

CIMA SUBDIVISION (0760)

Mile Post	Rule 6.3	CP #'s	Radio Display: Las Vegas to Yermo--2727(*12)		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
334.3	CTC 3MT		LAS VEGAS (1.6)	B	CX479	
332.7	CTC 2MT	C333	WYOMING AVE. (2.2)	X		
330.5		C330	SANDS AVE. (1.9)	X	CX484	
328.6		C329	TROPICANA AVE. (2.2)	X		
326.4	CTC	C326	MAULE AVE. (2.5)			
323.9		C323	ARDEN (8.6)	IT	CX490	8467
321.3		C321				
315.3		C315	SLOAN (5.3)	B	CX498	6282
314.0		C314				
310.0		C310	ERIE (8.1)	!	CX504	8843
308.1		C308				
301.9		C302	JEAN (4.9)		CX512	5721
300.7		C301				
297.0		C297	BORAX (8.2)		CX517	5792
295.8		C296				
288.8		C289	CALADA (10.6)	B	CX526	8791
287.0		C287				
278.2		C278	NIPTON (5.2)		CX535	5767
276.9		C277				
273.0		C273	MOORE (5.0)		CX541	5765
271.8		C272				
268.0		C268	IVANPAH (4.1)	!	CX545	9835
266.0		C266				
263.9		C264	BRANT (5.4)		CX550	5751
262.8		C263				
258.5		C259	JOSHUA (3.9)	!	CX555	6066
257.2		C257				
254.6	CTC	C255	CIMA (2.0)	B/IT	CX559	S9862
253.3	2MT	C253		!		N6266
252.6		C252	CP C252 (1.5)			
251.1	CTC	C251	CHASE (3.2)		CX563	5765
249.8		C250				
247.9		C248	ELORA (4.0)		CX566	5780
246.7		C247				
243.9		C244	DAWES (3.9)	!	CX570	9025
242.0		C242				
240.0		C240	HAYDEN (3.5)		CX574	5780
238.7		C239				
236.5		C237	KELSO (9.8)	B	CX577	1-9190
234.5		C235		!		2-9190
226.7		C227	KERENS (7.2)		CX587	5754
225.4		C225				
219.5		C220	SANDS (7.3)	!	CX596	9017
217.7		C218				
212.2		C212	BALCH (8.0)		CX601	5765
211.0		C211				
204.2		C204	CRUCERO (6.6)		CX609	5775
202.9		C203				
197.6		C197	BASIN (5.8)		CX616	6196
196.3		C196				
191.8		C192	AFTON (3.8)	B	CX621	
188.0		C188	DUNN (5.1)	!	CX626	9529
186.1		C186				
182.9		C183	FIELD (4.7)		CX631	5760
181.7		C182				

178.2	CTC	C178	MANIX (9.5)	B	CX635	5775
176.9		C177				
168.7	CTC 2MT	C168	TOOMEY (2.3)		CX645	
166.4		C166	MINEOLA RD. (2.6)	X		
163.8		C164	EAST YERMO (1.8)	X	CX649	
162.0			YERMO	BT	CX650	

(172.3)

SI-01 MAIN TRACK AUTHORITY

CTC Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
334.3 and 309.3		
(Except as Below)	79	60
334.6 and 333.0.....	20	20
330.0 and 329.0 Trk1.....	20	20
321.1 and 319.7.....	60	55
319.7 and 314.6.....	40	30
312.5 and 311.7.....	45	40
309.8 and 309.3.....	65	60
Between Mileposts	PSGR	FRT
309.3 and 162.0		
(Except as Below)	79	70
254.4 and 251.3.....	45	45
246.7 and 246.3.....	45	45
231.2 and 230.9.....	70	60
196.2 and 194.1.....	55	45
194.1 and 191.8.....	40	40
191.8 and 188.4.....	45	45
188.4 and 186.1.....	65	60
168.6 and 163.4 Trk1.....	40	40
163.4 and 162.0 Trk1.....	20	20
163.9 and 163.6 W Trk2.....	40	40
163.6 and 162.2 W Trk2.....	79	60
162.2 and 163.3 E Trk2.....	79	60
163.3 and 163.6 E Trk2.....	40	40
162.2 and 162.0 Trk2.....	20	20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
West Switch Calada.....	20
N. Siding Cima MP 253.2 and MP 252.8... ..	20
East Switch Dawes.....	20
East Switch Kelso sidings No.1 and No.2.....	20
Kelso Siding No. 1.....	20
2. Dual Control Switch Turnouts	
Toomey CP C168.....	40
3. Misc. Speed Restrictions	
332.6 and 326.4 Trk. 1.....	40
254.0 and 236.0 W Psgr. Trains handled with dynamic brake in operation; Light engines with operative dynamic brake... ..	45

<p>SI-04 MAIN TRACK DESIGNATIONS Two Main Tracks: CP C333 to CP C326; CP C255 to CP C252; CP C168 to CP C159. Three Main Tracks: Las Vegas to CP C333 Track 3 - North Track Track 1 - Center Track Track 2 - South Track</p>													
<p>SI-05 MILEPOST EQUATIONS - None.</p>													
<p>SI-06 DTC BLOCK LIMITS - None.</p>													
<p>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</p> <table border="1"> <tr> <td>\$ 324.2</td> <td>(#) 233.4</td> </tr> <tr> <td>(#) 307.0</td> <td>(#) 209.2</td> </tr> <tr> <td>(#) 292.7</td> <td>(#) 190.4</td> </tr> <tr> <td>(#) 273.7</td> <td>(#) 175.3</td> </tr> <tr> <td>(#) 256.0</td> <td></td> </tr> <tr> <td>245.4 **</td> <td></td> </tr> </table> <p>** MP 245.0, Cold Wheel Detector</p>		\$ 324.2	(#) 233.4	(#) 307.0	(#) 209.2	(#) 292.7	(#) 190.4	(#) 273.7	(#) 175.3	(#) 256.0		245.4 **	
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<p>SI-08 RULES ITEMS</p> <p>Rule 31.5.1 On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head of loaded bulk commodity unit trains and double stack trains must not exceed 32 axles; all other trains must not exceed 28 axles. Double stack trains may contain up to four other intermodal cars (including 4 other multi-platform intermodal cars) if entrained in the rear 5500 tons of the train. Provisions in System Special Instructions Item 5-A for empty intermodal cars remain in effect.</p> <p>Rule 30.7.1 With passenger trains, running test as prescribed in Air Brake 30.7.2 must be made before descending grade at Cima eastward and westward.</p>													
<p>SI-09 FRA EXCEPTED TRACKS - None.</p>													
<p>SI-10 BUSINESS TRACKS - None.</p>													
<p>SI-11 INDUSTRIAL LEADS - None.</p>													
<p>SI-12 TONNAGE RESTRICTIONS/TPOB Maximum gross weight - 158 Tons. Minimum Dynamic Brake Requirement: Before descending grades described below, the number of operating dynamic brake axles must be known to determine tons per equivalent dynamic brake axle (T/DBA). The conductor and engineer must reach consensus regarding the number of cars in train, total tonnage, and T/DBA. For the purpose of determining the T/DBA all locomotives, including remote consists, must be used. The weight of locomotives with inoperative dynamic brakes must be included in train's total trailing tonnage. On all westward trains, the dynamic brake must be tested between MP 309 and MP 292. The following applies on descending grade between Cima (MP 254.0) and Kelso (MP 236.0):</p> <p>(1) WHEN EQUIPPED WITH OPERATIVE DYNAMIC BRAKES, Air brakes and dynamic brakes must be used to balance the grade on trains exceeding 155 tons per dynamic brake axle (T/DBA).</p>													

<p>(2) The following table must be used to determine the maximum speed, taking into account freight train's tons per operative brake and tons per dynamic brake axle:□</p> <table border="1"> <thead> <tr> <th>Tons Per Operative Brake:</th> <th>Tons Per Dynamic Brake Axle:</th> <th>Maximum Speed:</th> </tr> </thead> <tbody> <tr> <td rowspan="5">110 or less</td> <td>130 or less</td> <td>30 MPH (See Note A)</td> </tr> <tr> <td>131 to 300</td> <td>25 MPH</td> </tr> <tr> <td>301 to 380</td> <td>20 MPH</td> </tr> <tr> <td>381 to 500</td> <td>15 MPH</td> </tr> <tr> <td>Over 500</td> <td>15 MPH + retainers</td> </tr> <tr> <td rowspan="2">Over 110</td> <td>500 or less</td> <td>15 MPH</td> </tr> <tr> <td>Over 500</td> <td>15 MPH + retainers</td> </tr> </tbody> </table> <p>Note A: If it becomes necessary to use air brakes to balance the grade, speed must be reduced to 25 MPH or less. When it becomes necessary to use a 13-15 pound brake pipe reduction to balance the grade, speed must be reduced to 15 MPH or less. If a 15 pound brake pipe reduction will not balance the grade at 15 MPH, the train must be stopped and must not proceed until:</p> <ul style="list-style-type: none"> - Additional dynamic braking is obtained. - Tonnage is reduced. or - Retainers are set on all cars. <p>In cases where a train is required to stop, be governed by Rule 31.1.3 (Stopped on a Grade).</p> <p>(3) Westward trains must pass sign at MP 254.0 reading "Begin Descending Grade" at least 5 MPH below the maximum authorized speed for that train and remain at least 5 MPH below maximum authorized speed for one train length. THEREAFTER, IF TRAIN SPEED REACHES 5 MPH ABOVE AUTHORIZED SPEED, IMMEDIATELY STOP THE TRAIN, USING AN EMERGENCY BRAKE APPLICATION.</p> <p>(4) Passenger trains without operative dynamic brake must not exceed 20 MPH.</p> <p>(5) The following table must be used to determine the maximum allowable speed on descending grades:</p> <ul style="list-style-type: none"> - Westward from Kelso (MP 236.0) to MP 219.6. and - Eastward from Cima (MP 254.0) to MP 282.0. <table border="1"> <thead> <tr> <th>Tons Per Operative Brake:</th> <th>Tons Per Dynamic Brake Axle:</th> <th>Maximum Speed:</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Does not apply.</td> <td>250 or less</td> <td>No Restrictions</td> </tr> <tr> <td>251 to 500</td> <td>60 MPH</td> </tr> <tr> <td>Over 500</td> <td>30 MPH</td> </tr> </tbody> </table>			Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:	110 or less	130 or less	30 MPH (See Note A)	131 to 300	25 MPH	301 to 380	20 MPH	381 to 500	15 MPH	Over 500	15 MPH + retainers	Over 110	500 or less	15 MPH	Over 500	15 MPH + retainers	Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:	Does not apply.	250 or less	No Restrictions	251 to 500	60 MPH	Over 500	30 MPH
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<p>SI-13 TRAIN MAKE-UP RESTRICTIONS On westward trains between Cima and Kelso, all empty flat cars must be entrained near rear of train. Through freight trains must not pick up loads on rear end of train.</p>																															
<p>SI-14 MISC. INSTRUCTIONS Time Zone Change East of MP 334 is Mountain Time. West of MP 334 is Pacific Time.</p>																															