

## BNSF Safety Vision

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

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

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

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

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

**BNSF**



## Southern California Division

### Timetable No. 6

IN EFFECT AT 0001

Pacific Continental Time

**Sunday, January 20, 2002**

#### **Division General Manager**

J.B. Wright

San Bernardino, California

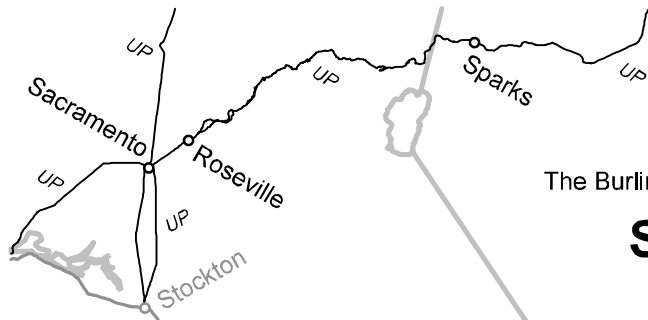
(909) 386-4150

#### **General Director Transportation**

R.M. Reilly

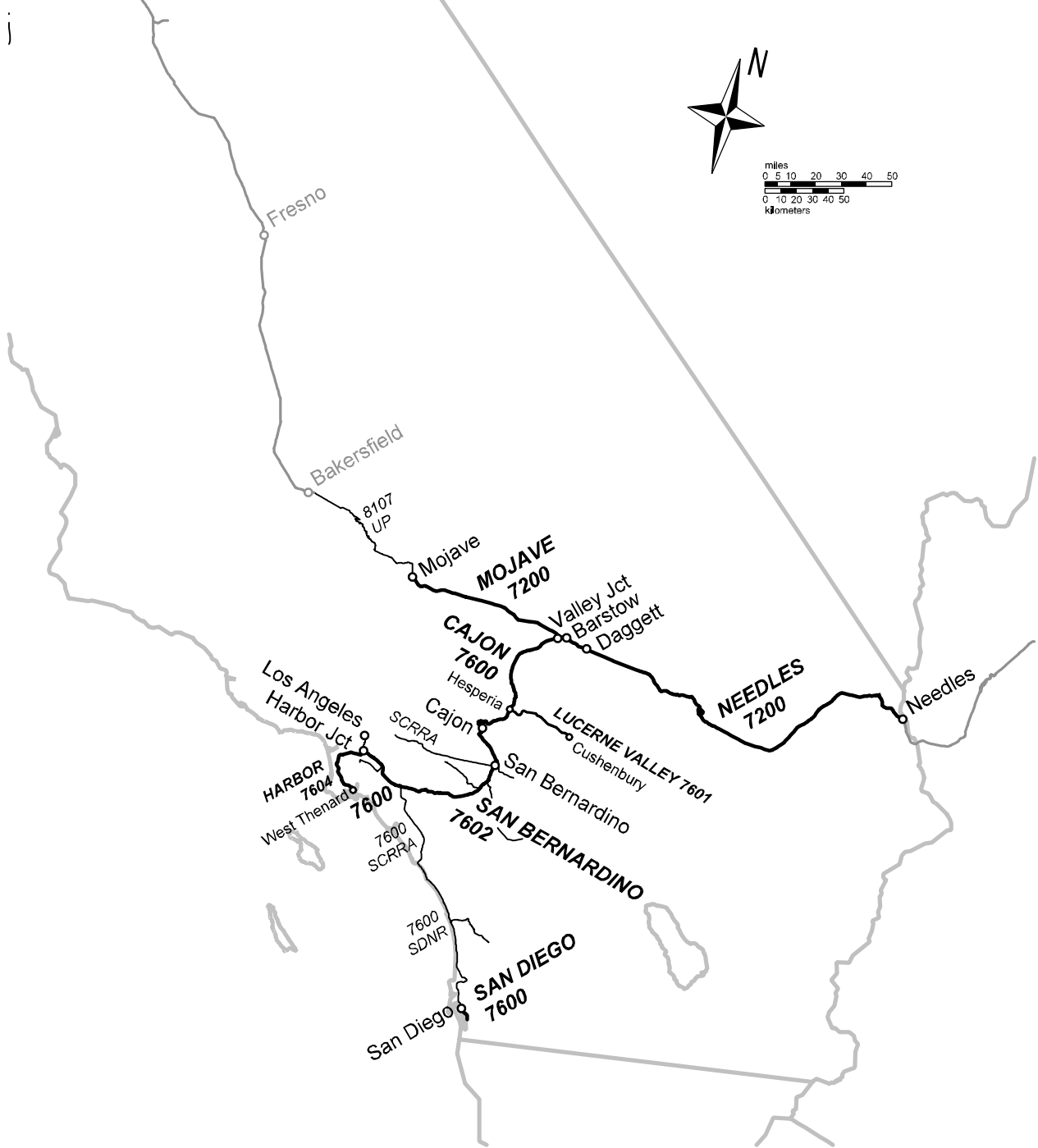
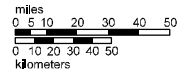
San Bernardino, California

(909) 386-4075



The Burlington Northern and Santa Fe Railway Company

# Southern California Division



## Division Managers

### Barstow

W.A. BURNARD ..... Trainmaster ..... (760) 255-0276  
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 C.F. McDONALD ..... Signal Supervisor ..... (760) 255-7693  
 M.J. McNABB ..... Roadmaster ..... (760) 255-7654  
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 M.F. SICKLER ..... Terminal Superintendent .... (760) 255-7601  
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A. AGUERO ..... Trainmaster ..... (323) 267-4232  
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### Kaiser

J.R. FRAISER ..... Trainmaster ..... (909) 386-4859  
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### La Mirada

R.P. DENNISON ..... Trainmaster ..... (323) 267-5665  
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### Needles

J.W. CAPPS ..... Roadmaster ..... (760) 326-5414  
 G.DELEON ..... Road Foreman ..... (760) 326-5421  
 J.R. LANGDON ..... Signal Supervisor ..... (760) 326-5443  
 R.C. MEYER ..... Equipment Supervisor ..... (760) 326-5427  
 D.K. YOUNG ..... Trainmaster ..... (760) 326-5462

### San Bernardino

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 J.A. DAVIS ..... Trainmaster ..... (909) 386-4382  
 J.A. DePAEMELAERE ... Road Foreman ..... (909) 386-4354  
 D. DILL ..... Division Engineer ..... (909) 386-4504  
 T.J. EASLEY ..... Director Administration ..... (909) 386-4012  
 G.S. ELEM ..... Signal Supervisor ..... (909) 386-4051  
 R.A. GIRARD ..... Road Foreman ..... (909) 386-4385  
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 C. JAMES ..... Trainmaster ..... (909) 386-4382  
 O.G. KIRKLEY ..... Manager Signals ..... (909) 386-4050  
 K.C. McREYNOLDS ..... Superintendent Operations (909) 386-4380  
 R.C. MITCHELL ..... Trainmaster ..... (909) 386-4382  
 A.T. MORALES ..... Roadmaster ..... (909) 386-4060  
 D.L. SEATON ..... Trainmaster ..... (909) 386-4382  
 B.N. WELTE ..... Manager Safety ..... (909) 386-4006  
 ..... Road Foreman ..... (909) 386-4345  
 ..... Manager Structures ..... (909) 386-4056

### San Diego

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

### Watson

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

### Victorville

M.S. EDWARDS ..... Roadmaster ..... (909) 386-4730  
 D. GONZALES ..... Roadmaster ..... (909) 386-4061

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cajon Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑	
		19000	0.0	BARSTOW	XBCPT				0.9		
			0.9	EAST D YARD	X(2)		4MT CTC		2.2		
			2.7	WEST D YARD	X(2)				0.9		
			3.4	VALLEY JCT.	J				0.9		
			4.3	WEST R YARD					2.4		
		19015	6.7	LENWOOD	X		2MT CTC	7600	6.9		
			13.6	HODGE	X					15.8	
			29.4	EAST ORO GRANDE	X					2.1	
		19035	31.5	ORO GRANDE						3.1	
			34.6	EAST VICTORVILLE	X					2.1	
		19045	36.7	VICTORVILLE	BP					1.3	
			38.0	FROST	X					7.1	
		19055	45.1	HESPERIA						5.0	
			50.1	LUGO	X					5.8	
		19065	55.9	SUMMIT	X					0.7	
			56.6	SILVERWOOD	J			NO 8.2 SO 6.2			
		19075	62.8	CAJON	X			6.6			
		19080	69.4	KEENBROOK	X			4.5			
			73.9	VERDEMONT	X			6.0			
			79.9	BASELINE	X			0.7			
			80.6	SEVENTH STREET	X		3MT CTC		0.8		
		19100	81.4	SAN BERNARDINO	X(2) JBCPT				84.0		

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Barstow to Lenwood	65	1	4	5&7	9
Lenwood to Lugo	72	2	4	5&7	9
Lugo to San Bernardino	72	1	4	5&7	9
Barstow Yard	32	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

Barstow to San Bernardino ..... **Passenger** 79 MPH. .... **Freight** 55 MPH.

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

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

Exceptions

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

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

Trains consisting entirely of loaded double-stack equipment:

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

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist. This exception does not apply between MP 56.6 and San Bernardino.

The maximum speed for freight trains is 45 MPH when:

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

Eastward freight trains on descending grades, with dynamic

brakes not in use, must not exceed: MP 54.4 to MP 38.0 .... 30 MPH.

1(B). Speed—Permanent Restrictions

Westward:

MP 0.6 to MP 0.8 ..... 50 MPH. .... 50 MPH.  
 MP 0.8 to MP 2.7 (Nos. 1, 2, and 4 Main) ..... 30 MPH. .... 30 MPH.  
 MP 0.8 to MP 2.7 (No. 3 Main) ..... 50 MPH. .... 50 MPH.  
 MP 2.7 to MP 4.6 ..... 65 MPH. .... 60 MPH.  
 MP 31.9 to MP 33.8, curve ..... 60 MPH. .... 55 MPH.  
 MP 33.8 to MP 34.4, curve

Protected by Inert ATS Inductors ..... 40 MPH. .... 35 MPH.  
 MP 34.4 to MP 36.2, curve (Main 1) ..... 65 MPH. .... 45 MPH.  
 MP 34.4 to MP 36.2, curve (Main 2) ..... 60 MPH. .... 45 MPH.  
 MP 36.2 to MP 37.2, curve ..... 50 MPH. .... 45 MPH.  
 MP 37.2 to MP 37.4, curve ..... 35 MPH. .... 35 MPH.  
 MP 37.4 to MP 39.1, curve (Main 1) ..... 50 MPH. .... 45 MPH.  
 MP 39.1 to MP 42.0, curve (Main 2) ..... 50 MPH. .... 45 MPH.  
 MP 37.4 to MP 39.1, curve (Main 2) ..... 45 MPH. .... 40 MPH.  
 MP 39.1 to MP 42.0, curve (Main 1) ..... 50 MPH. .... 45 MPH.  
 MP 42.0 to MP 43.7, curve ..... 55 MPH. .... 50 MPH.  
 MP 47.2 to MP 48.1, curve ..... 75 MPH. .... 65 MPH.  
 MP 48.1 to MP 48.8, curve ..... 55 MPH. .... 55 MPH.  
 MP 48.8 to MP 50.4, curve ..... 55 MPH. .... 50 MPH.  
 MP 50.4 to MP 52.2, curve ..... 50 MPH. .... 50 MPH.  
 MP 52.2 to MP 56.1, curve ..... 55 MPH. .... 50 MPH.  
 MP 56.1 to MP 56.6, grade (Main 2) ..... 40 MPH. .... 40 MPH.  
 MP 56.1 to MP 56.6, grade (Main 1) ..... 45 MPH. .... 45 MPH.  
 MP 56.6 to MP 61.5, grade (Main 2)

Protected by Inert ATS Inductors ..... 30 MPH. .... 20 MPH.  
 MP 56.6 to MP 64.2X, grade (Main 1)

Protected by Inert ATS Inductors ..... 30 MPH. .... 30 MPH.  
 MP 56.6, CP 566, Main 1 to UPRR ..... 30 MPH. .... 30 MPH.  
 MP 61.5 to MP 62.2, grade (Main 2) ..... 30 MPH. .... 30 MPH.  
 MP 62.2 to MP 64.2, grade ..... 40 MPH. .... 35 MPH.  
 MP 64.2 to MP 66.5, grade (Main 1) ..... 35 MPH. .... 35 MPH.  
 MP 66.5 to MP 72.6, grade ..... 40 MPH. .... 35 MPH.  
 MP 72.6 to MP 80.7, grade ..... 50 MPH. .... 35 MPH.  
 MP 80.7 to MP 81.5, curve

Protected by Inert ATS Inductors ..... 30 MPH. .... 30 MPH.

Eastward:

MP 81.5 to MP 80.7, curve ..... 30 MPH. .... 30 MPH.  
 MP 79.5 to MP 79.2, curve ..... 60 MPH.  
 MP 79.2 to MP 78.3, curve ..... 70 MPH.  
 MP 72.6 to MP 72.0, curve ..... 50 MPH. .... 45 MPH.  
 MP 72.0 to MP 71.5, curve ..... 45 MPH. .... 45 MPH.  
 MP 71.5 to MP 70.8, curve ..... 45 MPH. .... 40 MPH.  
 MP 70.8 to MP 66.5, curve ..... 50 MPH. .... 45 MPH.  
 MP 66.5 to MP 64.2, curve ..... 40 MPH. .... 35 MPH.  
 MP 64.2 to MP 62.2, curve ..... 50 MPH. .... 45 MPH.  
 MP 62.2 to MP 58.8, curve (Main 2) ..... 35 MPH. .... 30 MPH.  
 MP 58.8 to MP 57.2, curve (Main 2) ..... 30 MPH. .... 30 MPH.  
 MP 57.2 to MP 56.5, curve (Main 2) ..... 40 MPH. .... 30 MPH.  
 MP 56.5 to MP 56.1, curve (Main 2) ..... 50 MPH. .... 40 MPH.  
 MP 64.3X to MP 63.7X, curve (Main 1) ..... 40 MPH. .... 35 MPH.  
 MP 63.7X to MP 63.1X, curve (Main 1) ..... 35 MPH. .... 35 MPH.  
 MP 63.1X to MP 61.7X, curve (Main 1) ..... 40 MPH. .... 35 MPH.  
 MP 61.7X to MP 57.4X, curve (Main 1) ..... 30 MPH. .... 30 MPH.  
 MP 57.4X to MP 56.8X, curve (Main 1) ..... 45 MPH. .... 40 MPH.  
 MP 56.8X to MP 56.1, curve (Main 1) ..... 45 MPH. .... 45 MPH.  
 MP 56.1 to MP 52.1, curve ..... 55 MPH. .... 50 MPH.  
 MP 52.1 to MP 50.4, curve ..... 50 MPH. .... 50 MPH.  
 MP 50.4 to MP 48.8, curve ..... 55 MPH. .... 50 MPH.  
 MP 48.8 to MP 48.1, curve ..... 55 MPH. .... 55 MPH.  
 MP 48.1 to MP 47.2, curve ..... 75 MPH. .... 65 MPH.  
 MP 43.7 to MP 42.0, curve

Protected by Inert ATS Inductors ..... 55 MPH. .... 50 MPH.  
 MP 42.0 to MP 39.1, curve (Main 2) ..... 50 MPH. .... 45 MPH.  
 MP 42.0 to MP 37.4, curve (Main 1) ..... 50 MPH. .... 45 MPH.  
 MP 39.1 to MP 37.4, curve (Main 2) ..... 45 MPH. .... 40 MPH.  
 MP 37.4 to MP 37.2, curve ..... 35 MPH. .... 35 MPH.

MP 37.2 to MP 36.2, curve .....	50 MPH.	45 MPH.
MP 36.2 to MP 34.4, curve (Main 1) .....	65 MPH.	45 MPH.
MP 36.2 to MP 34.4, curve (Main 2) .....	60 MPH.	45 MPH.
MP 34.4 to MP 33.9, curve .....	40 MPH.	35 MPH.
MP 33.9 to MP 31.8, curve .....	60 MPH.	55 MPH.
MP 4.6 to MP 2.7, curve .....	65 MPH.	60 MPH.
MP 2.7 to MP 0.8, (No. 3 Main) .....	50 MPH.	50 MPH.
MP 2.7 to MP 0.8, (Nos. 1, 2 and 4 Main) .....	30 MPH.	30 MPH.
MP 0.8 to MP 0.4, curve .....	50 MPH.	50 MPH.

**1(C). Speed—Switches and Turnouts**

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

Barstow, EE passenger siding .....	20 MPH.	20 MPH.
Barstow, crossover .....	50 MPH.	50 MPH.
Barstow, yard entry .....	50 MPH.	50 MPH.
Barstow Yard, EE and WE inspection yard tracks 1101, 1102, 1103, .....	25 MPH.	25 MPH.
Barstow Yard, Jct., high and low leads on Needles Subdiv., yard entry track .....	25 MPH.	25 MPH.
Barstow Yard, crossovers between Cajon and Mojave Subdivs., yard entry tracks, power switches .....	25 MPH.	25 MPH.
Barstow Yard, EE and WE all receiving yard tracks, power switches .....	25 MPH.	25 MPH.
Barstow Yard, EE departure yard tracks 1201 through 1205, power switches .....	25 MPH.	25 MPH.
Barstow Yard, WE all departure yard tracks, power switches .....	25 MPH.	25 MPH.
Barstow Yard, crossover between north departure lead and south departure lead WE departure yard, power switches .....	25 MPH.	25 MPH.
Barstow Yard, crossover between WE inspection yard track 1103 and WE departure yard track 1201, power switches .....	25 MPH.	25 MPH.
Barstow Yard, EE departure yard tracks 1206 through 1210, power switches .....	15 MPH.	15 MPH.
MP 0.1 Needles Subdivision yard entry Between First St. Bridge and Junction High lead .....	25 MPH.	25 MPH.
Low lead .....	15 MPH.	15 MPH.
Balloon track .....	10 MPH.	10 MPH.
MP 0.02 Barstow, EE passenger siding .....	20 MPH.	
MP 0.0 Barstow, 2 crossovers .....	50 MPH.	
MP 0.01 Barstow, yard entry .....	50 MPH.	
MP 0.6 East D Yard, WE passenger siding .....	20 MPH.	
MP 0.7 East D Yard, crossover .....	50 MPH.	
MP 0.7 East D Yard, departure yard lead .....	50 MPH.	
MP 0.8 East D Yard, turnout to No. 1 Main .....	50 MPH.	
MP 0.9 East D Yard, turnout to No. 2 Main .....	50 MPH.	
MP 0.9 East D Yard, inspection yard lead .....	50 MPH.	
MP 2.6 West D Yard, turnout to No. 1 Main .....	50 MPH.	
MP 2.7 West D Yard, turnout to No. 2 Main .....	50 MPH.	
MP 2.7 West D Yard, inspection yard lead .....	50 MPH.	
MP 2.7 West D Yard, north departure yard lead .....	50 MPH.	
MP 2.8 West D Yard, south departure yard lead .....	50 MPH.	
MP 2.8 to MP 2.9, 3 crossovers .....	50 MPH.	
MP 3.4 Valley Jct., Mojave Subdiv. Jct. ....	50 MPH.	
MP 4.3 West R Yard, receiving yard lead .....	25 MPH.	
MP 6.8 Lenwood, 2 crossovers .....	50 MPH.	
MP 13.6 Hodge, 2 crossovers .....	50 MPH.	
MP 29.4 East Oro Grande, 2 crossovers .....	50 MPH.	
MP 34.5 East Victorville, crossover .....	50 MPH.	
MP 34.7 East Victorville, turnout, Leon Lead to Main 2 .....	10 MPH.	
MP 38.0 Frost, 2 crossovers .....	50 MPH.	
MP 50.1 Lugo, 2 crossovers .....	50 MPH.	
MP 55.9 Summit, 2 crossovers .....	50 MPH.	
MP 56.6 Silverwood, turnout Main 1 to UPRR .....	30 MPH.	
MP 65.3 Cajon, 2 crossovers .....	50 MPH.	
MP 69.4 Keenbrook, 2 crossovers .....	50 MPH.	
MP 69.6 turnout to UPRR .....	20 MPH.	
MP 73.4 Verdemont, 2 crossovers .....	50 MPH.	
MP 79.6 Baseline, turnout to Main 3 .....	50 MPH.	
MP 79.8 Baseline, 2 crossovers .....	50 MPH.	
MP 80.5 Seventh Street, turnout, Main 1 and yard lead .....	10 MPH.	

MP 80.6 Seventh Street, crossover Main 2 to Main 1 .....	40 MPH.
MP 0.0 San Bernardino, turnout, Main 3 to Main 4 .....	15 MPH.

**1(D). Speed—Other**

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

**1. Speed Restrictions Westbound Freight Trains**

Main 2 between MP 56.6 and MP 61.5:

- A. 20 MPH if train does not exceed 4,500 tons or 95 TOB.
- B. 15 MPH if train exceeds 4,500 tons or 95 TOB.
- C. Cannot proceed if train exceeds 14,000 tons or 135 TOB.

Main 2 with helpers/distributed power between MP 56.6 and MP 61.5:

- A. 20 MPH if train does not exceed 4,500 tons or 95 TOB.
- B. 15 MPH if train exceeds 4,500 tons or 95 TOB.
- C. Cannot proceed if train exceeds 14,000 tons or 135 TOB.

Main 1 between MP 56.6 and MP 78.0 and Main 2 between MP 61.5 and MP 78.0:

- A. 30 MPH if train does not exceed 6,500 tons or 95 TOB.
- B. 20 MPH if train exceeds 6,500 tons or 95 TOB.
- C. Cannot proceed if train exceeds 16,000 tons or 135 TOB.
- D. 35 MPH for light engine consists.

Main 1 with helpers/distributed power between MP 56.6 and MP 78.0 and Main 2 with helpers/distributed power between MP 61.5 and MP 78.0:

- A. 30 MPH if train does not exceed 6,500 tons or 135 TOB.
- B. 25 MPH if train is between 6,500 tons and 12,000 tons and does not exceed 135 TOB.
- C. 20 MPH if train is between 12,000 tons and 14,000 tons and does not exceed 135 TOB.
- D. 15 MPH if train is between 14,000 tons and 18,000 tons and does not exceed 145 TOB.
- E. Cannot proceed if train exceeds 18,000 tons or 145 TOB.

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

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

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

**3. Dynamic Brake Requirements for Westbound Freight Trains:**

Train crews departing Barstow on westbound BNSF trains, via the Cajon Subdivision, must have in their possession a document from Barstow Diesel Service confirming that all dynamic brakes in their consist are known to be operative.

- Before leaving Summit, it must be known that the lead locomotive in the consist has an operative extended range dynamic brake and that the locomotive consist has the minimum number of operative axles of dynamic brake. If the train does not meet the minimum requirement, THE TRAIN MUST NOT PROCEED. A helper consist may be added to meet the requirement. This requirement must be met using the axle count of locomotives having operative extended range type dynamic braking only.

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

When operating with basic dynamic brakes (other than extended range) retarding force decreases as train speed reduces below 18 MPH. Additional brake pipe reduction and/or increased dynamic braking effort may be necessary to control train speed.

**Minimum required operative axles of dynamic brake for Main 2 between MP 56.6 and MP 61.5:**

**Tons Per Operative Brake (TOB)**

Total Trailing Train Tonnage	TOB 75 or less	TOB 76 to 85	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135
2,000 or less	4	6	8	8	8	10	10
2,001 to 4,000	10	12	14	16	18	18	20
4,001 to 5,000	12	14	18	20	20	22	24
5,001 to 6,000	14	18	20	22	24	26	28
6,001 to 7,000	16	20	22	24	28	30	32
7,001 to 8,000	16	22	24	28	32	34	36
8,001 to 9,000	18	24	28	32	36	38	40
9,001 to 10,000	20	26	32	36	38	42	44
10,001 to 12,000	24	32	38	42	46	50	52
12,001 to 14,000	28	36	42	48	54	58	60

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

**Minimum required operative axles of dynamic brake for Main 1 between MP 56.6 and MP 78.0 and Main 2 between MP 61.5 and 78.0:**

**Tons Per Operative Brake (TOB)**

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	4	4	4	6	6	8
2,001 to 3,000	6	6	6	6	8	8	10
3,001 to 4,000	8	8	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 11,000	12	12	14	18	22	24	28
11,001 to 12,000	12	12	16	20	24	26	30
12,001 to 13,000	12	12	18	22	26	28	32
13,001 to 14,000	12	12	18	24	28	30	34
14,001 to 15,000	12	14	20	26	30	32	36
15,001 to 16,000	12	14	20	26	30	34	38
16,001 to 17,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

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

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

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

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

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

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

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

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

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

- 7. The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds: 2,500 tons on Main 2 between MP 56.6 and MP 61.5 or 3,500 tons on Main 1 between MP 56.6 and MP 78.0 and on Main 2 between MP 61.5 and MP 78.0.

**Oro Grande, East Victorville, Victorville, Thorn, Keenbrook, Devore and Ono**—The speed limit is 5 MPH on other than main tracks for locomotives in excess of four axles. (Except at Oro Grande, locomotives with more than four axles are prohibited from operating on Clic 8246 and Clic 8247 at Riverside Cement.)

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

Between MP 0.0 and MP 81.4:

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

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

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

- 2. **Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**  
Barstow to San Bernardino ..... 143 tons, Restriction B
- 3. **Type of Operation**  
**CTC**—in effect on Main Track:  
Barstow to San Bernardino ..... MP 0.0 to MP 81.4  
**Rule 6.26**—Multiple Main Tracks:  
Barstow to San Bernardino ..... MP 0.0 to MP 81.4

**Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions**

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.
Rule 9.53 Flashing Yellow Over Lunar	Approach--Thirty	Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH, immediately reduce to that speed.

- 4. **General Code of Operating Rules Items**  
**Rule 1.14**—Union Pacific trains may use joint track between Barstow and San Bernardino.  
**Rule 5.8.2**—Item 11, Sound whistle approaching all crossings, public and private.  
**Rule 6.19**—When flagging is required, distance will be 2.0 miles.  
**Rule 6.26**—Main tracks cross at grade separation, MP 39.1, and are designated as prescribed by Rule 6.26 either side of crossing.  
**Air Brake Rule 104.3.1**—If the train is stopped at Summit for any reason, an automatic brake application of not less than 10 psi must be made and not released until ready to proceed.  
**Air Brake Rule 101.13**—At Summit, westbound passenger trains must make a running air brake test between MP 55 and MP 56. Westbound freight trains operating between Summit and Cajon must make a running air brake test between Lenwood and Lugo, and in doing so must determine the following:
  - A. Retarding force of air brake system.
  - B. That normal brake pipe pressure changes occur at the rear of the train.
- 5. **Trackside Warning Detectors (TWD)**
  - A. Protecting bridges, tunnels or other structures: None
  - B. Other TWD locations  
MP 8.5—Recall Code 8  
MP 28.5—Recall Code 8  
MP 32.7—DED—Exception Reporting Only  
MP 37.9—DED—Exception Reporting Only  
MP 42.9—DED—Exception Reporting Only  
MP 48.5—Recall Code 8  
MP 52.8—DED—Exception Reporting Only  
MP 58.2X—Main 1—DED—Exception Reporting Only  
MP 58.6—Main 2—DED—Exception Reporting Only  
MP 64.7—Recall Code 8
- 6. **FRA Excepted Track**—None
- 7. **Special Conditions**  
**Testing Emergency Application Capability From Rear of Train**
  - 1. Before departing Barstow or Yermo, westbound freight trains operating on Cajon Subdivision must obtain a signed ETD Certification Form, documenting that Two-Way ETD is armed and the battery is fully charged. This form must be kept on the controlling locomotive of the train with the daily inspection report.  
  
It must be known that it is possible to effect a emergency application of the air brakes from the rear of a train using the two-way ETD equipment, manned

helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. The ability to propagate an emergency application of the air brakes through the entire train MUST be tested as follows:

**Trains Operating with Two-Way ETD Equipment and Trains with Distributed Power Remote Consist at rear of Train**

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

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

The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train. The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

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

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

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

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

Westbound freight trains operating between MP 56.6 and MP 78.0 that are experiencing air brake problems MUST STOP immediately using an emergency air brake application, if necessary, and must secure the train. The train must not proceed until the air brake system is repaired.

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

- 3. **Automatic Brake Valve Cutout Valve Position**  
When operating westward freight trains on the Cajon Subdivision, place the automatic brake valve cutout valve in FRT position. In the event of equalizing reservoir leakage while operating between MP 56.6 and MP 78.0, the train MUST BE STOPPED. After stopping, the train must be properly secured and the automatic brake valve cutout valve placed in PASS position. The train brake system must be fully charged before proceeding.

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

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

Between MP 78.0 and MP 56.6, eastbound freight trains exceeding 6,500 tons including the weight of isolated/DIC units, must have helper/distributed power. In addition, eastbound freight trains operating with less than 2.5 horsepower per ton must have helper/distributed power. If any eastbound freight train is operating with powered four axle units in the locomotive consist and less than 3.0 horsepower per ton, it must have helper/distributed power.

Note: When calculating horsepower per ton, the total weight of Isolated/DIC units in the locomotive consist must be included in the total tonnage of the train. Crews MUST notify the Cajon Subdivision Dispatcher as soon as possible after going on duty if the train is operating with distributed power or requires additional helper in route.

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

- 1. Work to be performed on the Cajon Subdivision and at San Bernardino.
- 2. If the train qualifies for Main 2.
- 5. Close clearance overhead and side obstructions that impair clearance:

**Victorville**

Southwestern Portland Cement Co. "A" track (CLIC 8274), "B" track (CLIC 8275)

**Hesperia**

Don Oakes Lumber Company (CLIC 8323)

**Long Mile Post Condition**

Between MP 0.0 to MP 3.0, each mile is 6495 feet.  
Between MP 3.0 to MP 4.0, each mile is 5821 feet.

8. **Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7253 ..... Barstow Yard  
7650 ..... San Bernardino Yard

**Road Line Segments**

**Line Segment Limits**

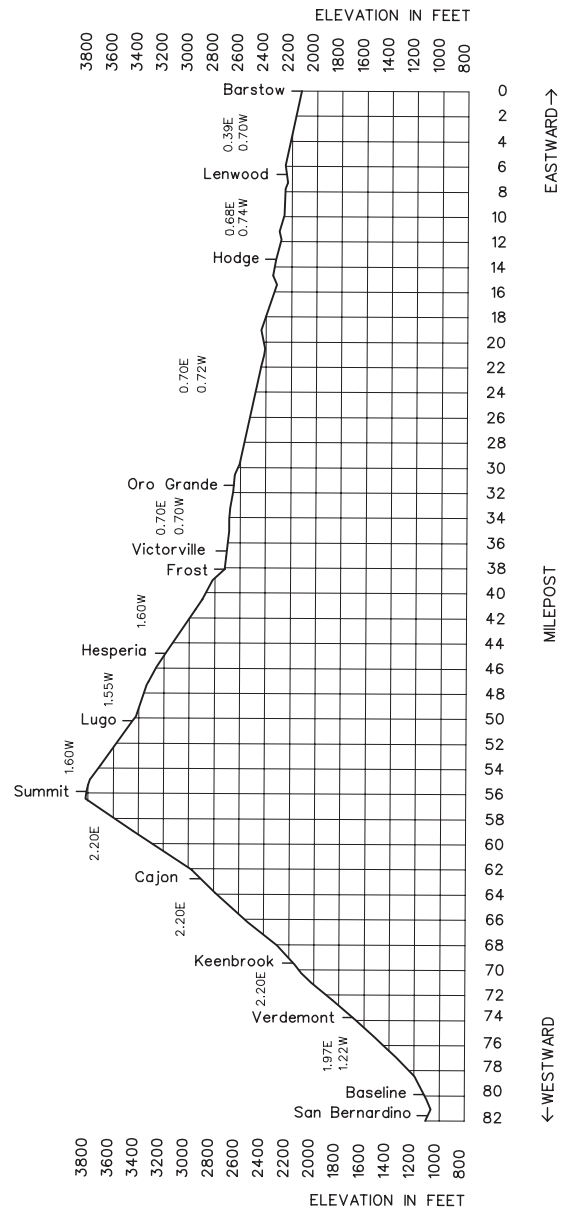
7600 ..... Barstow to San Bernardino



9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Helendale	Main 1	21.1	640
	Main 2	21.1	937
Oro Grande	Main 1	31.5	2,591
	Main 2	31.5	2,145
Victorville	Main 1	36.7	4,750
	Main 2	36.7	4,700
Thorn	Main 1	41.1	3,635
Hesperia	Main 2	45.1	6,760
Martinez Spur	Main 1	54.2	3,270
Summit	Main 1	55.7	220
	Main 2	55.7	220
Alray	Main 1	59.7X	820
Cajon	Main 1	64.3X	1,025
Old Keenbrook	Main 1	67.3	100
Devore	Main 2	71.0	1,200
Cargill	Main 1	72.5	3,301
Ono	Main 1	74.5	
Ono	Main 1	75.2	6,573
Ono	Main 1 Main 2	76.7	7,562

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Harbor Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		23550	0.0	HARBOR JCT.	JM		TWC	7604	1.5	
			1.5	MALABAR					1.3	
			2.8	UP RRX	M				0.7	
		21650	3.5	WINGFOOT					2.5	
		21660	6.0	WILDASIN					1.3	
		21670	7.3	VAN NESS					0.7	
		21680	8.0	HYDE PARK					0.24	
			8.2	ORTIZ					1.66	
		21690	9.9	INGLEWOOD					2.1	
			12.0	WILLIAMS					1.6	
		21710	13.6	LAIRPORT					1.0	
			14.6	UP RRX	U				0.2	
		21720	14.8	EL SEGUNDO	T				1.8	
		21770	16.6	LAWNDALE					3.5	
7,900		21780	20.1	ALCOA					1.6	
		21830	21.7	TORRANCE			1.6			
		21820	23.3	IRONSIDES			3.3			
		22100	26.6	WATSON	JBCPTR		1.4			
		22475	27.6	WEST THENARD UP RRX	JRM		31.7			

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

	<b>Freight</b>
Harbor Subdivision .....	20 MPH.
Alcoa Spur .....	10 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 1.6 .....	12 MPH.
MP 1.6 to MP 10.1 .....	15 MPH.
MP 14.6 RRX (HER) - Restricted speed not to exceed .....	10 MPH.

**1(C). Speed—Switches and Turnouts**

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

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders ..... 20 MPH.

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

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

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

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

**3. Type of Operation**

**Restricted Limits—in effect:**

MP 25.0 (Watson) to MP 27.6 (West Thenard)

**TWC—in effect:**

MP 0.0 (Harbor Jct.) to MP 25.0 (Watson)  
MP 2.8 (UPRRX) Rule 9.12.2

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

**4. General Code of Operating Rules Items**

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

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

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

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Testing Emergency Application Capability From Rear of Train**

It must be known that it is possible to effect an emergency application of the air brakes from the rear of a train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment.

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

- \* UPRR trains that will not operate on the Cajon Subdivision
- \* PASSENGER and COMMUTER trains

**Trains Operating with Two-Way ETD Equipment and Trains with Distributed Power remote Consist at rear of Train**

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

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

The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train. The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

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

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

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

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

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7653 ..... Wilmington Yard

**Road Line Segments**

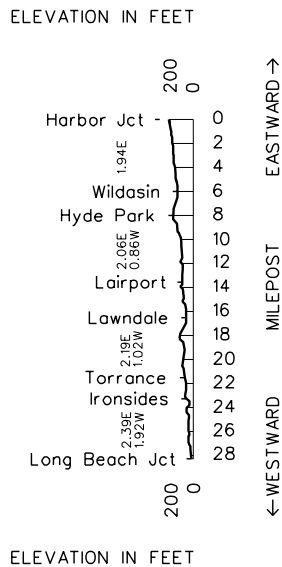
**Line Segment Limits**

7604 ..... Harbor Jct. to Long Beach Jct.

**9. Locations Not Shown as Stations**

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

**10. Grade Chart**



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

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

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

**1(B). Speed—Permanent Restrictions**

MP 4.1 to MP 4.4 ..... 10 MPH.

**1(C). Speed—Switches and Turnouts**

Lucerne Valley Subdivision ..... 10 MPH.

**1(D). Speed—Other**

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

**Air Temperatures Exceeding Threshold**

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Cushenbury to Hesperia ..... 143 tons, Restriction D

**3. Type of Operation**

**TWC—in effect:**

Cushenbury to Hesperia—MP 28.0 to MP 0.9

**Restricted Limits—in effect:**

Cushenbury MP 29.2 to MP 28.0

Hesperia MP 0.9 to MP 0.0

**4. General Code of Operating Rules Items**

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

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

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

Spur 4 Pluess-Staufer (CLIC 8417, CLIC 8422) has impaired clearance.

**Cushenbury**—Tracks 8446, 8447 and Scale Track have impaired clearance.

On tracks 8441 and 8442, employees are prohibited from switching cars other than gondola and hopper types.

**8. Line Segments**

**Road Line Segments**

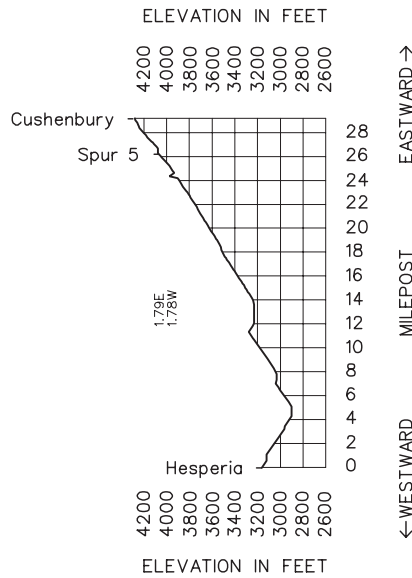
**Line Segment Limits**

7601 ..... Hesperia to Cushenbury

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Bass	15.5	700	Both
Pleuss-Staufer, Inc.	23.5	884	West
Chas. Pfizer and Co., Inc.	26.2	1,300	East

**10. Grade Chart**



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mojave Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			749A.0	VALLEY JCT.	J		CTC	7200	0.9	
			749A.9	HUTT					7.3	
8,011	18540	757.2	HINKLEY						15.8	
8,034	18530	772.9	JIM GREY						11.0	
8,052	18525	784.0	BORON						5.6	
8,004	18519	789.6	SILT						7.5	
8,007	18515	797.1	EDWARDS	T					6.4	
8,019	18509	803.6	BISSELL						6.5	
8,772	18505	810.1	SANBORN						5.6	
		17910	814.7	MOJAVE (BNSF)	JM				0.6	
			380.7	MOJAVE (UP)		U P R A I L R O A D	8107	10.3		
		17830	370.4	CAMERON					8.0	
E5,040	17820	362.4	SUMMIT SWITCH						1.9	
		17815	360.5	TEHACHAPI					2.0	
			358.5	CABLE-X-OVER					1.9	
		17810	356.7	CABLE					2.5	
6,189	17805	354.1	MARCEL						2.3	
4,800	17795	351.8	WALONG						3.0	
8,960	17790	348.8	WOODFORD						3.3	
8,080	17785	345.5	ROWEN						3.2	
7,530	17780	342.3	CLIFF				2.8			
13,270	17775	339.5	BEALVILLE				4.3			
		17770	335.2 335.1	CALIENTE			3.8			
		17765	331.3	ILMON			3.4			
		17760	327.9	BENA			2.9			
		17755	325.0	SANDCUT			4.9			
		17750	320.1	EDISON			3.5			
		17705	316.6	MAGUNDEN			3.0			
		17510	313.6 885.2	KERN JCT.	M	DT ABS	2.3			
			886.9	AMTRAK LEAD	R			1.7		
			887.5	EAST BAKERSFIELD		CTC 2MT	7200	0.6		
	17400	888.0	BAKERSFIELD	BCPTR				136.7		

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Barstow Yard	32	1	4	5&7	9
Barstow to Kern Jct.	65	2	4	5&7	9
UP Mojave to Kern Jct.	14	1	4	5&7	9
Kern Jct. to MP 889.4	84	1	4	5&7	9

Between Mojave and Bakersfield is under the jurisdiction of the Northern California Division

1. Speed Regulations

1(A). Speed—Maximum

Mojave Subdivision, including trains  
100 TOB and over ..... 70 MPH. .... 55 MPH.

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

- Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.

- Train does not exceed 8,500 feet.
- Train does not average more than 80 TOB.
- Engineer can control speed to 70 MPH without use of air brakes.

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

Exceptions

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

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

1(B). Speed—Permanent Restrictions

Eastward and Westward	Passenger	Freight
MP 749A.0 to MP 749A.8	.....	45 MPH.
MP 749A.8 to MP 750.5	.....	50 MPH.
MP 750.5 to MP 751.3	.....	60 MPH.
MP 813.5 to MP 814.5	.....	40 MPH.
Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.)		
.....	.....	20 MPH.
MP 888.0 to MP 889.3—Main 2	.....	40 MPH.
MP 888.0 to MP 889.2—Main 1	..... 79 MPH.	55 MPH.
MP 784.7 Spur	.....	20 MPH.
MP 785.0 Spur	.....	10 MPH.
MP 797.1 Spur	.....	10 MPH.

1(C). Speed—Switches and Turnouts

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

Valley Jct., Cajon Subdivision Jct.	.....	50 MPH.
Hutt, Barstow Receiving Yard Lead	.....	30 MPH.
CTC Siding (excluding exceptions)	.....	40 MPH.
Boron Siding	.....	30 MPH.
Edwards Siding, between MP 797.0 and MP 797.3	.....	30 MPH.
Kern Jct. to UP	.....	30 MPH.
Mojave Jct. to UP	.....	25 MPH.

1(D). Speed—Other

Bakersfield—Tracks 424, 425, 532, 533 and 534 ..... 5 MPH.

Temperature Restrictions

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

Between Valley Jct. and Mojave:

Temperature Range	Trains under 6,000 Tons	Trains over 6,000 Tons	Trains Exceeding 100 TOB	Passenger Trains
Exceeds 110 degrees	Maximum 55 MPH.	Maximum 45 MPH.	Maximum 45 MPH.	No Restrictions
Exceeds 115 degrees	Maximum 50 MPH.	Maximum 40 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
Exceeds 120 degrees	Maximum 40 MPH.	Maximum 30 MPH.	Maximum 30 MPH.	Maximum 50 MPH.

Notify the train dispatcher when your train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

Valley Jct. to Bakersfield ..... 143 tons, Restriction A

**3. Type of Operation**

**Restricted Limits**—in effect:

Kern Jct. to Bakersfield ..... MP 885.2 to MP 887.5—Main 1  
 Kern Jct. to Bakersfield MP 885.2 to MP 888.0—Main 2

**CTC**—in effect on Main Track and sidings:

Valley Jct. to Mojave ..... MP 749A.0 to MP 814.5  
 Bakersfield Main 1 ..... MP 886.9 to MP 889.2  
 Bakersfield Main 2 ..... MP 887.95 to MP 889.2  
 Amtrak Lead ..... MP 886.9 to MP 887.5

**ABS**—in effect:

Kern Jct. to Bakersfield Main 1 ..... MP 885.2 to MP 886.9  
 Kern Jct. to Bakersfield Main 2 ..... MP 885.2 to MP 888.0

**Rule 6.24**—Double Track—in effect:

Kern Jct. to Bakersfield ..... MP 885.2 to MP 887.5

**Rule 6.26**—Multiple Main Track—in effect:

Bakersfield ..... MP 888.0 to MP 887.5

**Manual Interlockings Not Controlled by BNSF**

Location	Controlling Railroad
Mojave (BNSF), MP 814.7	UPRR

**Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions**

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.
Rule 9.53 Flashing Yellow Over Lunar	Approach - Thirty	Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH immediately reduce to that speed.

**4. General Code of Operating Rules and Air Brake Items**

**Rule 1.14**—BNSF trains may use Union Pacific joint track between Mojave and Kern Jct. San Joaquin Valley trains and engines may use BNSF track between Kern Jct. and Bakersfield.

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

Exception: At Bakersfield, between MP 885.2 and MP 888.8, the engine whistle will not be sounded in advance of street crossings protected by automatic crossing gates except that the engine whistle may be used at the discretion of the engineer to avoid injury to persons or damage to property and must be sounded when approaching roadway workers on or near the track. Engine bell must be rung at all crossings.

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

**Rule 8.3**—The following crossovers at Bakersfield may be left lined and locked as last used:

- MP 886.1, Main 1 to Main 2 (Tulare Street)
- MP 887.3, Main 1 to Main 2 (Chester Avenue)
- MP 887.5, Main 2 to Working Lead
- MP 887.7, Main Track to Track 402

**Rule 101.13**—Eastward and westward trains must make a Running Air Brake Test at Summit Switch as prescribed by Rule 101.13.

Exceptions: Cutting out helpers or light engine consists, the rule does not apply.

When making the Running Air Brake Test, the following must be determined:

1. Retarding force of air brake system.
2. If equipped with a functioning ETD, that normal brake pipe pressure changes occur at rear of the train.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 765.0—Recall Code 8
  - MP 788.0—Recall Code 8
  - MP 813.0—Recall Code 8

**6. FRA Excepted Track**—None

**7. Special Conditions**

**MP 331.3 to MP 381.3**—Freight trains operating between these mileposts that exceed the maximum authorized speed by 5 MPH must stop by using an emergency application of the air brakes.

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

**Bakersfield**—Amtrak trains operating between “D” Street, MP 887.8 and “F” Street, MP 887.7 must display ditch lights, sound whistle signal 5.8.2 (11), and ring bell continuously.

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

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

**Monolith**—Structures along the south side of CLIC 807 provide close clearance and TRAINMEN MUST NOT RIDE on the side of equipment at this location.

**Minimum Dynamic Brake Requirements**

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



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

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 or 145
2,000 or less	4	4	4	4	6	6	8
2,001 to 3,000	6	6	6	6	8	8	10
3,001 to 4,000	8	8	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 11,000	12	12	14	18	22	24	28
11,001 to 12,000	12	12	16	20	24	26	30
12,001 to 13,000	12	12	18	22	26	28	32
13,001 to 14,000	12	12	18	24	28	30	34
14,001 to 15,000	12	14	20	26	30	32	36
15,001 to 16,000	12	14	20	26	30	34	38
16,001 to 71,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

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

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

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

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

Forms are available at on-duty points Bakersfield and Barstow.

**SUPPLEMENTAL INSTRUCTIONS FOR BNSF TRAINS OPERATING IN COMPLIANCE WITH BNSF TRAIN MAKE UP INSTRUCTIONS ON UPRR MOJAVE SUBDIVISION BETWEEN ILMON AND MOJAVE**

BNSF trains operating on UPRR Mojave Subdivision will use BNSF train make-up restrictions/instructions as designated by the General Manager or his representative. However, only one company's restrictions/instructions will be used on any given train.

When a train contains helpers, minimum tonnage restrictions will apply to the first five cars immediately ahead of the helpers.

Cars in restricted portion of train must conform to the following minimum weight restrictions.

- Articulated double stack cars (counted as 3 cars-QY) ..... 150 ton
- Articulated double stack cars (counted as 2 cars-QV) ..... 100 ton
- Articulated three pack cars (counted as 2 cars-QC, QM) ..... 100 ton
- Articulated five pack cars (counted as 3 cars-Q5, QO, QE) ..... 150 ton
- All other cars ..... 50 ton

If helpers are on rear of train, 89-foot or longer flat cars loaded with a single trailer/container must not be placed within the restricted portion of the train.

On trains with helpers, two axle cars weighing less than 35 tons must be placed behind the helpers with no more than 1,500 tons trailing. Caboose must be placed at the rear of the train.

Maximum train length shall be 7,000 feet. Maximum tonnage of train, except unit trains, must not exceed 11,000 tons.

Helper consist will not have less than eight actual axles, and will not exceed a powered axle rating of 24 axles.

Cars measuring less than 42 feet in length must be entrained in the rear 4,000 tons of train. \*\*Cars greater than 41 feet 6 inches can be considered as 42 feet.

Trains containing a solid block of 20 or more loaded bi-levels and/or tri-levels must not exceed 6,500 feet in length excluding engines.

Caboose are not to be moved other than at rear of train, unless specifically authorized.

Scale test cars and cars designated as rear-end-only must be entrained within the rear five cars of train. A scale test car must not be handled as the rear car in a train.

Following train make-up restrictions apply to OTTX cars:

- (a) Empty cars must be entrained at rear of train.
- (b) Loaded cars must be entrained as close to the rear as train makeup permit.
- (c) Trains containing loaded OTTX cars must not exceed 6,100 feet.
- (d) Trains having more than 10 OTTX cars, loaded or empty, must not exceed 4,500 feet.

Cars SP-345000-345999 are to be moved only in unit trains.

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

**ADDITIONAL INSTRUCTIONS FOR EASTWARD TRAINS**

When train tonnage exceeds 3,000 tons, minimum tonnage restrictions will apply to head portion of train by car count as follows:

- 3001-3199 tons ..... first 10 cars of train

3200-3399 tons .....	first 11 cars of train
3400-3599 tons .....	first 12 cars of train
3600-3799 tons .....	first 13 cars of train
3800-3999 tons .....	first 14 cars of train
4000-4925 tons .....	first 15 cars of train
4926-6000 tons .....	first 20 cars of train

NOTE: Total trailing tonnage cannot exceed 5400 tons with E grade coupler and maximum train length of 6,000 feet.

EXCEPTION: No car with C grade coupler can have more than 4925 tons.

A High Strength Coupler (E grade) can be determined by looking at the casting identification located on the top of the coupler. A high strength coupler will have the letter "E" as the last character of identification.

Cars in restricted head portion of train must conform to the following minimum weight restrictions:

Two axle cars .....	35 tons
Articulated double stack cars (counted as 3 cars - QY) .....	150 tons
Articulated double stacks cars (counted as 2 cars-QV) .....	100 tons
Articulated three pack cars (counted as 2 cars -QC, QM) .....	100 tons
Articulated five pack cars (counted as 3 cars-Q5, QO, QE) .....	150 tons
All other cars .....	50 tons

89-foot or longer flat cars loaded with a single trailer/container must not be placed in the restricted head portion of the train.

Unless otherwise instructed, all eastward trains heavier than 4,925 tons will have helpers positioned or entrained according to the following tables:

TRAIN TONNAGE	CUT-IN AHEAD	MAXIMUM POWERED AXLES
4925-5499	1800 tons	12
5500-6299	2700 tons	18
6300-9850	Greater of 3600 tons or 1/2 trailing tonnage	24

**Additional instructions for westward trains:**

When train tonnage exceeds 3,800 tons, minimum tonnage restrictions will apply to head portion of train by car count as follows;

3801-3999 tons .....	first 5 cars of train
4000-4199 tons .....	first 6 cars of train
4200-4399 tons .....	first 7 cars of train
4400-5100 tons .....	first 10 cars of train
5101-6000 tons .....	first 15 cars of train

NOTE: Total trailing tonnage cannot exceed 6000 tons with E grade coupler and maximum train length of 7000 feet.

EXCEPTION: No car with C grade coupler can have more than 5100 trailing tons.

A High Strength Coupler (E grade) can be determined by looking at the casting identification located on the top of the coupler. A high strength coupler will have the letter "E" as the last character of identification.

Cars in restricted head portion of train must conform to the following minimum weight restricts:

Two axle cars .....	35 tons
Articulated double stack cars (counted as 3 cars-QY) .....	150 tons
Articulated double stack cars (counted as 2 cars -QV) .....	100 tons
Articulated three pack cars (counted as 2 cars-QC, QM) .....	100 tons
Articulated five pack cars (counted as 3 cars-Q5, QO, QE) .....	150 tons
All other cars .....	50 tons

89-foot or longer flat cars loaded with a single trailer/container must not be placed within the first 10 cars of the train.

Unless other wise instructed, all westward trains heavier than 5,100 tons will have helpers positioned or entrained according to the following table:

TRAIN TONNAGE	PLACEMENT	MAXIMUM POWERED AXLES
5100-7999	Rear of Train	16
8000 tons or over	Cut in ahead of 2400 tons	24

**Flash Flood Warnings**—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to Restricted Speed:

- Bridge MP 755.6
- Bridge MP 770.7
- Bridge MP 773.2
- Bridge MP 775.7
- Bridge MP 775.9

**System Special Instructions Amendment—**

Item 9, Amtrak Instructions, under "Equipment", the line reading "Movement with locomotives between cars is prohibited" does not apply on the Northern California Division.

The following will apply:

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

**Train Make-up Restrictions—Roadrailer Equipment**

A. Total Trailing tonnage must not exceed 3000 tons.

Additional Restrictions;

**TRAIN TONNAGE RESTRICTION**

0 - 1500 Tons	No Restrictions
Over 1500 Tons	No more than 1500 trailing tons behind any RoadRailer unit weighing less than 28 tons.

NOTE: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

B. Additional RoadRailer Power and Dynamic Brake Restrictions:

On the Mojave Subdivision, no more than 24 rated axles of power may be used.

Between Ilmon and Mojave, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the throttle, as outlined in ABTH Rule 104.6. In addition, do not increase throttle until at least 10 seconds after the amperage or tractive effort decreases.

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



8. Line Segments

Yard Line Segments

Line Segment Limits

- 7253 ..... Barstow Yard
- 7254 ..... Bakersfield Yard

Road Line Segments

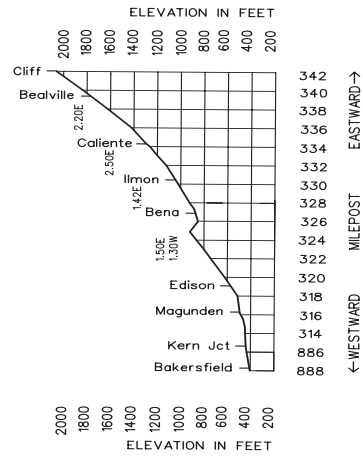
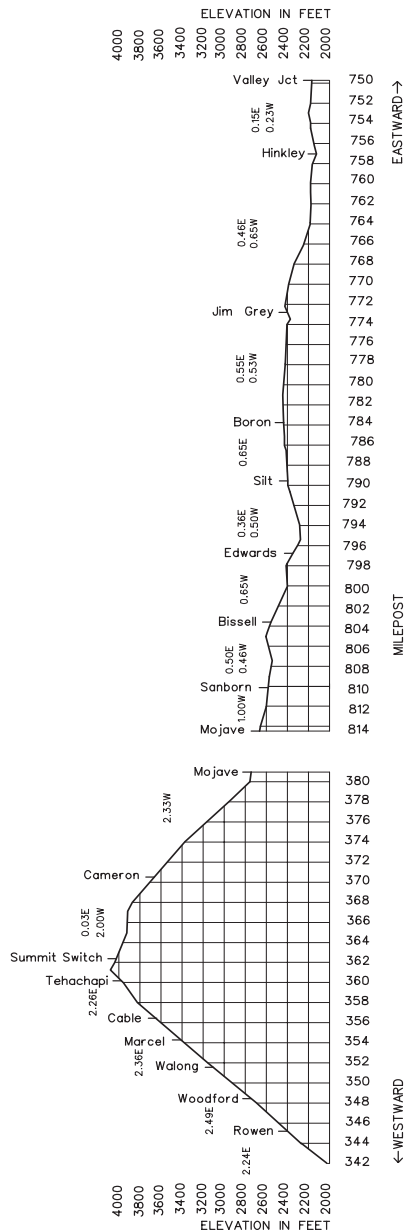
Line Segment Limits

- 7200 ..... Valley Jct. to Mojave
- 8107 ..... Mojave to Kern Jct. (UP Railroad)
- 7200 ..... Kern Jct. to Bakersfield

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Miles	Switch Opens
P.C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Needles Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.		EASTWARD ↑
								(1)	(2)	
		19800	578.0	NEEDLES	BCPT			(1) 2.2	(2) 2.1	
			580.2	WEST NEEDLES	X(2)			12.2		
		19790	592.3	IBIS	X			(1) 10.0	(2) 9.2	
		19780	601.5	HOMER				7.7		
(1)12,100		19775	609.2	EAST GOFFS	X			2.4		
			611.6	WEST GOFFS	X			7.1		
		19770	618.7	FENNER				7.5		
		19765	626.2	ESSEX				8.5		
		19760	634.7	EAST DANBY	X			2.2		
			636.9	WEST DANBY	X			10.3		
		19295	647.2	EAST CADIZ	X			1.8		
			649.0	WEST CADIZ	XTJ			9.4		
		19290	658.4	SALTUS				1.6		
		19285	660.0	EAST AMBOY	X			1.8		
			661.8	WEST AMBOY	X			7.5		
		19280	669.3	BAGDAD	X	2MT CTC	7200	7.4		
		19275	674.6	EAST SIBERIA	X			1.9		
		19275	676.6	WEST SIBERIA	X			9.7		
		19265	686.3	EAST ASH HILL	XT			1.9		
			688.2	WEST ASH HILL	X			5.2		
		19260	693.4	LUDLOW	X(2)			11.8		
			705.2	EAST PISGAH	X			2.1		
			707.3	WEST PISGAH	X			5.5		
		19245	712.8	HECTOR				11.5		
			724.3	CP 7245	X(2)			1.4		
		19240	725.7	EAST NEWBERRY	X			1.5		
(2) 5,363			727.2	WEST NEWBERRY	X			4.0		
			731.2	MINNEOLA	X(2)			6.1		
		19215	737.3	DAGGETT	X(2)			2.3		
			739.6	WEST DAGGETT				4.0		
			743.6	EAST BARSTOW	X(2)			2.3		
		19000	745.9	BARSTOW Main 1 (168.7), Main 2 (166.0)	BCPT			168.7		

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
Needles to Minneola	55	1	4	5&7	9
Minneola to Barstow	65	1	4	5&7	9
Barstow Yard	32	1	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Main 1		
Needles to Goffs, including trains 100		
TOB and over	79 MPH.	55 MPH.*
Goffs to Bagdad, including trains 100		
TOB and over	90 MPH.	55 MPH.*
Bagdad to Pisgah, including trains 100		
TOB and over	79 MPH.	55 MPH.*
Pisgah to Daggett, including trains 100		
TOB and over	90 MPH.	55 MPH.*
Daggett to Barstow, including trains 100		
TOB and over	79 MPH.	55 MPH.*

Main 2

Barstow to Daggett, including trains 100		
TOB and over	79 MPH.	55 MPH.*
Daggett to Pisgah, including trains 100		
TOB and over	90 MPH.	55 MPH.*
Pisgah to MP 685.8, including trains 100		
TOB and over	79 MPH.	55 MPH.*
MP 685.8 to MP 671.4	79 MPH.	45 MPH.
MP 671.4 to Bagdad, including trains 100		
TOB and over	79 MPH.	55 MPH.*
Bagdad to MP 646.1, including trains 100		
TOB and over	90 MPH.	55 MPH.*
MP 646.1 to Needles, including trains 100		
TOB and over	79 MPH.	55 MPH.*

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

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

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

Exceptions:

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

Light engines without dynamic brakes in use: 24 MPH on descending grades—Eastward Ash Hill to Bagdad and Goffs to Needles.

Note: Eastward freight trains must not exceed 60 MPH between Goffs and Needles, and are further restricted to 45 MPH if any of the following apply:

- Train averages more than 80 TOB.
- Train exceeds 5,500 tons.
- Tonnage (including locomotives without operative dynamic brake) exceeds 300 tons per axle of operative dynamic brake, using the table in System Special Instructions Item 2(C).

1(B). Speed—Permanent Restrictions

Main 1

MP 578.1 (HER)	30 MPH.	30 MPH.
MP 578.0 to MP 579.4	50 MPH.	40 MPH.
MP 579.4 to MP 582.7	45 MPH.	40 MPH.
MP 582.7 to MP 584.5	50 MPH.	50 MPH.
MP 584.5 to MP 587.0	55 MPH.	50 MPH.
MP 587.0 to MP 587.8	50 MPH.	45 MPH.
MP 587.8 to MP 589.3	50 MPH.	50 MPH.
MP 589.3 to MP 592.7	65 MPH.	55 MPH.
MP 592.7 to MP 593.3	60 MPH.	50 MPH.
MP 593.3 to MP 593.8		
Protected by Inert ATS Inductors	30 MPH.	30 MPH.
MP 593.8 to MP 597.8	65 MPH.	55 MPH.
MP 597.8 to MP 599.1	60 MPH.	55 MPH.
MP 599.1 to MP 601.5	70 MPH.	
MP 608.2 to MP 609.1	70 MPH.	
MP 609.1 to MP 609.7	80 MPH.	
MP 618.9 to MP 619.2	85 MPH.	
MP 638.8 to MP 639.2	85 MPH.	

MP 642.4 to MP 642.7	85 MPH.	
MP 644.8 to MP 646.2	75 MPH.	
MP 671.5 to MP 674.0	60 MPH.	50 MPH.
MP 674.0 to MP 678.1	55 MPH.	50 MPH.
MP 678.1 to MP 680.3	40 MPH.	35 MPH.
MP 680.3 to MP 682.7	55 MPH.	50 MPH.
MP 682.7 to MP 683.5	40 MPH.	40 MPH.
MP 683.5 to MP 686.2	55 MPH.	50 MPH.
MP 688.4 to MP 689.5	60 MPH.	55 MPH.
MP 692.9 to MP 693.7	70 MPH.	65 MPH.
MP 693.7 to MP 695.0		
Protected by Inert ATS Inductors	45 MPH.	45 MPH.
MP 695.0 to MP 696.1	60 MPH.	55 MPH.
MP 696.1 to MP 700.4	65 MPH.	55 MPH.
MP 698.8 to MP 699.2	55 MPH.	55 MPH.
MP 698.8 to MP 699.2	55 MPH.	55 MPH.
MP 700.4 to MP 702.0	55 MPH.	55 MPH.
MP 707.8 to MP 710.6	70 MPH.	65 MPH.
MP 710.6 to MP 711.6	80 MPH.	
MP 745.0 to MP 745.9	50 MPH.	50 MPH.
<b>Main 2</b>		
MP 745.9 to MP 745.0	50 MPH.	50 MPH.
MP 711.6 to MP 710.6	80 MPH.	
MP 710.6 to MP 708.2	70 MPH.	65 MPH.
MP 708.2 to MP 707.8	65 MPH.	60 MPH.
MP 702.0 to MP 701.5	60 MPH.	55 MPH.
MP 701.5 to MP 700.4	70 MPH.	65 MPH.
MP 699.2 to MP 696.2	70 MPH.	
MP 698.8 to MP 699.2	55 MPH.	55 MPH.
MP 696.2 to MP 694.9	60 MPH.	55 MPH.
MP 694.9 to MP 693.6		
Protected by Inert ATS Inductors	50 MPH.	45 MPH.
MP 693.6 to MP 692.8	70 MPH.	65 MPH.
MP 689.5 to MP 688.4	60 MPH.	55 MPH.
MP 688.4 to MP 685.8	70 MPH.	65 MPH.
MP 685.8 to MP 683.4	75 MPH.	
MP 683.4 to MP 680.7X		
Protected by Inert ATS Inductors	50 MPH.	
MP 680.7X to MP 678.3X	75 MPH.	
MP 678.3X to MP 677.8	65 MPH.	
MP 677.8 to MP 676.9	75 MPH.	
MP 676.9 to MP 671.4	70 MPH.	
MP 639.2 to MP 638.8	75 MPH.	
MP 625.5 to MP 625.3		65 MPH.
MP 624.6 to MP 618.9	75 MPH.	65 MPH.
MP 612.2 to MP 611.0	75 MPH.	65 MPH.
MP 611.0 to MP 609.2		65 MPH.
MP 609.2 to MP 608.3	70 MPH.	
MP 601.5 to MP 599.1	70 MPH.	
MP 599.1 to MP 597.7	65 MPH.	
MP 597.7 to MP 595.2	75 MPH.	
MP 591.4 to MP 589.3	70 MPH.	
MP 589.3 to MP 587.8	55 MPH.	50 MPH.
MP 587.8 to MP 587.0	45 MPH.	45 MPH.
MP 587.0 to MP 585.2	65 MPH.	50 MPH.
MP 585.2 to MP 583.2	50 MPH.	50 MPH.
MP 583.2 to MP 582.3	55 MPH.	50 MPH.
MP 582.3 to MP 578.0	60 MPH.	50 MPH.
MP 578.1 (HER)	30 MPH.	30 MPH.

**1(C). Speed—Switches and Turnouts**

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

MP 578.4 Needles, crossover, freight lead to Main 1	20 MPH.	20 MPH.
MP 578.4 Needles, crossover	30 MPH.	30 MPH.
West Needles, WE freight lead	20 MPH.	20 MPH.
West Needles, 2 crossovers	50 MPH.	50 MPH.
Ibis, 2 crossovers	50 MPH.	50 MPH.
East Goffs, crossover turnout EE Main 1 siding	40 MPH.	40 MPH.
West Goffs, crossover turnout WE Main 1 siding	40 MPH.	40 MPH.
East Danby, crossover	50 MPH.	50 MPH.
West Danby, crossover	50 MPH.	50 MPH.
East Cadiz, crossover	50 MPH.	50 MPH.
West Cadiz, crossover	50 MPH.	50 MPH.
East Amboy, crossover	50 MPH.	50 MPH.
West Amboy, crossover	50 MPH.	50 MPH.

West Amboy, turnout WE Main 1 siding	40 MPH.	40 MPH.
East Siberia, MP 674.7	50 MPH.	50 MPH.
West Siberia, MP 676.6	50 MPH.	50 MPH.
East Ash Hill, crossover	50 MPH.	50 MPH.
West Ash Hill, crossover	50 MPH.	50 MPH.
West Ash Hill, turnout WE Main 1 Siding	40 MPH.	40 MPH.
East Pisgah, crossover	50 MPH.	50 MPH.
West Pisgah, crossover	50 MPH.	50 MPH.
CP 7245, 2 crossovers	50 MPH.	50 MPH.
East Newberry, turnout EE Main 1 Siding	40 MPH.	40 MPH.
West Newberry, turnout WE Main 1 Siding	40 MPH.	40 MPH.
Minneola, 2 crossovers	50 MPH.	50 MPH.
Daggett, 2 crossovers	50 MPH.	50 MPH.
Daggett, turnout, Main 1 to UP No. 2 Track	40 MPH.	40 MPH.
Daggett, crossover, Main 1 to UP No. 1 Track	40 MPH.	40 MPH.
West Daggett, turnout, West Daggett, Main 1 to UP No. 1 Track	40 MPH.	40 MPH.
East Barstow, 2 crossovers	50 MPH.	50 MPH.
East Barstow, auxiliary yard entry	40 MPH.	40 MPH.
Barstow, EE passenger siding	20 MPH.	20 MPH.
Barstow, crossover	50 MPH.	50 MPH.
Barstow, yard entry	50 MPH.	50 MPH.
Barstow Yard, EE and WE inspection yard tracks 1101, 1102, 1103	50 MPH.	50 MPH.
Barstow Yard, Jct., high and low leads on Needles Subdiv., yard entry track	25 MPH.	25 MPH.
Barstow Yard, crossovers between Cajon and Mojave Subdiv., yard entry tracks, power switches	25 MPH.	25 MPH.
Barstow Yard, EE and WE all receiving yard tracks, power switches	25 MPH.	25 MPH.
Barstow Yard, EE departure yard tracks 1201 through 1205, power switches	25 MPH.	25 MPH.
Barstow Yard, WE all departure yard tracks, power switches	25 MPH.	25 MPH.
Barstow Yard, crossover between North Departure Lead and South Departure Lead, WE departure yard, power switches	25 MPH.	25 MPH.
Barstow Yard, crossover between WE inspection yard track 1103 and WE departure yard track 1201, power switches	25 MPH.	25 MPH.
Barstow Yard, EE departure yard tracks 1206 through 1210, power switches	15 MPH.	15 MPH.

**1(D). Speed—Other**

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

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

**Air Temperatures Exceeding Threshold**

When the air temperature exceeds threshold temperature, all trains will be governed by the following table on main tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit. Between MP 578.4 and MP 650.5:

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

Between MP 650.5 and MP 745.9:

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

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

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

2. **Bridge and Equipment Weight Restrictions**  
**Maximum Gross Weight of Car**  
 Needles to Barstow ..... 143 tons, Restriction A
3. **Type of Operation**  
**CTC**—in effect:  
 Needles to Barstow ..... MP 578.0 to MP 745.9  
 On Freight Lead:  
 East Needles to West Needles ..... MP 574.8 to MP 580.2  
**Rule 6.26—Multiple Main Tracks**  
 Needles to Barstow ..... MP 578.0 to MP 745.9
4. **General Code of Operating Rules Items**  
**Rule 1.14**—Union Pacific trains may use joint track between Daggett and Barstow. BNSF trains may use A&C RR Main Track between MP 189 and MP 190, under the provisions of Rule 6.13. A&C RR trains may use Main 2 siding and yard tracks 6476 and 6478 at Cadiz.  
**Rule 5.8.2**—Item 11, Sound whistle approaching all crossings, public and private.  
**Rule 6.19**—When flagging is required, distance will be 2.0 miles.  
**Rule 12.1**—ATS in effect on Main 1, Goffs to Bagdad and Pisgah to Daggett in Westward direction only; and on Main 2, Daggett to Pisgah, and Bagdad to MP 646.1 in Eastward direction only.  
**Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions**

Aspect	Name	Indication
Red Over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply.)	Proceed per BNSF Rule 9.1.12.
Rule 9.53 Flashing Yellow Over Lunar	Approach--Thirty	Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH, immediately reduce to that speed.

5. **Trackside Warning Detectors (TWD)**
  - A. Protecting bridges, tunnels or other structures: None
  - B. Other TWD locations  
 MP 584.6—Recall Code 8  
 MP 589.6—DED Exception Reporting only  
 MP 594.6—DED Exception Reporting only  
 MP 600.7—Recall Code 0  
 MP 614.9—Recall Code 0  
 MP 628.1—Recall Code 8  
 MP 644.5—Recall Code 0  
 MP 654.0—Recall Code 8  
 MP 665.0—Recall Code 0  
 MP 670.0—DED Exception Reporting only  
 MP 674.5—DED Exception Reporting only  
 MP 680.0—DED Exception Reporting only  
 MP 684.9—DED Exception Reporting only  
 MP 691.8—Recall Code 8  
 MP 696.4—DED Exception Reporting only  
 MP 711.1—Recall Code 0  
 MP 733.3—Recall Code 8
  - C. Other detectors  
 MP 587.9—High Water  
     WWD signals 5861, 5863  
     EWD signals 5892,5894  
 MP 642.9—High Water  
     Signal Main 1—6442  
     Signal Main 1—6411  
     Signal Main 2—6444  
     Signal Main 2—6413
6. **FRA Excepted Track**—None
7. **Special Conditions**  
**Saltus**  
 Six-axle locomotives must not operate on West Salt Spur, CLIC 6491.  
 All safety hub (flop-over) switches on the Needles Subdivision are considered "rigid" and must not be run through.  
 Do not leave cars, locomotives or any other equipment on CLIC tracks 7276 and 7277 at Newberry unless permission is obtained from the train dispatcher.
8. **Line Segments**  
**Yard Line Segments**  
**Line Segment Limits**  
 7253 ..... Barstow Yard  
**Road Line Segments**  
**Line Segment Limits**  
 7200 ..... Needles to Barstow MP 578.0 to MP 745.9



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	San Bernardino Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				San Bernardino	Subdivision					
		19100	0.0	SAN BERNARDINO	JBCMPT-X(2)	X(2)	4MT CTC	7602	1.1	
			1.1X	EAST B	X(2)				1.1	
		19140	2.2	RANA	X(2)		3MT CTC		0.7	
			2.9	CP 29	JX				0.3	
		25045	3.2	COLTON (UP RRX)	M		2MT CTC		1.0	
			4.2	WEST COLTON	JX				1.9	
		25065	6.1	HIGHGROVE	X				3.7	
		25200	9.8	RIVERSIDE			3MT CTC		0.1	
			9.9	TENTH STREET (Main 1)					0.0	
			9.9	CP 99 (Main 3)					0.7	
			10.6	WEST RIVERSIDE	X(2)				3.4	
		25210	14.0	CASA BLANCA					1.1	
			15.1	ARLINGTON	X(2)				3.4	
			18.5	LA SIERRA			2MT CTC		2.9	
		25250	21.4	MAY	X(2)				1.4	
8,059		25255	22.8	PORPHYRY					1.3	
		25260	24.1	CORONA					3.1	
			27.2	WEST CORONA					2.2	
		25265	29.4	PRADO DAM	X(2)		3MT CTC	6.4		
		25270	35.8	ESPERANZA	X(2)			4.8		
		25274	40.6	ATWOOD	JX(2)		2MT CTC	4.9		
		23200	45.5 165.5	FULLERTON JCT.	JBCPX(2)		3MT CTC	2.5		
		23160	163.0	BASTA	X(2)			2.7		
		23148	160.3	BUENA PARK	X(2)			2.6		
		21340	157.7	LA MIRADA	TX(2)			1.6		
(1) 4,150 (2) 3,432			156.1	NORWALK				1.1		
			155.0	SANTA FE SPRINGS	X(2)		2MT CTC	2.0		
		23120	153.0	LOS NIETOS (UP RRX)	M			0.9		
		23110	152.1	DT JCT. (UP RRX)	MX(2)			1.2		
		23100	150.9	PICO RIVERA	BCPT			1.1		
		23039	149.8	BANDINI	X			1.0		
			148.8	VAIL	X			0.3		
			148.5	COMMERCE	X			1.2		
			147.3	EASTERN AVE.	X(2)		3MT CTC	1.3		
			146.0	EAST HOBART	X(2)			0.9		
		23000	145.1	HOBART	BCPX			0.6		
			144.5	SAN PEDRO JCT.	JCMX		4MT CTC	0.1		
			144.4	SOTO	X(2)			0.5		
		23550	143.4	HARBOR JCT.	JR		2MT CTC	68.4		

RADIO COMMUNICATION	Tone Call-In				
	CH	DS	MC	FS	EMER
San Bernardino to MP 10.6	72	1	4	5&7	9
MP 10.6 to Harbor Jct.	36	1	4	5&7	9

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
San Bernardino to Fullerton Jct. ....	60 MPH.	50 MPH.#
Fullerton Jct. to MP 144.5 .....	79 MPH.	50 MPH.#
San Pedro Jct. to Harbor Jct., Main 1 and 2 .....	40 MPH.	40 MPH.#
San Pedro Jct. to MP 144.0, Main 3 and 4 .....	65 MPH.	40 MPH.#

San Jacinto Industrial Spur, MP 0.0 to MP 3.6 .....	20 MPH.
MP 3.6 to MP 7.0 .....	15 MPH.
MP 7.0 to MP 14.2 .....	20 MPH.
MP 14.2 to MP 38.3 .....	10 MPH.
3M Spur .....	10 MPH.

# The maximum speed for freight trains is 45 MPH when:

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

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

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.9, Main 4 .....	15 MPH.	15 MPH.
MP 0.9 to MP 2.2, Main 4 .....	20 MPH.	20 MPH.
MP 0.0X to MP 2.9, Main 1, 2 and 3 .....	30 MPH.	30 MPH.
MP 2.2 to MP 3.2, Main 1 and 2 .....	30 MPH.	30 MPH.
MP 3.2 to MP 4.0 .....	40 MPH.	40 MPH.
MP 6.6 to MP 6.8 .....	50 MPH.	40 MPH.
MP 8.3 to MP 8.5 .....	60 MPH.	50 MPH.
MP 9.3 to MP 9.6 .....	55 MPH.	50 MPH.
MP 11.8 to MP 12.5 .....	45 MPH.	40 MPH.
MP 15.4 to MP 15.9 .....	55 MPH.	50 MPH.
MP 15.9 to MP 16.7 .....	55 MPH.	50 MPH.
MP 16.7 to MP 17.1 .....	60 MPH.	50 MPH.
MP 31.4 to MP 31.6 .....	55 MPH.	50 MPH.
MP 31.6 to MP 32.8 .....	60 MPH.	50 MPH.
MP 32.8 to MP 34.4 .....	50 MPH.	50 MPH.
MP 34.4 to MP 35.1 .....	50 MPH.	45 MPH.
MP 35.9, Main 2 (switch) .....	50 MPH.	50 MPH.
MP36.1 to MP 36.4, Main 2 .....	55 MPH.	
MP 42.7 to MP 43.6 (HER) .....	50 MPH.	50 MPH.
MP 45.2 to MP 45.7 .....	50 MPH.	50 MPH.
MP 163.8 to MP 163.5 .....	75 MPH.	
MP 161.1 to MP 160.8 .....	70 MPH.	
MP 156.6 to MP 155.9 .....	75 MPH.	
MP 154.2 to MP 153.8 .....	70 MPH.	
MP 153.0 RRX .....	50 MPH.	40 MPH.
MP 152.9 to MP 152.5 .....	70 MPH.	
MP 152.1 RRX .....	50 MPH.	40 MPH.
MP 151.7 to MP 151.4 .....	65 MPH.	
MP 149.8 to MP 150.4, Main 2 Shoofly .....	50 MPH.	50 MPH.
MP 148.5, Main 2 (switch) .....	40 MPH.	40 MPH.
MP 148.5 to MP 148.8, Main 1 .....	40 MPH.	40 MPH.
MP 148.5 to MP 148.8, Main 2 .....	50 MPH.	50 MPH.
MP 144.2 to MP 144.7, Main1 .....	10 MPH.	10 MPH.
MP 144.5 to MP 144.8, Main 4 .....	40 MPH.	40 MPH.
MP 144.5 to MP 145.0, Main 2 and 3 .....	40 MPH.	40 MPH.
MP 144.5, RRX .....	40 MPH.	40 MPH.
MP 143.5 to MP 143.8, Main 1 and 2 .....	30 MPH.	30 MPH.

**1(C). Speed—Switches and Turnouts**

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

MP 0.0, San Bernardino, turnout, Main 3 and 4 .....	15 MPH.
MP 0.1, San Bernardino, passenger movements and all freight movements, Main 4, double slip switch .....	15 MPH.
MP 0.1, San Bernardino, freight movements routed to or from passenger yard or flyover, double slip switch .....	10 MPH.
MP 0.3X, 4 crossovers .....	30 MPH.
MP 0.3X, turnout to A Yard Lead .....	10 MPH.
MP 0.3X, turnout to Auto Facility Lead .....	10 MPH.
MP 1.1X, East B crossovers Yard Lead to Main 1 .....	15 MPH.
MP 1.1X, East B crossovers Main 1 to Main 2 .....	40 MPH.
MP 2.2 Rana, turnout to B Yard Lead .....	10 MPH.
MP 2.2 Rana, 4 crossovers .....	30 MPH.
MP 2.2 Rana, turnout to Main 4 .....	30 MPH.
MP 2.2 Rana, turnout from Main 3 to Auto Facility Lead .....	10 MPH.
MP 2.9 CP 29, turnouts Main 1 to Main 1 .....	40 MPH.
MP 2.9 CP 29, turnouts Main 1 to UP Connection Track .....	10 MPH.
MP 3.3 Colton, EE Main 2 siding .....	10 MPH.
MP 4.2 West Colton, WE Main 2 siding, UP Connecting Track ...	25 MPH.
MP 4.3 West Colton, 2 crossovers .....	50 MPH.
MP 6.1 Highgrove, crossover and turnout to Main 1 .....	50 MPH.
MP 6.4, turnout Main 2 to San Jacinto Ind. Spur .....	20 MPH.
MP 9.9 Tenth Street, turnout Main 1 to Metrolink Station .....	40 MPH.
MP 9.9, Main 3 to Metrolink Station .....	30 MPH.
MP 10.3, Main 3 to Metrolink Station .....	30 MPH.



MP 10.4, West Riverside, 2 crossovers and turnout	
Main 1 to UPRR and turnout Main 2 to Main 3 .....	40 MPH.
MP 10.4 West Riverside, crossover to Metrolink lead .....	30 MPH.
MP 15.1 Arlington, 2 crossovers .....	50 MPH.
MP 21.4 May, 2 crossovers .....	50 MPH.
MP 22.4/MP 24.0 Porphry, EE and WE siding .....	15 MPH.
MP 29.5 Prado Dam, 2 crossovers and turnout to Main 1 .....	50 MPH.
MP 35.9 Esperanza, 2 crossovers and turnout to Main 1 .....	50 MPH.
MP 40.6 Atwood, switch to Metrolink .....	25 MPH.
MP 40.5 Atwood, 2 crossovers .....	50 MPH.
MP 45.5/MP 165.5 Fullerton Jct., switch to Metrolink .....	40 MPH.
MP 45.5/MP 165.5 Fullerton Jct., 2 crossovers .....	50 MPH.
MP 165.2 Fullerton Jct., crossover Main 2 to Main 3 .....	40 MPH.
MP 163.2 Basta, 2 crossovers, and turnout to Main 3 .....	50 MPH.
MP 160.1 Buena Park, 2 crossovers .....	50 MPH.
MP 160.1, Buena Park turnout to Main 1 .....	10 MPH.
MP 157.7 La Mirada, 2 crossovers .....	50 MPH.
MP 157.7, La Mirada turnout to Main 1 .....	10 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE Main 1 siding .....	40 MPH.
MP 156.8/MP 155.8 Norwalk, EE and WE Main 2 siding .....	40 MPH.
MP 155.0 Santa Fe Springs, 2 crossovers .....	50 MPH.
MP 152.1, D.T. Jct., 2 crossovers .....	50 MPH.
MP 149.8, Bandini, 2 crossovers .....	50 MPH.
MP 149.8, Bandini, turnout to Main2 to Vail Lead .....	10 MPH.
MP 148.8, Vail, crossover .....	40 MPH.
MP 148.8, Vail, turnout to Main 2 Shoofly .....	50 MPH.
MP 148.5, Commerce, crossover Industrial Lead to Main 1 .....	40 MPH.
MP 148.5, Commerce, crossover Main 1 to Main 2 .....	50 MPH.
MP 148.4 Commerce, end of 3 tracks switch to Main 3 .....	40 MPH.
MP 147.3 Eastern Ave., 5 crossovers .....	40 MPH.
MP 147.3 Eastern Ave., crossover between Main 1 and	
outbound lead and Main 1 to setout track .....	10 MPH.
MP 146.1 East Hobart, Main Track crossovers .....	30 MPH.
MP 146.1 East Hobart, crossover Main 1 to setout track .....	30 MPH.
MP 145.1, Hobart, 2 crossovers .....	50 MPH.
MP 144.8, San Pedro Jct., turnout Main 3 to Main 4 .....	50 MPH.
MP 144.6, San Pedro Jct., turnout Main 4 to UPRR	
San Pedro Sub .....	10 MPH.
MP 144.6, San Pedro Jct., crossover from Main 1 to Main 2 .....	10 MPH.
MP 144.5, San Pedro Jct., 2 crossovers from Main 1 to	
inbound lead .....	10 MPH.
MP 144.5, San Pedro Jct., crossover Main 1 to Main 2 .....	40 MPH.
MP 144.4, Soto, 7 crossovers .....	40 MPH.
MP 143.9, west turnout inbound Lead Track .....	10 MPH.
MP 143.4, Harbor Jct., turnout .....	15 MPH.

**1(D). Speed—Other**

San Bernardino Diesel Service Tracks 130, 131, 132, 133, 134..	5 MPH.
San Pedro Jct., junction wye .....	5 MPH.
Loaded Slab Trains .....	30 MPH.

**Air Temperatures Exceeding Threshold**

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

MP 0.0 to MP 143.2

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

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

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

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

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

**3. Type of Operation**

**CTC**—in effect:

San Bernardino to MP 143.8 .....	MP 0.0 to MP 143.8
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**Multiple Main Tracks**

San Bernardino to Harbor Jct. ....	MP 0.0 to MP 143.4
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**Restricted Limits**—in effect:

MP 143.8 to Harbor Jct., Main 1 and Main 2
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**Manual Interlockings Not Controlled by BNSF**

<u>Location</u>	<u>Controlling Railroad</u>
San Pedro Jct. (UP RRX), MP 144.5	UP

**4. General Code of Operating Rules Items**

**Rule 1.14**—Union Pacific trains may use joint track between San Bernardino and West Riverside. BNSF trains and engines may use Metrolink tracks between CP Rancho and Arcadia. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink Timetable and other instructions; it is 10 MPH, unless further restricted. The special instructions for ALL SUBDIVISIONS and all general orders and general notices remain in effect unless specific instructions to the contrary are issued by Metrolink.

**Rule 5.8.2 Sounding Whistle**—Between MP 39.0 and MP 44.0 between 2200 and 0730 hours, the engine whistle will not be used in advance of grade crossings protected by automatic warning gates. Train crews should take all necessary precautions while traveling through these limits to avoid unnecessary stops.

Exception: The engine whistle may be used at the discretion of the engineer when injury to persons or damage to property appears imminent, or when approaching roadway workers on or near the track.

Note: If it is deemed necessary to whistle for any reason between MP 39.0 and MP 44.0 between 2200 and 0730 hours, crews are required to immediately contact the San Bernardino Subdivision Dispatcher to explain the rationale for whistling. Please indicate the crossing name and/or milepost number.

**Rule 5.16—Passenger Trains**—Observe and Call Signals:

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

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

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

**Rule 9.12.1**—Permission must be secured from the BNSF train dispatcher to pass controlled signals indicating Stop at Fullerton Jct. and Atwood.

Before operating beyond controlled signals indicating Stop onto the Metrolink San Gabriel, Olive and Orange subdivisions, permission must be obtained from the BNSF train dispatcher to pass the Stop signal and from the Metrolink train dispatcher to occupy the Main Track beyond the control point.

**Rule 10.3**—When Track and Time is granted to trains or engines on the Metrolink San Gabriel, Olive and Orange subdivisions between the BNSF-controlled signal and points beyond on the Metrolink Subdivision, permission must be obtained from the BNSF train dispatcher to pass the controlled signal.

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

**Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions**

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

- 5. **Trackside Warning Detectors (TWD)**
  - A. Protecting bridges, tunnels or other structures: None
  - B. Other TWD locations
    - MP 6.0—Recall Code 8
    - MP 32—Recall Code 8
    - MP 154.7—Recall Code 8
  - C. Other detectors
    - MP 4.6—High Water
      - EWD controlled signals CP 61
      - WWD controlled signals W. Colton
- 6. **FRA Excepted Track**  
San Jacinto Industrial Spur, all tracks MP 18.8 to MP 38.3.
- 7. **Special Conditions**
  - 1. **Emergency Application Capability From rear of Train**  
It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote-controlled locomotive or passenger equipment. The ability to propagate an emergency application of the air brakes through the entire trains MUST be tested as follows on all trains except:  
UPRR trains that will not operate on the Cajon Subdivision. Passenger and Commuter trains.
  - 2. **Trains Operating with Two-Way ETD Equipment**  
Two-way ETD equipment must be used to initiate an emergency application of the air brakes from the rear of the train to the front. This test of emergency application capability must be made after all other air brake tests

have been completed and must be propagated through the entire train.

**Distributed Power Trains with Distributed Power remote Consist at Rear of Train**

The use of Two-Way ETD equipment is not required on trains with Distributed Power remote consist at rear of train. The automatic brake valve on the controlling unit of the head end consist must be used when testing emergency application capability through the entire train.

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

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

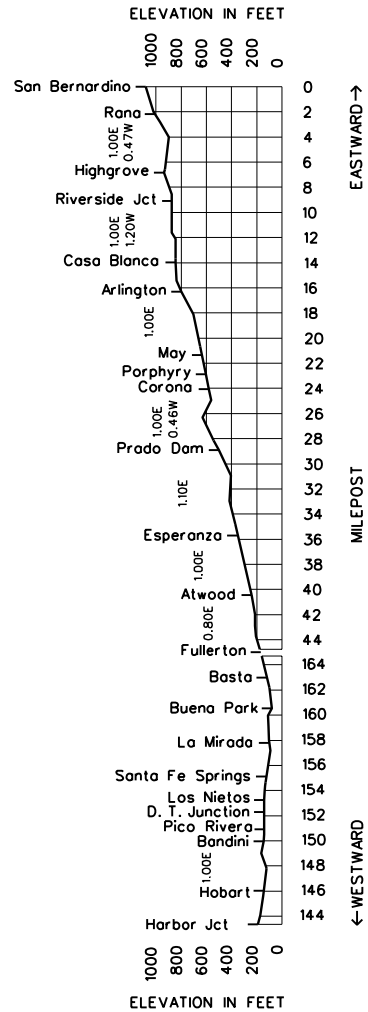
- 3. **Rule 102.12.2**  
In the application of Air Brake and Train Handling Rule 102.12.2, first bullet reading, "Distance to be traveled exceeds 2 miles": at Hobart Yard only, movements on other than Main Track may be made from other than the cab nearest the direction traveled when the distance to be traveled does not exceed 5 miles."
  - 4. **Trains departing CP Kaiser**  
Trains departing CP Kaiser to San Bernardino B Yard must contact the assistant trainmaster (909-386-4384) for permission to enter the B Yard.
  - 5. **Close Clearance**  
Close clearance on the south track, south side, between East and West Norwalk.  
  
Close clearance at Kimberly-Clark, CLIC 6321.  
  
Employees must not ride on cars when operating under the Seventh Street Viaduct at Milepost 142.0 in West Bank yard, Los Angeles. Train must stop before shoving cars under the viaduct. Each movement under the viaduct will be handled by an employee on the ground who will control the continued movement beyond the point where movement originally stopped.
- BNSF System Special Instructions Amendment**—Item 9 Amtrak Instructions, under the heading "Equipment," the line reading, "Movement with locomotive between cars is prohibited" does not apply on the Southern California Division. Be governed by the following instructions:  
Movement with locomotives between cars is prohibited unless:
- A. Locomotive is being used in "push-pull service."
  - B. "MU" cables are connected through the entire train.
  - C. Locomotive between cars is not isolated or dead-in-tow.
- 8. **Line Segments**
    - Yard Line Segments**
    - Line Segment Limits**
    - 7650 ..... San Bernardino Yard
    - 7652 ..... Hobart Yard
    - 7651 ..... First Street Yard (LA)
    - Road Line Segments**
    - Line Segment Limits**
    - 7602 ..... San Bernardino to Fullerton Jct.
    - 7600 ..... Fullerton Jct. to Harbor Jct.



9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
<b>San Bernardino Subdivision</b>			
Colton Cement Spur	3.5	1,882	East
San Jacinto Industrial Spur	6.7	38.3 miles	East
Prenda Spur (Prenda)	14.3	300	Both
Arlington	15.9	2,000	Both
Porphyry (3M Spur)	22.7	18,480	West
West Corona	26.8	5,812	Both
Fullerton	164.7 MT 1	7,995	Both
Fullerton	164.7 MT 2	4,350	Both
<b>San Jacinto Industrial Spur</b>			
Highgrove	0.0	1,018	Both
Lily Cup	0.6	545	Both
Box Springs	7.2	1,555	Both
Alessandro	10.6	2,046	Both
Val Verde	13.5	1,105	Both
Granite Spur	14.5	4,752	Both
Mayer Farms	15.9	920	Both
Ellis	19.9	800	East

10. Grade Chart



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

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

	Passenger	Freight
National City to MP 268.5 (5th Ave.) .....	10 MPH.	10 MPH.
MP 268.5 (5th Ave.) to San Diego .....	20 MPH.	10 MPH.

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

**1(B). Speed—Permanent Restrictions—None**

**1(C). Speed—Switches and Turnouts**

San Diego Subdivision ..... 10 MPH.

**1(D). Speed—Other—None**

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

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

National City to San Diego ..... 143 tons, Restriction C

**3. Type of Operation**

**Restricted Limits—in effect:**  
 National City to San Diego—MP 273.1 to MP 267.7

**4. General Code of Operating Rules Items**

**Rule 1.14**—BNSF trains and engines may use Metrolink tracks between Fullerton Jct. or Atwood and County Line, and may use San Diego Northern Railway tracks between County Line and San Diego, MP 267.7. San Diego Northern Railway trains and engines may use Main Track between MP 267.6 and MP 268.8. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink and San Diego Northern Railway timetables and other instructions; it is 10 MPH, unless further restricted. The special instructions for ALL SUBDIVISIONS and all general orders and general notices remain in effect unless specific instructions to the contrary are issued by Metrolink or San Diego Northern Railway.

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

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

**5. Trackside Warning Detectors (TWD)—None**

**6. FRA Excepted Track—None**

**7. Special Conditions**

**1. Testing Emergency Application Capability from Rear of Train**

It must be known that it is possible to effect an emergency application of the air brakes from the rear of the train using the two-way ETD equipment, manned helper locomotive, caboose valve, remote controlled locomotive or passenger equipment. The ability to propagate an emergency application of the brakes through the entire train MUST be tested as follows on all trains except: UPRR trains that will not operate on the Cajon Subdivision—PASSENGER and COMMUTER trains.

**2. Trains Operating with Two-Way ETD Equipment**

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

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

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

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

A. Close angle cock between head end consist and train.

B. Initiate emergency application with automatic brake valve on the controlling unit of head end consist.

C. Determine that emergency application of airbrakes propagates from distributed power remote consist at rear of train to head car of train.

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

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

7654 ..... Bay Yard

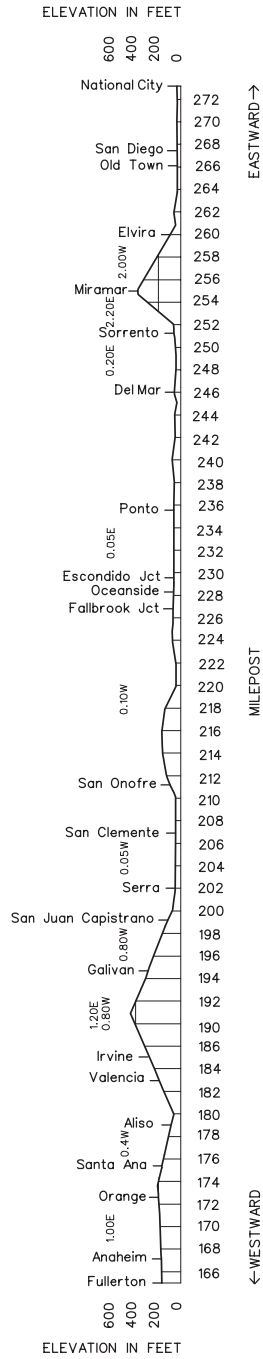
**Road Line Segments**

**Line Segment Limits**

7600 ..... Fullerton Jct. and National City

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

10. Grade Chart



**GCOR and MWOR Rule 15.2A—Verbal Permission:**

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

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

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

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

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

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

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

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

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

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

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

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

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

**Southern California Division**

**Safety Hotline**

(909) 386-4444

(866) 522-0270

**Report Unsafe Motorist**

1-800-697-6736

**Report Trespassers**

1-800-832-5452

**Speed Tables**

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

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

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

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

**Train Dispatcher Telephone Numbers**

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

**1. Speed Regulations**

**1(A). Speed—Maximum**

MP 0.0 to MP 16.1 ..... **Freight** 40 MPH.

**1(B). Speed—Permanent Restrictions**

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

**1(C). Speed—Switches and Turnouts**

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

**1(D). Speed—Other**

CP AC155 (Main 1) Watson Lead to BNSF Xing ..... 30 MPH.  
 BNSF Xing to Long Beach Jct. .... 20 MPH.

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

**2. Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**  
 CP East Redondo to CP West Thenard ..... 143 tons  
 Alameda Industrial Lead ..... 158 tons

**3. Type of Operation**

**CTC—in effect:**  
 MP 0.0 to MP 16.1  
 CP AC155 (Main 1) on Watson Lead to Long Beach Jct.  
 Mains 1, 2 and 3 connect to Pacific Harbor Lines RR at CP West Thenard.

**Rule 6.26 Multiple Main Tracks—in effect:**  
 MP 0.0 to MP 16.1  
 Three main tracks CP East Redondo to CP West Redondo.  
 Two main tracks between CP West Redondo and CP Compton will be named Main 2 and Main 3.  
 Three main tracks CP Compton to CP West Thenard.

**4. General Code of Operating Rules Items**

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

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

**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridges, Tunnels or Other Structures—None
- B. Other TWD locations  
 MP 2.8—DED  
 MP 6.4—DED  
 MP 8.9—DED  
 MP 12.9—Hot Box, DED and Hi Wide

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Power Derails—Locations of power derails on track leading to main tracks:**  
 Main 1—MP 0.1, BNSF 9th St. Yard Lead (Auto Dock North)  
 Main 1—MP 0.2, Auto Dock South (Wilmington Sub.)  
 Main 3—MP 0.2, UP J Yard  
 Main 3—MP 10.7, UP Four Lead  
 Main 3—MP 11.9, ACTA Storage 1  
 Main 3—MP 11.9, ACTA Storage 2  
 Main 1—MP 12.2, UP Industry Spur  
 Main 3—MP 13.3, ACTA Storage 2

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

Ladders are for emergency use only.

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

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

**Delores Industrial Lead—(Off Main 3, MP 10.6 CP Compton).** Movement between MP 502.1 and MP 507.0 is over Pacific Harbor Line trackage.

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

Before entering Pacific Harbor Line trackage at West Thenard, MP 27.6 (PHL Alameda Sub.) or MP 501.0 (PHL San Pedro Sub.), all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster on Channel 58 to obtain authority, routing or other information.

Current Pacific Harbor Line Timetable and Track Work Advisory must be in your possession before entering Harbor Line trackage.

**Dolores Yard Instructions**—All trains and engines must receive permission from the Dolores Yardmaster or his representative before entering Dolores yard limits or to depart Dolores, Long Beach, and Pacific Harbor Lines.

All trains and engines destined to ICTF or the ICTF Support Yard must:

1. Receive permission and yarding instructions from the ICTF Tower to enter the ICTF Plant or Support Yard.
2. Monitor Channel 8686 while in the ICTF Plant or Support Yard.
3. Determine from the ICTF Tower if other crews are working in the yard and assure an understanding is reached as to specific moves and activities to be made.
4. Advise and receive permission from the ICTF Tower when ready to depart the ICTF Plant and Support Yard.

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

**8. Line Segments**

CP East Redondo to CP West Thenard - 8930  
 Watson Lead - CP AC155 to Long Beach Jct. - 8931

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

**10. Grade Chart**

