

## MOJAVE SUBDIVISION (0940)

Mile Post	Rule 6.3	CP #'s	Radio Display: N. Bakersfield to Slover -1414 Slover to Rancho -9696		Sta. #'s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
310.8	DT ABS	SP311	NORTH BAKERSFIELD (2.1)			
312.9			BAKERSFIELD (0.7)	BT	JQ181	YARD
313.6			KERN JCT. (11.4)	X(M/T)	JQ180	
325.0	CTC 2MT	SP325	SANDCUT (3.1)	X	JQ169	
328.1	CTC	SP328	BENA (2.5)		JQ166	
330.6	CTC 2MT	SP331	ILMON (4.8)		JQ162	
335.4	CTC	SP335	CALIENTE (2.6)		JQ159	
338.0		SP338	BEALVILLE (4.3)	X!	JQ154	13270
339.5		SP340				
340.6		SP341				
341.8		SP342	CLIFF (3.3)	!	JQ151	7530
343.3		SP344				
345.1		SP345	ROWEN (2.8)	!	JQ148	8080
346.8		SP347				
347.9		SP348	WOODFORD (3.2)	!	JQ145	8960
349.7		SP350				
351.1		SP351	WALONG (2.9)	!	JQ142	4800
352.2		SP352				
353.0		SP353	MARCEL (3.4)	!	JQ140	6189
354.2		SP354				
356.4	CTC 2MT	SP356	CABLE (2.1)		JQ137	
358.5		SP358	CABLE X-OVER (2.1)	X		
360.6	DT ABS	SP361	TEHACHAPI (1.8)	X	JQ133	
362.4			SUMMIT SWITCH (TRK.1) (1.9)		JQ131	E5040
370.3	CTC-#1 DT-#2	SP370	CAMERON (8.0)	X	JQ123	
380.7			MOJAVE (10.3)	BT	JQ113	
381.3	CTC	SP381	SOUTH MOJAVE (0.6)		JQ112	
389.5		SP389	ANSEL (9.1)	!		8340
391.1		SP391				
399.3		SP399	OBAN (5.0)	!		8350
401.0		SP401				
404.3		SP404	N. LANCASTER(Hold Signal) (1.8)			
406.1		SP406	S. LANCASTER(Hold signal) (3.1)			
409.2		SP409	DENIS (9.9)	!		8350
410.9		SP411				
414.4		SP414	PALMDALE JCT. (3.5)		JQ079	
416.5		SP416	PALMDALE (3.7)	!		7370
418.1		SP418				
434.3		SP434	WASH (18.0)	!		9000
436.1		SP436				
450.1		SP450	PHELAN (15.8)	!		9000
451.9		SP452				
461.9		SP462	HILAND (11.9)	!		9097
463.8		SP464				
464.7		SP465	SILVERWOOD (0.9)			
469.3		SP469	CANYON (6.6)	!		9515
471.3		SP471				
479.0		SP479	KEENBROOK (7.3)	X		

480.2	CTC	SP480	DIKE (2.8)	!	JQ013	7705	
481.8		SP482	BENCH (8.0)		JQ004		
489.8							
490.0		SP490	SLOVER (2.1)	!	JQ003	9127	
491.9		SP492	EAST WYE-BYPASS (0.7)				
492.6	SP494	RANCHO					
492.7	SP538			BT	SP760		

(181.3)

### SI-01 MAIN TRACK AUTHORITY

**CTC Between:**

MP 325.0 and MP 360.6;  
 MP 370.3 and MP 381.3 on Trk. 1;  
 MP 381.3 and MP 492.7 (East leg of wye);  
 CP SP491(West End Ballon Trk) to  
 CP SP492(East End Ballon Trk);  
 CP SP494 and CP SP535 on Bypass Trk.;  
 MP 491.9 and MP 492.1 (On West leg of wye).

**ABS Between**

MP 310.8 and MP 313.6  
 on Trks. 1&2 (Both Directions)

**Rule 9.14/ABS Between:**

MP 310.8 and MP 325.0 on Trks. 1&2  
 MP 360.6 and MP 370.3 on Trks. 1&2  
 MP 370.3 and MP 381.3 on Trk. 2

**Rule 9.15 Between:**

MP 310.8 and MP 325.0 (Both tracks);  
 MP 360.6 and MP 370.3 (Both tracks);  
 MP 370.3 and MP 381.3 (Trk.2 only)

**Rule 9.12.2 - Kern Jct. is controlled by BNSF train dispatcher.**

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

1. Permission from Metrolink train dispatcher;  
or
2. A Metrolink track warrant.

# MOJAVE SUBDIVISION (0940)

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
<b>Between Mileposts</b>		
<b>310.8 and 492.7</b>	<b>PSGR</b>	<b>FRT</b>
<b>(Except as Below)</b> .....	<b>70</b>	<b>70</b>
310.8 and 312.8.....	50	50
312.8 and 313.6 S.....	25	25
313.6 and 315.4 S.....	60	60
312.8 and 315.4 N.....	25	25
315.4 and 325.6.....	60	60
325.6 and 330.6.....	50	50
330.6 and 335.4 -Trk.2.....	25	25
330.6 and 332.1 -Trk.1.....	50	50
332.1 and 335.4 -Trk.1 S.....	30	30
332.1 and 335.4 -Trk.1 N.....	25	25
335.4 and 359.5 S.....	23	23
335.4 and 336.0 N.....	15	15
336.0 and 359.5 N.....	23	23
359.5 and 360.6 -Trk.2.....	25	25
359.5 and 360.6 -Trk.1 S.....	60	60
359.5 and 360.6 -Trk.1 N.....	25	25
360.6 and 368.8.....	60	60
368.8 and 370.3 S.....	40	40
368.8 and 370.3 N.....	50	50
370.3 thru X-over N.....	25	25
370.3 and 371.4 S.....	35	35
371.4 and 374.0 S.....	35	30
374.0 and 380.1 S.....	35	25
380.1 and 380.2 S.....	20+	20+
380.2 and 381.2 S.....	35	25
370.3 and 373.4 -Trk.1 N.....	50	50
373.4 and 376.4 -Trk.1 N.....	35	35
376.4 and 380.1 -Trk.1 N.....	45	45
380.1 and 380.2 -Trk.1 N.....	20+	20+
380.2 and 381.2 -Trk.1 N.....	35	25
381.2 and 381.4 -Trk.1 N.....	25	25
370.3 and 373.4 -Trk.2 N.....	50	50
373.4 and 376.4 -Trk.2 N.....	35	35
376.4 and 381.4 -Trk.2 N.....	45	45
381.2 and 381.4 S.....	25	25
414.4 and 414.6.....	35	35
414.6 and 460.8.....	60	60
460.8 and 462.8.....	50	50
462.8 and 463.8.....	40	40
463.8 and 487.4.....	30	30
487.4 and 491.0.....	40	40
491.0 and 491.9.....	30	30
491.9 and 492.7 (East Leg Wye)....	15	15
<b>Between Mileposts</b>		
<b>Against The Current of Traffic</b>	<b>PSGR</b>	<b>FRT</b>
<b>(Except as Below)</b> .....	<b>30</b>	<b>30</b>
310.8 and 321.1 S.....	20	20
321.1 and 324.9 S.....	25	25
364.3 and 365.2 S.....	15	15
374.0 and 378.9 S.....	30	25
380.1 and 381.4 S.....	10	10
310.8 and 313.6 N.....	15	15
313.6 and 321.1 N.....	20	20
321.1 and 324.9 N.....	25	25
364.3 and 365.4 N.....	10	10

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Marcel, Walong, Woodford, Rowen and Beaville.....	23
Siding Cliff.....	10
<b>2. Dual Control Switch Turnouts</b>	
BNSF Crossovers - Kern Jct.....	20
Crossover Sandcut.....	20
Bena.....	50
Short BNSF connection at East Mojave...	10
Palmdale Jct.....	35
Turnout CP SP479.....	20
<b>3. Misc. Speed Restrictions</b>	
Crossover CP SP370.....	25
Silverwood-Connection to BNSF.....	30
Keenbrook-Connection to BNSF.....	20
West Colton-West leg of Wye and Balloon Track.....	15
Trains handling "Dimensional loads" between MP 379.0 and MP 380.0.....	30
Quantico, MP 315.0, thru crossover.....	10

## SI-04 MAIN TRACK DESIGNATIONS

**Two Main Tracks Between:**  
 SP311 and SP328;  
 SP331 and SP335;  
 SP356 and SP381.

## SI-05 MILEPOST EQUATIONS

MP 335.1 = MP 335.2  
 MP 356.6 = MP 356.7  
 MP 492.7 = MP 538.5 Yuma Sub. (Trk.1)

## SI-06 DTC BLOCK LIMITS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 318.8	% 402.1
(#)& 328.6	# 412.6
% 340.7	% 420.2
(#) 347.0	(#) 431.1
% 350.6	% 438.2
% 355.2	(#) 446.6
(#)& 363.8	(#) 457.9
(#) 377.0	% 466.8
% 387.3	(#) 475.1
(#) 396.1	(#) 486.8

& MP 328.6 protects Tunnel MP 336.9.  
 & MP 363.8 protects Tunnel MP 356.1.  
 When hot box detector at MP 475.1 is activated, crew member may detrain and train may be moved ahead not exceeding 5 MPH to the location of the indicated hot journal.

## SI-08 RULES ITEMS

**Rule 1.45 Silverwood:** Movements thru connecting track to or from the Mojave Sub. off BNSF Trk.1 controlled by the BNSF train dispatcher; movements thru connecting track to or from Mojave Sub. controlled by the UP train dispatcher.

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

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### SI-08 RULES ITEMS Cont...

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

Trains making movements against the current of traffic by controlled signal indication must report to the train dispatcher when train is clear of the northward main track.

**Rule 6.25 Summit Switch:** When letter type indicator "M" is illuminated at MP 362.1, be governed as follows:

a. Authorizes movement against the current of traffic on No. 1 track from the north end of Summit Switch siding to the beginning of CTC Tehachapi;

b. Rule 9.17 will not apply;

c. Crew member must line siding switch before train may pass absolute signal. If after switch is lined, signal still displays Stop indication, train may pass signal and proceed against the current of traffic at restricted speed.

**Rule 6.32.6** Southward trains must make every effort to clear the crossing circuits at Dennison Road MP 361.4 when cutting out helper at Summit.

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

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

**Rule 9.13.1 Kern Jct.**

**Hand Operation of Dual Control Switch:** In the event that train or engine employees are required to operate the interlocking switch at Kern Jct., they must receive permission from the BNSF dispatcher. In addition, employees must also be governed by instructions posted in the tool box located at the Signal House at Kern Jct.

**Rule 14.1 Bench:** Trains operating on Metrolink Rialto Subdivision (connection at Bench) must receive Metrolink Track Warrant authorizing movement before entering Rialto Subdivision. Contact Metrolink San Gabriel Subdivision train dispatcher at (909)596-2378.

**Rule 31.1.1(D)** Do not tie-up and leave a train unattended between stations Bakersfield and Mojave.

**Rule 31.5.1** On descending grade between:

Tehachapi and Ilmon MP 332.1,  
Cameron MP 371.5 and Mojave,  
Harold MP 417.3 and Vincent,  
Hiland MP 463.8 and MP 486.0  
Make sure operative dynamic brakes on a locomotive consist do not exceed the following:

- 31 axles on head end of a loaded bulk commodity unit train;
- 27 axles on head end of other than a loaded bulk commodity unit train;
- 36 axles on a helper locomotive consist. These restrictions include Helper Engines added to head end of train.

**Rule 31.5.2** On both legs of wye at Slover, do not exceed the following dynamic brake force levels:  
\*20 or more DB axles - 500amps or 40k lbs force;  
\*Less than 20 DB axles - No restriction.

### SI-08 RULES ITEMS Cont...

**Rule 31.8.2** Between Bena and Mojave and between West Colton and Hiland, trains having 6,800 or less tons will be governed by the following to determine the maximum axles of power that may be used by an entrained helper:

- \* Maximum of 14 axles when train tonnage is 5600 or less.
- \* Maximum of 20 axles when train tonnage is 5600+ to 6800.

**Rule 31.8.2:** REVISE following portion of Rule 31.8.2 System Helper Placement Table to read as follows:

A. Rear or Cut-in Requirement for Helper.

Use the following applicable listings to determine whether a helper is placed on rear of train or at cut-in position on train:

#### LOADED BULK COMMODITY UNIT TRAIN

Helper EPA and Placement Requirement:.

(1) **32 or less** may be placed on rear or cut-in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.

(2) **33 to 55** must be cut-in as outlined in Part B.

#### EMPTY BULK COMMODITY UNIT TRAIN

Helper EPA and Placement Requirement:

(1) **16 or less** may be placed on rear or cut-in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.

(2) **17 to 32** must be cut-in as outlined in Part B.

Continued on next page...

**SI-08 RULES ITEMS Cont...**

**OTHER THAN A LOADED OR**

**EMPTY BULK COMMODITY UNIT TRAIN**

Helper EPA and Placement Requirement:

- (1) **Any helper** must be placed ahead of:
  - \* Rail pick-up cars RGAX 4694-4696;
  - \* Two-axle scale test cars;
  - \* Cars designated 'Rear End Only' or 'Rear Rider';
  - \* Occupied caboose.
  - \* Single platform two-axle car in series TTOX;
  - \* Solid drawbar-connected four platform car in series TTFX.

(2) **7 or less**, place on rear.

(3) **8 to 16** placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be:

- a. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells.
- b. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons.

When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.

(4) **17 to 23** Placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be:

- a. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells;
- b. Car less than 73 feet in length coupled to a car 73 feet in length or longer unless the car is less than 82 feet in length and weighs 60 tons or more;
- c. Car weighing less than 45 tons.

When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.

(5) **24 to 36** must be cut-in as outlined in Part B.

The following makeup restrictions apply to the conventional cars and/or platform/wells of multi-platform cars that are entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be:

- a. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells;
- b. Car less than 73 feet in length coupled to a car 73 feet in length or longer;
- c. Car weighing less than 45 tons.

If rear helper or cut-in helper exceeds EPA requirements in above listings, sufficient locomotives must be isolated or, on AC locomotives only, traction motors or trucks may be cut out to meet requirements to prevent exceeding EPA limits in tables.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Magunden .....	316.6	JQ177
Edison .....	320.1	JQ174
Monolith .....	365.0	JQ129
Fleta .....	384.4	JQ109
Rosamond .....	394.3	JQ100
Hivolt .....	460.0	JQ034

**SI-11 INDUSTRIAL LEADS**

**Oak Creek Industrial Lead: (0941)** 9.2 miles, MP 381.0 to MP 390.2.

TPOB	Tons/Dynamic Brake Axle	Maximum Speed
110 to 140	400 to 550	15 MPH
140+ to 150	550 or less	10 MPH

On descending grades, the above 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.

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed 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 Manager of Operating Practice or other proper authority.

Business Tracks	MP	Sta.#'s
Creal .....	389.9	JR108

## MOJAVE SUBDIVISION (0940)

### SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum gross weight:** 158 Tons.

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

**On descending grades between** Tehachapi and Ilmon MP 332.1; Cameron MP 371.5 and Mojave; Harold MP 417.3 and Vincent; Hiland MP 463.8 and MP 486.0; 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 80	300 or less	30 MPH
	300+ to 425	25 MPH
	425+ to 500	20 MPH
80 to 100	300 or less	25 MPH
	300+ to 500	20 MPH
100+ to 130	250 or less	25 MPH
	250+ to 500	20 MPH
130+ to 145	500 or less	20 MPH

**When computing maximum speed** for descending grade restrictions, the helper engine may be used in determining tons per axle of operative dynamic brake.

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

### SI-13 TRAIN MAKE-UP RESTRICTIONS

BNSF trains will be governed by BNSF train makeup restrictions instead of UP makeup restrictions. Train Makeup Restrictions Applicable on the Mojave Subdivision:

A. Use following instructions to determine coupler limits and helper placement:

On ascending grades between designated limits, the amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table. When train includes any helper engine positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA (Equivalent Powered Axles) of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table. (Note: \* character below can be either a letter or number)

Maximum Trailing Tonnage				
Type of Car	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner Car (P12)	Weighs less than 25 tons	Weighs more than 25 tons		
Solid drawbar connected Two-Axle Car (P4)	Under all conditions			
Articulated doublestack Car (P3*, P4*, P5*)			One or more empty platforms	
Multi-platform Spine Car (P3*, P5*)			Has one or more empty platforms	
Car 73' or longer in length weighs less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the road engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 tons, each of the first five cars behind the road engine must weigh at least 50 tons and:

1. All be 73' or longer in length; or
2. All be less than 73' in length.

C. In determining train makeup restrictions in parts A. & B. above, be governed by the following when dealing with these non-conventional cars -- ARTICULATED DOUBLE STACK CAR OR SPINE CAR (P3\*, P4\*, P5\*) having all platforms/wells loaded is to be considered the equivalent of 2-1/2 cars each weighing 50 tons and each less than 73' in length.

Articulated doublestack car or spine car (P3\*, P4\*, P5\*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

**SI-13 TRAIN MAKE-UP RESTRICTIONS Cont...**

**THREE-UNIT SOLID DRAWBAR-CONNECTED DOUBLE STACK CAR P3\*)**

A. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.

B. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

(Note: \* character can be either a letter or a number).

**COUPLER LIMITS:**

On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA (Equivalent Powered Axles) of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. The final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

**COUPLER LIMIT TABLE**

Territory	Standard Coupler	High Strength Coupler		
Bakersfield to Ilmon	7375	11400		
Ilmon to Summit	4925	7600		
Palmdale to Vincent	4925	7600		
West Colton to Hiland	6200	7875		
Santa Clarita to Vincent	4925	7600		
Mojave to Summit	5100	7875		

(Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. Coal cars, covered hopper cars and cars designed to carry TOFC vans and/or containers are equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.)

**SI-13 TRAIN MAKE-UP RESTRICTIONS Cont...**

**RESTRICTED TONNAGE REQUIREMENTS:**

When helper exceeds 7 EPA, the cars that make up the tonnage ahead of the helper must comply with the makeup restriction contained in Rule 31.8.2(Helper Placement).

In the table below, column (2) & (3) apply Ilmon to Summit; column (4) & (5) apply West Colton to Hiland and Mojave to Summit.

**RESTRICTED TONNAGE TABLE**

(1) Helper EPA	(2) Rear Helper	(3) Cut-In Helper	(4) Rear Helper	(5) Cut-In Helper
8 to 16	500	250	500	250
17	800	400	500	250
18	1000	500	500	250
19	1250	625	500	250
20	1450	725	500	250
21	1700	850	500	250
22	1950	975	650	250
23	2150	1075	900	250
24	----	1000	---	250
25	----	1100	---	250
26	----	1200	---	350
27	----	1350	---	450
28	----	1450	---	600
29	----	1570	---	700
30	----	1700	---	800
31	----	1800	---	900
32	----	1900	---	1050
33	----	2050	---	1150
34	----	2200	---	1300
35	---	2300	---	1400
36	----	2400	---	1500

Following applies to UP trains operating from Ilmon to Summit:

- \* Lead consist of a loaded bulk-commodity unit train must not exceed 38 EPA;
- \* Lead consist of other than a loaded bulk-commodity unit train must not exceed 34 EPA.

## MOJAVE SUBDIVISION (0940)

### SI-14 MISC. INSTRUCTIONS

**Indicators Located As Follows:**

ILUM LETTER-ON SIGNAL-AUTHORIZES AND REQUIRES MOVEMENT AS FOLLOWS:

\* Illuminated Letter M on Signal 3621:  
Southward movement on Trk. 2 to beginning CTC Tehachapi.

\* Illuminated Letter M on Signal 3630:  
Enter Trk. 2.

**Restricted Tracks:** Engines listed must not operate on tracks shown below:  
All six axle locomotives - Restricted on Bakersfield Trks. 1131, 1132, 1146 and Palmdale, Chandler Lumber Spur.

**Grade Securement Restrictions:**

Do not tie up and leave a train unattended between Slover and Hiland; and between Tehachapi and Ilmon unless:

1. The track the train is tied down on has derail protection; or
2. One of the rails on the descending direction in advance of the trains is separated by M of W which will create a temporary derail.

**West Colton:** Terminating or passing trains MUST contact West Colton's AGYM before passing Bench for:

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

**Bench:** Southward freight trains must not leave Bench unless they receive a Clear or Advance Approach signal indication at the north switch Slover, or, unless instructed to do so by UPRR Dispatcher 54 or Dispatcher 48.

**Slover:** Southward freight trains destined West Colton must not leave Slover unless verbal permission has been obtained from West Colton trim tower herder to proceed past movement indicator at Pepper Avenue. These instructions will not apply to trains, including Local freight assignments, routed on track 104 (main track), via Administration Building.

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