SANTA BARBARA	2		
AURANT BAKERSFIELD		ALHAMBRA MOJAVE	38	GUADALUPE GUASTI	COFOR	SANTA BARBARA ALHAMBRA	32		
BANNING	SP728			HAMILTON	CO508	ALHAMBRA	32		
		LOS NIETOS	46	HAMILTON Trk.1		LOS ANGELES			
BARTOLO BARTOLO		LOS NIETOS LOS ANGELES	16	HEBER	CV426	CALEXICO	20 52		
BASSETT		ALHAMBRA	20	HILAND		MOJAVE			
			32	HINDA	JQ031	YUMA	38		
BEALVILLE BEAUMONT		MOJAVE YUMA	38 46	HONDA		SANTA BARBARA	46		
		MOJAVE			SP756		2 46		
BENA BENCH			38	ICE DECK SIDING Trk. 2			38		
		MOJAVE	38	ILMON		MOJAVE			
BERTRAM Trk.2	SP650		46	IMPERIAL		CALEXICO	52		
BON VIEW	0)/// 10	LOS ANGELES	20	INDIO	SP686		46		
BRAWLEY		CALEXICO	52	INDUSTRY		ALHAMBRA	32		
CABAZON	SP722	_	46	IRIS	SP622		46		
CABLE	JQ137	MOJAVE	38	JUNCTION TRANSFER		LA HABRA	9		
CABLE X-OVER	00-01	MOJAVE	38	KAISER	CO512	ALHAMBRA	32		
CACTUS	SP584		46	KEENBROOK		MOJAVE	38		
CALEXICO			52	KERN JCT.	JQ180	MOJAVE	38		
CALIENTE		MOJAVE	38	LA JCT RY		SAN PEDRO	12		
CALIPATRIA	SY108	CALEXICO	52	LAS POSAS		SANTA BARBARA	2		
CALLENDER		SANTA BARBARA	2	LATC	CO470	ALHAMBRA	32		
CAMARILLO		SANTA BARBARA	2	LIMONITE		LOS ANGELES	20		
CAMERON		MOJAVE	38	LOMA LINDA	SP755		46		
CANTIL		LONE PINE	44	LOS NIETOS		LOS NIETOS	16		
CANYON	JQ024	MOJAVE	38	MARCEL		MOJAVE	38		
CAPITAN		SANTA BARBARA	2	MARNE		ALHAMBRA	32		
CARSON		WILMINGTON	14	MECCA	SP671		46		
CARSON	CS515	SAN PEDRO	12	MESQUITE	SP600		46		
CEDAR		ALHAMBRA	32	MESQUITE	SP600		46		
CHAFFEE	JR001	LONE PINE	44	MESQUITE LANDFILL		YUMA	46		
CLIFF	JQ151	MOJAVE	38	MIRA LOMA Trk.2	CX767	LOS ANGELES	20		
CLYDE	SP591	YUMA	46	MOJAVE	JQ113	MOJAVE	38		
COACHELLA	SP682	YUMA	46	MOJAVE	JQ113	LONE PINE	44		
COLORADO	SP564	YUMA	46	MONTCLAIR	CX777	LOS ANGELES	20		
CONCEPCION		SANTA BARBARA	2	MORTMAR	SP663	YUMA	46		
DAGGETT	CX654	LOS ANGELES	20	MT. VERNON Trk. 2		YUMA	46		
DENIS		MOJAVE	38	MYOMA	SP690	YUMA	46		
DEVON		SANTA BARBARA	2	N. LANCASTER		MOJAVE	38		
DIKE	JQ013	MOJAVE	38	NADEAU		WILMINGTON	14		
DOUGLAS JCT.	CS512	SAN PEDRO	12	NARLON		SANTA BARBARA	2		
DOWNEY RD.	CX809	SAN PEDRO	12	NEW SIDING		ALHAMBRA	32		
DOWNEY ROAD	CX810	LOS ANGELES	20	NILAND	SP629	YUMA	46		
DT JCT.		LA HABRA	9	NILAND JCT.	SP629	CALEXICO	52		
DT JCT.		LOS NIETOS	16	NORTH BAKERSFIELD		MOJAVE	38		
EAST LOS ANGELES	CX806	LOS ANGELES	20	NORTH MONTALVO	CO393	SANTA BARBARA	2		
EAST MONTCLAIR		ALHAMBRA	32	NORTH ONTARIO		ALHAMBRA	32		
EL CENTRO		EL CENTRO	54	NORTH SAN LUIS		SANTA BARBARA	2		
EL CENTRO		CALEXICO	52	OBISPO					
EL MONTE		ALHAMBRA	32	NORTH SANTA BARBAR	A CO358	SANTA BARBARA	2		
ELLWOOD		SANTA BARBARA	2	OAK	CX782	LOS ANGELES	20		
END MAIN TRACK	330-10	SAN PEDRO	12	OBAN		MOJAVE	38		
GARFIELD AVE.		LOS ANGELES	20	ONTARIO	CX775	LOS ANGELES	20		
OAIN ILLU AVE.		LOU ANGLLES	20			_			

Station Name Circ' # Subdivision Page # ORDWAY YUMA 46 OXNARD CO398 SANTA BARBARA 2 PALMDALE JO080 MOJAVE 38 PALMDALE JCT. JO079 MOJAVE 38 PARAMOUNT CS510 SAN PEDRO 12 PEPPER (Trk. 2) SP759 MOJAVE 38 PEPPER (Trk. 2) SP759 MOJAVE 38 PEPPER (Trk. 2) SP759 ALHAMBRA 32 PEPPER (Trk. 2) SP759 ALHAMBRA 32 PIELAN JO043 MOJAVE 38 PIELAN JO043 MOJAVE 38 PIELAN JO494 ALHAMBRA 32 PUENTE GT. CX795 LOS ANGELES 20 PUENTE JCT. CX795 LOS ANGELES 20 RANCHO YUMA 46 RESERVORO (Trk. 1) MOJAVE 38 RESERVOIR Trk. 1 LOS ANGELES 20 RESERVOIR Trk	Station Name	Circ7#		Page #
OXNARD CO398 SANTA BARBARA 2 PALMDALE JQ080 MOJAVE 38 PALMDALE JQ080 MOJAVE 38 PARAMOUNT CS510 SAN PEDRO 12 PEDER CY65 LOS ANGELES 20 PEPPER (Trk. 2) SP759 MOJAVE 38 PEPPER (Trk. 2) SP759 ALHAMBRA 32 PHELAN JQ043 MOJAVE 38 PIONEER BLVD. LOS NIETOS 16 PLASTER CITY SY317 EL CENTRO 54 POMONA CO499 ALHAMBRA 32 PUENTE JCT. CX795 LOS ANGELES 20 RANCHO YUMA 46 RANCHO (Trk.1) MOJAVE 38 REGINA SP614 YUMA 46 RESERVOIR Trk.1 LOS ANGELES 20 RIDDLE SAN PEDRO 12 RIMLON SP701 YUMA 46 RIVERSIDE AVE (Trk.2) ALHAMBRA 32<	1	CIICI #		
PALMDALE JQ080 MOJAVE 38 PALMDALE JCT. JQ079 MOJAVE 38 PARAMOUNT CS510 SAN PEDRO 12 PEDLEY CX765 LOS ANGELES 20 PEPPER (Trk. 2) SP759 MOJAVE 38 PEPPER (Trk. 2) SP759 ALHAMBRA 32 PICASTER CITY SY317 EL CENTRO 54 POMONA CO499 ALHAMBRA 32 PUENTE JCT. CX795 LOS ANGELES 20 RANCHO YUMA 46 RANCHO ALHAMBRA 32 RESERVOIR CO500 ALHAMBRA 32 RESERVOIR Trk.1 LOS ANGELES 20 RIDDLE SAN PEDRO 12 RIMON SP017 YUMA 46 RIVERSIDE AVE (Trk.2)		CO398		
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REGINA SP614 YUMA 46 RESERVOIR CO500 ALHAMBRA 32 RESERVOIR Trk.1 LOS ANGELES 20 RIDDLE SAN PEDRO 12 RIMLON SP701 YUMA 46 RIMLON SP701 YUMA 46 ROBERTSON Trk. 2 SP724 YUMA 46 ROBERTSON Trk. 2 SP724 YUMA 46 ROGOZA YUMA 46 ROSELAWN LOS ANGELES 20 ROWEN JQ148 MOJAVE 38 S. LANCASTER MOJAVE 38 S. LANCASTER MOJAVE 38 SALTON SP657 YUMA 46 SAN LUIS OBISPO Trk. 2 SANTA BARBARA 2 SANDEUT JQ169 MOJAVE 38 SANTA BARBARA 2 SANTA BARBARA 2 SCRA JCT. LOS ANGELES 20 SCRALIFF CO378 SANTA BARBARA 2 SEARLES <t< td=""><td>RANCHO</td><td></td><td>ALHAMBRA</td><td>32</td></t<>	RANCHO		ALHAMBRA	32
RESERVOIR CO500 ALHAMBRA 32 RESERVOIR Trk.1 LOS ANGELES 20 RIDDLE SAN PEDRO 12 RIMLON SP7701 YUMA 46 RIVERSIDE AVE (Trk.2) ALHAMBRA 32 ROBERTSON Trk. 2 SP724 YUMA 46 ROGOZA YUMA 46 ROSELAWN LOS ANGELES 20 ROWEN JQ148 MOJAVE 38 S. LANCASTER MOJAVE 38 SALTON SP657 YUMA 46 SALVIA Trk.1 SP705 YUMA 46 SA	RANCHO (Trk.1)		MOJAVE	38
RESERVOIR Trk.1 LOS ANGELES 20 RIDDLE SAN PEDRO 12 RIMLON SP701 YUMA 46 RIVERSIDE AVE (Trk.2) ALHAMBRA 32 ROBERTSON Trk. 2 SP724 YUMA 46 ROGOZA YUMA 46 ROSELAWN LOS ANGELES 20 ROWEN JQ148 MOJAVE 38 S. LANCASTER MOJAVE 38 SALTON SP657 YUMA 46 SALVIA Trk.1 SP705 YUMA 46 SAN LUIS OBISPO Trk. 2 SANTA BARBARA 2 SAN PEDRO JCT. CS500 SAN PEDRO 12 SANDCUT JQ169 MOJAVE 38 SANTA BARBARA CO361 SANTA BARBARA 2 SCRRA JCT. LOS ANGELES 20 SEACLIFF CO378 SANTA BARBARA 2 SEELY SY308 EL CENTRO 54 SIELY SY308 EL CENTRO 54 <	REGINA	SP614	YUMA	46
RIDDLE SAN PEDRO 12 RIMLON SP701 YUMA 46 RIVERSIDE AVE (Trk.2) ALHAMBRA 32 ROBERTSON Trk. 2 SP724 YUMA 46 ROGZA YUMA 46 ROSELAWN LOS ANGELES 20 ROWEN JQ148 MOJAVE 38 S. LANCASTER MOJAVE 38 SALTON SP657 YUMA 46 SALVIA Trk.1 SP705 YUMA 46 SAN LUIS OBISPO Trk. 2 SANTA BARBARA 2 SAN PEDRO JCT. CS500 SAN PEDRO 12 SANDCUT JQ169 MOJAVE 38 SANTA BARBARA CO361 SANTA BARBARA 2 SCRRA JCT. LOS ANGELES 20 SEACLIFF CO378 SANTA BARBARA 2 SEARLES JR048 LONE PINE 44 SEELY SY308 EL CENTRO 54 SIERRA ALHAMBRA 32 SILVERWO	RESERVOIR	CO500	ALHAMBRA	32
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SUDDENSANTA BARBARA2SURFSANTA BARBARA2TANGAIRSANTA BARBARA2TEHACHAPIJQ133 MOJAVE38THERMALSP677 YUMA46	STREETER	CX759	LOS ANGELES	20
SURFSANTA BARBARA2TANGAIRSANTA BARBARA2TEHACHAPIJQ133 MOJAVE38THERMALSP677 YUMA46	STUDEBAKER	FS008	LOS NIETOS	16
TANGAIRSANTA BARBARA2TEHACHAPIJQ133 MOJAVE38THERMALSP677 YUMA46	SUDDEN		SANTA BARBARA	2
TEHACHAPI JQ133 MOJAVE 38 THERMAL SP677 YUMA 46	SURF		SANTA BARBARA	2
THERMAL SP677 YUMA 46	TANGAIR		SANTA BARBARA	2
	TEHACHAPI	JQ133	MOJAVE	38
UP YUMA JCT. (Trk.1) CO469 ALHAMBRA 32	THERMAL	SP677	YUMA	46
	UP YUMA JCT. (Trk.1)	CO469	ALHAMBRA	32

Station Name	Circ7#	Subdivision	Page #
VALLEY BLVD		ALHAMBRA	32
VENTURA	CO388	SANTA BARBARA	2
VENTURA		LOS ANGELES	20
VULCAN	JQ066	MOJAVE	38
W.YERMO	CX652	LOS ANGELES	20
WALDORF		SANTA BARBARA	2
WALKER	WH004	LA HABRA	9
WALNUT	CO491	ALHAMBRA	32
WALONG	JQ142	MOJAVE	38
WASH	JQ059	MOJAVE	38
WEEDS Trk. 2 & 3		LOS ANGELES	20
WEST COLTON	SP760	ALHAMBRA	32
WEST GARNET Trk. 2	SP708	YUMA	46
WEST MONTCLAIR		ALHAMBRA	32
WEST PALM SPRINGS	SP714	YUMA	46
WINTERHAVEN	SP568	YUMA	46
WISTER	SP636	YUMA	46
WISTER CROSSOVER		YUMA	46
WO TOWER	CX780	LOS ANGELES	20
WOODFORD	JQ145	MOJAVE	38
YERMO	CX650	LOS ANGELES	20
YUMA	SP563	YUMA	46

SANTA BARBARA SUBDIVISION (0958)

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		C.		Radio Display: 3 to CP CO251- 051-051 *58	1		SI-01 MAIN TRACK AUTHORITY		
				1 to Las Posas- 096-096 *64	ł		CTC between:		
NA'1 -	T1				 	Cidin a	MP 248.5 and MP 251.6; MP 355.8 and MP 423.1.		
Mile Post		Rule 6.3	CP #'s	SOUTH NORTH	Sta. #'s	Siding Feet	TWC/ABS between:		
	Layout			▼ STATIONS ▲		1 661	MP 251.6 and MP 355.8		
248.5		CTC 2MT	CO248	NORTH SAN LUIS OBISPO (0.4)	CO242		SI-02 MAXIMUM SPEED TABLE		
248.6	_'	ZIVII	CO249	SAN LUIS OBISPO Trk. 2		6025	Maximum Speed	R/	1PH
249.9			CO250	(3.0)			·		
251.6			CO251	SOUTH SAN LUIS OBISPO (9.1)	CO245		Between Mileposts 248.5 and 423.1	PSGR	FRT
260.3		TWC		GROVER			(Except as Below)	. 79	60
260.9		ABS		(/ 1)	CO254	6000	248.5 and 249.8 Trks. 1 & 2		25
261.6 266.3				(6.1) CALLENDER			249.8 and 251.6 Trk. 1	. 60	40
267.0					CO260	5850	249.8 and 251.6 Trk. 2	. 40	40
267.5 272.7				(6.2) GUADALUPE	-		251.6 and 255.1		40
273.2				GUADALUFL	CO266	3500	255.1 and 257.8	. 40	35
273.6				(4.2)	-		257.8 and 258.9		25
276.7 277.4				WALDORF	CO270	4035	258.9 and 260.4		40
277.6	4			(5.8)	00270	1000	260.4 and 260.7		50
282.8				DEVON	CO276	4267	260.7 and 263.9		60 40
283.2 283.7				(6.7)	CO276	4207	263.9 and 264.6		35
289.4				NARLON			265.6 and 272.3		60
289.9 290.7	- L			(4.0)	CO283	6218	272.3 and 273.7		40
293.6				TANGAIR			273.7 and 275.6		40
293.9				(C. C)	CO287	5511	275.6 and 276.2		40
294.8 298.7				(5.5) SURF			276.2 and 276.7		40
299.4				John	CO292	5550	276.7 and 279.9	. 60	40
299.9				(5.2)	-		279.9 and 280.4	. 45	40
303.4 304.6				HONDA	CO297	6725	280.4 and 282.3		35
304.8	4			(9.4)	100277	0720	282.3 and 285.6		40
313.1 314.0				SUDDEN	CO307	5818	285.6 and 287.7		40
314.0	4			(7.4)	CO307	3010	287.7 and 288.1		35
320.7				CONCEPCION	00045	(400	288.1 and 291.0		40
321.4 322.0	Ц			(14.3)	CO315	6128	291.0 and 291.3		40 40
335.4			CO335		CO329	3747	292.6 and 292.8		40
335.8	J		00007	(10.0)	l		292.8 and 295.2		40
336.3 345.7			CO336	(10.8) Capitan			295.2 and 296.3		40
346.5				57.11.11.11	CO339	4964	296.3 and 296.9		40
346.7 355.8		CTC	CO2E4	(11.7) ELLWOOD	CO349	9369	296.9 and 297.9		40
357.6		CIC	CO358			9309	297.9 and 298.3	. 55	40
365.0		CTC	CO365	NORTH SANTA BARBARA	CO358		298.3 and 300.2		40
367.4		2MT		(2.4) Santa Barbara	CO361		300.2 and 300.6		40
307.4				(1.2)	55501		300.6 and 301.1		40
368.6	4	CTC	CO369		CO362		301.1 and 301.4		40
385.3		CTC	CO385	(16.7) SEACLIFF	CO378	4960	301.4 and 302.6		40
386.3			CO386	(9.5)			302.6 and 302.8		40
394.8 397.2			CO395 CO397	VENTURA	CO388	10470	302.8 and 305.8		40
397.2 399.6			CO397	(4.8) NORTH MONTALVO T	CO393		306.5 and 306.5		40 40
				(0.8)	<u> </u>	<u> </u>	306.9 and 308.7		40
400.4			CO400	SOUTH MONTALVO T (3.6)			308.7 and 315.0		40
404.0			CO404		CO398	5701	315.0 and 315.5		40
405.6	P		CO406	(8.5)	CO411	0007	315.5 and 318.5		40
412.5 414.7	~		CO413 CO415	CAMARILLO (10.6)	CU411	9997	318.5 and 318.6	. 40	35
423.1			CO423	LAS POSAS	CO421		318.6 and 319.8	. 40	40
<u> </u>	Loc Dr	000		Nord via Matralial: //	l tura C	ub \	319.8 and 322.0	. 60	40
CP	Las Po	sas S	outh	ward via Metrolink (Ven	tura S	up.)	322.0 and 322.4		40
				(174.6)			322.4 and 325.8		40
							325.8 and 326.4		40
							326.4 and 328.3		40
							328.3 and 328.6		40
							328.6 and 329.7		40 40
							329.1 and 330.0	. 25	ŦV

SANTA BARBARA SUBDIVISION (0958)

Between M 248.5 and	-	PSGR	FRT
(Except a	s Below)	 . 79	60
330.0 and	331.8	 . 60	40
331.8 and	332.8	 40	35
332.8 and	335.1	 . 75	60
335.1 and	335.4	 . 55	50
335.4 and	338.6	 . 79	60
338.6 and	341.4	 . 65	60
341.4 and	342.7	 . 50	40
342.7 and	344.0	 45	40
344.0 and	344.8	 40	35
344.8 and	345.5	 45	40
345.5 and	353.5	 . 75	60
353.5 and	354.2	 . 70	60
354.2 and	354.5	 . 55	50
354.5 and	363.8	 . 79	60
363.8 and	365.0	 . 60	40
365.0 and	366.7 Trk. 2	 . 60	40
366.7 and			40
367.1 and			40
365.0 and			40
368.6 and			40
369.6 and	371.9	 . 60	40
371.9 and	378.6	 . 50	40
378.6 and	380.6	 . 55	40
380.6 and	382.1	 . 50	40
382.1 and	383.3	 . 55	40
383.3 and	383.8	 45	40
383.8 and	384.4	 40	40
384.4 and	387.5	 . 60	40
387.5 and	387.9	 40	40
387.9 and	393.3	 . 60	40
393.3 and	393.6	 40	40
393.6 and	394.9	 . 50	40
394.9 and	396.2	 . 60	40
396.2 and	398.8	 . 79	40
398.8 and	399.1	 . 55	50
399.1 and	401.9	 . 65	50
401.9 and	402.3	 . 55	50
402.3 and	404.0	 . 79	50
404.0 and	404.7	 45	40
404.7 and	411.5	 . 79	60
411.5 and	412.0	 . 55	50
412.0 and	414.8	 . 79	60
414.8 and	418.1	 . 70	60
418.1 and		 	60
420.6 and	423.1	 . 70	60

SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed	MPH						
1. Thru Sidings & Turnouts All Sidings and Turnouts	10						
Exceptions: Ellwood, Ventura, Camarillo	40						
Seacliff: Psgr	40						
Frt	35						
Gaviota, Oxnard, Capitan	30						
2. Dual Control Switch Turnouts							
CP CO251, CP CO365, CP CO369	40						
CP CO250	30						
CP CO248	25						
3. Misc. Speed Restrictions (No Exceptions)							

SI-04 MAIN TRACK DESIGNATIONS Two main tracks between: MP 248.5 and MP 251.5; MP 365.0 and MP 368.6.

SI-05 MILEPOST EQUATIONS

MP 423.1 = MP 426.4 on Metro-Link Ventura Sub.

SI-06 RCL OPERATIONS - None.

SI-07	ITEM 13 TRAIN	DEFEC	T DETECTORS		
%	255.0	용	289.4	%	342.5
(#)	256.7	왕	290.7	%	344.0
ક	258.4	용	292.1	%	345.6
용	260.4	용	293.6	용	346.7
용	261.6	용	294.8	용	348.1
용	263.9	용	296.9	용	349.6
용	266.3	용	301.5	용	351.5
용	267.5	용	303.4	(#)	363.0
용	269.2	용	304.8	용	389.9
(#)	269.7	용	307.2	(#)	383.1
용	271.0	(#)	309.0	(#)	402.6
용	272.6	용	311.4	용	398.7
용	273.6	용	316.2	용	409.0
용	275.3	용	318.4	(#)	421.1
용	276.7	용	320.7		
왕	277.6	용	324.0		
왕	279.5	용	325.6		
왕	281.1	(#)	327.6		
ક	282.7	용	330.3		
ક	283.7	용	333.7		
ક	285.6	용	339.6		
(#)	286.8	(#)	341.3		

SI-08 RULES ITEMS

Rule 2.21: Crew members of Metrolink trains may use cellular phones in accordance with current Metrolink Timetable instructions.

Rule 6.32.2 Santa Barbara: Street crossing sound detector microphones are installed at the following locations:

Trk. 1 just north of State St. MP 367.4 Trk. 2 just south of Montecito St. MP 367.2 Trains that stop short of either of the above crossings must sound whistle to activate the gates at the crossing.

Rule 6.32.2 Procedure 2: Applies when operating on sidings and other than main track at the following crossings:

MP 283.1 (Associated Road) MP 283.6 (Righetti Road)

Rule 9.15: in effect on siding Gaviota. MW On-Track equipment must obtain a track permit to occupy this siding. A track permit will be issued to a train only when operating conditions require siding to be jointly occupied by a train and men or equipment.

SANTA BARBARA SUBDIVISION (0958)

SI-08 RULE ITEMS Continued...:

Rule 32.20: "No Idle Zone"
San Luis Obispo: Unless otherwise instructed

San Luis Obispo: Unless otherwise instructed comply with the following: A "No Idle Zone" is in effect between MP 248.7 and MP 249.1. Signs reading "No Idle Zone" are displayed at the limits of this zone.

Inbound trains - Prior to arrival in San Luis Obispo, all crews must contact Train Dispatcher to ascertain if outbound crew will be on duty upon arrival. If no outbound crew is on duty, comply with the following:

- 1) Shutdown and secure ALL locomotives in consist;
- 2) Tie a minimum of five hand brakes on head end of train;
- 3) Complete UPRR Train and Securement Checklist and include exact time locomotives shutdown;
- 4) Advise Train Dispatcher of the time locomotives were shutdown.

Outbound Trains - When assuming duty comply with the following:

- 1) Contact Train Dispatcher to ascertain location of your train;
- 2) If train has been shutdown and secured, ascertain exact time locomotives were shutdown;
 3) Advise Train Dispatcher of required Air Brake Test needed;
- 4) Complete required Air Brake Test. After Outbound crew has taken over a train, it must be moved, if practicable, outside the "No Idle Zone". If a delay of 30 minutes or greater is incurred, locomotives within the "No Idle Zone" must be shut down.

Shut Down Procedures Outside of "No Idle Zone": Any train left unattended outside the "No Idle Zone" between MP 248.5 and MP 251.5 must comply with the above procedures (1-4) for inbound trains.

The Engineer and Conductor are equally responsible for compliance with the above instructions

SI-09 FRA EXCEPTED TRACKS - None.

CL 10 DITCINECE TO ACKE

31-10 BOSINESS TRACKS		
Track Name	MP	STA. #'S
San Luis Obispo (AMTRK Sta.)	248.7	CO242
Pismo	259.4	CO253
Oceano	262.5	CO256
Bromela	269.0	CO262
South Vandenberg	305.8	CO299
Sacate	331.4	CO324
Goleta (AMTRK Sta.)	358.2	CO353
La Patera	358.3	CO352
Leesdale	408.7	CO402
Somis	416.4	CO414

SI-11 INDUSTRIAL LEADS

Montalvo Industrial Lead: (0960)

Extends 12.0 miles from MP 399.6 to MP 411.6. Maximum Gross Weight: 120 Tons.

Business Tracks	MP	Sta.#'s
Saticoy	404.0	CB504
Santa Paula	411.3	CB511

Lompoc Industrial Lead: (0966)

Extends 10.1 miles from MP 0.0 to MP 10.1. Maximum Gross Weight: 120 Tons.

Lead switch located at North Surf. Entire Lead is FRA excepted track.

Six-axle locomotives are prohibited. Trains and engines comply with Rule 6.32.2 Procedure 2 at MP 9.9 "A" Street, due to rusty

rail contitions.

Business Tracks MP Sta.#'s

Business Tracks MP	Sta.#'s
Baroda1.0	CB401
Post 5.0	CB404
Lompoc	CB409

White Hills Industrial Lead: (0959)

Extends 3.5 miles from MP 0.0 to MP 3.5. Maximum Gross Weight: 120 Tons. Lead off Lompoc Industrial Lead. Entire Lead-FRA excepted track. Six-axle locomotives are prohibited.

Business Tracks MP Sta.#'s
White Hills CB414

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

The following table must be used to determine maximum freight train speed between MP 248.5 and MP 355.8.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100	N/A	60 MPH
100 to 115	N/A	50 MPH
Over 115	N/A	45 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 19 feet 4 inches above top of rail are prohibited on the Santa Barbara subdivision. Restriction includes double stack container loads in excess of 19'-4". Also series TTQX multilevel cars (type M3X and M3Y), BNSF 306000-306153 and GVSR 89000-89058.

"EXCEPTION: Any High/Wide load that has a Protection Notice covering the movement through the area may be moved as cleared by the notice."

No additional restrictions to system requirements.

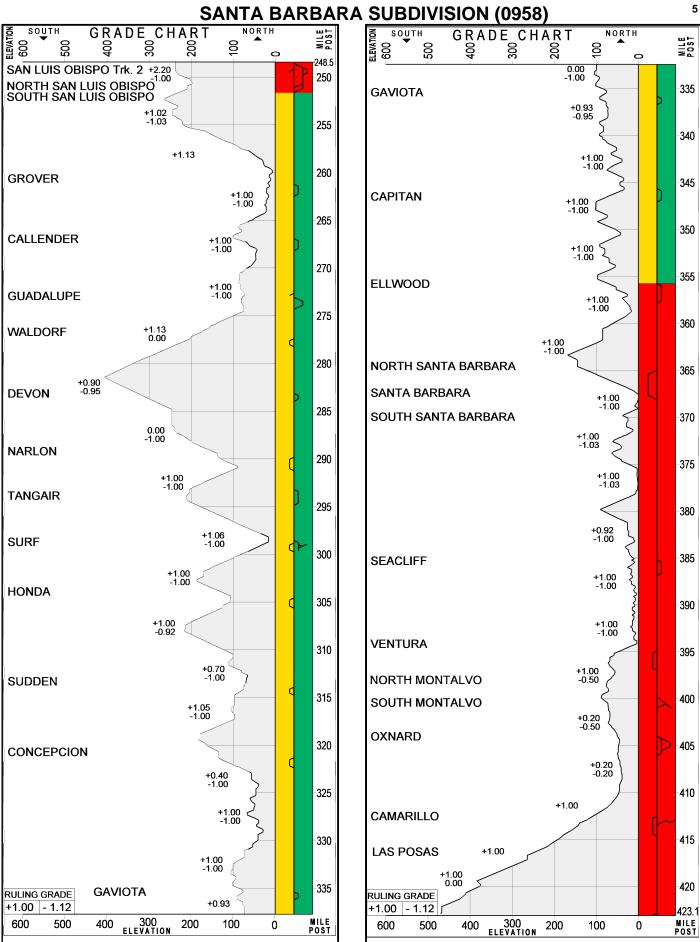
SI-14 MISC. INSTRUCTIONS

Restricted Tracks: All locomotives are prohibited on the following tracks:

- * Ventura County Trk.3 and 250 feet beyond the south switch Trk. 9.
- * South Vandenberg AFB (MP 305.9) on government spur south of Interchange Track.

Chief Engineer Bulletin 136.4.9 applies: A Train Approach Warning System (TAWS) has been installed, inspected and is certified for use at CP CO251, South San Luis Obispo.

Gemco: Off Metrolink Ventura Subdivision at CP Woodman, MP 456.1.



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

ALAMEDA CORRIDOR SUBDIVISION (0985)

				ALAW	CUA		אלו
			○ 0.0 to	Radio Display: MP 16.1 (FRT)- 017-01 o MP 16.1 (MW)- 057-0			
Mile Post	Track Layout		CP #'s	WEST ▼ STATIONS	EAST	Sta. #'s	Siding Feet
0.0		CTC 3MT	AC000	CP EAST REDONDO (0.1)	Х	AC000	
0.1			AC001	CP WEST REDONDO (0.3)	Х	AC001	
0.4			AC004	CP 25TH STREET (3.7)	Х	AC004	
4.1			AC041	CP NADEAU (3.8)	Х	AC041	
7.9			AC079	CP WEBER (2.7)	Х	AC079	
10.6			AC106	CP COMPTON Trk.3 (1.1)		AC106	
11.7			AC117	CP ALAMEDA (0.4)	Х	AC117	
12.1			AC121	CP DEL AMO (0.7)	Х	AC121	
12.8			AC128	CP TYLER Trk.1 & 2 (0.6)	Х	AC128	
13.4			AC134	CP CARSON Trk.3 (1.0)		AC134	
14.4			AC144	CP DOLORES (0.4)	Х	AC144	
14.8			AC148	CP CHANNEL (0.7)	Х	AC148	
15.5			AC155	CP SEPULVEDA (0.6)	Х	AC155	
16.1			AC161	CP WEST THENARD		AC161	
				(16.1)			

SI-01 MAIN TRACK AUTHORITY

CTC between: MP 0.0 and MP 16.1.

CTC from: CP AC155 (MT No.1) on Watson Lead.

Main Tracks 1, 2 & 3 connect to Pacific Harbor

Lines Railroad at CP West Thenard.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 16.1	
(Except as Below)	40
0.0 and 0.6	30
0.6 and 0.9	35
15.9 and 16.1	25

SI-0	03 OTHER SPEED RESTRICTIONS	
	Maximum Speed	MPH
1.	Thru Sidings & Turnouts (No Exceptions.)	
2	Dual Control Switch Turnouts	
	All MT to MT Crossovers	40
	Exceptions: CP AC000	30
	CP AC001	30
	CP AC117	30
	CP AC106(Connection to Los Nietos Sub.)	30
	CP AC117(Connection to Wilmington Sub.)	30
	CP AC155 (MT No.1) Connection to BNSF	
	Watson Lead	
	BNSF Crossing (off MT on Watson Lead)	30
	CP AC001(Connection BNSF Trk.1 & 2 to	0.5
	San Bernadino Sub.)	25
	Trains 100 TPOB and over through turnouts	25
	CP AC001(Connection to Wilmington Sub.)	
	CP AC106 (Connection to Dolores Ind. Ld)	
	All other turnouts	
3.		13
•	CP AC155 (MT No.1) Watson Lead to BNSF	
	Crossing	30
	BNSF Crossing to Rolling Jct	20
	Track 901 between	
	MP 498.3 (Carson St.) and MP 497.0	20
	Dolores Industrial Lead, MP 497.0 to MP 496.6 (CP Alameda)	20
	ACTA Storage Tracks 1 & 2	
	Yard 41, tracks 924, 925, 926;	•
	at Tosco oil can spot	5

SI-04 MAIN TRACK DESIGNATIONS

Three main tracks between:

CP East Redondo and CP West Thenard.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Designated Remote Control Areas: All tracks on the Alameda Corridor Subdivision (0985).

See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 2.7 % 6.4 % 8.9 %#& 12.9 *

* BNSF "Recall code #6 (six)" applies to detector at MP 12.9.

ALAMEDA CORRIDOR SUBDIVISION (0985)

SI-08 RULES ITEMS

Rule 1.3.1: Union Pacific Operating Rules, Signal Rules, System Special Instructions, General Orders, and Maintenance of Way Rules apply.

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 1.47. ICTF: Movements within the ICTF facility will be governed by Operations Manager's instructions.

Due to noise ordinance, do not start light engine movement from the north end of yard to the south end of the yard without permission from Operations Manager.

Rule 5.13. ICTF: A Blue Signal/ Power Derail System is in effect at the ICTF to provide protection to the equipment and personnel working within the loading/ unloading areas. The Blue Signal/Power Derail System consists of a power derail interlocked with a dwarf light type signal and a derail target to indicate the position of the derail.

For crews to enter a track protected by this system, be governed as follows:

- Blue Signal Aspect: Movement into track prohibited
- Yellow Signal Aspect: Movement into track permitted.
- Dark or otherwise improperly displayed signal aspect: Movement into track prohibited until control tower operator advises track is not under blue signal protection.

Rule 6.5. ICTF Ramp: The engineer of inbound ICTF trains, after cutting off engine from train and clearing crossing(s), must operate from the leading unit in the direction of movement when practical.

Rule 6.29.1. Exception: 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.

Rule 6.32.8 ICTF: For operations within the ICTF Facility, change second bullet to read:
Movements with the engine in the lead, when controlled from the cab nearest the direction of travel, must ring the engine bell and sound whistle if security escort, or other escort is not at the crossing to provide a warning to vehicles, or in case of emergency.

Rule 7.1. ICTF: When shoving cars into intermodal tracks 801 thru 812, a member of the crew must precede the movement, or take a position on the leading car, to give warning signals to lift equipment operators, hostlers and others who may foul the tracks being shoved.

In addition, during night time hours, a lighted fusee must be placed on the point of the car when shoving into the above tracks.

Rule 7.7. ICTF: Kicking cars is prohibited.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Alameda Industrial Lead: (0994)
Extends off Main No.3, at MP 0.1.
1.9 miles between
MP 485.4 (J Yard) and MP 487.3 (BNSF Crossing).
Maximum Gross Weight - 158 tons.

Del Amo Industrial Lead: (0998)
Extends off of Dolores Ind. Ld.
MP 496.1 = MP 496.5
1.5 miles to End of Track.
Maximum Gross Weight - 134 tons.

Dolores Industrial Lead (0996)

Extends off Main No.3, at MP 10.6 CP Compton = MP 495.5, 5.5 miles to the connection with the Pacific Harbor Line at West Thenard, MP 501.0. Maximum Gross Weight - 134 tons. Trains and engines must receive permission from ICTF Operations Manager (Channel 086-086) before entering or departing the Dolores Industrial Lead.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Dolores Yard Instructions: All trains and engines must receive permission from the ICTF Operations Manager (radio channel 086-086), before entering or departing Dolores Yard.

All Trains and engines destined ICTF or the ICTF Support Yard must:

- 1. Receive permission and yarding insructions from the ICTF Operations Manager to enter the ICTF Plant or Support Yard.
- 2. Monitor Channel 086-086 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 Operations Manager when ready to depart the ICTF Plant and Support Yard.

Instructions for spotting the loaded oil cans at Tosco:

All crews spotting the oil cans at Tosco off the UP Industry spur must first conduct a Job Briefing with the ICTF Operations Manager detailing how the cars will be spotted.

Due to close clearance on the following tracks, do not ride on side of equipment when spotting cars: Dolores yard track 41;

Tosco tracks 924 through 926.

Dolores Locomotive Facility: Switches connecting the top end of the roundhouse track and the lead switch to track 905 and 906 at Carson St. are power operated switches. Switches may be lined after pushing button located in the box on the pole next to the switch.

ALAMEDA CORRIDOR SUBDIVISION (0985)

SI-14 MISC INSTRUCTIONS Continued...

Pacific Harbor Line Operations: 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 (PHL Alameda Sub.) or PHL San Pedro Sub. all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster on Channel 058-058 to obtain authority, routing or other information. Current Pacific Harbor Line Timetable and Track Work Advisory must be in your possession before entering Pacific Harbor Line Trackage.

POWER DERAILS: Locations of power derails on tracks leading to main tracks:

Main No.1: MP 0.1 - BNSF Amtrak Lead

Main No.1: MP 0.2 - LA Times Lead

Main No.3: MP 0.2 - UP J-Yard

Main No.3: MP 11.9 - ACTA Storage 2 "CP Del Amo"

Main No.1: MP 12.1 - "CP Del Amo"

Main No.3: MP 13.3 - Stub Track "CP Carson"

ACTA Storage Tracks:

ACTA Storage 1 - 7294 feet. Hand throw derail located on west end of track.
ACTA Storage 2 - 7270 feet. Hand throw derail located on west end of track.

EMERGENCY LADDERS: There are forty-seven (47)
Emergency Ladders attached to the walls, on both
sides, between CP West Redondo and CP Compton. In
addition, there are two (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.

Communication Phone Numbers:

Dispatcher - (817)867-7138 UP Corridor Mgr - (909)386-4282 BNSF Chief Dispatcher - (909)386-4230

Call in information:

When near the following stations, dispatcher callin numbers are:

Redondo - 25(X)

Alameda - 15(X)

Emergency - Call 911

Dispatcher X=0,

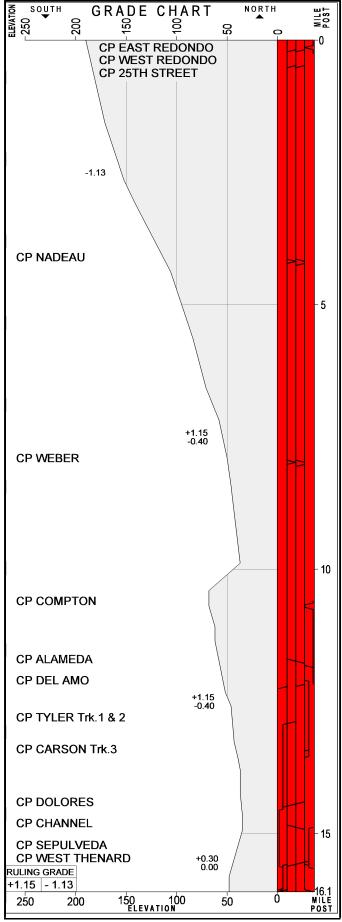
Mechanical Desk X=2,

Customer Support X=3,

Railroad Police X=4,

Detector Desk X=5.

Idling Locomotives Avoid stopping or leaving locomotives idling on all main tracks between MP 11.3 and MP 11.4. Westward trains should stop under the Metro Blue Line overpass until authority to proceed is received at CP Alameda and permission from the Dolores yardmaster and/or ICTF tower has been granted as necessary.



LA HABRA SUBDIVISION (0987)

		Pion	l eer Blvc				
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST	Sta. #'s	Siding Feet
0.0		CTC	LN034	DT JCT. (4.8)			
4.8		RL		WALKER (0.8)		WH004	3621
5.6	γ			JUNCTION TRANSFER (1.7)		WH003	
7.3	~			(X)UP(A) (2.4)			
9.7			WI025	SLAUSON JCT.	Т	JP004	
				(9.7)			

SI-01 MAIN TRACK AUTHORITY

CTC between: MP 0.0 and MP 0.4.

Restricted Limits between: CP LN034 and CP WI025.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 9.7	
(Except as Below)	20
0.0 and 0.4	10
9.7 (Slauson Wye Trks)	10

SI-03 OTHER SPEED RESTRICTIONS

	Maximum Speed	MPH
1.	Thru Sidings & Turnouts	
	Walker siding	10
2.	Dual Control Switch Turnouts (No Excepti	ons.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Area:

All tracks on the La Habra Subdivision.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 7.8

SI-08 RULES ITEMS

Rule 8.10: Switch Point Indicator located at MP 9.6 for westward movment.

Rule 9.12.2: (X)BNSF(M)/Slauson Jct: When interlocking signal displays a STOP Indication, northward movements from La Habra Sub. to the Wilmington Sub. must obtain authority from the UPRR Train Dispatcher before proceeding.

Rule 42.16: Maintenance of Way Rule: "Foul Time" may be granted for Maintenance of Way employees at CP WI025 (Slauson Jct./BNSF crossing).

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

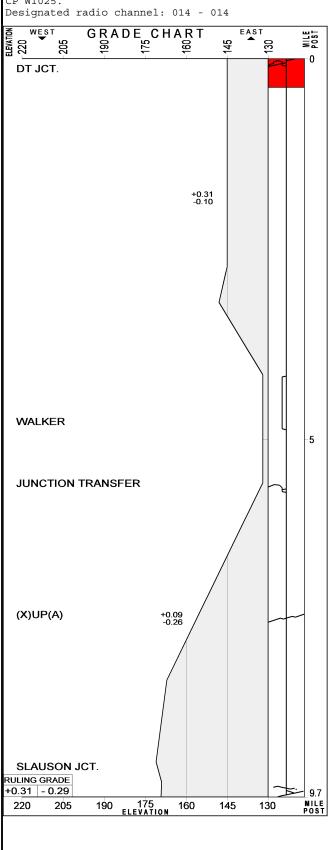
Maximum Gross Weight: 120 Tons.

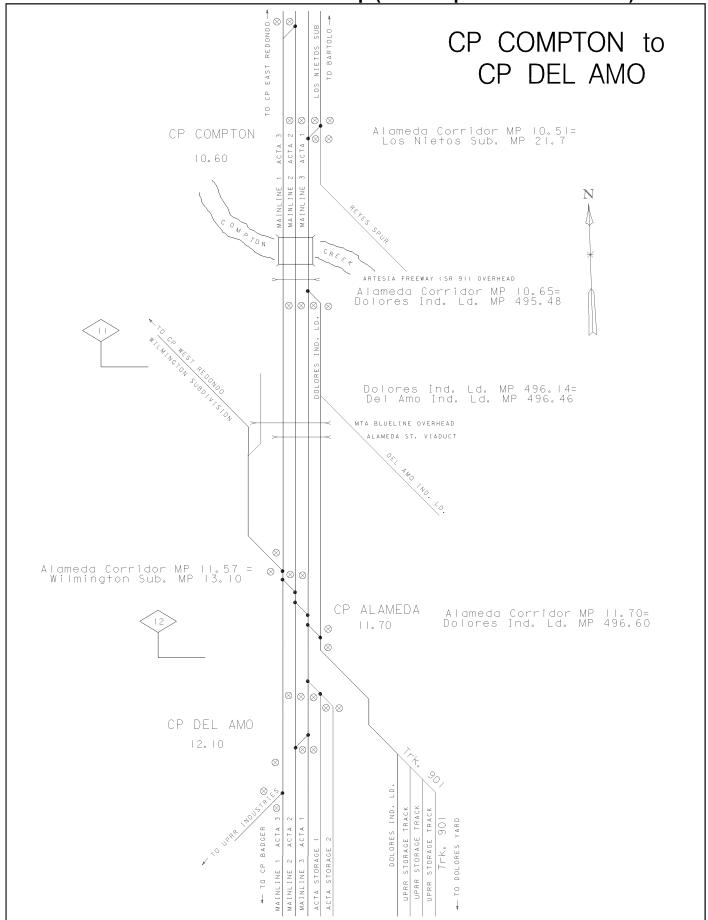
SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.



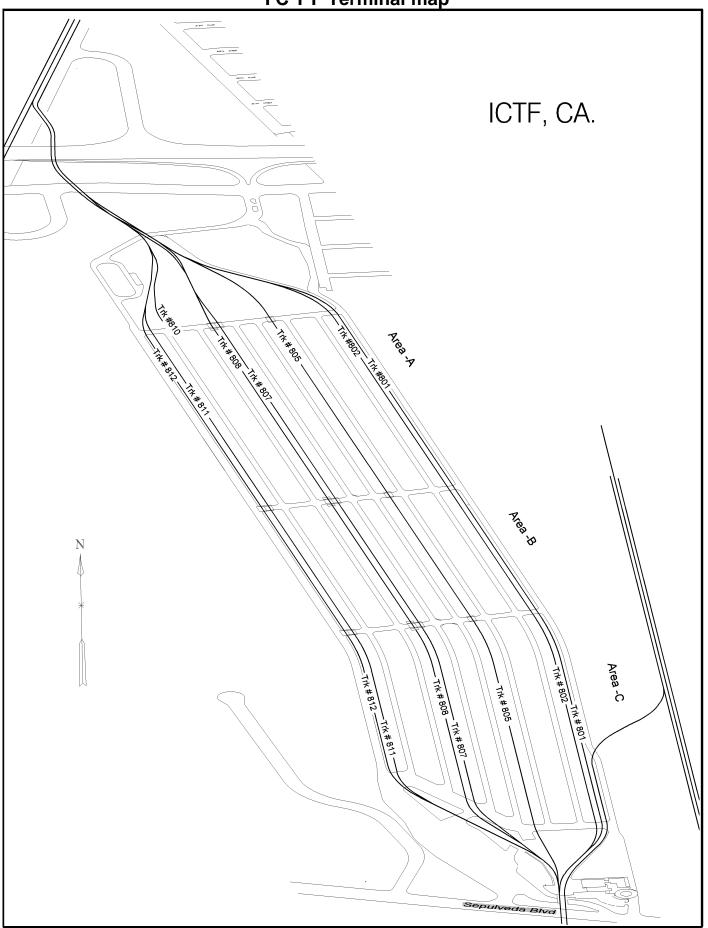
Track Breach Protection: Employee Established Track Breach Protection may be in effect: Location: Restricted Limits between CP LN034 and CP WI025.





LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

I C T F Terminal map



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

SAN PEDRO SUBDIVISION (0972)

	3,111 = 3110						
		R	iddle to Pacifi				
Mile Post	Track Layout		CP #'s	SOUTH NORTH ▼ STATIONS ▲	Sta. #'s	Siding Feet	
2.8	XX	RL	C003	DOWNEY RD. T (0.3)	CX809		
3.1			PD031	SAN PEDRO JCT. (0.1) (X)BNSF(M)	CS500		
3.2		RL ABS	PD032	RIDDLE (0.4) (X)BNSF(M)			
3.6				LA JCT RY (1.5) (X)UP(A)			
5.1		RL		(X)UP(A) (1.1)			
6.2				SOUTH BELL (1.2)	CS506	3740	
7.4				(X)UP(A) (5.1)			
12.5				PARAMOUNT (2.1)	CS510	5915	
14.6				DOUGLAS JCT. (3.1)	CS512		
17.7	77			CARSON (0.3)	CS515		
18.0				END MAIN TRACK			

(15.2)

SI-01 MAIN TRACK AUTHORITY

Restricted Limits:

Entire Subdivsion

ABS between:

MP 3.4 and MP 4.2.

SI-02 MAXIMUM SPEED TABLE Maximum Speed

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS

(X)UP(A) MP 5.1 - La Habra Sub. crossing.
(X)UP(A) MP 7.4 - Patata Industrial Lead crossing.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Designated Remote Control Area:
All tracks on the San Pedro Subdivision.

Remote Control Zones:

MEAD YARD:

Zone 01: From #1 Switch on Track 842 (Toyota Lead) westward to but not including the Valero Plant emergency exit crossing.

Zone Status Contact:

Remote control operator on Channel 042-042 or Los Angeles Yardmaster on channel 082-082.

See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 6.13: BNSF trains must ascertain from UPRR dispatcher if any track bulletins are in effect before operating between MP 3.2 and MP 3.6. If bulletin(s) are in effect, crew must receive copies before operating on the subdivision.

Rule 6.32.2: All trains and engines comply with Rule 6.32.2, Procedure 1, at and between the following crossings due to rusty rail conditions: MP 5.3 (Gage Ave) and MP 10.7 (Century Blvd).

Rule 10.3: Track and Time rules apply within interlocking limits at CP PD031 and CP PD032. Interlocking controlled by BNSF San Bernardino Subdivision Dispatcher, Radio Channel 036-036, telephone 909-386-4215.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name		STA. #'S
Bell	5.4	CS504
Workman	9.3	CS507
Rioco	13.8	CS511
Evans		
Carson	17.7	CS515
Manuel One		
Manuel Two	19.2	CS516
Manuel Three	20.6	CS517
Mead Transfer (PHL Trk.)	22.1	CS519

SAN PEDRO SUBDIVISION (0972)

SI-11 INDUSTRIAL LEADS

Lakewood Industrial Lead: (0974)

extends 2.8 miles from MP 0.0 to MP 2.8. Entire lead FRA excepted track.
Maximum Gross Weight: 134 tons.

 Business Tracks
 MP
 Sta.#'s

 Lakewood
 1.6
 CS602

Paramount Industrial Lead: (0973)

Extends 1.3 miles; MP 11.1 to MP 12.4.

Maximum Gross Weight: 130 tons. High/Wide cars are prohibited on the entire lead.

Rule 6.32.2: Rosecrans Ave. MP 11.4; Street crossing activation signal in place at Rosecrans Ave. Activation signal displays red aspect normally. All trains will stop short of activation signal unless the signal is displaying a proceed indication. The train on the approach to the activation signal will initiate the traffic signal sequence (track clearance phase) to clear the tracks. Once the track clearance phase is complete, the activation signal will display a proceed indication and the train may proceed over the crossing. If the activation signal fails to display a proceed indication, be governed by Rule 6.32.2.

Business Trac	cks	MP	Sta.#'s
Crutcher		12.1	AN014

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Trains Enroute to or from LA harbor must obtain permission from ICTF Operations Manager on channel 086-086 before entering Dolores Yard or the Dolores Industrial Lead. Route must be specified.

Manuel Yard: Before passing MP 18.0, trains and engines must contact PHL Badger Bridge Assistant Tainmaster to coordinate move to be made between MP 18.0 and MP 20.8. Other than main track rules apply

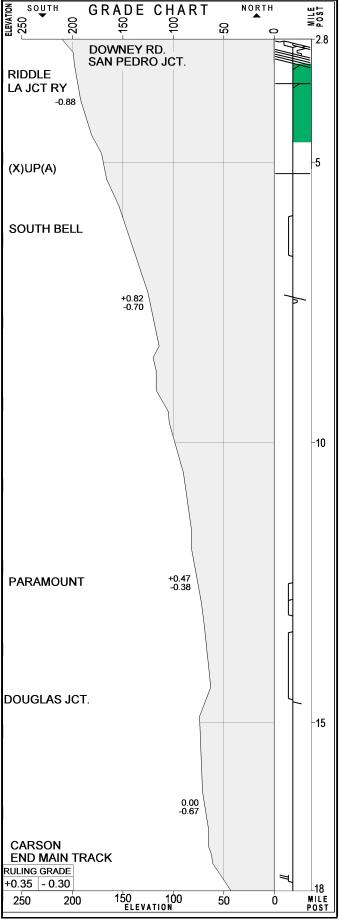
Pacific Harbor Line (PHL): Operations over Pacific Harbor Line will be governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders.

Current Pacific Harbor Line Timetable, general orders and track bulletins must be in your possession before entering Pacific Harbor Line Trackage.

Track Breach Protection

Employee Established Track Breach Protection may be in effect entire subdivision.

Designated radio channel: 014-014



WILMINGTON SUBDIVISION (0980)

		CF		Radio Display: I to CP AC117- 014-014 *50		
Mile Post		Rule 6.3	CP #'s	SOUTH NORTH ▼ STATIONS ▲	Sta. #'s	Siding Feet
0.0		CTC	AC001	CP WEST REDONDO B (0.5)		
0.5			WI005	NADEAU ! (2.0)		10032
2.5			WI025	SLAUSON JCT T (0.4) (X)BNSF(M)	JP004	
2.8 5.7			WI028 WI057	CARSON ! (7.3)		15259
10.2	~		WI102	GREENLEAF (1.4)		
11.7	\approx		AC117	CP ALAMEDA	AC117	

SI-01 MAIN TRACK AUTHORITY

CTC between:

MP 0.0 and MP 11.7.

CP West Redondo:

Controlled by Alameda Corridor Train Dispatcher.

CP Alameda:

Controlled by Alameda Corridor Train Dispatcher.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 11.7	
(Except as Below)	40
0.0 and 0.8	10
10.2 and 11.7	20

SI-03 OTHER SPEED RESTRICTIONS

	Maximum Speed	MPH
1.	Thru Sidings & Turnouts	
	Siding Nadeau between:	
	MP 0.5 and MP 0.8	10
	MP 0.8 and MP 2.5	25
	Siding Carson	10

- 2. Dual Control Switch Turnouts (No Exceptions.)
- 3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Designated Remote Control Area: All tracks on the Wilmington Subdivision (0980).

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 1.1

SI-08 RULES ITEMS

Rule 8.3: El Segundo Industrial Lead: When verbally authorized by the Train Dispatcher, main track switch at MP 5.7 may be left lined for other than main track by movements entering or leaving El Segundo Industrial Lead.

Rule 6.32.2: All trains and engines must comply with Procedure 2 at and between the following grade crossings due to rusty rail conditions: 108th St. (MP 6.0) and Greenleaf Blvd. (MP 10.2)

Rule 10.3: Track and Time rule applies within manual interlocking limits at CP WI025, Slauson Jct.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS Track Name STA. #'S Wingfoot 2.9 JP006

Compton 10.6 JP013

SI-11 INDUSTRIAL LEADS

El Segundo Industrial Lead: (0982)

Off Main Track at MP 5.7 (Watts). Extends 10.8 miles from MP 490.8 to MP 501.6. Maximum Gross Weight: 143 Tons.

Business Tracks	MP	Sta.#'s
South Los Angeles	493.0	JP201
Cypave	496.0	JP204
Hawthorne	497.7	JP206
Wise Transfer	499.6	JP209
El Segundo	501.6	JP210

Torrance Industrial Lead: (0983)
Off Main Track at MP 5.7 (Watts).

Extends 9.9 miles from

MP 493.0 (South L.A.) to MP 502.9. Maximum Gross Weight: 143 Tons

Rule 6.32.2:

All trains and engines comply with Procedure 2, at and between the following crossings due to rusty rail conditions:

Artesia Blvd. (MP 497.8) and Llewellyn Ave. (MP 501.4).

Business Tracks	MP	Sta.#'s
Gardena	496.8	JP303
Hermosillo	497.3	JP304
Dolanco	500.7	JP307
Torrance	501.0	JP308

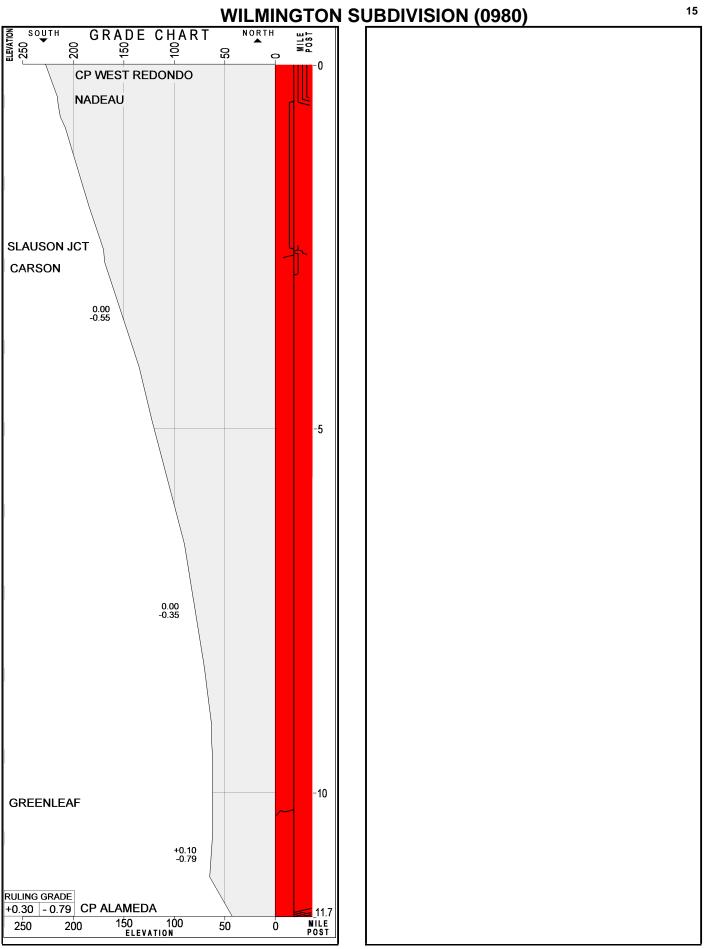
SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

		В		Radio Display: o Dominguez- 014-014 *50		
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH NORTH ▼ STATIONS ▲	Sta. #'s	Siding Feet
0.0		CTC	C011	BARTOLO (3.4)	CX801	
3.4			LN034	DT JCT. (X)BNSF(M) (0.5) (X)UPT		
3.9		YL	LN039	PIONEER BLVD. Y (0.3)		
4.2				LOS NIETOS Y (2.1)	WH009	
6.3		CTC 2MT	LN063	STUDEBAKER	FS008	
7.3			LN073	(1.0)		

Track between South Studebaker and CP Compton designated as the Patata Industrial Lead.

(7.3)

SI-01 MAIN TRACK AUTHORITY

CTC between:

MP 0.0 and MP 3.9; MP 6.3 and MP 7.3;

BNSF crossing and connection to La Habra Sub. on Balloon track.

Yard Limits between:

MP 3.9 and MP 6.3

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 7.3	
(Except as Below)	20 15
4.2	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed

MPH

- 1. Thru Sidings & Turnouts (No Exceptions.)
- 2. Dual Control Switch Turnouts (No Exceptions.)
- 3. Misc. Speed Restrictions

DT Jct. Balloon Trk	15
Thru Turnout Northward (MP 6.3)	15
Studebaker Wye (MP 7.3)	10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between: CP LN063 and CP LN073.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

RCL Areas:

Los Nietos Subdivision (0990) MP 3.4 To MP 7.3; Brea Chemical Industrial Lead (0988); Tustin Industrial Lead (0992); Stanton Industrial Lead (0993); Santa Ana Industrial Lead (0991): Fullerton Industrial Lead (0989); Patata Industrial Lead (0995).

Instructions for RCL Zones Announced by Signs: A Zone is active when the sign is in the upright and locked position for the approaching movement. Authority to enter an active Zone is permitted only after complying with rule 6.7 A, entering a Remote Control Zone. If Zone sign is in the down position, the Zone is inactive and entry is

All Remote Control Zones: Zone limits are announced by sign at all zone entry points. Contact Remote Control Operator on channel 014-014.

Los Nietos Yard:

permitted under rule 6.28.

Zone #1

On main track between clearance point of track 100 and track 761 extending northward to Pioneer Blvd. Zone #3

Between south end of track 101 (switching lead) from Smith Ave northward to 400 feet south of main track switch.

Valla - (Brea Chemical Industrial Lead):

Zone #1

On Industrial lead between Sorenson Ave, westward to Greenleaf Ave.

La Mirada (Santa Ana Industrial Lead):

Zone #1

On Industrial lead between point of switch on track 708 extending westward to Artesia Blvd.

Anaheim (Santa Ana Industrial Lead):

Zone #1

On Industrial lead between MP 507.0 westward to MP 508.3 and includes the sidings at yard 57 track 869 and yard 57 track 870.

See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 6.0 % 17.7

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name MP STA. #'S Tweedy 15.5 JP010

LOS NIETOS SUBDIVISION (0990)

SI-11 INDUSTRIAL LEADS

All Los Nietos Industrial Leads:

On industrial leads where the maximum speed exceeds 10 MPH, the normal position of all industrial lead switches is for industrial lead movement and they must be left lined and locked in that position.

Brea Chem Industrial Lead: (0988)

Extends 12.1 miles from CP LN039 (Pioneer Blvd.) to MP 508.6.

Maximum Gross Weight: 143 Tons.

Maximum speed 10 MPH.

Manual Interlocking (BNSF);

MP 497.1. BNSF MP 153.0 on San Bernardino Sub. Rule 6.16: The requirement to approach UPRR crossing MP 498.5 prepared to stop will not apply. Valla: Switching movements which require blocking Santa Fe Springs Road, MP 498.3, are prohibited from 0715 to 0830 Monday through Friday.

Business Tracks	MP	Sta.#'s
Santa Fe Springs	497.2	WH010
Valla	498.3	WH011
Colima	500.8	WH013
Des Moines	503.7	WH016
La Habra	504.9	WH017
Fullerton Jct	505.3	WH018

Fullerton Industrial Lead: (0989)

Extends 5.0 miles from MP 10.5 to MP 15.5.

Maximum Gross Weight: 134 tons.

Lead switch located at MP 505.3 off Brea Chem Ld. Maximum Speeds: MPH

MP 10.5 to MP 11.0.... 5
MP 11.0 to MP 15.5.... 10

Business Tracks	MP	Sta.#'s
Fullerton Jct.	10.5	WH018
Basta/Fullerton	15.0	CW217

Santa Ana Industrial Lead: (0991)

Extends 26.1 miles from

MP 497.4 (MP 7.3 at South Studebaker) to MP 523.0.

Maximum Gross Weight: 143 Tons.

Movement between MP 512.3 (College MP 170.2) and MP 517.2 (Santa Ana MP 175.6) is over Metrolink Trackage.

Мах	cimum S	Spe	ed		20	MPF
(Ex	cept a	as l	pelo	ow):		
MP	497.4	to	MP	498.0		10
MP	504.0	to	MP	505.0		10
MP	509.0	to	MP	512.0		10
MP	512.0	to	MP	512.3		05
MP	512.3	to	MP	517.2		10
MP	517.2	to	MP	517.4		05
MP	517.4	to	MΡ	523.0		10

Trains and engines will operate on Metrolink trackage between South Anaheim MP 512.3 (Metrolink MP 170.2) and Santa Ana MP 517.2 (Metrolink MP 175.7). Crew members of trains or engines originating at Anaheim enroute Santa Ana via SCRRA main track must contact Metrolink Train Dispatcher by phone and must obtain SCRRA Track Warrant before departing Anaheim. Metrolink Train Dispatcher phone (909)392-8740 or 1-888-446-9716.

SI-11 INDUSTRIAL LEADS Cont...

Santa Ana Industrial Lead: Continued...(0991) Following information must be provided to Metrolink Train Dispatcher:

- 1. Engine Number.
- 2. Name of Conductor and Engineer.
- 3. On-duty Time.
- 4. Loads, empties, tonnage and total train length.
- 5. Caboose Number.

NOTE: When practicable crews will use digital type radio. Metrolink Channel is 030-030.

SOUTH ANAHEIM:

STOP SIGN and flop over type derail, installed at MP 512.3 and MP 517.2 to prevent unauthorized entrance to Metrolink trackage. Before passing STOP SIGN or lining derail employee must contact Metrolink San Diego Subdivision Train Dispatcher for movement authority. Authority will not be required when crew is switching Metrolink interchange traffic. Metrolink Dispatcher's telephone located on opposite side of Metrolink main track.

Switches governing entrance to and from Metrolink main track are equipped with two (2) types of switch protective devices: * Mechanical switch lock;

* Switch point protector lock.

Mechanical Switch Lock: Mechanical switch locks are equipped with a 5-minute 15-second time release feature. After obtaining authority from Metrolink Train Dispatcher, the Sergeant and Greenleaf type switch locks may be removed from switch which automatically operates a time release feature. Foot treadle must not be depressed prior to expiration of the 5-minute 15-seconds time release feature because this would reset the time release feature, thus, requiring an additional 5-minute 15-seconds wait before the time release feature would release. After time release feature functions, the foot treadle must be depressed to release switch handle to allow switch to be thrown.

NOTE: Employee must not attempt to reverse switch until switch point protector lock has been released.

Switch Point Protector Lock: Switch point protector locks are a low bracket type switch point locking device located at base of rail approximately 2 feet back from end of switch point and locked with Metrolink lock. The switch point protector lock must be released before attempting to reverse switch. Once the Metrolink lock has been removed and switch point protector lever has been rotated away from rail and is parallel to the ground, it must then be foot depressed below the base of the rail to properly disengage.

LOS NIETOS SUBDIVISION (0990)

SI-11 INDUSTRIAL LEADS Cont...

Santa Ana Industrial Lead: Continued...(0991)
NOTE: Care must always be exercised to prevent
injury to hands and fingers when working with
metrolink switch point protector locks.
Particular caution must be exercised to ensure
fingers are kept clear when moving protector lock
lever from beneath base of rail (disengage
position) account tension causes it to snap into
the (locking position.)

When movement is made on Santa Ana or Olive Streets in the City of Anaheim, highly visible light or lighted fusee must be displayed to the rear of rear car from one hour before sunset to one hour after sunrise and when weather conditions restrict visibility.

Do not stop or switch over the following crossings between 0701 and 0801 daily.

Artesia Blvd. Knott Ave.

Western Ave. Beach Blvd.

All trains and engines comply with Rule 6.32.2, Procedure 2, at and between the following crossings due to rusty rail conditions:
MP 519.0 (St. Gertrude Place) and MP 522.4 (Greenville St).

Business Tracks	MP	Sta.#'s
Norwalk	499.1	FS010
Buena Park	504.4	FS015
Anaheim	509.0	FS019
Santa Ana	517.2	FS028
Dyer	519.4	FS031
Costa Mesa	523.0	FS034

Tustin Industrial Lead: (0992)

Extends 2.5 miles from MP 512.2 (South Anaheim) to MP 514.7.

Maximum Gross Weight: 143 Tons.

Rule 9.12.2. Metrolink Crossing MP 512.4 (CP College MP 169.8): Crossing is under the control of Metrolink Train Dispatcher.
Instructions for manual operation of power operated derails are located in telephone compartment of instrument case.
BNSF Crossing MP 514.7: Crossing is under the control of BNSF Train Dispatcher. (Xing frog removed).

Track out of service:

MP 514.7 to MP 514.9 and MP 514.9 to MP 516.1.

Business Tracks	MP	Sta.#'s
Marlboro	514.5	FS102
Orange	515.2	FS026

Stanton Industrial Lead: (0993)

Extends 13.6 miles from MP 508.8 (Anaheim) to MP 522.6.

Maximum Gross Weight: 143 Tons.

All trains and engines comply with Rule 6.32.2, Procedure 2, at and between the following crossings due to rusty rail conditions:
MP 516.6 (Garden Grove Blvd.) and MP 520.1 (Heil Ave).

Business Tracks	MP	Sta.#'s
West Anaheim	509.0	CW220
North Stanton	513.9	AN003
Los Alamitos Jct	514.3	AN104
Westminister	517.4	AN107
Smelter	519.6	AN109
Wintersburg	520.6	AN110
Weibling	521.7	

SI-11 INDUSTRIAL LEADS Cont...

Patata Industrial Lead: (0995) Extends 14.4 miles from South Studebaker (CP LN073) to CP Compton (CP AC106).

Maximum Gross Weight:

South Studebaker to Firestone Park: 134 tons; Firestone Park to CP Compton: 158 tons.

Maximum Speeds:

Automatic Interlocking (UPRR Crossing) located at MP 13.1.

All trains and engines comply with Rule 6.32.2, Procedure 2, at and between the following crossings due to rusty rail conditions:
MP 13.75 (Otis Ave) and MP 21.33 (Greenleaf Blvd).

ICTF: Refer to Alameda Corridor Subdivision for instuctions pertaining to train operations in the ICTF plant.

 Business Tracks
 MP
 Sta.#'s

 Tweedy
 15.5
 JP010

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:

Bartolo to South Studebaker: 143 Tons; South Studebaker to Firestone Park: 134 Tons;

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Northward Train or Engine movements routed from Los Nietos to Bartolo must not pass movement indicator at MP 4.2 unless movement indicator displays a PROCEED indication (Flashing White aspect), or authority has been obtained from the Train Dispatcher.

Track Breach Protection Employee Established Track Breach protection may be in effect:

Location:

Los Nietos Yard Limits (MP 3.9 and MP 6.3).

Designated radio channel: 014-014

LOS NIETOS SUBDIVISION (0990) GRADE CHART S S ELEVATION 300 _{ss} 0 BARTOLO DT JCT. PIONEER BLVD. LOS NIETOS -5 STUDEBAKER

LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

RULING GRADE +1.04 - 1.01

250

300

200 150

100

50

		Radio Display: Yermo to Daggett- 027-027 *12 CP C057 to E. Redondo- 027-027 *50					
Mile Post	Track Layout	Rule	CP #'s	WEST ▼ STATIONS	EAST	Sta. #'s	Siding Feet
162.0		CTC		YERMO	ВТ	CX650	
160.5		2MT	C161	(1.5) W.YERMO	Х	CX652	
158.9			C159	(1.6) DAGGETT	В	CX654	
N737.4	Dag		<u> </u>	(0.0)	14 !!		
BN10.6	Dag	gett-I	C057	side via BNSF (102 RIVERSIDE	2.1 MII	CX755	
=56.6 56.4			C056	(0.2) SCRRA JCT.			
				(0.9)			
55.5		CTC 2MT	C055	STREETER (2.9)		CX759	
52.6		СТС	C053	ARLINGTON (2.7)		CX760	
49.9			C050	LIMONITE			
48.8		2MT	C049	(1.1) PEDLEY	XT	CX765	
46.6	4		C047	(2.2) CP C047	Х		
45.7			C046	(0.9) MIRA LOMA Trk.2	D	CX767	1-14264
45.4			C045	1		CA707	2-8175
43.8 41.8			C044 C042	(3.9) VENTURA	(Trk.2) X		
41.1			C041	(3.4)			
38.4		CTC	C039	BON VIEW (0.3)			
38.1			C038	ONTARIO (1.4)	(X)UP(M)	CX775	
36.7			C036	MONTCLAIR	(X)UP(IVI) !	CX777	7950
35.1 33.0		CTC	C035 C033	(3.7) WO TOWER	(11-3)	CX780	
32.6		2MT	AL515	(0.4) RESERVOIR Trk.1	(11-3)X		
				(1.4)			
31.2			AL514	HAMILTON Trk.1 (0.4)	X		
30.8		CTC	C031	OAK ('0.3)	11-2/11-3)	CX782	
30.5		CTC	C030	ROSELAWN	X		
26.2		2MT	C026	(4.3) GRAND	X		
18.3			C019	(7.9) PUENTE JCT.	Х	CX795	
11.4			C011	(6.9) BARTOLO	Y	CX801	
11.4			COTT		^	CXOUT	
7.4			C007	(4.0) GARFIELD AVE.	Х		
5.6			C005	(1.8) EAST LOS ANGELES		CX806	<u> </u>
			<u> </u>	(1.8)		CX800	
3.8		CTC 3MT	C004	WEEDS Trk. 2 & 3 (1.0)			
2.8			C003	DOWNEY ROAD	TX	CX810	
				(0.7)			
2.1		СТС	C002	(0.7) SOTO ST. JCT. Trk. 2 & 3	Х		
1.6	$\left[\left\langle \cdot \right \right] $	2MT	AC000	(0.5) CP EAST REDONDO	(11-2)		
1.0					,112/		
				(160.2)			

SI-01 MAIN TRACK AUTHORITY
CTC between:
MP 162.0 and MP 158.9;
MP 56.6 and MP 1.6.
CTC in effect on:
Connection track:
CP C030(Trk.1) to CP AL513(Alhambra Sub);
Connection track:
CP C031 to CP AL514(Alhambra Sub);
Connection track:
CP C001(Ninth St.) to CP AC000.

CP COOI(Ninth St.) to CP ACOUO.		
SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	M	PH
Between Mileposts	PSGR	FRT
162.0 and 158.9		
(Except as Below)	. 79	60
162.0 and 161.9 Trk. 1	20	20
161.9 and 159.0 Trk. 1	55	40
162.0 and 161.7 Trk. 2	20	20
161.7 and 159.0 Trk. 2	55	40
159.0 and 158.9 Trk. 1 & 2	40	35
Between Mileposts	PSGR	FRT
56.6 and 1.6		
(Except as Below)	.79	65
56.6 and 56.5	45	45
56.5 and 56.1	55	50
56.1 and 55.3	50	50
55.3 and 53.7 Trk. 1	60	55
53.7 and 53.4 Trk. 1	55	50
53.4 and 52.6 Trk. 1	65	60
53.8 and 53.4 Trk. 2	55	50
53.4 and 52.6 Trk. 2	70	60
52.6 and 52.2	65	60
52.2 and 51.7	60	60
51.7 and 49.7	70	65
49.7 and 38.4 Trk. 2	70	65
38.7 and 38.4 Trk. 1	70	65
38.4 and 38.1	55	50
38.1 and 32.9	70	65
32.9 and 30.8 Trk. 1	40	40
32.9 and 31.8 Trk. 2	70	65
31.8 and 30.7 Trk. 2	60	60
30.9 and 30.7	60	60
30.7 and 27.9	70	60
27.9 and 23.8	70	65
23.8 and 23.0	65	65
23.0 and 11.4 Trk. 2	70	65
15.4 and 14.9 Trk. 1	70	65
14.0 and 13.2	65	60
11.4 and 10.9	70	65
10.9 and 10.5	70	65
10.5 and 10.1	65	60
10.1 and 9.5		
9.5 and 8.7	70	65
2.4 and 2.1 Trk. 1	45	40
7.2 and 2.1 Trk. 2	40	40
3.8 and 2.1 Trk. 3	30	30
2.1 and 1.6 Trk. 2 & 3	20	20
2.1 and 1.0 11h. 2 a 3	20	20

SI-03 OTHER SPEED RESTRICTIONS **Maximum Speed** MPH 1. Thru Sidings & Turnouts Siding 1 & 2 Mira Loma..... 20 2. Dual Control Switch Turnouts CP C033 and CP C031..... 60 CP C026..... 50 CP C056, CP C055, CP C053, CP C050, CP C049, CP C047, CP C042, CP C041, CP C039, CP AL514, CP C030, CP C011(west crossover), CP C007..... 40 Connection track MP 32.6 to the Alhambra Sub, MP 515.1 (Reservoir), CP C011 (east crossover)........... 30 CP C011 (Turnout to Los Nietos Sub), CP C003 Downey Road Crossovers CP C046; CP C019 (Turnout to C of I Yrd); CP C003 Downey Rd. 3. Misc. Speed Restrictions Connection track CP C001 (9th St.) to CP AC000...... 10 House Track 4; Old Main Track #3 between MP 7.2 and MP 5.6..... 10 All tracks in the Mira Loma Space Center..... 5

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:

MP 162.0 to MP 158.9(CP C159); CP C055 and CP C053; CP C050 and CP C039; CP C033 and CP C031; CP C030 and CP C004; CP C002 and CP AC000 (designated Trk.2 and Trk.3).

Three main tracks between: CP C004 and CP C002.

SI-05 MILEPOST EQUATIONS

MP 158.9 = MP 737.4 on BNSF. MP 56.6 = MP 10.6 on BNSF.

MP 1.6 = MP 0.0 on the Alameda Corridor Sub.

SI-06 RCL OPERATIONS

Designated Remote Control Areas:

Between MP 1.6 and MP 11.4 on the Los Angeles Subdivision (0965).

(Note: RCL area established on Metrolink River Subdivision, East Bank between CP Dayton Tower and CP Ninth St to include CP Yuma Jct., from 0900 to 1600 and 2200 to 0500, daily.

from 0900 to 1600 and 2200 to 0500, daily Reference Metrolink Operating Rules.

Designated Remote Control Zones:

EAST LOS ANGELES:

Zone 1:

East point of crossover switch #348 extending eastward to the clearance point of switch for MT 2 from MT 3.

Zone Status Contact:

Commerce Yardmaster or Remote Control Operator. Channel: 082-082

RCL operations on Metrolink River Subdivision:
* Each RCL job must have a minimum of two crew
members qualified on the River Subdivision.
* RCL operator controlling movement must make all
main track movements at restricted speed not
exceeding 15 MPH.

* RCL jobs must monitor Metrolink radio channel at all times and comply promptly with all instructions issued by Dispatcher.

Applies to Mira Loma and Arlington Zones:

Instructions for RCL Zones Announced by Signs: A Zone is active when the sign is in the upright and locked position for the approaching movement. Authority to enter an active Zone is permitted only after complying with rule 6.7 A, entering a Remote Control Zone. If Zone sign is in the down position, the Zone is inactive and entry is permitted under rule 6.28.

MIRA LOMA:

Zone 1:

From the Dixon Lead derail to a point 425 feet south of Philadelphia Ave.

Zone Status Contact:

Signs / Remote Control Operator.

Channel: 008-008

Zone limits are announced by signs in Mira Loma Yard at the northward entrance to Dixon Lead and at Philidelphia Street for southward movements.

ARLINGTON:

Zone 1:

From clearance point of the east and west switches of Track 701, including the body of the yard and all switches on the east end.

Zone Status Contact:

Signs / Remote Control Operator.

Channel: 014-014

Additional Information:

Zone limits are announced by signs at both ends of track 701, but not at each entrance switch along the lead at east end of yard tracks.

See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#)	37.9	*	용	24.4	(#)	14.8 *
용	27.7		%	22.9	&	8.3 *

* Detector at MP 8.3 protects Alameda Corridor.

Recall codes:

8.3 Trk.1 831# / Trk.2 832# 14.8 Trk.1 1481# / Trk.2 1482# 37.9 3790#

SI-08 RULES ITEMS

Alameda Corridor Dispatcher: is the Control Operator for East Redondo, CP AC000.

Rule 1.10: Crew members of Metrolink Trains may use cellular phones in accordance with current Metrolink Timetable instructions.

Rule 1.45 Silverwood: Movements thru connection track to the Mojave Sub. off BNSF Trk.1 controlled by the BNSF Train Dispatcher; movements thru connection track from Mojave Sub. controlled by the UPRR Train Dispatcher.

Rule 5.8.4: Item 9 of the System Special Instructions applies at and between: Hamilton Ave, MP 31.1 and Reservoir Street, MP 33.0

Exception: First Street crossing on spur track of Trk.2, MP 31.8, is not part of the quiet zone and whistle must be sounded.

Eastward train must sound whistle signal at MP 52.0 approaching bridge at Arlington.

Rule 7.13: City of Industry: See Alhambra Subdivision for City of Industry Yard information.

Rule 9.12.1: When stopped by signal displaying a STOP indication, crew member must receive authority to pass the STOP indication as follows: * Daggett-eastward trains must contact both BNSF and UPRR dispatchers; westward trains must contact BNSF dispatcher.

* Riverside-trains in either direction must contact both UPRR and BNSF dispatchers.
* CP Ninth St: Before operating eastward beyond control signals indicating STOP onto UPRR LA Sub, or the connection track towards the Alameda Corridor, authority must be secured from the Metrolink train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the UPRR train dispatcher to occupy main track beyond Control Point. Trains operating westward onto the Metrolink River Sub are

Metrolink dispatchers radio frequencies for flagging instructions:

authorized by Metrolink dispatcher only.

San Gabriel Sub Dispatcher: 087-087 between 0600 and 2200 River Sub Dispatcher: 047-047 between 2200 and 0600

Rule 10.3: UPLA Dispatcher 30
will issue Track and Time between
CP C001 (Ninth St.) and CP C002 (Soto St. Jct.).

Track and Time applies within manual interlocking limits at CP C038, Ontario.

Rule 32.20: East Los Angeles/Commerce yard "NO IDLE ZONE" is in effect between the 710 Freeway overpass and the Clipper crossovers. No idling locomotives are permitted within these limits. All locomotives left standing must be shut down.

Riverside - "No Idle Zone"
Unless otherwise instructed, comply with the following "No Idle Zone" instructions between CP C053 and CP C056.
If train is stopped within these limits, a crewmember must contact the dispatcher to determine duration of delay.
If delay exceeds 30 minutes, all locomotives (including automatic start/stop locomotives) must be shut down, with the following exceptions:

- 1. When crew will remain on train, leave lead locomotive idling to keep train charged and for crew comfort.
- 2. When train is left unattended, leave one automatic start/stop locomotive running, if equipped.

SI-08 RULES ITEMS Continued...:

Rule 33.2: Westward Trains - Before leaving BNSF Summit station, trains operating between Summit and San Bernardino over BNSF must have operative extended range dynamic brake on the lead locomotive. In addition, the locomotive consist must have the minimum number of required operative axles of dynamic brake. If the train does not meet the minimum requirement, the train must not proceed.

- * If not already in use, head-end locomotive consist with operative dynamic brake must be in dynamic brake prior to train reaching maximum authorized speed after the lead locomotive has passed MP 56.0.
- * Helper locomotives with operative dynamic brake must be in dynamic brake when passing crossovers at BNSF station Summit MP 55.9.
- * Between MP 56.6 and MP 78.0, dynamic brakes on road and helper power must be operated at a sufficient level (as directed by the lead engineer) to properly control train speed, using train air brakes as required.

Rule 81.8.3: Impaired clearance at MP 8.75 with maximum height clearance of 21 feet 2 inches.

SI-09 FRA EXCEPTED TRACKS

Dixon Spur, Mira Loma Space Center, Arlington Spur

MD

STA #'S

SI-10 BUSINESS TRACKS Track Name

Nebo (BNSF) 741.6 CX658 Barstow (BNSF) 746.4 CX663 Lenwood (BNSF) 6.7 CX668 Hodge (BNSF) 13.6 CX674 Helendale (BNSF) 21.1 CX683 East Oro Grande (BNSF) 29.4 . Oro Grande (BNSF) 31.5 CX693 Victorville (BNSF) 36.7 CX699 Frost (BNSF) 38.0 CX702 Thorn (BNSF) 41.1 CX703 Hesperia (BNSF) 45.1 CX707 Lugo (BNSF) 50.1 CX712 Summit (BNSF) 55.9 CX718 Silverwood (BNSF) 56.6 . Walker (BNSF) 60.2 . Cajon (BNSF) 62.8 CX726 Keenbrook (BNSF) 69.4 CX730 Devore (BNSF) 70.9 CX735 Ono (BNSF) 75.0 CX740 San Bernardino (BNSF) 81.4 CX746 Colton (BNSF) 3.2 CX749 Highgrove (BNSF) 6.7 CX752 Riverside W 56.6 CX755 Arlington Spur 53.0 CX760 Mira Loma Space Center 45.7 CX767 Ventura Foods 41.5 CX773 Ontario 38.1 CX775	Track Name	MP	51A. #'5
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1 2	Pomona	. 31.9	CX781
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	East Yard TY	4.2	CX809

SI-11 INDUSTRIAL LEADS

Crestmore Industrial Lead:(0970)
Connects to main track at MP 48.0.

Extends 6.9 miles from MP 0.0 to MP 6.9. Maximum Gross Weight: 143 Tons.

Entire lead FRA Excepted track.

Business Tracks

MP Sta.#'s

Crestmore 6.3 CE007

Chino Industrial Lead: (0976)

Off main track at CP CO33. Extends 5.1 miles from MP 0.0 to MP 5.1. Maximum Gross Weight: 143 Tons.

Road switchers operating on the Chino Industrial Lead must contact Los Angeles Sub. Train

Dispatcher to occupy main track at Pomona. Six-axle locomotives are prohibited on business and industry tracks only.

Maximum speed on Chino Wye: 5 MPH on other than straight leg. $\,$

Entire lead is FRA Excepted track.

Rohr Industrial Lead: (0969)

Off maintrack at MP 53.0.

Maximum Gross Weight: 134 tons.

Entire lead FRA Excepted track.

Six-axle locomotives prohibited.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:

between Yermo and Bartolo: 158 Tons; between Bartolo and East Redondo: 143 Tons.

BNSF Trackage: The "BNSF TONS PER OPERATIVE BRAKE" calculation, if shown on UPRR TCS detailed consist, may be used to determine maximum permitted speed while operating on BNSF trackage.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Union Pacific tons per powered axle (TPA) requirements satisfy BNSF horsepower per ton (HPT) requirements.

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks:

Six-axle locomotives are prohibited on the following tracks:

Mira Loma Space Center.

East Los Angeles:

Freight trains approaching Commerce Yard must contact the Commerce Yardmaster for yarding instructions and advise which main track the train is on.

East Los Angeles radio channels: Commerce Yard - 082-082,

Mechanical and Car Department - 046-046.

East Los Angeles Locomotive Servicing Facility

Channel 034-034 used for both inbound and outbound communication.

Inbound Movement:

Prior to entering the facility, contact the Inbound Foreman for locomotive placement instructions and contact the Outbound Foreman to remove derail protection. Notify the Outbound Foreman when your equipment is clear of the derails at Oak Street.

Outbound Movement:

Prior to departing the facility, contact the Outbound Foreman to remove derail protection and notify the Outbound Foreman when your equipment is clear of the derails at the Old Locker Room.

Mira Loma

Auto Center (MLAC) Switching Instructions: The following procedures apply to crews spotting the auto facility at Mira Loma:

- \star Prior to shoving cars into the auto facility, crew must contact the "Auto Plant Switcher" on channel 027-027 for spotting instructions.
- * When shoving cars into the auto facility, maximum speed is 5 MPH.
- * Prior to shoving east of the derail, the intended route must be lined for your movement. * At least a minimum automatic air brake application must be used when shoving into the auto facility.
- * If additional brake pipe reductions are necessary, engineer must not use excessive power while shoving.
- $\mbox{\scriptsize \star}$ Care must be taken to prevent excessive slack action while switching or spotting movements are made.
- * When shoving tracks, the Conductor must ride the rear car and stop movement short of the spot line on the east end of each track.
- * Apply four handbrakes on the east (low) end of each cut.
- * After hand brakes have been applied, do not release the air brakes to check securement.
- * When making cut(s) on the west end of tracks, ensure cars are left clear of all other tracks.
- \star Ensure that a 20 psi brake pipe reduction has equalized before turning angle cock and closing slack to make the cut.

Arlington:

Crew on eastward trains must contact UPRR Train Dispatcher to confirm they can proceed by signal indication onto the BNSF at Riverside. If not able to proceed, train must stop short of Streeter Ave, MP 53.8 unless train can fit between Streeter Ave. and Palm Ave., MP 54.8.

Information regarding ability to proceed at Riverside without blocking crossing may be obtained from either UPRR or BNSF train dispatcher.

SI-14 MISC. INSTRUCTIONS Continued...

Riverside: Automatic Horn System (AHS) in service at the following locations:

Automatic Horn System (AHS) locations				
Street Name	Mile Post			
Panorama Rd	56.2			
Riverside Ave	55.6			
Brockton Ave	55.0			
Palm Ave	54.8			

The AHS is initiated when the grade crossing warning system is activated by the approaching train or engine. The AHS sounds horns that are directed towards approaching street traffic and the indicator lights "X" will flash until the train or engine occupies the island of the grade crossing.

When indicator lights "X" are flashing at the above locations, this will acknowledge the system is working properly and it is not necessary to sound whistle signal 5.8.2(7). However, this will not apply when there is a need to warn pedestrians or vehicular traffic unaware of an approaching train or engine, and their attention cannot be attracted by the ringing of the bell per Rule 5.8.1. If the indicator lights "X" are not flashing as the train approaches the crossing the whistle must be sounded.

Trains requiring helper: Before entering BNSF trackage at Riverside, conductor of train requiring helpers on BNSF Cajon Subdiv. must contact UP Corridor Manager and ascertain helper power and helper crew information, including projected availability.

Information to BNSF: Before entering BNSF trackage
at Daggett, conductor will fax the following
information to the BNSF dispatcher at (909-3864243):

- * Train Symbol;
- * High/Wides in train (Yes or No);
- * Hazmat in train (Yes or No);
- * Maximum Speed on BNSF;
- * Status of EOT battery (%);
- * Setouts on BNSF (if any);
- * Train or Engineer qualification,
- Summit to San Bernardino / Slover via:
- * BNSF Trk. 1 or 2
- * BNSF Trk. 3;
- * UPRR Mojave Subdivision;
- Manned Helper (Yes or No)

Locomotives operated isolated: Locomotives which are normally aspirated (non-turbo charged) must be isolated (and shut down if required by Rule 32.20) when operating between Barstow and San Bernardino on the BNSF Cajon Subdivision.

SI-14 MISC. INSTRUCTIONS Continued...

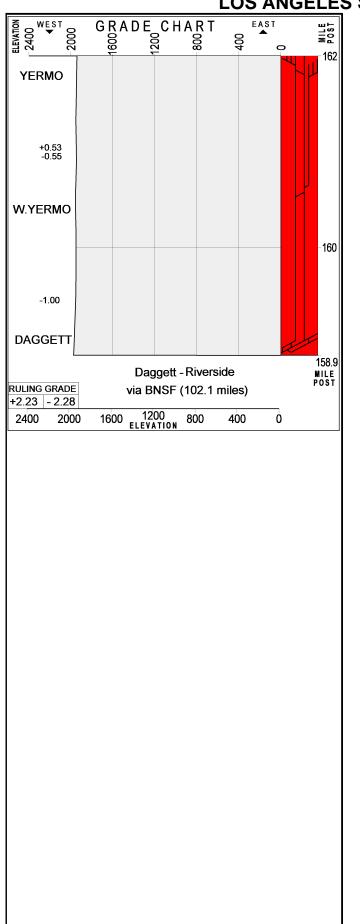
Communication Phone Numbers:

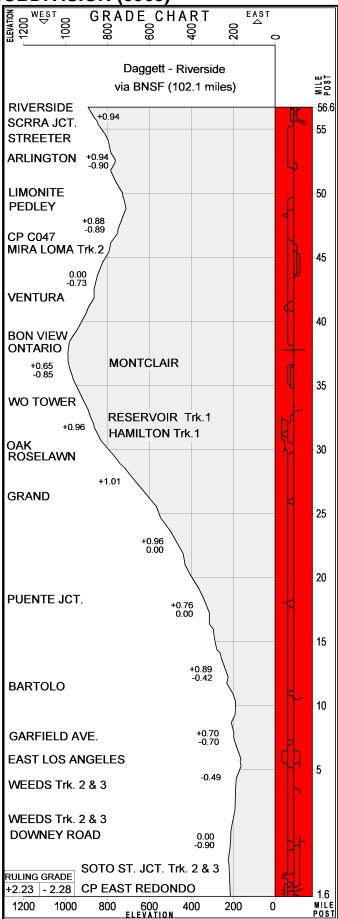
Telephone Number for UPRR Dispatcher 7, Yermo (MP 164.0) to Daggett (MP 158.9): Telephone: (800)726-1058 Corridor Manager: (402) 636-7423 Telephone Number for UPRR Dispatcher 230, Riverside (MP 56.6) to East Redondo (MP 1.6):

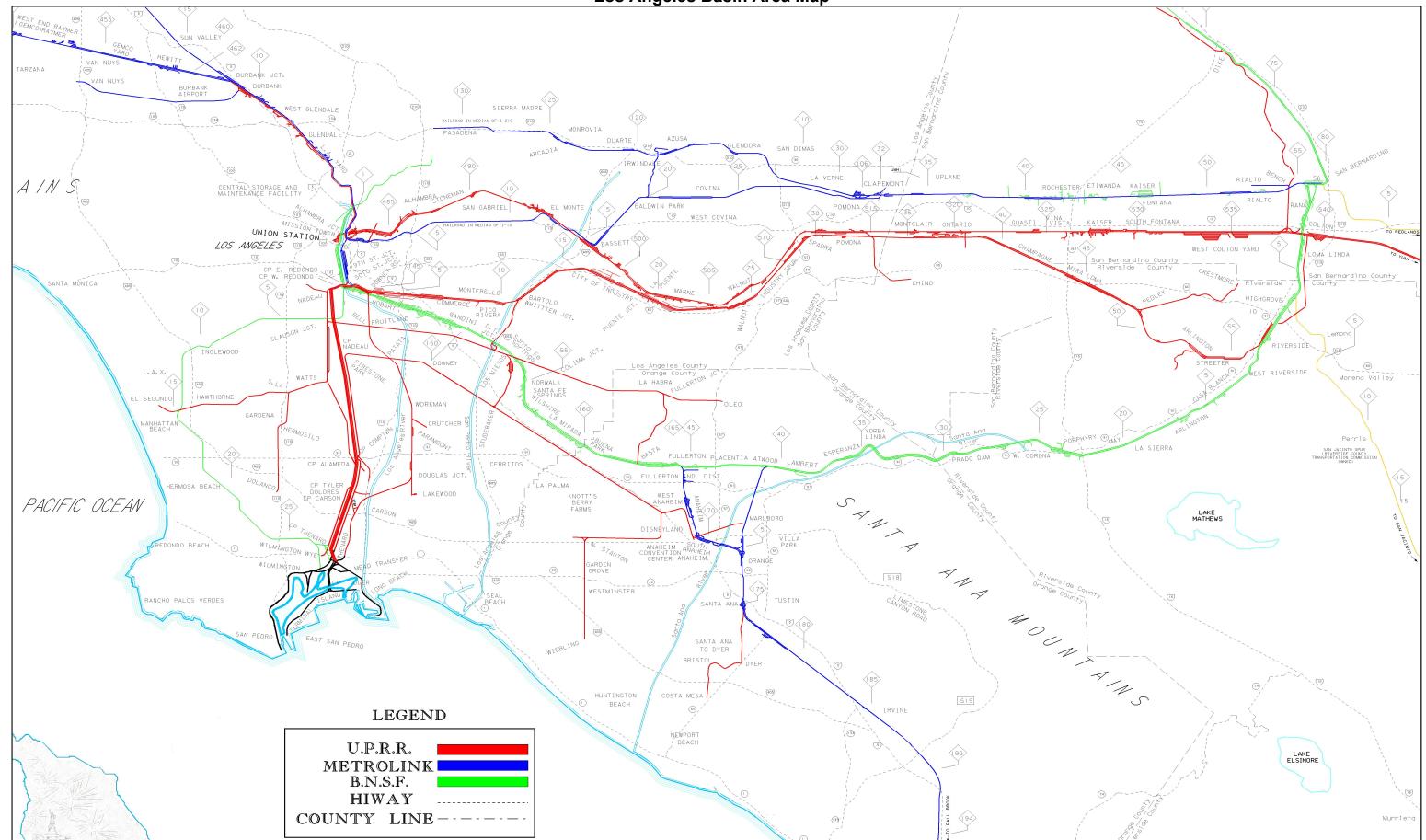
Telephone: 8-685-2316 Outside Line: (909) 685-2316 Corridor Manager: (909) 386-4282

Calpro switch (02-754) off Trk 1 at CP C046 must be left lined and locked against the UPRR Interchange Lead switch (02-705) when unattended to provide protection against entry to the main track

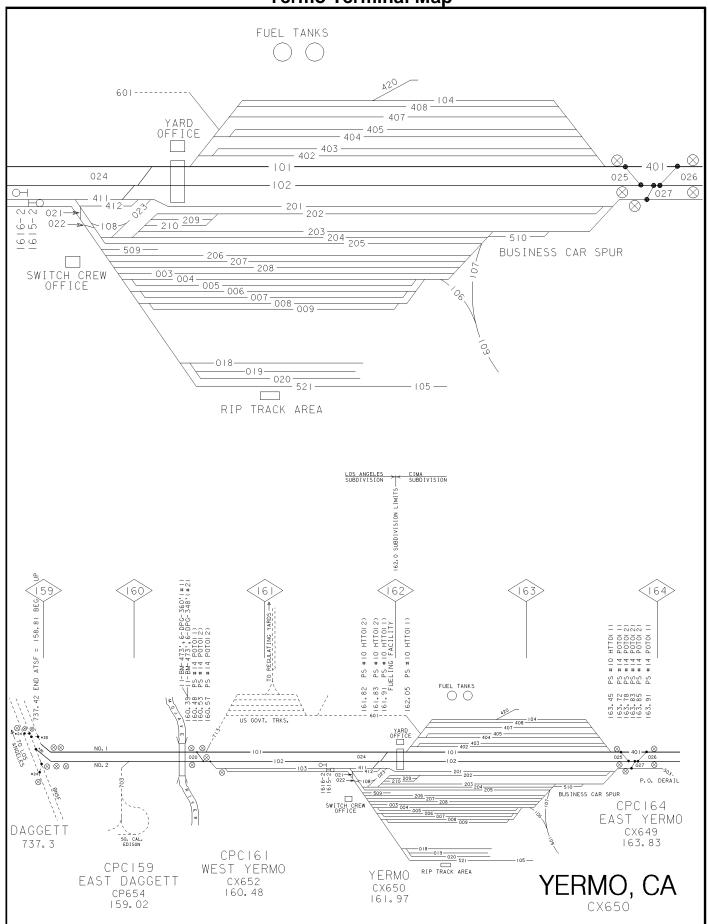
Yermo Contact Dispatcher before entering Yermo receiving or departure tracks to ensure that there are no known conflicting movements.



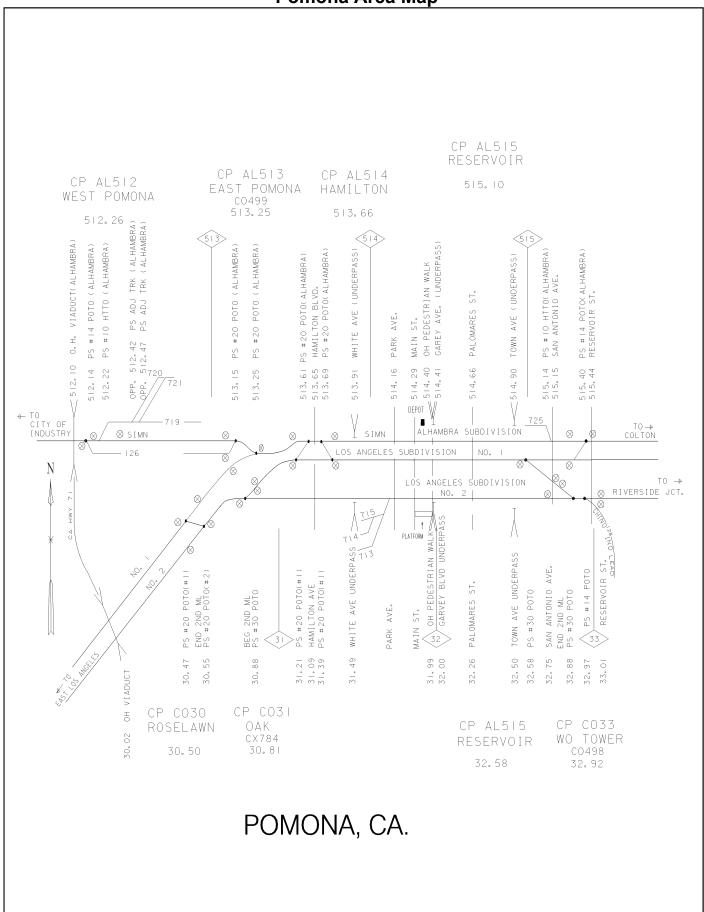




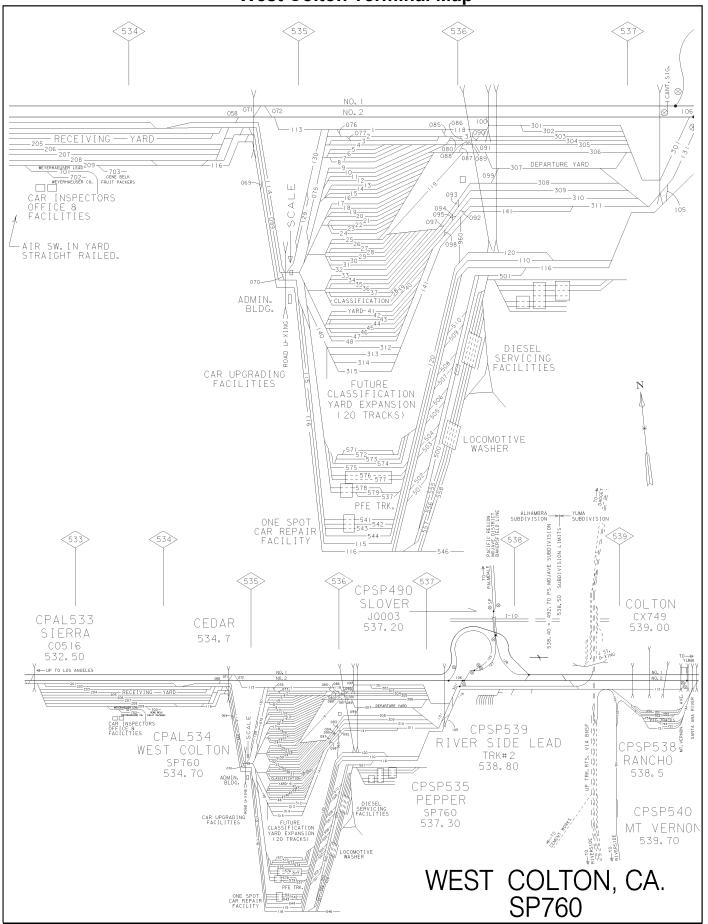
Yermo Terminal Map



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

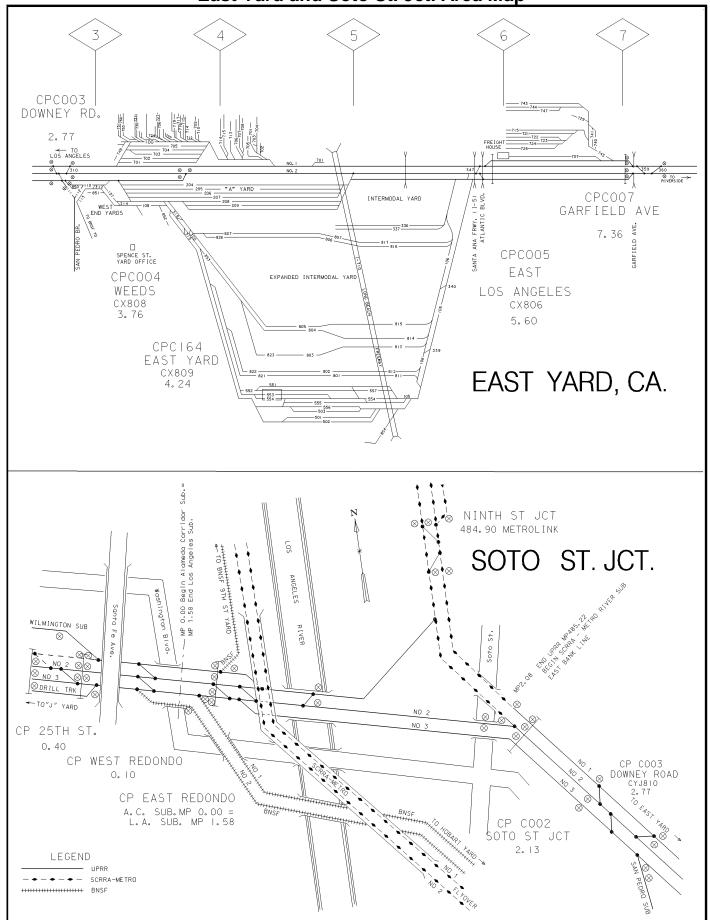


West Colton Terminal Map



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

East Yard and Soto St. Jct. Area Map



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

ALHAMBRA SUBDIVISION (0975)

No. Post Layout S. S. S. S. S. S. S. S	Mile	Track	Rule	СР	to Yuma Jct 042-042 *	EAST	Sta.	Sidin
SATE	Post	Layout		-		A		Fee
S37.8 S75.8 S75.5 S75.	538.2			SP538	RANCHO	Х		
SP535 PEPPER (Trk.2) BT SP759 SP535 SP535 PEPPER (Trk.2) BT SP759 SP536 SP53			ZIVII					
SP535 PEPPER (Trk.2) BT SP759 SP535 SP535 PEPPER (Trk.2) BT SP759 SP536 SP53								
AL935 RIVERSIDE AVE (Trk.2)								
S36.2 S35.0 S35.0 S34.7 S32.4 S35.0 S34.7 S32.4 S35.0 S32.4 S35.0 S32.4 S35.0 S32.4 S35.0 S32.4 S35.0 S35.0 S32.4 S35.0 S35.	537.3			SP535	PEPPER (Trk.2)	BT	SP759	
S36.2 S35.0 S35.0 S34.7 S32.4 S35.0 S34.7 S32.4 S35.0 S32.4 S35.0 S32.4 S35.0 S32.4 S35.0 S32.4 S35.0 S35.0 S32.4 S35.0 S35.								
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AL534 CEDAR				AL733	(1.5)			
AL534 CEDAR	535.0					T	SP760	
AL533 SIERRA XI 88	534.7			AL534	CEDAR	Х		
CTC	532.4	$ \cdot \cdot $		AL533		X!		8500
CTC								
529.3 527.5 524.7 523.5 521.1 519.4 517.6 517.6 515.1 518.1 518.1 519.4 519.4 510.6 510.6 510.6 510.0								
S27.5 S24.7 S23.5 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.6 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.5 S21.1 S23.5 S23.5 S21.1 S23.6 S23.5 S23.			CTC				CO514	6259
AL525 GUASTI CO508 55				ALJZ7	KAISER		CO512	
AL523 3.6 CTC AL521 NORTH ONTARIO (11-2)X CO505 CTC AL521 NORTH ONTARIO (11-2)X CO505 CTC AL517 EAST MONTCLAIR (11-2)X CO502 YA (1.6) AL517 WEST MONTCLAIR (11-2)X CO500 CTC AL515 RESERVOIR CO500 CO500 CTC AL515 RESERVOIR CO500 CTC AL514 HAMILTON X AL514 HAMILTON X AL514 HAMILTON X AL515 CTC AL508 WALNUT CO491 CO491 CTC AL504 MARNE CO491 CTC AL503 INDUSTRY BTI CO486 STC AL503 INDUSTRY BTI CO486 STC AL501 CTC AL501 NEW SIDING CTC AL497 CTC AL498 BASSETT XI CO482 STC AL497 CTC AL498 AL497 CTC AL498 AL497 CTC AL498 AL497 CTC AL498 AL498 AL498 AL498 AL498 AL499 CTC AL498 AL499 CTC AL488 AL499 CTC AL489 AL4	524 7	\(\)		AI 525		1	CO508	5914
2MT	523.5			AL523	(3.6)			0711
AL519 EAST MONTCLAIR (11-2)X CO502 YA (1.6) AL517 WEST MONTCLAIR (11-2)X (2.5) TOTAL AL515 RESERVOIR (1.4) AL514 HAMILTON X AL513 POMONA CO499 24 (5.3) AL508 WALNUT ! CO491 62 (5.3) AL508 (3.9) AL500 (3.9) AL504 MARNE ! CO488 53 (1.2) AL503 INDUSTRY BT! CO486 83 (1.2) AL501 (1.7) AL501 NEW SIDING ! 54 (2.8) AL500 (2.8) AL493 BASSETT X! CO482 54 (3.1) AL495 EL MONTE ! CO479 (6.8) AL497 (3.1) AL495 EL MONTE ! CO479 (6.7) AL487 AURANT X CO472 (1.3) AL82.8 AL482 UP YUMA JCT. (Trk.1) TX CO469	521.1			AL521		(11-2)X	CO505	
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AL501 NEW SIDING ! 57 499.9 498.2 497.1 495.0 493.5 CTC AL488 ALHAMBRA (1.4) 486.9 CTC#1 RL#2 482.8 AL482 UP YUMA JCT. (Trk.1) AL500 (2.8) ST CO482 ST CO479 68 67 68 67 68 67 68 68 69 69 69 69 69 69 69 69	502.7			AL503	INDUSTRY	BT!	CO486	8397
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(0.1) AL482 UP YUMA JCT. (Trk.1) TX CO469				AL400	(2.7)			
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(56.1)	482.8			AL482		TX	CO469	
					(56.1)			<u> </u>

BDIVISION (0975)	
SI-01 MAIN TRACK AUTHORITY	
CTC between: CP SP538 and CP AL485; CP SP535 Balloon Track; CP AL513 and CP C030 (Los Angeles Sub. on the connection track. CP AL514 and CP C031 (Los Angeles Sub. on the connection track. CP AL485 and CP AL482 on Trk.1 only.	
CTC in effect on: North Connector from BNSF (MP 2.9) at Valle Blvd., CP SP939 to connection track within CP SP538 Rancho. BNSF Manual Interlocking: Track #112 at MP 538.5.	ey
Restricted Limits between: CP AL485 and CP AL482 on Trk.2 only.	
SI-02 MAXIMUM SPEED TABLE	
Maximum Speed MPH	
Between Mileposts PSGR FR 538.5 and 482.8	RT
(Except as Below)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed 1. Thru Sidings & Turnouts	MPH
Siding Guasti (East Switch) Siding Industry Siding Walnut 2. Dual Control Switch Turnouts CP SP535 - Turnout from track 112 to	20 25 10
	30 40 40
AL519, CP AL517	50 10
BNSF North Connection Track - BNSF MP 2.9 and UPRR CP SP538 CP SP535 on Balloon Track Track 590 (Locomotive Test Track during locomotive testing only) Connection track CP AL513 to CP C030(Trk 1 on Los Angeles Sub)	
SI-04 MAIN TRACK DESIGNATIONS Two main tracks between: CP SP538 and CP AL533; CP AL521 and CP AL515; CP AL488 and CP AL482.	

SI-05 MILEPOST EQUATIONS - None.

ALHAMBRA SUBDIVISION (0975)

SI-06 RCL OPERATIONS

Remote Control Areas:

Between MP 482.8 and MP 488.3 on the Alhambra Subdivision (0975).

Between MP 530.5 and MP 543.1 (Yuma Sub.) Note: RCL area established on Metrolink River Subdivision, East Bank between CP Dayton Tower and CP Ninth St. to include CP Yuma Jct. Reference Metrolink Operating Rules.

Remote Control Zones:

WEST COLTON:

Receiving Yard Zones:

Each receiving yard track (201 - 209) is a separate zone. Each zone begins at the east fouling point extending westward to the west fouling point.

Hump Zone:

Begins at east end fouling point of each receiving yard track (201 - 209) and extends eastward on track 99 (Hump Lead) to the east clearance point of track 114.

Zone Status Contact:

Crest Yardmaster Channel: 050-050

Group 10 Zone:

On Track 120 from the 75 switch (high stand) eastward to the clearance point of Track 110. Zone Status Contact:

Trim Yardmaster Channel: 050-050

LATC:

Zone #1:

Track #2 from switch #101 crossover at MP 483.0 (Daly St.) eastward to MP 484.0 (San Pablo Street).

Yard lead track 903 from switch 111 (divider switch at Daly St.) MP 483.0 to MP 483.7. Zone Status Contact:

LATC or Commerce Yardmaster Channel: 066-066

AURANT YARD:

Zone 3:

Begins at point of switch Ladder Track #6 westward along track 707 to Valley Blvd.

Zone Status Contact:

LATC, Commerce Yardmaster or Remote Control Operator. Channel: 066-066

RCL operations on Metrolink River Subdivision:

- * Each RCL job must have a minimum of two crew members qualified on the River Subdivision.
- * RCL operator controlling movement must make all main track movements at restricted speed not exceeding 15 MPH.
- RCL jobs must monitor Metrolink radio channel at all times and comply promptly with all instructions issued by Dispatcher.

See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

ે	536.2 Trk.1	(#)	516.6	용	496.3	
%	531.1	8	510.2	(#)	492.0	
(#)	526.8	용	508.8	&	491.6 *	
왕	522.4	용	505.3	용	484.5	
용	519.5	(#)	504.7			

* Detector at MP 491.6 protects Alameda Corridor. Recall codes:

492.0 4920# 504.7 5047#

516.6 5166#

SI-08 RULES ITEMS

Rule 1.14: Movements from LATC may be made on Metrolink trackage after obtaining verbal permission and track restrictions, if any, from Metrolink Dispatcher.

Movements over Metrolink trackage will be governed by the General Code of Operating Rules and current Metrolink Timetable. Unless otherwise specified by Metrolink, trains and engines may only occupy Metrolink trackage after receiving:

- 1. Permission from Metrolink train dispatcher or
- 2. Metrolink track warrant.

Telephone numbers for Metrolink train dispatchers are:

Valley-(909)593-2868 or 1-888-446-9717; San Gabriel-(909)596-2378 or 1-888-446-9719; San Diego-(909)392-8740 or 1-888-446-9716; River dispatcher-(909)593-2962 or 1-888-446-9718.

Rule 5.8.2 (7): Item 9 of the System Special Instructions applies at and between the following locations:

1. MP 505.7 (Fairway Drive) and

MP 508.0 (Brea Canyon Road)

2. MP 513.6 (Hamilton Ave) and and MP 515.4 (Reservoir Street)

Rule 5.13 West Colton: When a yellow light is not displayed in permanent light-type signal, movement must not pass signal until advised by lead carman that track is not under blue signal protection. This authority may be relayed by Yardmaster.

Rule 6.4.2 West Colton:

This rule does not apply at:

* Sierra CP AL533, for movements operating in either direction between receiving yard tracks and Sierra Siding. Main track movements or movements made through crossovers in either direction within CP AL533 are not exempt from the requirements of the rule.

* Cedar CP AL534, for movements operating on track 114 between CP AL534 and Cedar Ave. Eastward movements through crossovers to Main track are not exempt from the requirements of the rule.

Rule 7.11 Kaiser: Switching movements on the K-Mart Lead (Track 742) and at the Kaiser Steel Plant must be made with air brakes cut in on all cars and cars must not be detached while in

Rule 7.12. LATC: When shoving cars into intermodal tracks 821 and 833, a member of the crew must precede the movement or take position on the leading car to give warning signals to lift equipment operators, intermodal groundmen, vehicle drivers, and others who may foul the tracks being shoved.

Rule 8.20. City of Industry: Power operated derail located on balloon track at C Yard is controlled from box adjacent to derail. Derail will time-out and return to derailing position in 12 minutes if circuit is not occupied. Colorlight indicators similar to switch point indicators will display red for derailing position and flashing red for non-derailing position.

Rule 10.2: During new construction, a work train may clear at a hand operated switch not equipped with an electric switch lock or signal governing movement to a CTC track when the clearing switch

- * Equipped with an engineering department lock.
- * Exclusively operated by an engineering department employee.

Note: This does not change the requirement to obtain CTC authority prior to occupying the track where CTC is in effect.

ALHAMBRA SUBDIVISION (0975)

SI-08 RULES ITEMS Continued:...:

Rule 32.2.1: Trains operating on the UP/BNSF Transfer track between MP 538.6 and BNSF MP 2.9 must comply with the following restrictions: * Distributed power trains must operate in synchronous mode.

* Conventional trains operating with 20 or more equivalent axles of dynamic braking must limit retarding force to 500 amps or 40k lbs when approaching and while operating on curved portion of Transfer Track.

Form 8620: Section V Switching:
Figure 10: Switching Chart
Cell "B" Part 1.c. - does not apply at West
Colton.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

		STA. #'S
Declezville	529.7	CO513
K-Mart		
Johnson Wax	525.0	
Sunkist	520.5	
PMT	482.8	CO470

SI-11 INDUSTRIAL LEADS

Azusa Industrial Lead: (8904) extends 5.0 miles. from MP 502.0 to MP 507.0. Access from Metrolink Railroad, San Gabriel Subdivision at Orange Ave Jct., Metrolink MP 19.9.
Maximum gross weight 134 tons.

Business Tracks MP Sta.#'s
Run Around Track (900')........... 502.4 BP103

Declezville Industrial Lead: (0984) extends 1.3 miles. Access from main track at MP529.7.

Maximum gross weight 134 tons.
Entire Lead FRA Excepted Track.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 or less	N/A	65 MPH Eastward
		70 MPH Westward
80+ to 100	N/A	60 MPH Eastward
		65 MPH Westward
100+ to 132	N/A	55 MPH Eastward
		55 MPH Westward
Over 132	132 N/A	45 MPH Eastward
		45 MPH Westward

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Dispatcher Phone Numbers:

Yuma Jct. to Rancho:

LA Dispatcher 250 - Telephone 8-685-2126;

Outside Line: (909) -685-2126; Corridor Mgr: (909) -386-4282.

LATC: Westward trains on Trk. 2 must not pass Valley Blvd., MP485.6 to enter Restricted Limits until permission is received from LATC or Commerce Yardmaster.

Yardmaster radio channels:

LATC - 042-042

Commerce - 082-082

City of Industry Yard:

- * Switching moves and yarding instructions at City of Industry requiring radio communications will be on channel 044-044, except for those assignments working the west end high side of bowl will use channel 088-088.
- * Terminating trains are to wye power and take to east end PMT tracks 561 - 568. Contact Chief Clerk or Manager for clear route and terminating track assignment.

West Colton Track bulletins are not required for switching movements operating through CP AL534 off track 114.

All movements entering and departing West Colton Yard must contact the West Colton Herder for routing instructions. This includes movements entering track 112 at Riverside Ave. (CP AL935) or Pepper Ave. (CP SP535).

Before boarding assigned consist in the diesel facility or before entering the facility with locomotives, crew must first contact the roundhouse foremen for instructions. Contact information:
Radio - Channel 070-070
Telephone - 909-685-2125

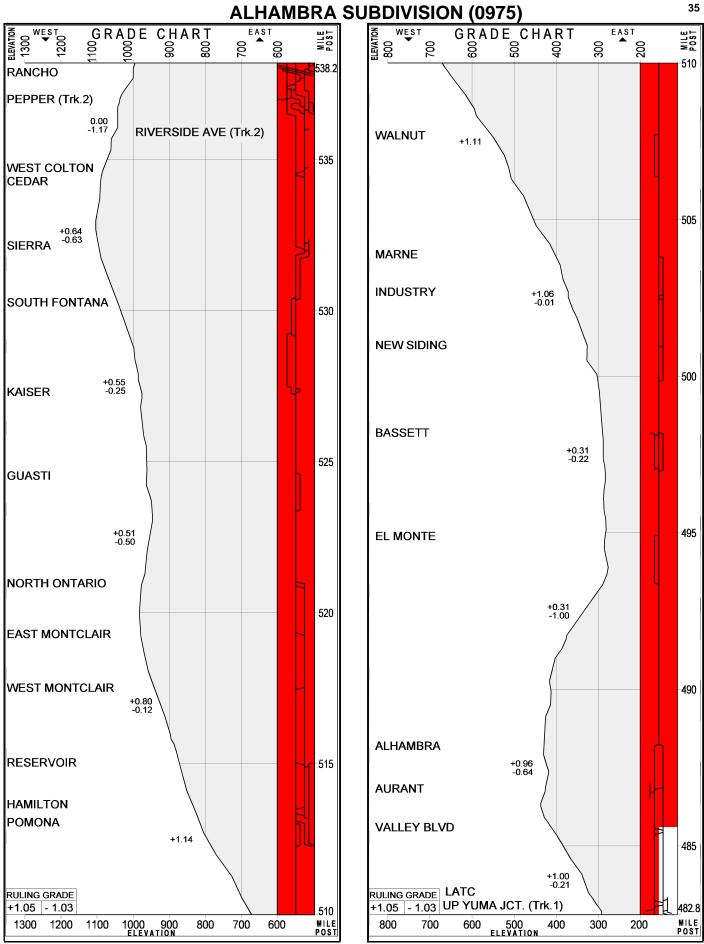
Track 590 is designated as a Locomotive Test Track. Locomotive Testing may only be performed when authorized and directed by a Locomotive Manager or Shop Planner. Equipment must not enter or foul the track unless permission is received from Locomotive Manager or Shop Planner. All locomotive testing is governed by the "Locomotive Test Track Policy for Push-Pull" operations and may only be performed by a Locomotive Mover qualified for Test Track Operations.

West Colton Terminal Radio Communications: On other than main track, all movements except yard assignments operating between Rancho SP538 and Sierra CP AL533 must use channel 050-050 for any terminal or movement instructions.

Gemco: Off Metrolink Ventura Subdivision at CP Woodman, MP 456.1.

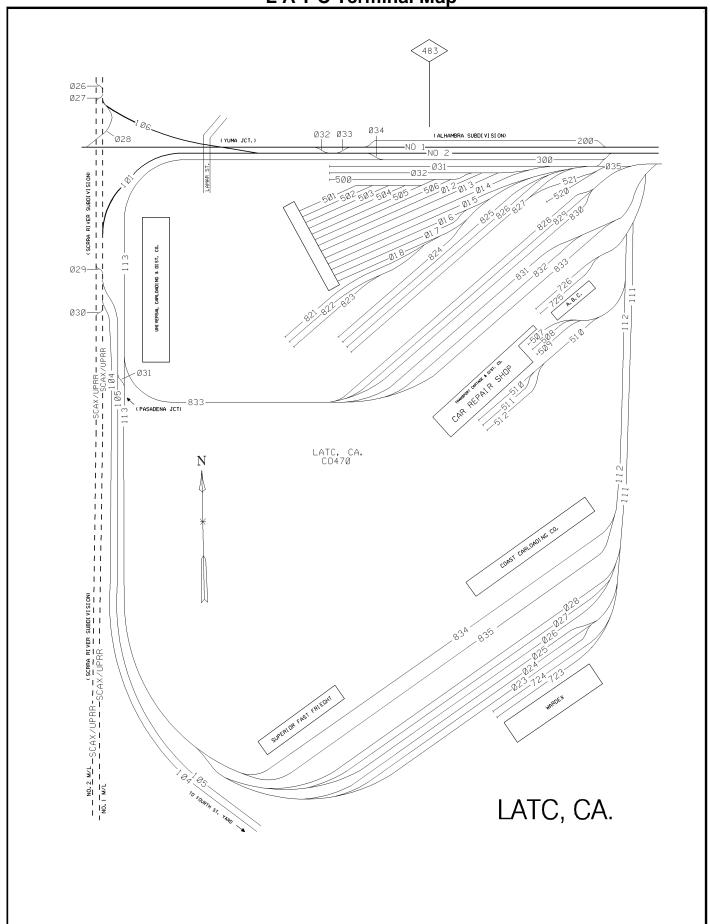
Track Breach Protection: Employee Established Track Breach Protection may be in effect: Location: Restricted Limits between CP AL485 and CP AL482 on Trk.2.

Designated radio channel: 042-042.

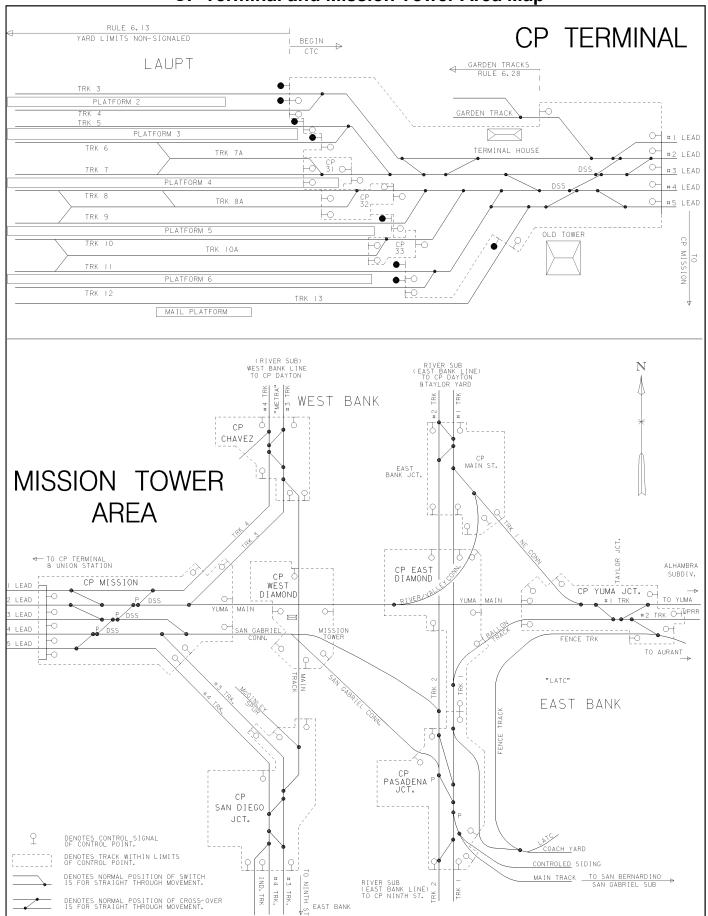


LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

L A T C Terminal Map



CP Terminal and Mission Tower Area Map



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

					<u>JA I</u>	<u>/E S</u>
				Radio Display:		
		North	n Bakers	sfield to Highland- 014-014 *54		
		l	Highle:	- ad to Pancho 042 42 *50		
	_	<u> </u>		nd to Rancho- 042-42 *50	_	
Mile		Rule	-	SOUTH NORTH		Siding
Post	Layout	6.3	#'s	▼ STATIONS ▲	#'s	Feet
310.8		DT	SP311	NORTH BAKERSFIELD		
312.9		ABS		(2.1) BAKERSFIELD BT	10101	YARD
312.9				(0.7)	JQ181	YAKD
313.6			SP314	X- /	JQ180	
	$ \langle \rangle $			(44.4)		
325.0		CTC	SP325	(11.4) SANDCUT X	JQ169	
323.0		2MT	31 323	(3.1)	30107	
328.1		CTC	SP328		JQ166	
				(2.5)		
330.6		CTC 2MT	SP331	ILMON (4.8)	JQ162	
335.4		CTC	SP335	CALIENTE	JQ159	
		l		(2.6)		
338.0			SP338	BEALVILLE X!	JQ154	13270
339.5 340.6			SP340 SP341	(4.3)		
340.6 341.8		l	SP341 SP342	(4.3) CLIFF !	JQ151	7530
343.3			SP344	(3.3)		
345.1			SP345	ROWEN !	JQ148	8080
346.8			SP347	(2.8)	10145	00/0
347.9 349.7			SP348 SP350	WOODFORD ! (3.2)	JQ145	8960
351.1			SP351	WALONG !	JQ142	4800
352.2	4		SP352	(2.9)		
353.0			SP353	MARCEL!	JQ140	6189
354.2 356.4		CTC	SP354 SP356	(3.4) CABLE	JQ137	
330.4		2MT	3F 330	(2.1)	JQ137	
358.5			SP358	CABLE X-OVER X		
				(2.1)		
360.6			SP361	TEHACHAPI X (9.7)	JQ133	
370.3		CTC#1	SP370	` '	JQ123	
	ζ	DT#2		(8.0)		
380.7		l	SP380	T	JQ113	
201.2		CTC	SP381	(10.3) SOUTH MOJAVE X	JQ112	
381.3		CIC	SP381	(0.6)	JUIIZ	
389.5			SP389	ANSEL !		
391.1			SP391	(9.1)	JQ103	8340
399.3			SP399	OBAN !	10004	0250
401.0 404.3		l	SP401 SP404	(5.0) N. LANCASTER	JQ094	8350
±04.3			J1 704	(1.8)		
406.1			SP406	S. LANCASTER		
400.0			CD400	(3.1)		
409.2 410.9			SP409 SP411	DENIS ! (9.9)	JQ084	8350
410.7			SP414	PALMDALE JCT.	JQ079	0330
		l		(3.5)		
416.5			SP416	PALMDALE !	JQ080	7370
418.1			SP418 SP428	(11.7) VULCAN	10044	
428.2			JF 420	(7.9)	JQ066	
434.3			SP434	WASH !	JQ059	9000
436.1	4		SP436	(15.8)		
450.1			SP450	PHELAN !	JQ043	9000
451.9 461.9		l	SP452 SP462	(15.8) HILAND !	JQ031	9097
463.8			SP464	(11.9)	32031	,0//
464.7	\int		SP465	SILVERWOOD		
			CD	(0.9)	10.05	
469.3 471.3			SP469 SP471	CANYON ! (6.6)	JQ024	9515
471.3 479.0		l	SP471	KEENBROOK X		7010
,		Ī	I	(7.3)		

480.2	CTC	SP480	The state of the s	JQ013	7705			
481.8		SP482	(2.8)					
489.8			BENCH	JQ004				
			(8.0)					
490.0		SP490	SLOVER !	JQ003	9127			
491.9		SP492	(2.1)					
492.1		SP535	PEPPER (Trk. 2) BT	SP759				
=537.3								
492.7		SP538	RANCHO (Trk.1) X					
=538.2			(0.0)					

SI-01 MAIN TRACK AUTHORITY

```
CTC between:

MP 325.0 and MP 370.3;

MP 370.3 and MP 381.3 on Trk. 1;

MP 381.3 and MP 492.7

(East leg of wye - CP Rancho);

MP 491.9 and MP 492.1

(West leg of wye - CP Pepper).
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CTC at:

CP SP370 Tracks 1 and 2.

ABS Rule 9.14/9.15 Track Permits between:

MP 310.8 and MP 325.0; MP 370.4 and MP 381.3 (Trk. 2 only)

Kern Jct. is controlled by BNSF Train Dispatcher.

Palmdale Jct. / Metrolink trackage: Movements are governed by the General Code of Operating Rules and current Metrolink Timetable. Unless otherwise specified by Metrolink, trains may only occupy Metrolink trackage after receiving permission from Metrolink Train Dispatcher or a Metrolink track warrant.

					IVIO	JA V
SI-02 MAX Maximum			D TABLE		М	PH
Between		_	s		PSGR	FRT
			7)		70	70
_						50
312.8 8	and	313.6			. 25	25
313.6 8	and	325.6			. 60	60
325.6 a	and	330.6			. 50	50
330.6 a	and	335.4	Trk.2		. 25	25
330.6 a	and	332.1	Trk.1		. 50	50
332.1 a	and	335.4	Trk.1 S.		. 30	30
332.1 8	and	335.4	Trk.1 N.		. 25	25
335.4 a	and	359.5	S		. 23	23
335.4 a	and	336.0	N		. 15	15
336.0 a	and	359.5	N		. 23	23
359.5 a	and	360.6	Trk.2		. 25	25
359.5 a	and	360.6	Trk.1 S.		. 60	60
359.5 a	and	360.6	Trk.1 N.		. 25	25
		370.3	S		. 40	40
368.8	and	370.3	N		. 50	50
	thru	X-ove				25
	and	371.4				35
		374.0				30
		380.1				25
						20+
		381.2				25
		373.4				50
		376.4				35
		380.1				45
		380.2				20+
		381.2 381.5				25
	and	373.4				25 50
						35
	and	381.5				45
	and	381.5				25
						35
						60
						50
						40
	and					30
						40
491.0 a	and	491.9			. 30	30
491.9 a						
(East I	Leg	Wye -	CP Rancho	o)	. 15	15
491.9 a						
(West I	Leg	Wye -	CP Pepper	r)	. 15	15
Between		_			PSGR	FRT
_			rent of T			
				 		49 20
						25
						40
						25
						10
						15
						20
						25

DIVISION	(0940)			39
SI-03 OTHER S	PEED REST	RICTIONS		
Maximum S	peed			MPH
Sidings M Rowen, Be	ealville	outs Long, Woodf		
2. Dual Cont	rol Switch			
Palmdale	Jct.: CP S	SP414		35
1)		
		Kern Jct		
		CP SP325		
Through d	dual contro	ol switches	and	
B.		Mojave CP S Lon at Sout		
3. Misc. Spec	ed Restric andling "Di	tions Imensional	loads"	
between M	IP 379.0 ar	nd MP 380.0		30
		tion track		
		ion track t		
Crossover	: Quantico	MP 315.0.		10
CP SP3		en: SP328; SP335;		
SI-05 MILEPOST		S		
MP 335.1 = MI	P 335.2			
MP 356.6 = MI	P 356.7			
MP 492.1 West (Trk.2) MP 492.7 East (Trk.1)				
SI-06 RCL OPER	RATIONS			
Bakersfield 1 MP 322.0 and All Main Tra	MP 304.0	('Saco' on	Fresno Sul	
SI-07 ITEM 13 T	RAIN DEFEC	T DETECTOR	S	
* 315.0 (#) 318.8 * 323.8 (#) & 328.6 * * 333.6 * 338.0 * 340.7 * 349.8 * 350.6 * 353.0 * 355.2 * 355.2 (#) & 365.2 * 365.2 * 367.0 * 368.2 * 368.5 * 370.3 * 372.7	(#) % % % % % % % (#) (#)	377.0 381.3 382.6 387.3 391.1 396.1 402.1 406.2 409.2 416.1 412.0 420.2 425.9 431.1 434.3 438.2 442.3 446.6 451.9 454.8 457.9	% 46 % 47 (@) 47 (#) 47 (@) 47 % 48 (@) 48 (@) 48 (#) 48 (@) 48	0.0 2.0 6.8 1.2 3.3 5.1 6.7 9.0 1.8 3.9 5.9 6.8 7.7

* detector protects tunnel MP 336.9. ** detector protects tunnel MP 356.1.

SI-08 RULES ITEMS

Rule 1.45 Silverwood: Movements thru connection track to the Mojave Sub. off BNSF Trk.1 controlled by the BNSF Train Dispatcher; movements thru connection track from Mojave Sub. controlled by UP Train Dispatcher.

Rule 6.2: At Kern Jct. trains operating from BNSF main tracks 1 or 2 to UP main tracks 1 or 2 must receive permission from UP Dispatcher 54 before occupying UP Mojave Subdivision.

Rule 6.25 Bakersfield: A PROCEED indication of CTC controlled signal at CP SP311 or verbal authority from the Train Dispatcher to enter northward main track will authorize movement against the current of traffic to clearance point of 50 Lead switch. Movement against the current of traffic beyond this point will require track permit authority.

Trains moving against the current of traffic by controlled signal indication must report to the Train Dispatcher when train is clear of the northward main track.

Rule 6.28 Bench: Trains operating on Metrolink Rialto Subdivision (connection at Bench) must obtain Track Bulletins in effect and contact Metrolink San Gabriel Subdivision Train Dispatcher, channel 087-087 for permission to enter. Refer to Metrolink Timetable, Rialto Subdivision.

Rule 8.3 Bakersfield: Southward trains departing from Bakersfield yard tracks may leave main track switches lined for other than main track.

Trains operating against the current of traffic must approach switches at Quantico MP 315.0 prepared to STOP until it can be seen that switches are properly lined.

Rule 9.13.1 Kern Jct: If train or engine employees are required to operate the interlocking switch at Kern Jct., they must first receive permission from the BNSF Train Dispatcher. In addition, employees must also be governed by instructions posted in the tool box located at the Signal House at Kern Jct.

Rule 32.1: Grade Securement. Do not tie-up and leave a train unattended between stations Bakersfield and Mojave, or Hiland and Slover unless track has derail protection.

Rule 33.2.1: On both legs of wye at Slover, do not exceed the following dynamic brake force levels with 20 or more EDBA - maximum 500 amps or 40k lbs force.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name		STA. #'S
Magunden Edison Monolith Fleta	316.6	JQ177
Edison	320.1	JQ174
Monolith	365.0	JQ129
Fleta	384.4	JQ109
n 1		TO 1 0 0

Hivolt460.0 JQ034

SI-11 INDUSTRIAL LEADS

Oak Creek Industrial Lead: (0941)

extends 9.4 miles from MP 381.0 to MP 390.4. Maximum gross weight is 134 tons.

Maximum speed 20 MPH.

Note: All California Portland Cement tracks remain 10 MPH.

On descending grades, trains must not exceed:
 a) 150 TPOB;

b) 550 TPDBA.

A train that exceeds these limits; experiences dynamic brake failure, or if the use of full dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced or retainers on all cars placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices.

 Business Tracks
 MP
 Sta.#'s

 Creal
 389.9
 JR108

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
90 or less	N/A	65 MPH
90+ to 100	N/A	60 MPH
100+ to 115	N/A	50 MPH
Over 115	N/A	45 MPH

On descending grades between:

Tehachapi MP 360.6 and Ilmon MP 332.1; Cameron MP 371.5 and Mojave MP 380.7; Harold MP 417.3 and Vincent MP 61.6 (Metrolink); Hiland MP 463.8 and MP 486.0 (Maximum allowable speed applies until the lead engine reaches MP 486.0).

The following table must be used to determine maximum allowable speed taking into account freight train's TPOB and TPDBA.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 or less	300 or less	30 MPH
	300+ to 425	25 MPH
	425+ to 500	20 MPH
80+ to 100	300 or less	25 MPH
	300+ to 500	20 MPH
100+ to 130	250 or less	25 MPH
	250+ to 500	20 MPH
130+	500 or less	20 MPH

A train that exceeds the table or experiences dynamic brake failure, or if the use of full dynamic braking and an 18 psi brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars are set. The train must not proceed except as instructed by the district Manager of Operating Practices.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Use System Special Instructions Item 5 for train make-up restrictions except as shown below.

* BNSF trains will be governed by BNSF train

- ** BNSF trains will be governed by BNSF train makeup restrictions instead of UPRR train makeup restrictions.
- * Union Pacific tons per powered axle (TPA) requirements satisfy BNSF horse power per ton (HPT) requirements.
- * Trains operating on Metrolink trackage between Harold and Vincent are governed by UPRR System Train Make-up rules.
- ***RESTRICTIONS BETWEEN MP 332.1 AND MP 362.4***

The following EPA/EDBA table applies between Ilmon and Summit Switch MP 362.4. The 36 EPA restriction does not apply to light engine movements.

LEAD CONSIST EPA/EDBA TABLE							
Train Type	Max EPA	Max EDBA					
Loaded Bulk-Commodity Unit Train	36	31					
All Other Trains	36	28					

SI-14 MISC. INSTRUCTIONS

Restricted Tracks:

Six-axle locomotives are prohibited at Bakersfield: Trks. 1131, 1132, 1146; Palmdale: Chandler Lumber Spur.

Mojave Yard: Do not leave locomotives running at the north end of the yard. If locomotives must be kept running, park the units at the south end of the yard.

Palmdale Chandler spur track: 5 mph around two "S"-curves located between 10th Street and End of Track. Maximum of 2 six-axle locomotives allowed.

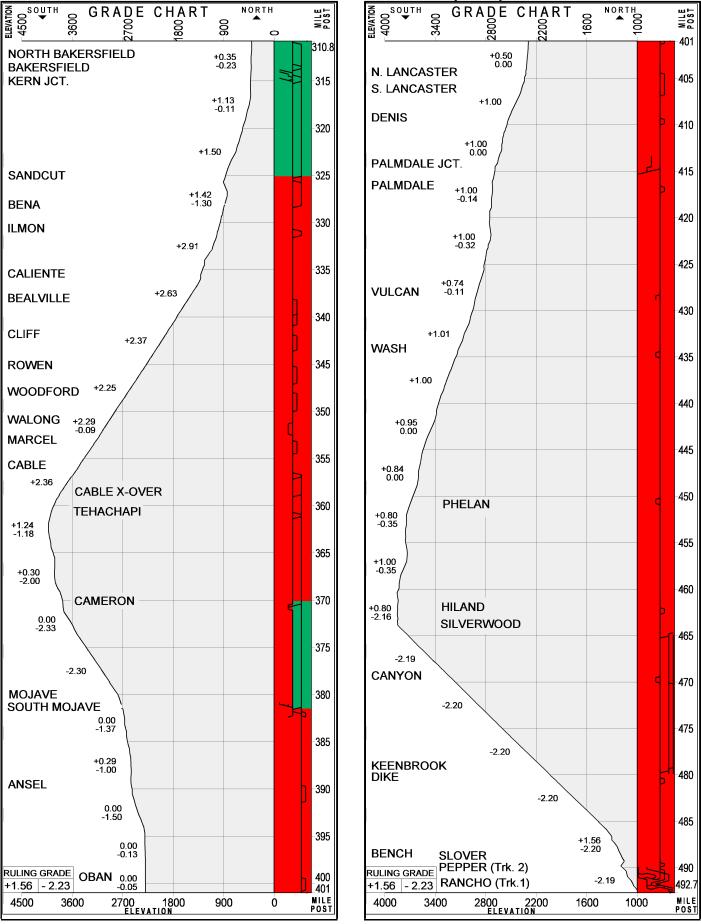
Bench: Southward freight trains must not leave Bench unless they receive a Clear or Advance Approach signal indication at the north switch Slover, or, unless instructed to do so by UPRR Dispatcher 250.

Slover: Under no circumstances are trains to be left standing or unattended on main track or siding at Slover.

West Colton: Terminal Radio Communications: On other than main track, all movements, except yard assignments, operating between Rancho (SP538) and the east end of Sierra Siding will use radio channel 050-050 for any terminal or movement instructions.

Terminating or passing trains MUST contact the West Colton Crest Yardmaster before passing Bench for:

- routing instructions,
- yarding instructions,
- setout instructions,
- and/or crew change requirements.



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

NO	OTE	ES:	43

LONE PINE SUBDIVISION (0942)

		-		Radio Display: .7 to Mojave- 014-014 *5	54		
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST	Sta. #'s	Siding Feet
431.7	7	YL		END OF TRACK (3.0)	Υ		
428.4				SEARLES (25.9)	TY	JR048	
402.5		TWC		CANTIL (21.7)		JR023	
380.8		YL		CHAFFEE (0.7)	·	JR001	
380.1	1			MOJAVE	В	JQ113	

(52.2)

SI-01 MAIN TRACK AUTHORITY

TWC between:

MP 426.0 and MP 385.0.

Yard Limits between:

MP 431.7 and MP 426.0;

MP 385.0 and MP 380.1.

SI-02 MAXIMUM SPEED TABLE

	Maximum Speed	MPH
	Between Mileposts 431.7 and 380.1	
	(Except as Below)	40
ı	431.7 and 427.8	10

427.8 and 422.0.....

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed

MPH

- 1. Thru Sidings & Turnouts (No Exceptions.)
- 2. Dual Control Switch Turnouts (No Exceptions.)
- 3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 401.3

% 422.1

SI-08 RULES ITEMS

Rule 6.6 Back Up Movements:

The following applies to eastward train operations in Tunnel 29:

In the event of a stall, a train authorized with a "Work Between" may make a Back Up Movement without contacting the train dispatcher. * A train authorized with directional authority may, prior to entering tunnel, obtain permission from the train dispatcher to make a Back Up Movement should train stall within the tunnel.

Upon clearing the west tunnel portal, train tonnage must be reduced or power added before attempting eastward movement through tunnel.

In the event of a possible train derailment preventing a back up movement, or if imminent danger to crew warrants an immediate evacuation of the tunnel, locomotives may be detached without complying with Rule 1.43 A.(4), and moved outside the tunnel.

Immediately upon exiting the tunnel, contact the train dispatcher to make arrangements to properly secure the train.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

On descending grades

140+ to 150

between Searles and MP 412.0, $\,$ the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and TPDBA.

Operative Brake:	Brake Axle:	Maximum Speed:
110 or less	400 or less	25 MPH
	400+ to 550	20 MPH
110+ to 140	400 or less	20 MPH
	400+ to 550	15 MPH

Any train that exceeds this table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed except as instructed by the district Manager of Operating Practices.

550 or less

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Track Breach Protection Employee Established Track Breach Protection may be in effect: Location: Mojave Yard Limits between: MP 380.1 and MP 385.0.

Designated radio channel: 1414

Location: Searles Yard Limits between:

MP 431.7 and MP 426.0.

Designated radio channel: 1414

Do not store cars between MP 428.6 (Searls Road), and the bridge at MP 429.6 due to insufficient walkway on high fill.

LONE PINE SUBDIVISION (0942) 45 GRADE CHART 2100 431.7 **END OF TRACK** 430 **SEARLES** +1.75 -1.00 -425 +1.75 -420 +1.75 -415 +1.75 0.00 -410 +0.88 -1.00 -405 +1.00 -1.00 **CANTIL** 400 +0.92 -1.00 -395 -1.00 -390 -1.00 -385 **CHAFFEE MOJAVE** RULING GRADE

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-380 380.1

1800 MILEPOST

+1.89 - 1.02

3300

3000

3600

2700 ELEVATION

2400

2100

YUMA SUBDIVISION (0943)

	40 YUMA SU							
		Radio Display:						
				I to Beaumont- 096-096				
		E	Beaumont to Rancho- 042-042 *50					
		ł	Mosc	quite Line- 096-096 *66				
—	. .	<u>.</u>				-	0: 1:	
Mile Post		Rule 6.3	CP #'s	WEST	EAST	Sta. #'s	Siding Feet	
732.4		CTC		YUMA STATIONS	DT			
/32.4		2MT	SP733	(0.3)	ы	SP563		
732.1		CTC	SP732	COLORADO (3.0)		SP564		
729.1		CTC	SP729	WINTERHAVEN	Х	SP568		
725.8		2MT CTC	SP726	(3.3) ARA7 JCT.		SP571		
723.7		СТС	SP724	(2.1) ARAZ	(11-2)			
		2MT		(8.8)				
714.9			SP715	CACTUS (8.3)	(11-2)	SP584		
706.6 704.9	7	CTC	SP707 SP705	CLYDE (7.9)	į	SP591	8500	
698.7			SP699	GLAMIS	į	SP598	8486	
696.8			SP697	(1.9) MESQUITE	(11-2)	SP600		
690.5			SP691	(6.3) ACOLITA		SP606	8495	
688.8			SP689	(7.6)	!			
682.9 681.2			SP683 SP681	REGINA (7.3)	!	SP614	8472	
675.6 673.9			SP676 SP674	IRIS (7.7)	!	SP622	8475	
667.9			SP669	NILAND	! T	SP629	N12169	
667.8 667.3			SP668 SP667					
665.6			SP665	(6.4)			S8548	
661.5 659.8	Ч		SP662 SP660	WISTER (3.5)	!	SP636	8333	
658.0		CTC 2MT	SP658	WISTER CROSSOVER (2.0)	(11-2)X			
656.0		ZIVII	SP654	ROGOZA				
648.2			SP648	(8.2) BERTRAM Trk.2	ļ.	SP650	8372	
646.1 637.1			SP646 SP637	(11.1) SALTON	(11-2)	SP657		
		CTC		(2.5)			0.402	
634.6 632.9	ri i	CTC	SP635 SP633	MORTMAR (8.5)	!	SP663	8483	
626.1 624.6			SP626 SP624	MECCA (5.9)	!	SP671	8388	
620.2		CTC	SP620	THERMAL		SP677		
615.0		2MT	SP615	(5.2) COACHELLA	(11-2)X	SP682		
610.9		l		(4.1) INDIO	В	SP686		
604.5			SP605	(6.4) MYOMA	(11-2)X			
				(6.8)				
597.7			SP598	RIMLON (5.7)	(11-2)X			
592.0 590.6			SP592 SP590	SALVIA Trk.1 (3.0)	į	SP705	6632	
589.0			SP589	GARNET	(11-2)X			
587.9			SP588	(1.1) WEST GARNET Trk. 2	!	SP708	4473	
581.7			SP582	(6.2) WEST PALM SPRINGS	(11-2)X	SP714		
574.2			SP574	(7.5) CABAZON				
				(2.4)	(11-2)X			
571.8			SP572	ROBERTSON Trk. 2 (3.4)		SP724		
568.4		ŀ	SP568	BANNING (6.6)	(11-2)X	SP728		
561.8		I	SP562	BEAUMONT	(11-2)X	SP734		
556.8			SP557	(5.0) HINDA	(11-2)X			
548.1			SP548	(8.7) ORDWAY	(11-2)X			
541.3			SP542	(6.8) LOMA LINDA		SP755		
J41.3			JF'04Z	(0.1)	Α,	JF / 33		

541.2 540.0	CTC 2MT		ICE DECK SIDING Trk. 2 (1.3)	ij	SP756	5740
539.9	ZIVII	SP540	MT. VERNON Trk. 2 (1.4)			
537.8		SP538	RANCHO	Х		
		Mes	quite Line (0948)			
696.8	CTC	SP697	MESQUITE (3.0)	(11-2)	SP600	
3.0 SEE SI-14		SP003	CP SP003 (3.0)			
4.3	RL		MESQUITE LANDFILL (1.7)			
6.0	RL		MESQUITE LANDFILL	Yard		

SI-01 MAIN TRACK AUTHORITY

CTC between:

MP 732.4 (SP733) and MP 538.5 (SP538).

CTC in effect on:

Mt. Vernon Connection Track between: CP SP540 (MP 539.9) and BNSF (072-072) (MP 4.2). CP SP539 (MP 538.8) authorizes movements to/from Trk. 112.

BNSF Manual Interlocking:

Track #112 at MP 538.5.

Mesquite Line:

CTC between:

MP 696.8 (Yuma Sub.) and MP 3.0.

Restricted Limits between:

MP 3.0 and MP 6.0.

SI-02 MAXIMUM SPEED TABLE							
Maximum Speed	M	PH					
Between Mileposts	PSGR	FRT					
538.5 and 732.4 Eastward							
(Except as Below)		70					
538.5 and 538.6 Trk.2		50					
538.6 and 544.3 Trk.2		40					
538.5 and 544.3 Trk.1		40					
544.3 and 545.3		40					
545.3 and 548.2		40					
548.2 and 554.8 Trk.2		35					
548.2 and 554.8 Trk.1	. 45	40					
554.8 and 560.2		40					
560.2 and 562.9 Trk.2	40	35					
560.2 and 562.9 Trk.1	. 50	40					
562.9 and 576.6	. 60	40					
576.6 and 589.5	. 50	40					
589.5 and 618.3	. 70	70					
618.3 and 618.9	. 70	60					
618.9 and 620.2	. 79	70					
620.1 and 620.2 Trk.2 Turnout	. 30	30					
620.2 and 633.7	. 79	65					
633.7 and 634.6	. 70	60					
634.6 and 667.8	. 79	65					
667.8 **	70+	55+					
667.8 and 669.4	. 79	65					
669.4 **	70+	55+					
669.4 and 676.8	. 79	65					
676.8 **	. 70+	55+					
676.8 and 685.8	. 79	65					
685.8 **	. 79	55+					
685.8 715.0	. 79	65					
715.0 **	. 79	55+					

YUMA SUBDIVISION (0943)

Between Mileposts	PSGR	FRT
538.5 and 732.4 Eastward		
(Except as Below)	79	70
715.0 716.8	. 79	65
716.8 **	. 79	55+
716.8 722.8	. 79	65
722.8 **	. 79	45+
722.8 and 723.1		65
723.1 and 723.9		40
723.9 and 726.8	. 45	40
726.8 and 731.8		50
731.8 and 732.0		40
732.0 and 732.4		25
Between Mileposts	PSGR	FRT
732.4 and 538.5 Westward		
(Except as Below)		70
732.4 and 732.0		25
732.0 and 731.8		40
731.8 and 726.8		50
726.8 and 723.9		40
723.9 and 723.1		40
723.1 and 721.6		70
721.6 **	. 79	55+
721.6 and 695.7	. 79	70
695.7 **	. 79	55+
695.7 and 634.6	. 79	70
634.6 and 633.7	. 70	60
633.7 and 618.9	. 79	70
620.2 and 620.1 Trk.2 Turnout	. 30	30
618.9 and 618.3	. 70	60
618.3 and 589.5	. 79	70
589.5 and 576.6	. 50	40
576.6 and 562.9	. 60	40
562.9 and 560.2 Trk.2	. 40	35
562.9 and 560.2 Trk.1	. 50	40
560.2 and 554.8		40
554.8 and 548.2 Trk.2		35
554.8 and 548.2 Trk.1		40
548.2 and 545.3		40
545.3 and 544.3		40
544.3 and 538.5 Trk.1		40
544.3 and 538.6 Trk.2		40
538.6 and 538.5 Trk.2		50
	. 50	30
Between Mileposts		
Mesquite Line		
		20
(Except as Below)		10
1.5 4.14 0.0	•	
** Only freight trains exceeding 80	TPOB	must
comply with speed restriction. Spee		
comply with speed restriction. Spee will not apply when signal at speed location displays CLEAR.		

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Clyde, Iris, Mortmar, Niland(south)	25
West switch Ice-Deck	15
2. Dual Control Switch Turnouts	
Crossovers: Araz, Cactus, Wister, East Bertram, Coachella, Myoma, Rimlon,	
Garnet	50
Crossovers: West Palm Springs, Cabazon, Banning, Beaumont, Hinda, Ordway	40
Araz Jct	40
Winterhaven	35
Thermal	30
Mt. Vernon (SP540) to "Old Colton Yard"	20
3. Misc. Speed Restrictions Connection Track between	
SP540 Mt. Vernon and BNSF	20
Niland wye: both legs	10
Trk. 112 at BNSF Interlocking MP 538.7	10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:

CP SP732 and CP SP726; CP SP724 and CP SP715;

CP SP658 and CP SP637; CP SP620 and CP SP538.

CP SP668: Off main track on Wye tracks - connects
to Calexico Sub., designated as "Niland Jct.".
CP SP667: Designated as "Niland Crossovers".

SI-05 MILEPOST EQUATIONS

MP 696.8 = MP 0.0 on Mesquite Line.

SI-06 RCL OPERATIONS

West Colton Remote Control Area: Established between MP 530.5 (South Fontana - Alhambra Sub.) and MP 543.1 (Loma Linda).

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 729.9 % 652.4 % 595.8 (&) (#) 724.2 % 651.9 % 592.0 Trk.2 % 719.8 % 646.1 Trk.1 % 590.7 Trk.2 % 718.2 % 644.4 % 586.0 % 712.8 % 642.6 % 580.0 (#) 711.0 (#) 640.4 % 572.1 % 710.8 % 639.1 (#) 570.0 (#) 700.4 % 635.8 % 560.2 % 694.9 (#) 627.0 (#) 558.0 % 693.8 % 621.4 % 552.7 % 693.0 % 619.2 % 546.2 (#) 685.9 % 617.0 (#) 545.3 % 678.0 % 613.0 % 543.1 (#) 670.5 % 611.0 % 539.7 % 663.6 % 610.9 (#) 608.5 (#) 657.2 % 606.8 % 656.3 % 654.0 % 601.1 % 699.5	0 700 0					
% 721.5 % 650.1 % 592.0 Trk.2 % 719.8 % 646.1 Trk.1 % 590.7 Trk.2 % 718.2 % 644.4 % 586.0 % 716.6 % 641.1 (#) 582.6 % 712.8 % 642.6 % 580.0 (#) 711.0 (#) 640.4 % 572.1 % 710.8 % 639.1 (#) 570.0 (#) 700.4 % 635.8 % 560.2 % 694.9 (#) 627.0 (#) 558.0 % 693.8 % 621.4 % 552.7 % 693.0 % 619.2 % 546.2 (#) 685.9 % 617.0 (#) 545.3 % 678.0 % 613.0 % 543.1 (#) 670.5 % 611.0 % 539.7 Trk.1 % 663.6 % 610.9 % 606.8 % 656.3 % 602.8 % 656.3 % 602.8 % 654.0 % 601.1	% 729.9	%	652.4	%	595.8	
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% 718.2 % 644.4 % 586.0 % 716.6 % 641.1 (#) 582.6 % 712.8 % 642.6 % 580.0 (#) 711.0 (#) 640.4 % 572.1 % 710.8 % 639.1 (#) 570.0 (#) 700.4 % 635.8 % 560.2 % 694.9 (#) 627.0 (#) 558.0 % 693.8 % 621.4 % 552.7 % 693.0 % 619.2 % 546.2 (#) 685.9 % 617.0 (#) 545.3 % 678.0 % 613.0 % 543.1 (#) 670.5 % 611.0 % 539.7 Trk.1 (@) 662.5 (#) 608.5 (#) 657.2 % 656.3 % 602.8 % 656.3 % 602.8 % 654.0 % 601.1	% 721.5	%	650.1	%	592.0	Trk.2
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	% 656.3	%	602.8			
(#) 653.4 % 599.5	% 654.0	%	601.1			
	(#) 653.4	왕	599.5			

* Detector 724.2 protects bridge at MP 732.3.

SI-08 RULES ITEMS

Rule 5.8.2(7): Item 9 of the System Special Instructions applies at and between: MP 544.4 (Whittier Ave) and

MP 545.4 (Beaumont Ave).

Rule 9.12.2. BNSF Interlocking-West Colton: When signals governing movement across the Manual Interlocking at MP 538.6 display a STOP indication, contact the BNSF train dispatcher for instructions.

Radio Channel 072-072.

Rule 10.2: During new construction, a work train may clear at a hand operated switch not equipped with an electric switch lock or signal governing movement to a CTC track when the clearing switch is:

- * Equipped with an engineering department lock.
- * Exclusively operated by an engineering department employee.

Note: This does not change the requirement to obtain CTC authority prior to occupying the track where CTC is in effect.

Rule 30.13: Applies to eastward passenger trains between MP 561.0 and Beaumont, and to westward passenger trains between MP 566.0 and MP 563.5.

Rule 32.1: Grade Securement: Do not tie up and leave a train unattended between Garnet and Loma Linda crossovers unless track has derail protection.

Between CG limits, MP 561.4 and MP 566.2, four (4) cars or more may be temporarily left standing on main track provided the following procedures are followed:

- 1. Cars are coupled and properly secured per Rule 32.1.2.
- 2. Crewmember left to attend equipment.
- 3. Dispatcher notified per Rule 6.20.

Rule 32.2.1: Trains operating on the UP/BNSF Transfer track between MP 538.6 and BNSF MP 2.9 must comply with the following restrictions:

*Distributed power trains must operate in synchronous mode.

*Conventional trains operating with 20 or more equivalent axles of dynamic braking must limit retarding force to 500 amps or 40k lbs when approaching and while operating on curved portion of Transfer Track.

SI-09 FRA EXCEPTED TRACKS

Indio: All yard tracks. Old Colton: All yard tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Redlands	546.5	SP751
El Casco	552.8	SP742
Back Track (Trk 2) West Switch		
Back Track (Trk 2) East Switch	562.6	SP734

SI-11 INDUSTRIAL LEADS

within these limits.

Riverside Industrial Lead: (0944) Extends 4.7 miles from MP 539.1 to MP 543.7. Maximum Gross Weight: 143 Tons. Rule 31.8.7: Congress Street Yard "No Idle Zone" is in effect from 250 feet South of Congress Street to Santa Ana River Bridge. Signs are displayed at these limits. Do not allow locomotives to idle for more than 30 minutes

Business Tracks	MP	Sta.#'s
Colton	539.0	CX749
Grand Terrace	541.2	CX750
Highgrove	542.3	CX751
Orange Center	543.3	CX752
Access off BNSF trackage:		
Iowa Ave	544.2	CX753
Riverside Jct	545.4	CX754

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 or less	N/A	70
80+ to 100	N/A	60E 65W
100+ to 132	N/A	60
Over 132	N/A	45

On descending grades between Loma Linda MP 541.3 and Garnet MP 589.0 the following table must be used to determine the maximum allowable speed taking into account the freight train's TPOB and TPDBA.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 or less	250 or less	No restriction
	250+ to 300	30
	300+ to 425	25
	425+ to 500	20
80+ to 100	250 or less	30
	250+ to 300	25
	300+ to 500	20
100+ to 130	250 or less	25
	250+ to 500	20
130+	500 or less	20

Maximum allowable speed applies until the lead engine reaches MP 541.3 or MP 589.0.

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brake and an 18 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices.

YUMA SUBDIVISION (0943)

SI-13 TRAIN MAKE-UP RESTRICTIONS

Exception: The head end 36 EPA restriction contained in System Special Instructions, Item 5-B (Table C) will not apply to trains operating on the Yuma Subdivision.

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

West Colton Terminal Radio Communications: On other than main track, all movements, except yard assignments, operating between Rancho (SP538) and the east end of Sierra siding will use radio channel 050-050 for any terminal or movement instructions.

San Timoteo Canyon: In an effort to keep private road crossings in the San Timoteo Canyon clear for local residents, consider the following when operating on restrictive signal indications between Hinda and Ordway.

- * Westward trains should not pass signal at MP 552.7 when indication is more restrictive than Advance Approach, unless total train length is less than 6,800 feet.
- * If signal at MP 552.7 displays Advance Approach and total train length is less than 6,800 feet, train may proceed to Live Oak Canyon road crossing. Contact Dispatcher before continuing to Ordway.
- * When possible, if total train length exceeds 6,800 feet, remain behind signal at MP 552.7 until signal displays Clear, or when instructed by Dispatcher.

Beaumont Helper Instructions: Helper Crews on duty West Colton must call Dispatcher or Corridor Manager for instructions.

Border Patrol Instructions: Westward freight trains must allow for US Border Patrol train inspection at Roqoza as follows:

- 1. Approach Border Patrol Inspection Facility not exceeding 10 MPH unless relieved by train dispatcher or Border Patrol Agent.
- 2. If contacted by Border Patrol Agent, train may proceed as instructed. One or more stops may be requested by Agent.
- 3. If no Border Patrol contact is received as head end of train passes the inspection facility, train may then resume maximum authorized speed.

Time Zone Information: Yuma Subdivision operations are governed by Pacific Time to but not including CP SP733. Gila Subdivision operations are governed by Mountain Time at CP SP733 eastward.

Yuma: Eastward freight trains must stop short of crew change sign located 150 feet west of Yuma yard office for crew change unless notified otherwise by train dispatcher.

SI-14 MISC. INSTRUCTIONS Continued:...

Mesquite Line: Mesquite Line is out of service until further notice.

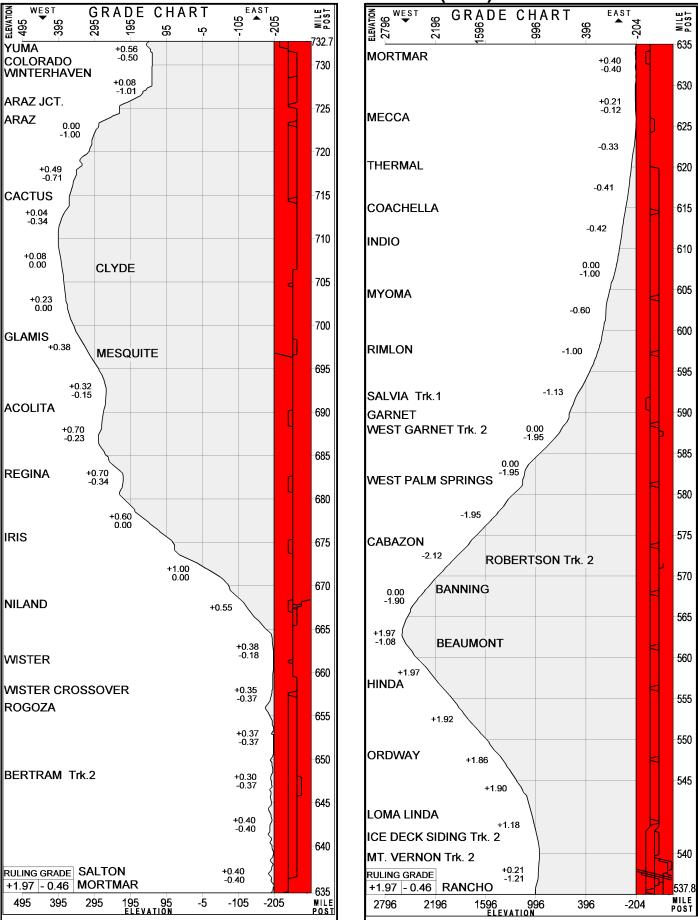
Mesquite Landfill Operating Instructions:
Prior to departing Niland (eastward trains) or
Yuma (westward trains) a job briefing must occur
between the inbound crew and either the UPRR
dispatcher or local manager to ensure that
Transportation Technology Services (TTS)
representative on site is notified of the trains
arrival to allow sufficient time for local
environment protection inspection before operating
trains in the area.

Prior to entering Mesquite Landfill facility entrance at MP 4.3, crew must also coordinate with a UPRR Manager or Los Angeles Sanitation Department Representative for gate and inbound track instructions. Gate will remain closed except to permit immediate train movement.

Local area is a Desert Tortoise Protection area. Tortoises are not to be touched, handled or disturbed in any way.

Mesquite Turnouts: CP Mesquite will authorize eastward movement on main track and siding at Glamis, and onto the Mesquite Line.
Eastward trains approaching Mesquite (CP SP697) will receive information on the route to be taken by the indication of the approach signal to the control point. Intermediate signal at MP 695.8 may give an Approach Clear Fifty (yellow over green) for trains lined towards the LA Sanitation Lead which is a 50 MPH turnout with a moveable point frog. It may also give an Approach Diverging (yellow over yellow) for movements into the west end of Glamis Siding which is a 30 MPH turnout.

YUMA SUBDIVISION (0943)



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013

N	OTES:	51

CALEXICO SUBDIVISION (0945)

CALLAIC									
		N		Radio Display: ct. to Calexico- 045-045 *64					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST EAST ▼ STATIONS ▲	Sta. #'s	Siding Feet			
708.9		6.28		CALEXICO (4.9)	SY141				
704.0		TWC		HEBER (4.6)	SY136				
699.4	\$	YL		EL CENTRO BT' (3.8)	SY131				
695.6				IMPERIAL (9.4)	SY128				
686.2		TWC		BRAWLEY (10.5)	SY118	5930			
675.7	\$			CALIPATRIA (8.2)	SY108				
667.9	XII.	RL CTC	SP668	NILAND JCT.	SP629				

(41.0)

SI-01 MAIN TRACK AUTHORITY

TWC between:

MP 706.0 and MP 701.0;

MP 694.5 and MP 668.9.

Yard Limits between:

MP 701.0 and MP 694.5.

Restricted Limits between:

MP 668.9 and MP 667.9.

CTC in effect at: CP CP668 (NILAND JCT.)

Note: Rule 6.28 applies between: MP 708.9 and MP 706.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 708.9 and 667.9	
(Except as Below)	40
708.9 and 706.0	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed

	Thru Sidings & Turnouts Siding Brawley10)
2.	Dual Control Switch Turnouts (No Exceptions	3)
	Misc. Speed Restrictions Both legs of Wye at Niland Jct 10)

SI-04 MAIN TRACK DESIGNATIONS

CP SP668 (Niland Jct.): Connects at Niland on Yuma Subdivision.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

SI-08 RULES ITEMS

System Special Instruction, Item 2-D: Exception #1 applies on entire subdivision when Level 2 Heat Restriction is in effect.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Jewett	701.5	SY113
Carlton	691.4	SY123
Rockwood	681.0	SY113
Estelle	672.0	SY104

SI-11 INDUSTRIAL LEADS

Holtville Industrial Lead: (0946)
Access off main track at MP 699.1;
extends from MP 713.7 to MP 710.7.
Maximum gross weight 134 tons.
Six-axle locomotives are prohibited.
Entire Lead is FRA Excepted Track.

 Business Tracks
 MP
 Sta.#'s

 Holtville
 703.5
 SY210

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: Six-axle locomotives are prohibited on the following tracks:

trk. 775 Western Farms; trk. 777 Calcot Ltd.; trk. 778 Dune Company; trk. 836 Inland Paper; trk. 839 Simplot.

Procedures required by employees operating main track switches on the Calexico Subdivision, except within yard limits. These instructions are in addition to System Special Instructions Item 10-K regarding the use of switches in non-signaled territory.

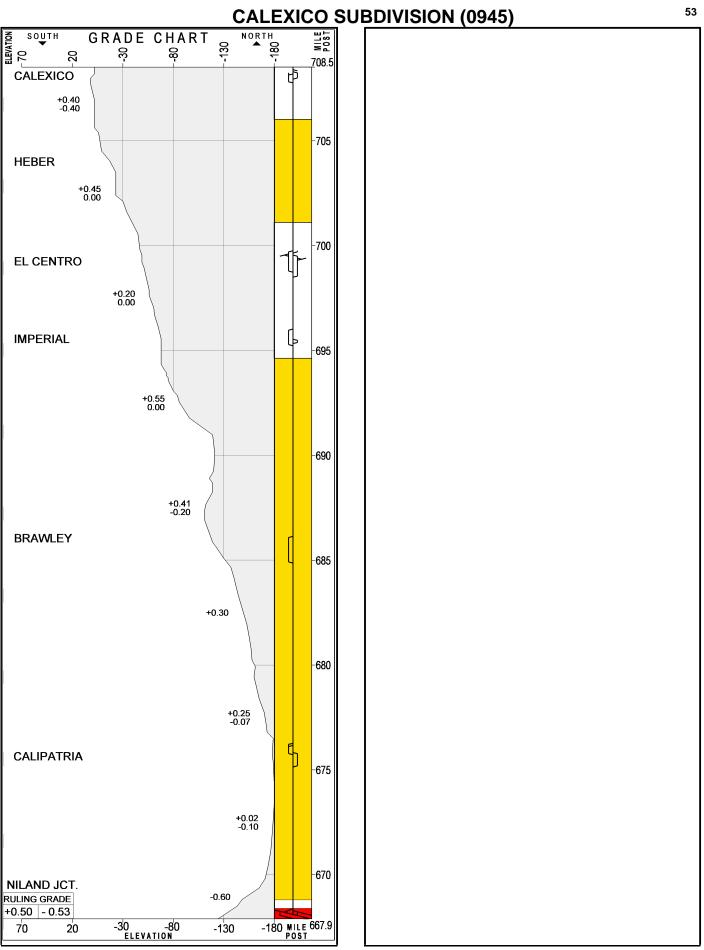
- * All main track hand throw switches outside yard limits will have a switch tag placed on the switch lock
- * Whenever a switch is lined for other than main track movement, the employee handling the switch must have the switch tag in their possession (attached to their clothing if possible).
- * When employee restores switch for main track movement, switch tag must be re-attached to switch lock. During switching operations, it is only necessary to replace the switch tag when the switch is last restored for main track movement.
- * Missing switch tags must be reported to proper authority and replaced with a substitute tag marked "Switch Lined For Main Track."

Track Breach Protection:

Employee Established Track Breach Protection may be in effect:

Location: El Centro Yard Limits between MP 701.0 and MP 694.5. Designated radio channel: 4545

MPH



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		M	IP 129.6				
Mile Post	Track Layout		CP #'s	WEST ▼ STATIONS	EAST	Sta. #'s	Siding Feet
129.6	7	YL		END OF TRACK (1.0)	Υ		
130.0		TWC		PLASTER CITY (9.8)		SY317	
139.8				SEELY (8.0)		SY308	
147.8		6.28		EL CENTRO	ВТ	SY131	

(18.2)

SI-01 MAIN TRACK AUTHORITY

Yard Limits between:

MP 129.6 and MP 131.0.

TWC between:

MP 131.0 and MP 146.2.

Note: Rule 6.28 applies

between MP 146.2 and MP 147.8.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 129.6 and 147.8	
(Except as Below)	25
129.6 and 131.0	10
146.2 and 147.8	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed

MPH

- 1. Thru Sidings & Turnouts (No Exceptions.)
- 2. Dual Control Switch Turnouts (No Exceptions.)
- 3. Misc. Speed Restrictions
 Both Legs of Wye at El Centro...... 10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 8.20: Derail located on main track at MP 130.8.

When train or engine movement is completed, derail must be left lined in the derailing position.

System Special Instruction, Item 2-D:

Exception #2 applies on entire subdivision when Level 2 Heat Restriction is in effect.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

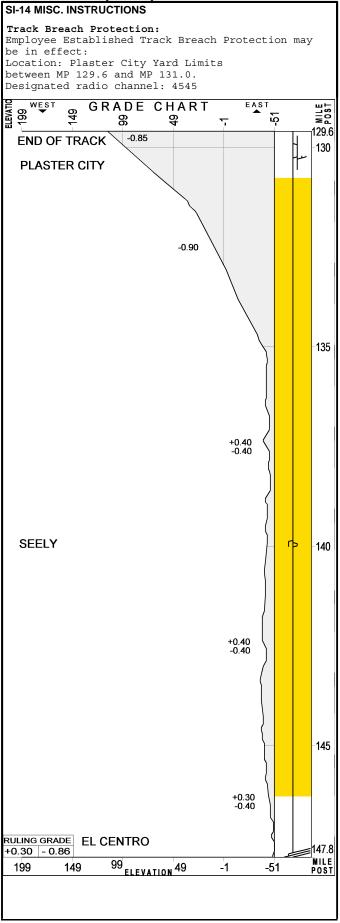
SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

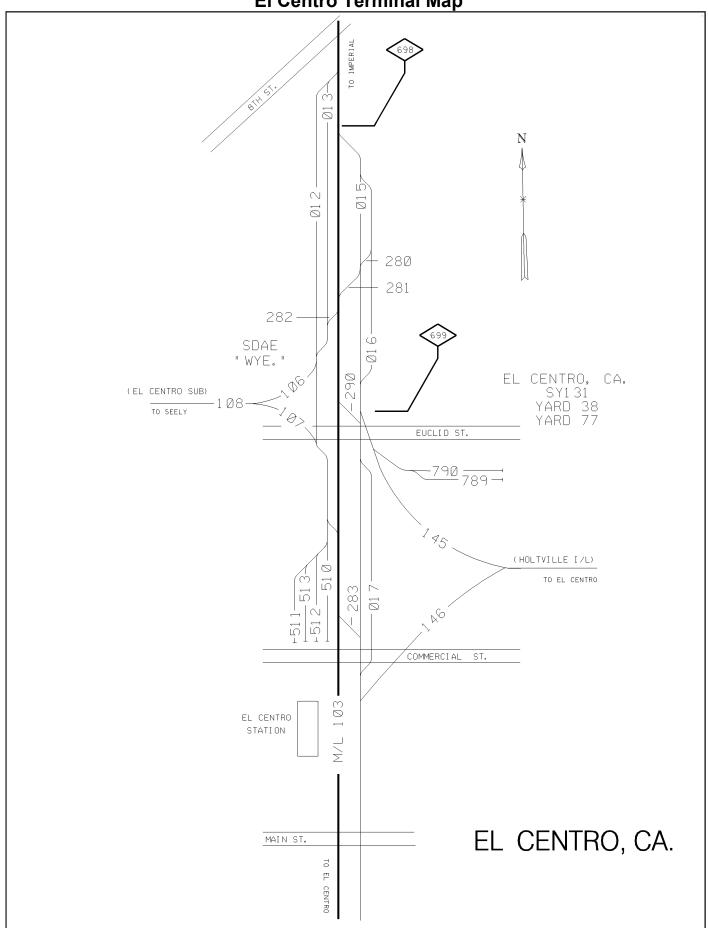
Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

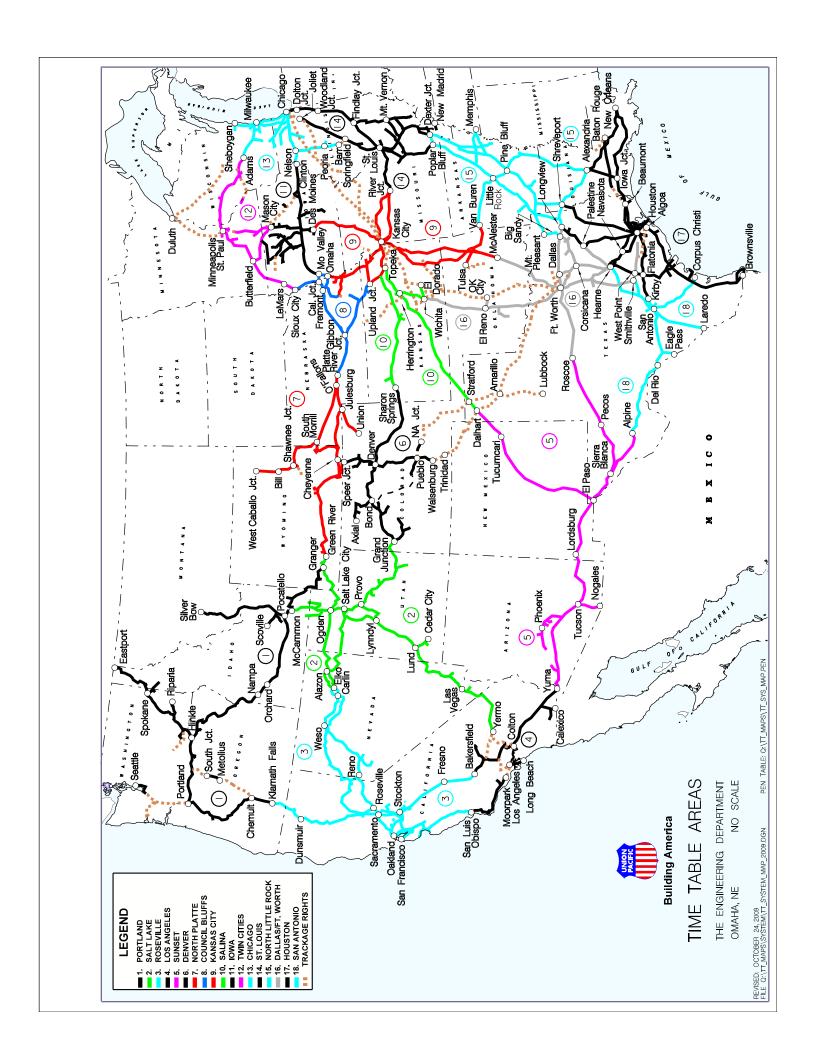
No additional restrictions to system requirements.



El Centro Terminal Map



LOS ANGELES Area Timetable No. 5 -- Effective: 10/28/2013



Continental Time Conversion Chart									
1:00 AM 1:30 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM 8:00 AM 9:00 AM 10:00 AM 11:00 AM 11:59 AM	0100 0130 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	1:00 PM 1:30 PM 2:00 PM 3:00 PM 4:00 PM 5:00 PM 6:00 PM 7:00 PM 8:00 PM 9:00 PM 10:00 PM 11:59 PM	1300 1330 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2359						
Noon 12:01 PM	1200 1201	Midnight 12:01 AM	0000 (new date) 0001						

	TABLE OF TRAIN SPEEDS											
-	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
-	0	45	80.0	1	6 7	54.5 53.7	1	21 22	44.4 43.9	1	35 40	37.9 36.0
	0	48 50	75.0 72.0	1	8 10	52.9 51.4	1	23 24	43.4 42.9	1	45 50	34.3 32.7
	0	52 54	69.2 66.6	1	11 12	50.7 50.0	1	25 26	42.4 41.9	1 2	55 0	31.3 30.0
	0	56 58	64.2 62.0	1	13 14	49.3 48.6	1	27 28	41.4	2 2	5 10	28.8 27.7
	1 1	0 1	60.0 59.0	1	15 16	48.0 47.4	1	29 30	40.4 40.0	2 2	15 20	26.7 25.7
	1	2 3	58.0 57.1	1	17 18	46.7 46.1	1	31 32	39.6 39.1	2 3	25 0	24.8 20.0
	1	3 4 5	56.2	1	19	45.6	1	33 34	38.7	4	0	15.0 10.0
	1	3	55.3	1	20	45.0	1	54	38.2	6	0	10.0



I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path. We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.