

# LONE PINE SUBDIVISION (0942)

Mile Post	Rule 6.3	CP #'s	Radio Display: MP 431.7 to Mojave -1414		Sta. #s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
431.7	YL		END OF TRACK (3.3)		Y		
428.4			SEARLES (25.9)		TY	JR048	
402.5	TWC		CANTIL (21.7)			JR023	
380.8			CHAFFEE (1.3)			JR001	
380.1			MOJAVE		B	JQ113	

(52.2)

**SI-01 MAIN TRACK AUTHORITY**

**TWC Between** MP 426.0 and MP 380.1.  
**Yard Limits Between** MP 431.7 and MP 426.0.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b> 431.7 and 380.1	
(Except as Below) .....	40
428.0 and 422.0 .....	10
422.0 and 412.9 (Westward) .....	30
413.7 and 409.3 .....	30

**SI-03 OTHER SPEED RESTRICTIONS**

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

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILEPOST EQUATIONS**

MP 379.5 = MP 380.8

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

% 401.3 |

**SI-08 RULES ITEMS - None.**

**SI-09 FRA EXCEPTED TRACKS - None.**

**SI-10 BUSINESS TRACKS - None.**

**SI-11 INDUSTRIAL LEADS - None.**

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight** - 143 Tons.

**On descending grades** between Searles and MP412.0, the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and tons per axle of operative dynamic brake.

**Tons Per Operative Brake:**      **Tons Per Dynamic Brake Axle:**      **Maximum Speed:**

Below 110	400 or less	25 MPH
	400 to 550	20 MPH
110 to 140	400 or less	20 MPH
	400 to 550	15 MPH
140+ to 150	550 or less	10 MPH

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

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISCELLANEOUS INSTRUCTIONS - None.**