



SANTA FE
SAFETY FIRST



The
Atchison, Topeka and Santa Fe
Railway Co.

COAST LINES

LOS ANGELES DIVISION

TIME TABLE No.

1

IN EFFECT

Sunday, October 27, 1985

At 12:01 A.M.
Pacific Time

**This Time Table is for the exclusive use
and guidance of Employees.**

When using track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority:

"Foreman _____ (name) _____ (of Gang No. ____) using track bulleting No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision".

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
"_____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping".

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
"_____ (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following will be added:
"_____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____".)

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (a) above.

Q.W. TORPIN
General Manager
LOS ANGELES, CALIF.

D.M. MILLER A.H. RENNE R.T. DENNISON
Asst. General Managers
LOS ANGELES, CALIF.

W.C. LYMAN H.D. ROBERTSON
Superintendent (Acting) Terminal Superintendent
SAN BERNARDINO, CALIF. BARSTOW, CALIF.

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Explanation of Characters found in Station columns:

- A — Automatic Interlocking
- B — General Orders/Bulletins
- C — Office of Communication
- g — Gate, normal position against conflicting route
- G — Gate, normal position against this Subdivision
- G — Gate, left in position last used
- M — Manual Interlocking
- P — Telephone
- Q — Radio communication
- R — Register Station
- S — Crossing protected by stop signs
- T — Turning facility
- X — Crossover (DT)
- Y — Yard Limits
- MT — Main Track

Explanation of Roadway Signs:

- Temporary Restrictions — Red, yellow and green flags or discs
- Permanent Speed Signs — Square or rectangular in shape, yellow with numerals or green
- Permanent Stop Signs — Rectangular in shape, red
- Whistle Sign — Square in shape, white with letter "W"

LOS ANGELES DIVISION

T.H. SHALIN, Asst. Superintendent San Bernardino, Calif.
 L.D. JONES, Trainmaster Needles, Calif.
 V.V. ANDREAS, Rules Instructor Barstow, Calif.
 J.T. CAMPBELL, Rd. Foreman of Eng. Barstow, Calif.
 K.W. JURE, Trainmaster San Bernardino, Calif.
 E.J. MULLIGAN, Trainmaster,
 Rd. Foreman of Engines. San Bernardino, Calif.
 D.R. MUNDAY, Safety Supervisor San Bernardino, Calif.
 D.L. REYNOLDS, Trainmaster Fullerton, Calif.
 H.S. DUKE, Asst. Trainmaster Fullerton, Calif.
 J.R. FRAIZER, Asst. Trainmaster Fullerton, Calif.
 W.L. TYLER, Asst. Trainmaster-Mgr. RFO ... San Diego, Calif.
 J.D. LUSK, Trainmaster Los Angeles, Calif.
 R.D. MATHES, Trainmaster Los Angeles, Calif.
 M.L. PLUMLEE, Trainmaster Los Angeles, Calif.
 J.S. BLACK, Asst. Trainmaster Los Angeles, Calif.
 W.W. CONDOTTA, Asst. Trainmaster Los Angeles, Calif.
 R.R. MARTIN, Safety Supervisor Los Angeles, Calif.
 R.D. HARPER, Trainmaster Watson, Calif.

VALLEY DIVISION

K.R. HATFIELD, Trainmaster Barstow, Calif.
 N.C. ORFALL, Asst. Trainmaster Barstow, Calif.
 G. SEFCIK, Asst. Trainmaster Barstow, Calif.
 M.E. CURTIS, Asst. Trainmaster Barstow, Calif.
 J.A. MC RAE, Asst. Trainmaster Barstow, Calif.
 J.T. WILSON, Asst. Trainmaster Barstow, Calif.
 C.M. BARTMAN, Safety Supervisor Barstow, Calif.

COAST LINES

H.C. HENRY, Supervisor of Air Brakes and
 General Road Foreman of Engines Los Angeles, Calif.
 A.C. HENDERSON, Road Foreman of Engines
 (AMTRAK) Los Angeles, Calif.

CHIEF TRAIN DISPATCHER'S OFFICE SAN BERNARDINO

W.N. LEAVERTON, Chief Dispatcher

ASST. CHIEF DISPATCHERS

G.A. WOLLERTON — E.M. BUTLER
 T.H. ESHELMAN — D.K. YOUNG —

TRAIN DISPATCHERS

L.A. WRIGHT	D.L. DAVIES	E.B. JACKSON JR.
H.F. BROWN	G.W. BUXTON	K.L. BARRYMORE
D.E. PRYOR	J.L. REDDICK	D.P. TERRY
J.M. BIERD	J.X. JUSZCZYK	D.G. METCALFE
J.M. TIDEMANN	C.Q. PATTERSON	R.H. SCOTT
T.A. HUGHES	G.W. DRIPPS	R.C. BUNDY
R.N. BROWNING		A.A. MARQUEZ

SPEED TABLE FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Sec.	Miles Per Hour			
						Min.	Sec.	Min.
..	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

WESTWARD ↓		NEEDLES SUBDIVISION			
FIRST CLASS		STATIONS			
35 PSGR	3 PSGR	Station Number	Siding Feet		
Leave Daily	Leave Daily			DT ABS TWC	
	AM 12:41	10578			NEEDLES BPQTXY
					WEST NEEDLES
		10585	5317	2MT CTC	JAVA
	12:59	10592	5650		IBIS
	1:06	10597	5418		BANNOCK X
	1:12	10602	6716		HOMER X
	1:23	10609	7318		GOFFS PX
	1:30	10619			FENNER PX
		10626			ESSEX X
	1:41	10635	5383		DANBY X
	1:51	10647	7328		CADIZ PTX
		10658			SALTUS X
	2:00	10662	5296		AMBOY PX
	2:06	10669			BAGDAD PX
	2:14	10677	6746		SIBERIA X
	2:28	10687	5414		ASH HILL PTX
		10693			LUDLOW PX
	2:50	10707	6605		PISGAH PX
		10713			HECTOR PX
	3:06	10726	7352		NEWBERRY X
		10732			MINNEOLA X
AM 10:25	3:16	10738			DAGGETT
					EAST BARSTOW
10:35 AM	3:41 AM	10747			BARSTOW BPQT
Arrive Daily	Arrive Daily				NORTH (168.7)

NEEDLES SUBDIVISION				EASTWARD ↑	
STATIONS				FIRST CLASS	
	Mile Post	Siding Feet	Arrive Daily	4 PSGR	35 PSGR
			AM	AM	PM
NEEDLES BPQTXY	578.0		2:19		
WEST NEEDLES	580.2		2:15		
JAVA	585.6				
IBIS	592.3				
BANNOCK X	597.0				
HOMER X	601.5				
GOFFS PX	609.1	7254	1:42		
FENNER PX	618.7				
ESSEX X	626.2	5369	1:25		
DANBY X	634.7	5841	1:18		
CADIZ PTX	648.1	9292	1:06		
SALTUS X	658.4	2590			
AMBOY PX	661.5	5406	12:56		
BAGDAD PX	669.3	5022	12:50		
SIBERIA X	676.6				
ASH HILL PTX	686.7	7113	12:34		
LUDLOW PX	693.4				
PISGAH PX	706.6	6682	12:17		
HECTOR PX	712.8				
NEWBERRY X	725.6	5363			
MINNEOLA X	731.7				
DAGGETT	737.3		11:53	AM	PM
EAST BARSTOW	743.6				
BARSTOW BPQT	745.9		11:44	PM	PM
			Leave Daily	Leave Daily	Leave Daily
					(166.0) SOUTH

Rule 93 Yard Limits:

Needles — M.P. 575.1 to M.P. 580.2

TWC in effect between Daggett and Ibis.

Rule 410: In Double Track (DT) territory, not necessary to report limits clear unless so instructed by dispatcher.

CTC in effect: On main tracks between M.P. 580.2 and M.P. 592.3 and between M.P. 737.3 and Barstow.

At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "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."

Helper locomotives at or near rear of train may use dynamic brake as follows: Goffs to Cadiz; Ash Hill to Bagdad; Pisgah to Hector; Goffs to Needles.

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED Rule 350(B)

M.P. 737.7 — South Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH		
	Psg.	Frt.	
NORTH TRACK	Needles and M.P. 609.1	60	55*
	Goffs and Bagdad	90	55*
	Bagdad and Pisgah	79	55*
	Pisgah and Barstow	90	55*
SOUTH TRACK	Barstow and Pisgah	90	55*
	Pisgah and M.P. 685.8	79	55*
	M.P. 685.8 and M.P. 671.4	79	45
	M.P. 671.4 and Bagdad	79	55*
	Bagdad and M.P. 646.1	90	55*
	M.P. 646.1 and Goffs	79	55*
BOTH TRACKS	Goffs and Needles	60	55*
	Daggett and Ibis against current of traffic	59	49

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Westward M.P. 611.0 to M.P. 635.0 Eastward M.P. 700.0 to M.P. 694.0
M.P. 706.5 to M.P. 713.0 M.P. 686.5 to M.P. 669.5
M.P. 607.4 to M.P. 578.0

*Maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

NOTE: Freight trains qualifying for 70 MPH must not exceed 60 MPH between Needles and Goffs.

NEEDLES SUBDIVISION

(B) SPEED RESTRICTIONS — TONNAGE

- (a) Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.
- (b) Freight trains averaging more than 80 tons per car, having more than 5500 tons or having more than 1200 tons per operative dynamic brake must not exceed 45 MPH Goffs to Needles.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:		MPH
NORTH TRACK		
"H" Street Crossing,	M.P. 578.1	15
Needles Freight Lead,	M.P. 578.4 and 580.3	30
17 Curves,	M.P. 578.0 and 587.0	50
3 Curves,	M.P. 587.0 and 587.8	45
3 Curves,	M.P. 587.8 and 589.3	50
2 Curves,	M.P. 589.3 and 592.7	55
Curve,	M.P. 592.7 and 593.3	50
Curve,	M.P. 593.3 and 593.8	35*
7 Curves,	M.P. 593.8 and 599.1	55
Curve,	M.P. 609.1 and 610.3	80
6 Curves,	M.P. 610.3 and 614.6	85
2 Curves,	M.P. 618.9 and 620.4	80
3 Curves,	M.P. 623.2 and 625.5	80
2 Curves,	M.P. 629.9 and 631.0	80
Curve,	M.P. 638.8 and 639.2	80
5 Curves,	M.P. 642.4 and 646.0	80
Curve,	M.P. 655.7 and 656.0	85
Curve,	M.P. 670.5 and 671.5	70
11 Curves,	M.P. 671.5 and 678.1	50
3 Curves,	M.P. 678.1 and 680.3	35
3 Curves,	M.P. 680.3 and 682.7	50
2 Curves,	M.P. 682.7 and 683.5	45
2 Curves,	M.P. 683.5 and 686.2	50
2 Curves,	M.P. 686.2 and 688.4	70
2 Curves,	M.P. 688.4 and 689.5	55
2 Curves,	M.P. 689.5 and 692.9	75
Curve,	M.P. 692.9 and 693.7	65
4 Curves,	M.P. 693.7 and 695.0	45*
10 Curves,	M.P. 695.0 and 702.0	55
4 Curves,	M.P. 707.8 and 710.4	65
2 Curves,	M.P. 710.4 and 711.6	80
5 Curves,	M.P. 739.7 and 745.0	75
4 Curves,	M.P. 745.0 and 747.1	50
SOUTH TRACK		
3 Curves,	M.P. 747.1 and 745.0	50
5 Curves,	M.P. 745.0 and 739.7	75
Curve,	M.P. 711.6 and 710.6	80
4 Curves,	M.P. 710.6 and 708.2	65
Curve,	M.P. 708.2 and 707.8	60
Curve,	M.P. 702.0 and 701.5	55
Curve,	M.P. 701.5 and 700.4	65
6 Curves,	M.P. 700.4 and 696.2	70
2 Curves,	M.P. 696.2 and 694.9	55
4 Curves,	M.P. 694.9 and 693.6	45*
Curve,	M.P. 693.6 and 692.8	65
2 Curves,	M.P. 692.8 and 689.5	75
2 Curves,	M.P. 689.5 and 688.4	55
3 Curves and Grade,	M.P. 688.4 and 685.8	65
Curve and Grade,	M.P. 685.8 and 683.4	70
2 Curves and Grade,	M.P. 683.4 and 680.7X	45*
2 Curves and Grade,	M.P. 680.7X and 677.8	60
10 Curves and Grade,	M.P. 677.8 and 671.4	65
Curve,	M.P. 656.0 and 655.7	80
5 Curves,	M.P. 646.1 and 642.4	70
Curve,	M.P. 639.2 and 638.8	75

(Continued on next page)

NEEDLES SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS (continued)

BETWEEN:		MPH
3 Curves,	M.P. 631.0 and 628.7	75
6 Curves,	M.P. 625.5 and 618.9	65
5 Curves,	M.P. 618.9 and 612.2	70
4 Curves,	M.P. 612.2 and 609.1	65
3 Curves,	M.P. 589.3 and M.P. 587.8	50
3 Curves,	M.P. 587.8 and 587.0	45
14 Curves,	M.P. 587.0 and 578.0	50
"H" Street Crossing,	M.P. 578.1	15

BARSTOW YARD

Needles Subdivision Yard Entry between First Street Bridge, M.P. 746.5 and junction High and Low Leads	30
Low Lead	15
Balloon Track	10

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH; except for Dual Control, spring and power switches and crossovers at following locations:

"D" — Dual Control "S" — Spring "WE" — West end
 "EE" — East end "P" — Power

Station	Type	Location	MPH
Needles	D	Crossover main track to freight lead M.P. 578.4	30
West Needles	D	West end freight lead	50
	D	Two Crossovers	50
Ibis	D	Two Crossovers	50
Bannock	S	WE North Siding	15
Homer	S	WE North Siding	15
Goffs	S	WE North Siding EE South Siding	15
Essex	S	EE South Siding	15
Danby	S	WE North Siding EE South Siding	15
Cadiz	S	WE North Siding EE South Siding	15
Amboy	S	WE North Siding EE South Siding	15
Bagdad	S	EE South Siding	15
Siberia	S	WE North Siding	15
Ash Hill	S	WE North Siding EE South Siding	15
Pisgah	S	WE North Siding EE South Siding	15
Newberry	S	WE North Siding EE South Siding	15
Daggett	D	Two Crossovers	50
	D	Turnout to Union Pacific main track	20
	S	WE U.P. Siding	15
East Barstow	D	Two Crossovers	50
	D	Auxiliary Yard Entry	50
Barstow	D	EE Passenger Siding	20
	D	Crossover	50
	D	Yard Entry	50
House 93	D	WE Passenger Siding	20
	D	Crossover	50
	D	Departure Yard Lead	50
	D	Inspection Yard Lead	50
House 90	D	Inspection Yard Lead	50
	D	North Departure Yard Lead	50
	D	South Departure Yard Lead	50
	D	Two Crossovers	50
MSD Jct.	D	Mojave Subdivision Jct.	50
Hutt	D	Mojave Subdivision Receiving Yard Lead	
(Valley Div.)		M.P. 749A.9	30
House 86	D	First Subdivision Receiving Yard Lead M.P. 4.3	30
Barstow Yard	D	EE and WE Inspection Yard Tracks 1102 and 1103 (Continued on next page)	50

NEEDLES SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES (continued)

Station	Type	Location	MPH
Barstow Yard	D	Jct. of High and Low Leads on Needles Subdivision Yard Entry Track	30
	P	Crossovers between First and Mojave Subdivision Yard Entry Tracks	30
	P	EE and WE All Receiving Yard Tracks	30
	P	EE Departure Yard Tracks 1201 through 1205	30
	P	WE All Departure Yard Tracks	30
	P	Crossover between North Departure Lead and South Departure Lead WE Departure Yard	30
	P	Crossover between WE Inspection Yard Track 1103 and WE Departure Yard Track 1201	30
	P	EE Departure Yard Tracks 1206 through 1210	15

(E) SPEED RESTRICTIONS — LIGHT ENGINES

		Light Forward
Diesels without dynamic brakes in use	Ash Hill-Bagdad	24
	Goffs-Needles	24

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Klondike	682.0	345	West (North Track)
Lavic	702.7	235	East (South Track)
Airport Spur	732.6	9048	East (North Track)
Cool Water	735.9	300	West (North Track)
Nebø	741.6	5488	East and West (South Track)

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 587.9	Highwater	Signals 5861, 5863, 5892 and 5894
M.P. 607.5 North Track	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
M.P. 612.4 South Track	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
M.P. 628.1 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner at M.P. 627 and at locator (M.P. 626.3)
M.P. 631.3 North Track	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
Bridge 642.9	Highwater	Signals 6421 and 6442
M.P. 644.5 North Track	Hot Box and Dragging Equip.	Rotating white lights at scanner at M.P. 646.5 and locator (M.P. 648.1)
M.P. 651.6 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 648.9)
M.P. 665 North Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 667)
M.P. 665 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 662.5)
M.P. 690.4 Both Tracks	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
M.P. 709.1 North Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 711.8)
M.P. 715.9 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 714.3)

WEST- WARD ↓		CADIZ SUBDIVISION		↑ EAST- WARD		
Station Number	Siding Feet	STATIONS		Mile Post		
13585		PARKER	PTY	TWC	105.8	
13570	880	VIDAL			120.0	
13550	2471	RICE	TY		140.4	
13547	2100	FREDA			144.0	
13539	2846	SABLON			151.0	
13526		MILLIGAN			164.0	
13521		FISHEL			169.2	
10647		CADIZ	PTY		190.5	
(84.7)						

TWC in effect between Parker and Cadiz.

Rule 93 Yard Limits:

Parker to Earp M.P. 103.1 to M.P. 108.0

Rice M.P. 139.2 to M.P. 141.4

Cadiz M.P. 189.0 to M.P. 190.5

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

Cadiz Subdivision	MPH
	49

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Bridge and Curve, M.P. 106.8 and 107.3 Track,	30
Curve, M.P. 107.3 and 118.9	40
Curve, M.P. 165.2 and 165.6	40
Curve, M.P. 183.0 and 183.2	40
Curve, M.P. 190.0 and 190.3	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Earp	107.3	1236	West
Grommet	131.6	300	East
Metropolitan Water Dist.	163.9	1711	East and West
Pacific Salt Co.	163.7	212	East and West
Standard Chemical Co.	162.6	988	East and West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 186.6	Highwater	Rotating red light on poles located M.P. 187.1 and M.P. 186.1

WEST-WARD ↓		RIPLEY SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
13774		RIPLEY	Y		49.4
13767		BLYTHE	BPQTY		42.0
13742	526	STYX		TWC	16.5
13550	2471	RICE	TY		0.0
(49.4)					

TWC in effect between Blythe and Rice.
 Rule 93 Yard Limits:
 Ripley M.P. 49.4 to M.P. 41.0
 Rice M.P. 1.0 to M.P. 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Rice and Blythe	40
Blythe and Ripley	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
4 Curves, M.P. 0.0 and 1.0	15
Track, M.P. 1.0 and 6.0	30
Bridge, M.P. 10.3	20
3 Curves, M.P. 14.6 and 15.2	25
4 Curves, M.P. 15.6 and 16.4	20
4 Curves, M.P. 16.7 and 17.7	30
5 Curves, M.P. 34.6 and 36.4	30

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Midland	17.8	308	West
Cox	20.4	933	East
Inca	22.6	1512	East and West
Mesaville	33.0	472	West
Miller Farms	44.7	1450	East and West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge M.P. 10.3	Highwater	Rotating red light on poles located M.P. 9.9 and M.P. 10.7

WEST-WARD ↓		LUCERNE VALLEY SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
12329	2900	CUSHENBURY		TWC	29.2
	700	SPUR 5			26.1
	760	BASS			15.6
	122	SPUR 2			11.3
	114	SPUR 1			7.0
12045		HESPERIA	PY		0.0
(29.2)					

TWC in effect between Cushenberry and Hesperia.
 Rule 93 Yard Limits:
 Hesperia M.P. 0.0 to M.P. 0.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Hesperia and M.P. 25.2	35
M.P. 25.2 and 29.2	20

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Pluess-Stauffer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

WESTWARD ↓				FIRST SUBDIVISION		FIRST SUBDIVISION		↑ EASTWARD			
FIRST CLASS				STATIONS		STATIONS				FIRST CLASS	
35 PSGR	3 PSGR	Station Number	Siding Feet					36 PSGR	4 PSGR		
Leave Daily	Leave Daily					Mile Post	Arrive Daily	Arrive Daily			
AM	AM						PM	PM			
10:40	3:50	10747		BARSTOW 0.9	BPQT		745.9	5:35	11:35		
				HOUSE 93 2.2			746.8				
				HOUSE 90 0.9			749.0				
				MSD JCT. 0.9			749A.0				
				HOUSE 86 2.4			4.3				
		12005		LENWOOD 6.9			6.7				
				HODGE 15.8			13.6				
				EAST ORO GRANDE 2.1			29.4				
		12031		ORO GRANDE 3.1			31.5				
				EAST VICTORVILLE 2.1			34.6				
		12037		VICTORVILLE 1.9	P		36.7				
				FROST 7.1			38.0				
		12045		HESPERIA 5.0			45.1				
				LUGO 5.8			50.1				
		12056		SUMMIT NO. 8.9 SO. 6.9			55.9				
		12062		CAJON 6.6			62.8				
		12066		KEENBROOK 4.5			69.4				
				VERDEMONT 6.9			73.9				
				FIFTH STREET 0.7			80.8				
12:17 PM	5:50 AM	12081		SAN BERNARDINO	BPQT		81.5	3:45 PM	9:42 PM		
Arrive Daily	Arrive Daily			SOUTH TRACK (82.0) NORTH TRACK (84.0)				Leave Daily	Leave Daily		

CTC - 2MT

CTC in effect on Main Tracks between Barstow and San Bernardino.

At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is "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."

Rule 916: At Summit, westward passenger trains will make running test of train brakes; all freight trains, where stop is not made, will make a running test of train brakes between M.P. 55 and M.P. 56.

If train is stopped at Summit for any reason, an automatic brake application of not less than 10 PSI will be made and not released until ready to proceed.

Main tracks cross at grade separation M.P. 39.1 and are designated as prescribed by Rule 153 as amended either side of crossing.

Helper locomotives at or near rear of train may use dynamic brake: Summit to Victorville and Summit to San Bernardino

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED — Rule 350(B)

- M.P. 59.3X — North Track
- M.P. 66.3 — North Track
- M.P. 75.0 — South Track
- M.P. 76.7 — South Track
- M.P. 79.9 — North Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

MPH	
Psg.	Frt.
79	55*

Barstow and San Bernardino 79 55*
Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Eastward M.P. 54.4 to M.P. 38

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between M.P. 79.2 and M.P. 79.5 on Both Tracks

* Between Barstow and Summit, maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 8500 feet.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

FIRST SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS BETWEEN:

		MPH	
		Pgrr.	Frt.
WESTWARD MOVEMENTS BOTH TRACKS			
2 Curves,	M.P. 746.4 and 747.0	50	50
2 Curves,	M.P. 747.0 and 4.6	60	60
2 Curves,	M.P. 10.3 and 11.9	75	
Curve,	M.P. 16.7 and 17.2	75	
Curve,	M.P. 19.7 and 20.4	75	
Curve,	M.P. 30.6 and 31.8	75	
2 Curves,	M.P. 31.8 and 33.8	55	55
2 Curves,	M.P. 33.8 and 34.3	35*	35
3 Curves,	M.P. 34.3 and 36.6	50	50
Victorville,	M.P. 36.6 and 37.4	30	30
8 Curves,	{ M.P. 37.4 and 39.1 (North Track) M.P. 39.1 and 42.0 (South Track) }	45	45
2 Curves,	{ M.P. 37.4 and 39.1 (South Track) M.P. 39.1 and 39.3 (North Track) }	40	40
4 Curves,	M.P. 39.3 and 42.0 (North Track)	45	45
Curve,	M.P. 42.0 and 43.7	50	50
Curve,	M.P. 47.2 and 48.1	65	65
Curve,	M.P. 48.1 and 48.8	55	55
17 Curves,	M.P. 48.8 and 56.1	50	50
Grade,	M.P. 56.1 and 56.6	45	45
Grade,	M.P. 56.6 and 62.2 (South Track)	30*	20
Grade,	M.P. 56.6 and 64.2X (North Track)	30*	30
Grade,	M.P. 62.2 and 64.2	40	35
Grade,	M.P. 64.2 and 66.5	35	35
Grade,	M.P. 66.5 and 72.6	40	35
Grade,	M.P. 72.6 and 80.8	50	35
Curve and Track,	M.P. 80.8 and 81.5	20*	20
BETWEEN:		MPH	
EASTWARD MOVEMENTS BOTH TRACKS			
Curve,	M.P. 81.5 and 80.8	20	
Curve,	M.P. 79.5 and 79.3	55	
Curve,	M.P. 79.3 and 78.3	60	
2 Curves,	M.P. 72.6 and 71.5	45	
2 Curves,	M.P. 71.5 and 70.8	40	
8 Curves,	M.P. 70.8 and 66.5	45	
6 Curves,	M.P. 66.5 and 64.2	35	
3 Curves,	M.P. 64.2 and 62.2	45	
16 Curves,	M.P. 62.2 and 56.6 (South Track)	30	
Curve,	M.P. 56.6 and 56.1 (South Track)	45	
5 Curves,	M.P. 64.2X and 61.7X (North Track)	35	
12 Curves,	M.P. 61.7X and 57.4 (North Track)	30	
Curve,	M.P. 57.4X and 57.0X (North Track)	40	
Curve,	M.P. 57.0X and 56.1 (North Track)	45	
17 Curves,	M.P. 56.1 and 48.8	50	
Curve,	M.P. 48.8 and 48.1	55	
Curve,	M.P. 48.1 and 47.2	65	
Curve,	M.P. 43.7 and 42.0	50*	
8 Curves,	{ M.P. 42.0 and 39.1 (South Track) M.P. 39.1 and 37.4 (North Track) }	45	
4 Curves,	M.P. 42.0 and 39.3 (North Track)	45	
2 Curves,	{ M.P. 39.3 and 39.1 (North Track) M.P. 39.1 and 37.4 (South Track) }	40	
Victorville,	M.P. 37.4 and 36.6	30	
3 Curves,	M.P. 36.6 and 34.3	50	
2 Curves,	M.P. 34.3 and 33.8	35	
2 Curves,	M.P. 33.8 and 31.8	55	
Curve,	M.P. 31.8 and 30.6	75	
Curve,	M.P. 20.4 and 19.7	75	
Curve,	M.P. 17.2 and 16.7	75	
2 Curves,	M.P. 11.9 and 10.3	75	
2 Curves,	M.P. 4.6 and 747.0	60	
2 Curves,	M.P. 747.0 and 746.4	50	

* Denotes restrictions protected by Inert ATS Inductors

FIRST SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH, except for Dual Control switches and crossovers at following locations:

Station	Type	Location	MPH
Barstow		See Needles Subdivision Page 5	
Lenwood	D	Two crossovers	50
Hodge	D	Two crossovers	50
East Oro Grande	D	Two crossovers	50
East Victorville	D	One crossover	50
Frost	D	Two crossovers	50
Lugo	D	Two crossovers	50
Summit	D	Two crossovers	50
Cajon	D	Two crossovers	50
Keenbrook	D	Two crossovers	50
Verdemont	D	Two crossovers	50
Fifth Street	D	One crossover	20
	D	Yard entry 13 lead	20

(E) RULE 921 — SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS GOVERNING THE USE OF RETAINERS FOR WESTWARD FREIGHT TRAINS, SUMMIT TO SAN BERNARDINO.

- Trains with all locomotives on head end, must not exceed an average of 115 tons per car and trains with "RCE" in operation, or, with helper locomotives at or near rear of train must not exceed 135 tons per car. Train tonnage excludes weight of locomotives.
- Speed Restrictions:

	Operative Dynamic Brakes	M P H	Exceptions:	M P H
SOUTH TRACK M.P. 56.6 TO CAJON	Average Tonnage Does Not Exceed 115 Tons Per Car	15	Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 4500 Tons	20
NORTH TRACK M.P. 56.6 TO CAJON AND EITHER TRACK CAJON TO SAN BERNARDINO	Average Tonnage Does Not Exceed 115 Tons Per Car	20	Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 6500 Tons	30
	Without Operative Dynamic Brakes	M P H	"RCE" or Helper Operation with Dynamic Brakes	M P H
SOUTH TRACK M.P. 56.6 TO CAJON	Not To Exceed An Average of 85 Tons Per Car	15	Average Tonnage Does Not Exceed 135 Tons Per Car	15
			Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 4500 Tons	20
NORTH TRACK M.P. 56.6 TO CAJON AND EITHER TRACK CAJON TO SAN BERNARDINO	Not To Exceed An Average of 95 Tons Per Car	15	Average Tonnage Does Not Exceed 135 Tons Per Car	20
			Train Tonnage Between 6500 Tons and 12000 Tons	25
			Train Tonnage Does Not Exceed 6500 Tons	30

NOTE: Either Track Cajon to San Bernardino, when average tonnage does not exceed 95 tons per car and train tonnage does not exceed 4500 tons and speed controlled only with dynamic brakes 35 MPH, if air brakes used to control speed of train 30 MPH.

- When it is known before leaving Summit that locomotives do not have operative dynamic brakes, train must stop. Before releasing train brakes, starting behind lead locomotives, set 15 retainers in high pressure position, release train brakes, then place head one-half of trains' retainers in high pressure and remainder of retainers in low pressure position. Brake system must be fully charged before proceeding. Excessive use of engine brakes is prohibited. If retainers are positioned before reaching Cajon, a 10 minute cooling stop must be made at Verdemont.

If train averages over 85 tons per car on South Track Summit to Cajon, or, over 95 tons per car on North Track Summit to Cajon or either track Cajon to San Bernardino, before proceeding, locomotives must have 2 or more operative dynamic brakes.

FIRST SUBDIVISION

4. With dynamic brakes in use and brake pipe reduction exceeds 18 PSI. to maintain authorized speed, train must be stopped immediately.

To control train speed, a sufficient number of retainers, starting behind lead locomotives, must be set in high pressure position, before releasing train brakes.

Before proceeding, brake system must be fully charged.

5. Any time a train stops and it is necessary to hold train while the brake system is being recharged, starting behind lead locomotive, apply a sufficient number of hand brakes. Before proceeding, hand brakes must be released.

6. When retainers are used, not less than 20 retainers must be set in high pressure position. Trains operating with retainers must stop east of controlled signal Fifth Street and turn down retainers before proceeding.

7. Speed of trains must not be controlled exclusively with dynamic brakes and locomotive brakes, when train tonnage exceeds: 2500 tons on South Track Summit to Cajon; 3500 tons on North Track Summit to Cajon and 4500 tons on either track Cajon to San Bernardino.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Thorn	41.1	2995	East and West (North Track)
Alray	59.7X	920	East (North Track)
Devore	71.0	1600	East and West (South Track)
Ono	75.0	1960	East (North Track)

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 24.9 Westward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 26.9 and at locator (M.P. 28.5)
M.P. 24.9 Eastward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 23.5 and at locator (M.P. 21.4)

WEST-WARD ↓		REDLANDS SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
		End of Track 1.4		13.4	
12612	790	MENTONE 3.2		12.0	
12609		REDLANDS 8.8		8.8	
12081		SAN BERNARDINO	BPQT	0.0	
(13.4)					

Rule 94 in effect between M.P. 13.4 and San Bernardino.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Redlands Subdivision	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Crossings, M.P. 0.0 and 0.7	5
Crossings, M.P. 0.7 and 3.1	15
Redlands, St. Crossings, M.P. 8.9 and 12.0	15
Mentone, St. Crossing and Track, M.P. 12.0 and 13.4	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Nevada Street	6.7	750	East and West
Craf	11.4	188	East

WESTWARD ↓				SECOND SUBDIVISION	
FIRST CLASS		Station Number	Siding Feet	STATIONS	
35 PSGR	3 PSGR				
Leave Daily	Leave Daily				
PM 12:20	AM 5:50	12081		SAN BERNARDINO	BPQT
12:21	5:51			WEST YARD	Y
12:27	5:57	12085	1935	RIALTO	
12:32	6:03	12091		KAISER	PY
		12094		ETIWANDA	Y
12:37	6:09	12097	3154	CUCAMONGA	TY
12:41	6:13	12101	2363	UPLAND	
12:45	6:18	12105		CLAREMONT	Y
12:52	6:25	12107	3079	POMONA	
		12110		SAN DIMAS	
1:01	6:34	12114	2820	GLENDORA	
1:04	6:37	12117		AZUSA	T
1:06	6:39	12119	6165	IRWINDALE	PY
		12120	2740	BUTLER	Y
1:10	6:43	12122		MONROVIA	Y
		12124		ARCADIA	PY
1:15	6:48	12127	1800	CHAPMAN	
1:23	7:00	12132	1702	PASADENA	
		12134		SOUTH PASADENA	
1:27	7:05	12135	1698	OLGA	
				WATER STREET	Y
				BROADWAY	
				MISSION TOWER	MPQT
2:05 PM	7:40 AM			LOS ANGELES UNION PSGR TERMINAL	BMP
Arrive Daily	Arrive Daily				(59.3)

SECOND SUBDIVISION		↑ EASTWARD			
STATIONS		Mile Post	FIRST CLASS		
			36 PSGR	4 PSGR	
			Arrive Daily	Arrive Daily	
SAN BERNARDINO	BPQT	81.5	PM 3:42	PM 9:42	
WEST YARD	Y	82.0	3:31	9:31	
RIALTO		84.9	3:26	9:26	
KAISER	PY	91.8	3:21	9:21	
ETIWANDA	Y	93.7			
CUCAMONGA	TY	97.7	3:16	9:16	
UPLAND		100.9	3:13	9:13	
CLAREMONT	Y	104.8	3:09	9:09	
POMONA		106.7	3:07	9:07	
SAN DIMAS		110.2			
GLENDORA		114.4	2:54	8:53	
AZUSA	T	116.9			
IRWINDALE	PY	118.2	2:49	8:49	
BUTLER	Y	120.2			
MONROVIA	Y	122.4	2:45	8:45	
ARCADIA	PY	124.2			
CHAPMAN		127.3	2:40	8:41	
PASADENA		131.7	2:35	8:36	
SOUTH PASADENA		133.7			
OLGA		134.2	2:27	8:27	
WATER STREET	Y	138.7			
BROADWAY		139.4	2:14	8:14	
MISSION TOWER	MPQT	140.0			
LOS ANGELES UNION PSGR TERMINAL	BMP		2:10 PM	8:10 PM	
			Leave Daily	Leave Daily	

At Los Angeles: Rules and Regulations of Los Angeles Union Passenger Terminal must be observed within terminal limits. CTC in effect: On main tracks between Broadway and Mission Tower and on main tracks between San Bernardino and West Yard. TWC in effect between West Yard and Broadway.

Rule 93: Yard Limits:

West Yard M.P. 82.2 to M.P. 83
 Kaiser to Cucamonga, M.P. 89.7 to M.P. 98.0
 Claremont M.P. 104.4 to M.P. 105.5
 Irwindale to Arcadia, M.P. 117.5 to M.P. 124.5
 Water Street to Broadway, M.P. 138.2 to M.P. 139.4

Rule 315 (A): When crank type dual control switches controlled by Mission Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
San Bernardino and Los Angeles	65	55
Rialto, Cucamonga Foothill Spur, Muscat, Metropolitan and Pasadena Industrial Spurs	15	15
Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:		
Westward	Eastward	
M.P. 109.2 to M.P. 121.0	M.P. 129.0 to M.P. 122.8	
M.P. 131.3 to M.P. 139.3		
Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:		
Between:		
M.P. 111.8 and M.P. 115.5		
M.P. 118.8 and M.P. 119.7		
M.P. 123.5 and M.P. 123.8		
M.P. 127.3 and M.P. 128.3		

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	M.P.	MPH	
		Psg.	Frt.
Track,	M.P. 81.5 and 82.2	20	20
Track,	M.P. 82.2 and 85.2	30*	30
Fontana,	M.P. 88.5 and 88.9	50	50
6 Curves,	M.P. 111.8 and 116.9	55	
2 Curves,	M.P. 118.8 and 119.7	55	
2 Curves,	M.P. 122.2 and 124.8	60	
Track,	M.P. 124.8 and 131.0	60	40
Track,	M.P. 131.0 and 131.8	20*	20
Track,	M.P. 131.8 and 135.5	30	25
11 Curves,	M.P. 135.5 and 140.0	25	25
Curve,	M.P. 140.0 and 140.2	15	15

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Trailing movements, spring point derails:	MPH		
Metropolitan Spur, 4068 ft. from main track	10		
Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH; except for Dual Control switches and crossovers at following locations:			
STATION	TYPE	LOCATION	MPH
West Yard	D	One crossover	20
Broadway	D	Two track junction switch	20

SECOND SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	2200	West
Fontana	88.8	700	East and West
Muscat Spur	90.4	4685	West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	5600	East and West
La Verne	107.9	750	East
Metropolitan Spur	108.6	5475	West
Duarte	121.0	764	East and West
Pasadena Industrial Spur	127.5	10933	East
Lamanda Park		1772	East and West
Raymond	132.7	475	West
Highland Park	135.9	250	East

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 92.8	Highwater	Signals 921 and 932
Bridge 93.6	Highwater	Signals 923 and 932
Bridge 97.1	Highwater	Signals 971 and 972
M.P. 121.4	Hot Box and Dragging Equipment	Rotating white lights and radio communications at scanner
M.P. 135.0 Westward Movements	Slide Detector Fence	Signal 1331 & Rotating Red Light at M.P. 135.0
M.P. 135.3 Eastward Movements	Slide Detector Fence	Signal 1352 & Rotating Red Light at M.P. 135.3

WEST-WARD ↓		OLIVE SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
12542		ATWOOD	PT	CTC	0.0
12544		OLIVE			2.4
		S.P. CROSSING	M		4.1
12173	3280	ORANGE	T		5.8
(5.8)					

CTC in effect on main track between Atwood and Orange.

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED — Rule 350 (B)

M.P. 0.6 — Atwood M.P. 1.3 — Main Track M.P. 3.6 — Main Track
 M.P. 0.8 — Atwood M.P. 3.3 — Main Track M.P. 4.1 — Main Track
 M.P. 0.9 — Atwood M.P. 3.5 — Main Track M.P. 5.0 — Orange

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Olive Subdivision	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Curve, M.P. 0.0 and 0.8	25

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH; except for Dual Control switches and crossovers at following locations:

Station	Type	Location	MPH
Atwood	D	Junction switch	40

WESTWARD ↓

THIRD SUBDIVISION

FIRST CLASS								STATIONS					
85 PSGR	83 PSGR	81 PSGR	79 PSGR	77 PSGR	75 PSGR	73 PSGR	71 PSGR	Station Number	Siding Feet			Mile Post	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.						
								12081		SAN BERNARDINO	BPQT	CTC-3MT	0.0
										WEST YARD			0.0X
								12501		RANA		CTC-3MT	1.6
								12503		COLTON S.P. Crossing	M		2.9
									4490	WEST COLTON		CTC-2MT	4.2
								12507		HIGHGROVE	P		6.7
										RIVERSIDE JCT.			9.2
								12510		RIVERSIDE			9.8
										WEST RIVERSIDE			10.6
								12514	4905	CASA BLANCA	PT		14.0
								12517	3095	ARLINGTON			16.4
								12520	4692	MAY			19.6
								12523	8059	PORPHYRY		CTC	22.8
								12524	8370	CORONA			24.1
								12528	4735	PRADO DAM			29.2
								12537	6359	ESPERANZA			36.4
										LAMBERT			39.3
								12542		ATWOOD	PT		40.6
								13427		PLACENTIA			43.0
								12165		FULLERTON	BPQ		165.0
								12162		BASTA U.P. Crossing	M		163.0
								12160		BUENA PARK			160.3
								12159		LA MIRADA	PT		157.7
								12153		LOS NIETOS S.P. Crossing	M	CTC-2MT	153.0
								12152		D.T. JUNCTION S.P. Crossing	M		152.1
								12151		PICO RIVERA	PT		150.9
								12149		BANDINI			149.8
										EASTERN AVE.			147.3
								12144		HOBART	BPQ		146.0
										HOBART TOWER U.P. Crossing	MQ		144.5
								12143		REDONDO JCT. U.P. Crossing	MPQT		143.2
										FIRST STREET		CTC	141.1
										MISSION TOWER S.P. & U.P. Crossing	MPQT		140.0
										LOS ANGELES UNION PASSENGER TERMINAL	BMP		

WEST (72.4)

* Holidays: Nov. 28, Dec. 25, 1985 and Jan. 1, 1986

THIRD SUBDIVISION

↑ EASTWARD

Station Number		Siding Feet		STATIONS		Mile Post		FIRST CLASS							
								72 PSGR	74 PSGR	76 PSGR	78 PSGR	80 PSGR	82 PSGR	84 PSGR	86 PSGR
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
12081				SAN BERNARDINO	BPQT	0.0									
				WEST YARD		0.0X									
12501				RANA		1.6									
12503				COLTON S.P. Crossing	M	2.9									
	4490			WEST COLTON		4.2									
12507				HIGHGROVE	P	6.7									
				RIVERSIDE JCT.		9.2									
12510				RIVERSIDE		9.8									
				WEST RIVERSIDE		10.6									
12514	4905			CASA BLANCA	PT	14.0									
12517	3095			ARLINGTON		16.4									
12520	4692			MAY		19.6									
12523	8059			PORPHYRY		22.8									
12524	8370			CORONA		24.1									
12528	4735			PRADO DAM		29.2									
12537	6359			ESPERANZA		36.4									
				LAMBERT		39.3									
12542				ATWOOD	PT	40.6									
13427				PLACENTIA		43.0									
12165				FULLERTON	BPQ	165.0		AM s 8:35	AM s 11:21	PM s 1:20	PM s 3:20	PM s 5:20	PM s 6:20	PM s 7:15	PM s 9:21
12162				BASTA U.P. Crossing	M	163.0									
12160				BUENA PARK		160.3									
12159				LA MIRADA	PT	157.7									
12153				LOS NIETOS S.P. Crossing	M	153.0									
12152				D.T. JUNCTION S.P. Crossing	M	152.1									
12151				PICO RIVERA	PT	150.9									
12149				BANDINI		149.8									
				EASTERN AVE.		147.3									
12144				HOBART	BPQ	146.0									
				HOBART TOWER U.P. Crossing	MQ	144.5									
12143				REDONDO JCT. U.P. Crossing	MPQT	143.2									
				FIRST STREET		141.1									
				MISSION TOWER S.P. & U.P. Crossing	MPQT	140.0									
				LOS ANGELES UNION PASSENGER TERMINAL	BMP			8:00 AM	10:45 AM	12:45 PM	2:45 PM	4:45 PM	5:45 PM	6:40 PM	8:45 PM
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily
								(72.4) EAST							

* Holidays: Nov. 28, Dec. 25, 1985 and Jan. 1, 1986

THIRD SUBDIVISION

CTC in effect on main tracks between San Bernardino and Mission Tower.

At Los Angeles: Rules and Regulations of Los Angeles Union Passenger Terminal must be observed within terminal limits.

Trains or engines must secure authority from Control Operator at Redondo Jct. to occupy Industry Track between M.P. 143.1 and M.P. 140.2. Control Operator at Mission Tower must confer with Control Operator at Redondo Jct. before allowing train or engine to enter track at west end through Dual Control switch.

Before entering or fouling this track through hand thrown switch, authority must be obtained from Control Operator at Redondo Jct. Control Operator at Redondo Jct. must be advised when train or engine is clear of track.

Rule 315(A): When crank type dual control switches controlled by Mission Tower, Redondo Jct., or Hobart Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

All trains and engines using Industry Track between M.P. 143.1 and M.P. 140.2 must move at restricted speed.

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED Rule-350(B)

- M.P. 7.3 — North Track
- M.P. 7.4 — North Track
- M.P. 7.5 — South Track
- M.P. 7.7 — South Track
- M.P. 8.6 — South Track
- M.P. 8.9 — South Track
- M.P. 8.91 — South Track
- M.P. 16.7 — Arlington
- M.P. 38.7 — Main Track
- M.P. 39.3 — South Track
- M.P. 39.8 — South Track
- M.P. 43.8 — South Track
- M.P. 44.1 — North Track
- M.P. 44.4 — North Track
- M.P. 152.4 — South Track, Sunshine Biscuit, CLIC 5703
- M.P. 152.9 — South Track, Los Nietos Team, CLIC 5710
- M.P. 153.3 — South Track, Los Nietos Team, CLIC 5710
- M.P. 153.2 — North Track, Fluid P. K. Pumps Armco, CLIC 5711
- M.P. 153.5 — South Track, Pacific Clay, CLIC 5713
- M.P. 154.1 — South Track, Pryor Giggey, CLIC 5742
- M.P. 154.9 — South Track, Getty Oil, CLIC 5755
- M.P. 155.1 — South Track, Powerine Oil, CLIC 5756
- M.P. 155.5 — South Track, Kelly Pipe, CLIC 5765
- M.P. 156.0 — South Track, Haliburton, CLIC 5777
- M.P. 156.9 — South Track, Federal Envelope, CLIC 5811
- M.P. 157.4 — South Track, Coast Hide Lead, CLIC 5815
- M.P. 157.7 — North Track, Plywood Products, CLIC 5870
- M.P. 160.8 — South Track, Nutrilite Spur, CLIC 6811
- M.P. 161.1 — South Track, H&L Spur, CLIC 7095
- M.P. 161.6 — South Track
- M.P. 162.2 — South Track

THIRD SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Pagr.	Frts.
San Bernardino and Fullerton	60	55
Fullerton and M.P. 158.7	79	55
M.P. 158.7 and Los Angeles	65	55
Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:		
Between M.P. 152.6 and M.P. 154.2		
M.P. 160.8 and M.P. 161.1		
M.P. 165.3 and M.P. 165.4		

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
2 Curves, M.P. 0.0X and 0.4X	15
2 Curves and Bridge, M.P. 0.0 and 0.9 (Short Way)	15
4 Curves, M.P. 0.9 and 1.6 (Short Way)	20
7 Curves and Colton, M.P. 0.4X and 3.2	30
2 Curves, M.P. 3.2 and 4.0	40
Curve, M.P. 6.6 and 6.8	40
2 Curves, M.P. 6.8 and 9.6	50
2 Curves, M.P. 11.8 and 12.5	40
4 Curves, M.P. 15.4 and 17.1	50
Corona, M.P. 22.5 and 25.6	45
Railroad Avenue Crossing, M.P. 25.6	30
Corona, M.P. 25.6 and 25.8	45
6 Curves, M.P. 31.4 and 34.5	50
Curve, M.P. 34.5 and 35.1	45
Two Track Junction Switch, M.P. 39.2	40
Placentia, M.P. 42.7 and 43.6	50
2 Curves, M.P. 45.2 and 45.7	50
Fullerton, M.P. 165.2 and 164.7	50
Curve, M.P. 163.8 and 163.5	75
R.R. Crossing, M.P. 163.0	50
Curve, M.P. 161.1 and 160.8	65
R.R. Crossing, M.P. 153.0	50
R.R. Crossing, M.P. 152.1	50
Curve, M.P. 151.7 and 151.4	60
Crossing and Curve, M.P. 144.5 and 143.4	30
2 Curves, M.P. 143.4 and 142.9	15*
3 Curves, M.P. 141.1 and 140.2	30*
Curve, M.P. 140.2 and 140.0	15*

* Denotes Restrictions Protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Trailing movements, spring point derails:	MPH
Rana, switching lead	10

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH; except for Dual Control switches and crossovers at following locations:

(Continued on next page)

THIRD SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES
(Continued from previous page)

Station	Type	Location	MPH
Rana	D	Junction switch and crossover	20
West Colton	D	Two crossovers	50
Riverside Junction	D	One crossover	30
West Riverside	D	One crossover	40
Lambert	D	End of Two Tracks	40
Atwood	D	Olive Subdivision junction switch	40
Fullerton	D	Fourth Subdivision junction switch	40
		Two crossovers M.P. 45.5	50
Basta	D	One crossover M.P. 163.0	50
Buena Park	D	One crossover	50
La Mirada	D	One crossover	50
D. T. Jct.	D	Two crossovers	50
Bandini	D	Two crossovers	50
Eastern Ave.	D	Main track crossovers and lead switch	40
Hobart	D	Main track crossover	30
		Crossover north main track and setout track	30
Hobart Tower	D	Two crossovers	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Prenda Spur (Prenda)	14.3	300	East and West
La Sierra	18.5	440	West
Porphyry (3-M Spur)	22.7	18480	Wye
West Corona	26.8	5812	East and West
Wilshire	156.8	2900	East and West
Stephens	155.5	7530	East and West
Santa Fe Springs	154.1	4250	East and West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 4.6	Highwater	Eastward Automatic Signals 52 and 54 Westward Controlled Signals east end Bridge
M.P. 6.0 Both Tracks	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
Bridge 23.5	Highwater	Westward Controlled Signal at EE Porphyry Eastward Controlled Signal at WE Porphyry
Bridge 24.9	Highwater	Signal 241 westward movements on main track Controlled signal eastward movements at WE Corona Westward Controlled Signal governing movements into EE Corona siding
M.P. 32 Westward	Hot Box and Dragging Equip.	Rotating light at scanner, at M.P. 33.5 and at locator M.P. 35.1
M.P. 32 Eastward	Hot Box and Dragging Equip.	Rotating light at scanner, at M.P. 30.7 and at locator M.P. 29.6

WEST-WARD ↓		ESCONDIDO SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
13321	1376	ESCONDIDO	T		21.1
13316	866	SAN MARCOS			16.2
13309	1811	VISTA			9.2
12227		ESCONDIDO JCT.	T		0:0
(21.1)					

Rule 94 in effect between Escondido and Escondido Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Escondido Subdivision	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Hill St., 17 Curves and Track, M.P. 0.3 and 7.1	15

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Talica	3.7	1347	East and West
Buena	12.9	927	West

WESTWARD ↓

FOURTH SUBDIVISION

FIRST CLASS								STATIONS	Station Number	Siding Feet	Mile Post		
85 PSGR	83 PSGR	81 PSGR	79 PSGR	77 PSGR	75 PSGR	73 PSGR	71 PSGR					DI	AS
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.						
								12273		NATIONAL CITY	Y		273.1
										22ND STREET	BPQXY	DI	269.3
PM 7:45	PM 4:45	PM 2:45	PM 12:45	AM 9:45	AM 8:00	AM 6:45	AM 5:25	12268		SAN DIEGO	TXY	DI	267.5
7:52	4:52	2:52	12:52	9:52	8:07	6:52	5:32	12264		OLD TOWN	Y	AS	264.2
										ELVIRA		CTC	257.9
								12253		MIRAMAR	T	CTC	253.0
								12249	4877	SORRENTO		ZMT	249.1
8:17	5:17	3:17	1:17	10:20	8:32	7:17	5:55	12246		DEL MAR		CTC	244.0
								12238		ENCINITAS		CTC - AIS	238.1
								12234	5333	PONTO		CTC - AIS	233.8
								12227		ESCONDIDO JCT.	T	CTC - AIS	227.2
8:33	5:33	3:33	1:33	10:36	8:48	7:33	6:11	12226	6096	OCEANSIDE	BP	CTC - AIS	226.2
								12224	4569	FALLBROOK JCT.		CTC - AIS	224.1
								12209	4927	SAN ONOFRE		CTC - AIS	209.2
	5:53							12204		SAN CLEMENTE		CTC - AIS	204.8
								12200	4673	SERRA		CTC - AIS	199.8
9:03	6:10	4:08	2:07	11:06	9:22	8:03	6:41	12197		SAN JUAN CAPISTRANO		CTC - AIS	197.2
								12192	4972	GALIVAN		CTC - AIS	192.6
								12188		EL TORO		CTC - AIS	188.1
								12183	5982	VALENCIA		CTC - AIS	182.9
								12179		IRVINE	T	CTC	178.5
										EAST SANTA ANA		ZMT	176.6
9:23	6:30	4:28	2:27	11:26	9:42	8:24	7:01	12175	7248	SANTA ANA		CTC	175.2
								12173	6250	ORANGE	T	CTC	172.6
9:34	6:41	4:36	2:35	11:36	9:50	8:33				ANAHEIM STADIUM		CTC	170.5
										S.P. Crossing	M	CTC	169.8
9:43 PM	6:50 PM	4:45 PM	2:44 PM	11:45 AM	9:59 AM	8:48 AM	7:16 AM	12168	3044	ANAHEIM		CTC	167.8
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	12165		FULLERTON	BPQ	CTC	165.0

(107.8)

* Holidays: Nov. 28, Dec. 25, 1985 and Jan. 1, 1986

FOURTH SUBDIVISION

↑ EASTWARD

		STATIONS		Mile Post	FIRST CLASS							
Station Number	Siding Feet				72 PSGR	74 PSGR	76 PSGR	78 PSGR	80 PSGR	82 PSGR	84 PSGR	86 PSGR
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
12273		NATIONAL CITY	Y	273.1								
		22ND STREET	BPQXY	269.3								
12268		SAN DIEGO	TXY	267.5	AM	PM	PM	PM	PM	PM	PM	PM
12264		OLD TOWN	Y	264.2	10:28	1:11	3:09	5:09	7:09	8:09	9:01	11:10
		ELVIRA		257.9								
12253		MIRAMAR	T	253.0								
12249	4877	SORRENTO		249.1								
12245		DEL MAR		244.0	10:00	12:48	2:46	4:46	6:46	7:46	8:38	10:47
12238		ENCINITAS		238.1								
12234	5333	PONTO		233.8								
12227		ESCONDIDO JCT.	T	227.2								
12226	6096	OCEANSIDE	BP	226.2	9:44	12:32	2:30	4:30	6:30	7:30	8:22	10:31
12224	4569	FALLBROOK JCT.		224.1								
12209	4927	SAN ONOFRE		209.2								
12204		SAN CLEMENTE		204.8		12:12						
12200	4673	SERRA		199.8								
12197		SAN JUAN CAPISTRANO		197.2	9:12	12:01 PM	1:57	3:57	5:57	7:00	7:52	10:01
12192	4972	GALIVAN		192.6								
12188		EL TORO		188.1								
12183	5982	VALENCIA		182.9								
12179		IRVINE	T	178.5								
		EAST SANTA ANA		176.6								
12175	7248	SANTA ANA		175.2	8:52	11:41	1:37	3:37	5:37	6:40	7:32	9:41
12173	6250	ORANGE	T	172.6								
		ANAHEIM STADIUM		170.5	8:44	11:30	1:29	3:29	5:29	6:29	7:24	9:30
		S.P. Crossing	M	169.8								
12168	3044	ANAHEIM		167.8								
12165		FULLERTON	BPQ	165.0	8:35 AM	11:21 AM	1:20 PM	3:20 PM	5:20 PM	6:20 PM	7:15 PM	9:21 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily

(107.8)

* Holidays: Nov. 28, Dec. 25, 1986 and Jan. 1, 1986

CTC in effect main track, end of double track Old Town to Fullerton and on sidings Ponto, Serra and Orange.

Rule 151: Between Old Town and crossover at west end of 22nd Street M.P. 268.7 trains will keep to left.

Rule 251 in effect between Old Town and M.P. 267.3.

Three main tracks in service at San Diego passenger station between Ash Street, M.P. 267.3, and Broadway, M.P. 267.6.

Rule 93 Yard Limits: Old Town to San Diego, M.P. 264.2 to M.P. 267.3

San Diego to National City, M.P. 267.6 to M.P. 273.1

Rule 94 in effect at San Diego, Ash Street to Broadway, M.P. 267.3 to M.P. 267.6.

HAND THROW SWITCHES NOT ELECTRICALLY LOCKED — Rule 350(B)

M.P. 168.9 — Anaheim	M.P. 241.8 — Solana Beach
M.P. 169.2 — Anaheim	M.P. 242.1 — Solana Beach
M.P. 171.4 — Orange	M.P. 243.3 — Del Mar
M.P. 199.8 — Serra Siding	M.P. 248.3 — Sorrento
M.P. 221.4 — Stuart	M.P. 258.8 — Main Track
M.P. 221.7 — Stuart	M.P. 259.6 — Main Track
M.P. 234.2 — Ponto Siding	M.P. 263.2 — Main Track

FOURTH SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
National City and Sorrento	79	55
Sorrento and Santa Ana	90	55
South Main Track, M.P. 179.1 and 176.7	40	40
Santa Ana and Fullerton	79	55

Speed limit freight trains, with dynamic brakes not in use on descending grades:

WESTWARD	MPH	EASTWARD	MPH
M.P. 253.0 to M.P. 249.0	25	M.P. 189.2 to M.P. 197.0	30
M.P. 188.0 to M.P. 181.0	30	M.P. 253.0 to M.P. 262.0	25

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between: M.P. 165.4 and M.P. 166.0
M.P. 250.0 and M.P. 250.5
M.P. 254.2 and M.P. 255.4
M.P. 256.7 and M.P. 260.3
M.P. 262.4 and M.P. 262.7

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH	
	Psg.	Frt.
Track, M.P. 273.0 and 267.3	10	10
Track, M.P. 267.3 and 264.1	30	30
Curve, M.P. 262.7 and 262.4	70	
2 Curves, M.P. 260.3 and 259.9	60	
Curve, M.P. 259.1 and 258.5	65	
3 Curves, M.P. 258.5 and 257.9	35*	30
2 Curves, M.P. 257.9 and 256.6	65	
4 Curves, M.P. 255.4 and 253.5	65	
2 Curves, M.P. 253.5 and 252.8	35	35
10 Curves and Grade, M.P. 252.8 and 251.0	25*	20
2 Curves and Grade, M.P. 251.0 and 250.6	40	40
2 Curves, M.P. 250.6 and 250.0	50	50
Curve, M.P. 247.0 and 246.8	85	
Curve, M.P. 245.8 and 245.6	55*	50
Curve, M.P. 244.6 and 244.4	75	
Curve, M.P. 244.4 and 244.1	50*	45
Curve, M.P. 244.1 and 243.5	65	
Crossing, M.P. 241.8 (Lomas Santa Fe Dr.)	70	
2 Curves, M.P. 238.8 and 237.4	80	
4 Crossings, M.P. 226.8 and 225.9	30	30
Curve, M.P. 225.9 and 225.5	50	45
3 Curves, M.P. 224.7 and 223.8	75	
4 Curves, M.P. 209.0 and 206.3	75	
San Clemente, M.P. 206.3 and 202.7	40	40
Crossing, M.P. 201.0 (Beach Rd.)	75	
Curve, M.P. 200.3 and 199.9	45*	40
Curve, M.P. 199.9 and 198.6	60	
3 Curves, M.P. 198.6 and 197.9	35*	35
2 Curves, M.P. 197.9 and 197.0	60	
2 Curves, Santa Ana, M.P. 176.1 and 175.3	40*	40
4 Crossings, M.P. 175.3 and 173.8	60	
6 Curves, M.P. 173.8 and 172.2	40	40
Curve, M.P. 172.2 and 172.0 (Main Track and Siding)	35*	35
6 Crossings, M.P. 172.0 and 169.2	45	45
2 Crossings, M.P. 169.2 and 168.0	60	
2 Crossings, M.P. 168.0 and 167.7	40	40
Curve, M.P. 165.9 and 165.4	40	40

* Denotes restrictions protected by Inert ATS Inductors

FOURTH SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH; except for Dual Control switches and crossovers at following locations:

"EE" — East End.

"WE" — West End.

Station	Type	Location	MPH
Fullerton	D	Fourth Subdiv. junction switch — M.P. 165.4	40
Orange	D	WE siding	40
		EE siding (main track)	40
Irvine	D	EE two tracks — M.P. 179.1	40
Serra	D	EE and WE of Siding	40
Ponto	D	EE and WE of Siding	40
Miramar	D	WE two main tracks — M.P. 252.9	30
Elvira	D	EE two main tracks — M.P. 257.9	40
Old Town	D	Two-track junction switch	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Tustin	179.5	1800	East and West
Stuart	221.7	1210	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solana Beach	241.9	436	East

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 179.7	Highwater	Eastward Controlled Signals located at east end 2 tracks M.P. 179.0 and westward signal 1801
Bridge 194.6	Highwater	Westward signal 1951 and Controlled Signal east end siding Galivan
Bridge 197.9	Highwater	Signal 1952 and Controlled Signal west end of siding Serra
Bridge 207.6	Highwater	Eastward signal 2062 and westward Controlled Signal located M.P. 209.2
Bridge 246.9	Highwater	Eastward signal 2462 and westward Controlled Signal M.P. 248.8

SAN JACINTO SUBDIVISION				WEST-WARD ↓	EAST-WARD ↑
Station Number	Siding Feet	STATIONS			Mile Post
12507	1018	HIGHGROVE	PY		0.0
		S.P. Crossing		A	1.5
12707	1555	BOX SPRINGS	Y		7.2
12709		MARCH FIELD	P		9.6
12711	2046	ALESSANDRO			10.6
12713	1105	VAL VERDE	T		13.5
12718		PERRIS			18.3
12722	1030	ETHANAC			22.7
12728	1570	WINCHESTER			28.9
12735		HEMET	Y		36.0
12738		SAN JACINTO	Y		38.3
(38.3)					

TWC in effect between Highgrove and San Jacinto.

Rule 93 Yard Limits:

Highgrove to Box Springs — M.P. 0.0 to M.P. 7.5

Hemet to San Jacinto — M.P. 36.0 to M.P. 38.3

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
San Jacinto Subdivision	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Curve and Track, M.P. 18 and 19.2	15
Track, M.P. 34.8 and 35.7	15
Track, M.P. 35.7 and San Jacinto	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Lily Cup	0.6	545	East and West
Mayer Farms	15.9	920	East and West
Granite Spur	14.5	4752	Wye
Ellis	19.9	800	East
Egan	33.1	760	East and West

HARBOR SUBDIVISION				WEST-WARD ↓	EAST-WARD ↑
Station Number	Siding Feet	STATIONS			Mile Post
12143		REDONDO JCT.	MPQTY		0.0
		MALABAR		Y	1.5
		S.P. Crossing		A	
13104		NADEAU	Y		2.5
		S.P. Crossing		A	
13106		WINGFOOT	Y		3.5
13108		WILDASIN	Y		6.0
13109		VAN NESS	Y		7.3
13110		HYDE PARK	Y		8.0
13112		INGLEWOOD	Y		9.9
13116	4962	LAIRPORT	Y		13.6
		S.P. Crossing		Y	14.6
13117		EL SEGUNDO	Y		14.8
13152		LAWNDALE	Y		16.6
13155		ALCOA	Y		20.1
13157		TORRANCE	Y		21.7
13159		IRONSIDES	Y		23.3
13162		WATSON	BPQTY		26.6
13163		WILMINGTON	Y		28.0
13166		PIER A YARD	TY		
13802		WEST THENARD	Y		
		S.P. Crossing		A	
13804		LONG BEACH	Y		
(28.0)					

Through movements will be programmed to prevent conflict between Redondo Jct. and Watson. Whenever the term "programmed" appears, it requires that train and engine crews be provided necessary information to prevent conflict.

Redondo Junction-Watson: Conductor or Engineer on through movements must contact Redondo Jct. before leaving Watson or Redondo Jct. to determine whether or not there are other conflicting through moves. Movement must be programmed by Control Operator, Redondo Jct.

Engines leaving Watson and Hobart will notify Redondo Jct. before leaving their respective origins with the following information: Job number, lead engine and their turn-around destination. At turn-around destination crews will, before starting back to Watson or Hobart, notify Redondo Jct. they are returning to Watson or Hobart. On arrival at Watson, all crews will notify Redondo Jct. that their train or engine has arrived at Watson.

Spring point derail located at 2414 feet west of M.P. 27, west end Watson Yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Wingfoot:

For westward movement at M.P. 1.7 with 1000 foot approach circuit. For eastward movement at M.P. 2.3 with 1000 foot approach circuit. Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, stop must be made and movement must be protected.

When clearing the main track within the above limits, main track switch must not be returned to normal until engine and cars are clear of main track. Main track must not again be fouled without providing proper protection and, in addition, main track switch must be opened and wait five minutes.

Harbor Belt Line: Movement over tracks between Anaheim St. and Pier A Yard or San Pedro must be authorized by Harbor Belt Line. Southern Pacific: Movement over joint track between West Thenard and Long Beach must be authorized by Southern Pacific at Long Beach.

Rule 93 Yard Limits: Entire Harbor Subdivision
Harbor Belt Line

Rule 315(A): When crank type dual control switches controlled by Redondo Jct. are used in hand position, switches must not be returned to motor position until movement clear of switches.

HARBOR SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Harbor Subdivision	20
Alcoa Spur	10

(C) SPEED RESTRICTIONS — VARIOUS BETWEEN:

	MPH
Track and Crossing, M.P. 0.0 and M.P. 1.6	12
Track, M.P. 1.6 to M.P. 10.1	15
Crossing, M.P. 13.1	15
All movements Harbor Belt Line,	10
West Thenard and Long Beach,	10
S.P. Crossing, Nadeau	10
S.P. Crossing, M.P. 14.6 (while head end is passing over)	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through all turnouts — 10 MPH.

ALL SUBDIVISIONS

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 2 supplemented by adding: While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

Rule 3 supplemented by adding: Time may be compared by dialing extension 600, Topeka.

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(l) and 15(n).

Rule 24 amended to read: Trains will be identified by engine number. The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used.

Rule S-71 supplemented by adding: Eastward regular trains are superior to Westward regular trains of the same class. (Eastern Lines only).

Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

ALL SUBDIVISIONS

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1½ miles
50 MPH or over	2 miles

Rule 102(2) amended to read: The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for movement.

Rule 104(Q) new rule added to read: VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

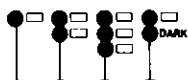
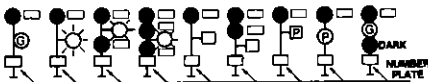
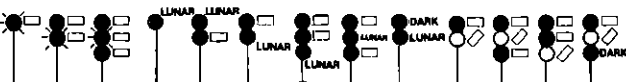
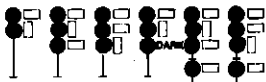
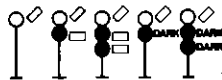
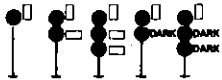
Rule 104(R) new rule added to read: SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop

ALL SUBDIVISIONS

Rule 317(2) does not apply.

Rule 404 first paragraph amended to read: In track warrants and track bulletins regular trains will be designated by number, as No. 10, adding engine number when necessary; extras by engine number and direction.

Rule 405 is supplemented by adding: Prescribed form for track warrant is shown on page 168. Pre-printed pads of this form will be in the same format as shown. The form for mechanical transmission is revised as depicted below with items 5 and 14 omitted intentionally.

Mechanically transmitted track warrants must indicate total number of track bulletins (item 16), track condition messages (item 18) and items checked (item 19). In items 16 and 18 if none show "NO". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received and that "Items Marked" correspond with those indicated in item 19.

TRACK WARRANT

NO. _____ ON _____ SUBDIV. _____ 19____

TO _____ AT _____

1. _____ TRACK WARRANT NO. _____ IS VOID.

2. _____ PROCEED FROM _____
TO _____ ON _____ TRACK

3. _____ PROCEED FROM _____
TO _____ ON _____ TRACK

4. _____ WORK BETWEEN _____
AND _____ ON _____ TRACK

6. _____ THIS AUTHORITY EXPIRES AT _____ M.

7. _____ NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____

8. _____ HOLD MAIN TRACK AT LAST NAMED POINT.

9. _____ DO NOT FOUL LIMITS AHEAD OF _____

10. _____ CLEAR MAIN TRACK AT LAST NAMED POINT.

11. _____ BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED, LIMITS OCCUPIED BY TRAIN OR ENGINE.

12. _____ BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.

13. _____ DO NOT EXCEED _____ MPH BETWEEN _____ AND _____

15. _____ PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.

16. _____ TRACK BULLETINS IN EFFECT _____

17. _____ OTHER SPECIFIC INSTRUCTIONS _____

18. _____ TRACK CONDITION MESSAGES IN EFFECT _____

19. _____ ITEMS CHECKED _____

OK _____ M _____ DISPATCHER _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

19. _____

ALL SUBDIVISIONS

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19____

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN: USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO.	LIMITS MP TO MP	SPEED MPH	TRACK(S)	FLAGS AT MP
	1				
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10				
	11	OTHER CONDITIONS: _____			

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19____

TO _____ AT _____

ON _____ (DATE) _____ BE GOVERNED BY RULE 456 WITHIN FOLLOWING LIMITS.

USE COLUMN WITH ASTERISK(*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE VOID	LINE NO.	LIMITS MP TO MP	FROM	UNTIL	TRACK (S)	* FLAGS AT MP	FOREMAN AND GANG NO.	STOP
	1		M	M				
	2		M	M				
	3		M	M				
	4		M	M				
	5		M	M				
	6		M	M				
	7		M	M				
	8		M	M				
	9		M	M				
	10		M	M				

TOTAL LINES USED _____

OK _____ M COPIED BY _____ DISPATCHER _____

RELAYED TO _____

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

ALL SUBDIVISIONS

5. (a) Trains or engines using auxiliary tracks must not exceed turn-out speed for that track, unless indicated otherwise in Special Instruction 1(A).
- (b) Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
511-649##	50	-
All Other Classes	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

##May be used as trailing units only.

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	4	5
Amtrak	2	2

8. Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks MPH	Pile Drivers	Pile Drivers
		AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464	AT-199453
		Locomotive Cranes	Other
		and Jordan	Machines
		Spreaders	MPH
		MPH	

Needles, Cadiz, First, Second, Third and Fourth Subdivisions	40	45	30
Olive Subdivision	40	40	30
All Other Subdivisions	15	15	15

Locomotive cranes AT-199600 and AT-199720 and pile drivers must be handled in trains next to engine.

ALL SUBDIVISIONS

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

All foreign line scale test cars must be handled in trains immediately ahead of caboose or as rear car at speed not exceeding 50 MPH.

9. Rule 109(C) Track side Warning Devices:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track side indicators. Dragging equipment will also actuate track side indicators at locations so equipped.

LOCATOR (Read out) TYPE

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

Counters will indicate accumulated axle count between defective axle and rear of train.

If counters fail to show location of defective equipment or if rear car of train is indicated as the location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

RADIO READOUT (Reporter Type)

As train approaches the detector location, to alert crew that system is operational, the following message may be transmitted via radio:

"Santa Fe Railroad (Site Identification), North or South Track, System working."

As train passes the detector location, if defect(s) in the train are detected, a rotating white light will be illuminated. In addition, a message stating "You Have a Defect", or an audible beeping tone will be transmitted via radio. If detector is on North Track the audible tone will be a fast beep; if on South Track it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect locations will be from head end of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of what transmissions crews can expect to hear:

- (1) " Santa Fe Railroad (Site Identification) North or South Track. First Hotbox Right Side, zero six eight."
- (2) ".....,Second Hotbox Left Side, one two five."
- (3) ".....FIRST DEFECTIVE CAR*, axle one four three."
- (4) ".....,First Dragging Equipment near axle one seven eight."

*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives (4) defective car alarms, or (3) or more hotbox alarms, or (2) or more dragging equipment alarms, crew must inspect the remainder of their train for additional defects.

ALL SUBDIVISIONS

If, after head end of train passes detector, the rotating white light becomes illuminated and no message or audible tone is received, train must be stopped with rear end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head end of train reaches detector, and/or the following message is transmitted via radio: "Santa Fe Railroad (Site Identification), North or South Track, System Failure", crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, No Defects."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

INSTRUCTIONS APPLICABLE TO ALL TYPES HOTBOX AND DRAGGING EQUIPMENT DETECTORS

Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same unit or car by intervening detector, or during a stop for inspection, unit or car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or
- (b) there is snow on ground which can be agitated by a moving train.

10. Rule N: Union Pacific trains will use joint tracks between West Riverside and Daggett. Southern Pacific trains will use Santa Fe main track Second Subdivision between M.P. 104.5 and M.P. 105.5.

11. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82(A): Clearances not required on Los Angeles Division.

13. Rule 405: On Los Angeles Division Track Warrants and Track Bulletins may be transmitted mechanically.

14. Rule 450: Track Bulletins will be used on Los Angeles Division EXCEPT Harbor Subdivision.

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (714) 884-2111 ext. 241 or (714) 888-9895. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X
	Car occupied by guard or escort	X
	Loaded plain flat car	X
	Loaded bulkhead flat car	X
	Loaded TOFC/COFC flat car	X
	Flat Car loaded with vehicles	X
	Open top car with shiftable load	X
	Car with Internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
	Car placarded EXPLOSIVES A	
	Car placarded POISON GAS	X
	Car placarded RADIOACTIVE	X
	Any loaded placarded car (other than COMBUSTIBLE or same placard)	X

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:	

	X	X	X	X		
	X	X	X	X		
	X		X			
	X		X			
	X		X			
	X		X			
	X		X			
	X	X	X		X	
	X	X	X		X	
	X	X	X		X	
	X	X				

NO RESTRICTIONS

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

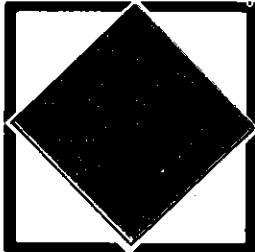
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY

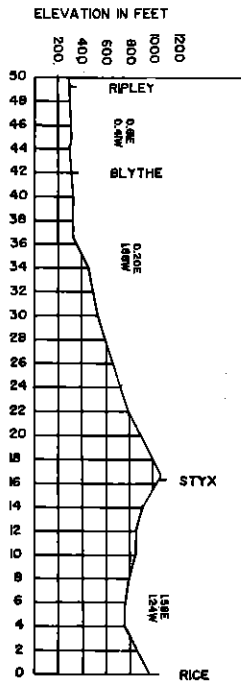
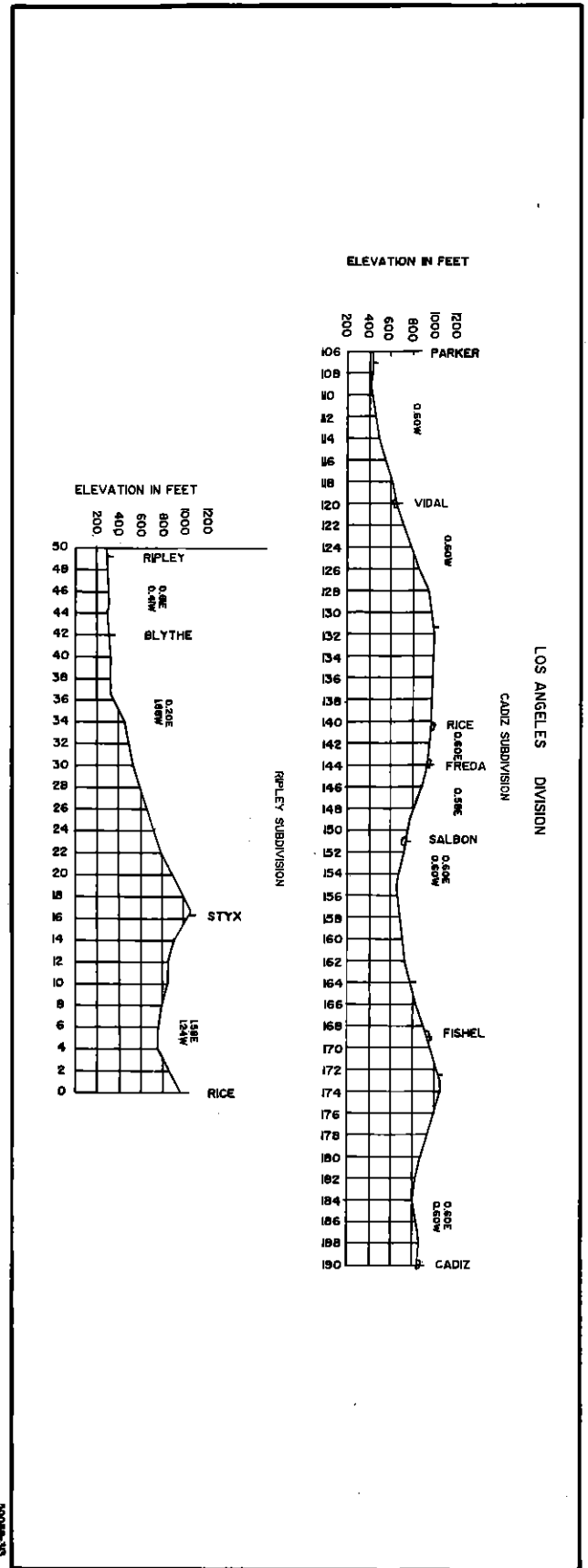
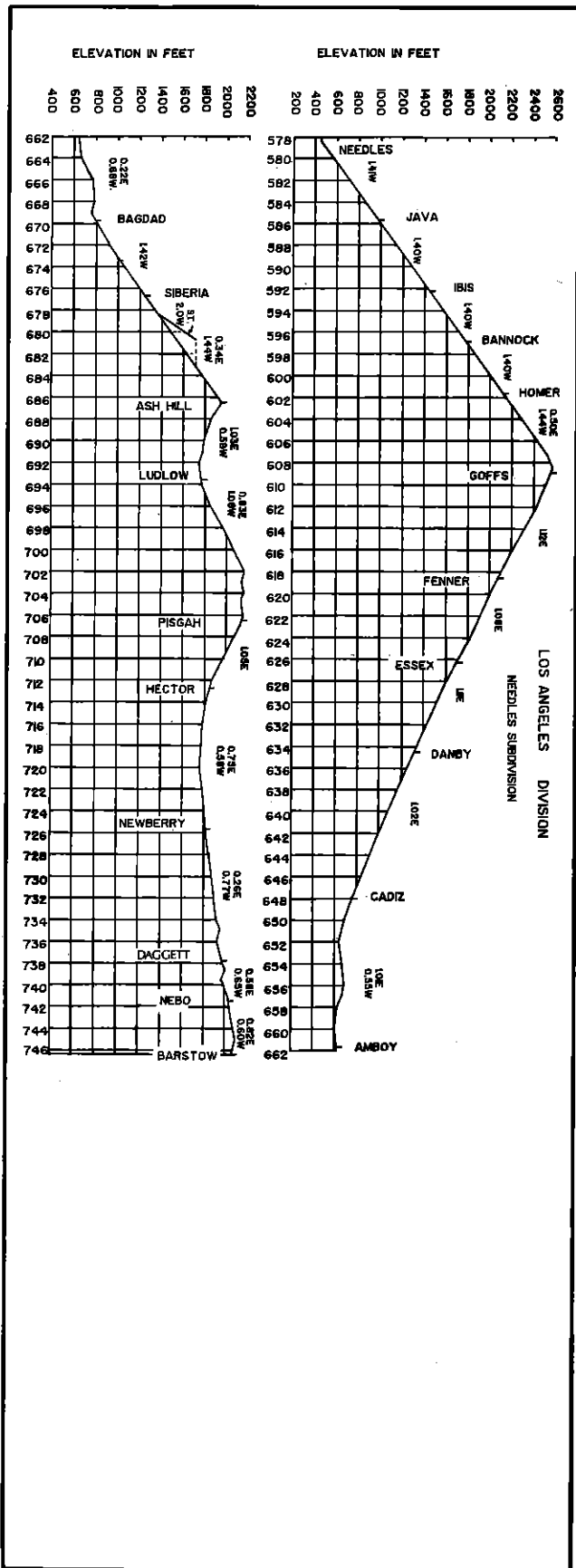


ALL SUBDIVISIONS

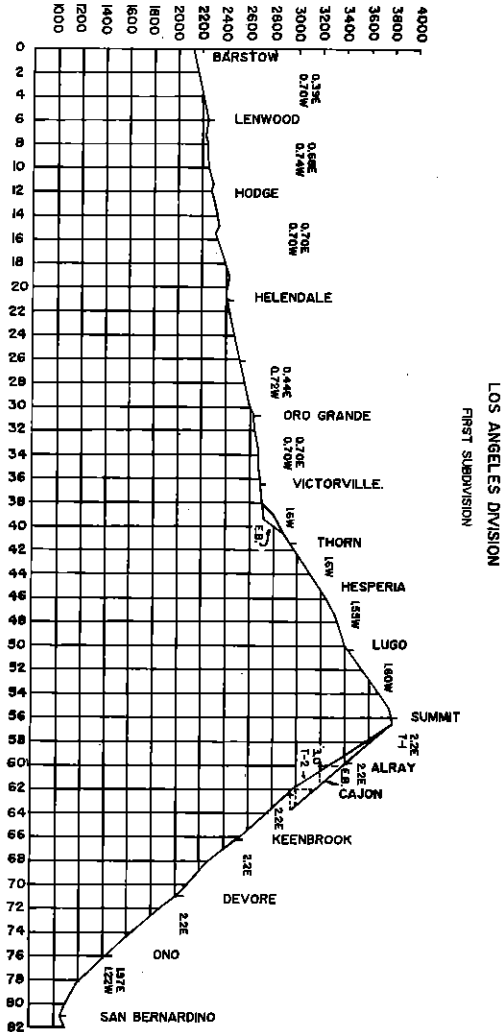
When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2300	EMD	GP38	262,500	55,460	2000
2370	EMD	GP38-2	260,800	55,400	2000
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GP30	262,900	51,400	2500
2785	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3500	EMD	GP38	262,500	55,460	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,000	62,685	3500
3810	EMD	GP50	271,663	64,200	3500
3840	EMD	GP40X	391,500	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,160	3000
5170	EMD	SD40-2	390,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5250	EMD	SDF40-2	388,000	83,100	3000
5300	EMD	SD45	389,820	72,286	3600
5426	EMD	SD45	389,500	72,286	3500
5490	EMD	SD45	388,420	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5590	EMD	SD45	391,500	72,290	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5950	EMD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	60,400	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7400	GE	B39-8	285,940	68,100	3900
7484	GE	B36-7	274,500	64,600	3600
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8700	GE	U36C	391,500	90,600	3600
9500	GE	SF30-C	386,560	91,500	3000

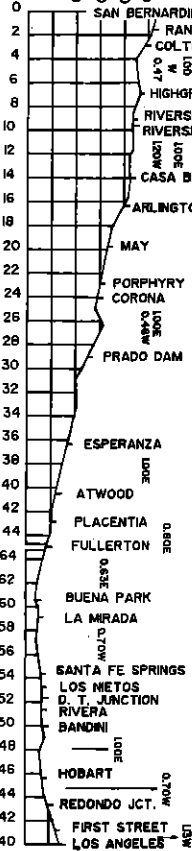
* Amtrak passenger units.



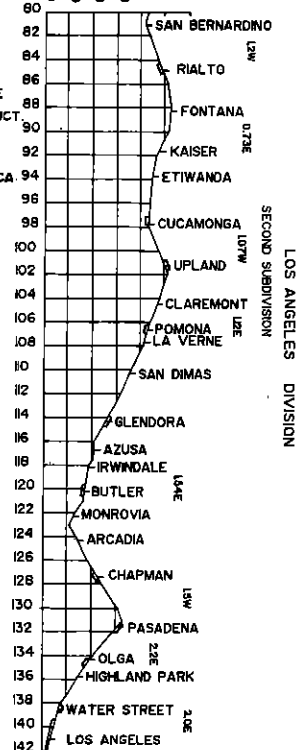
ELEVATION IN FEET



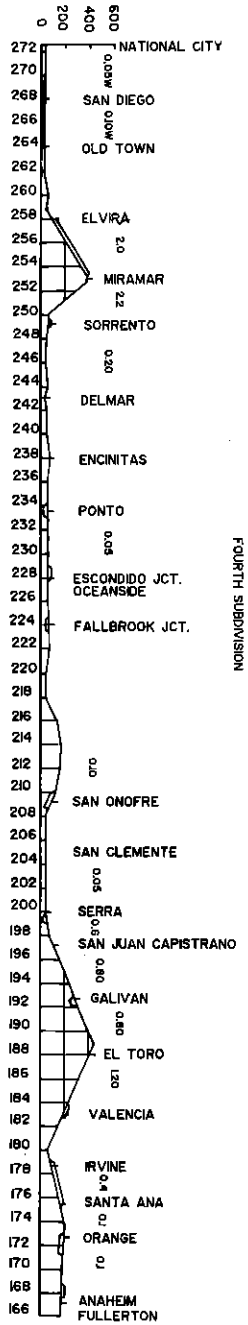
ELEVATION IN FEET



ELEVATION IN FEET



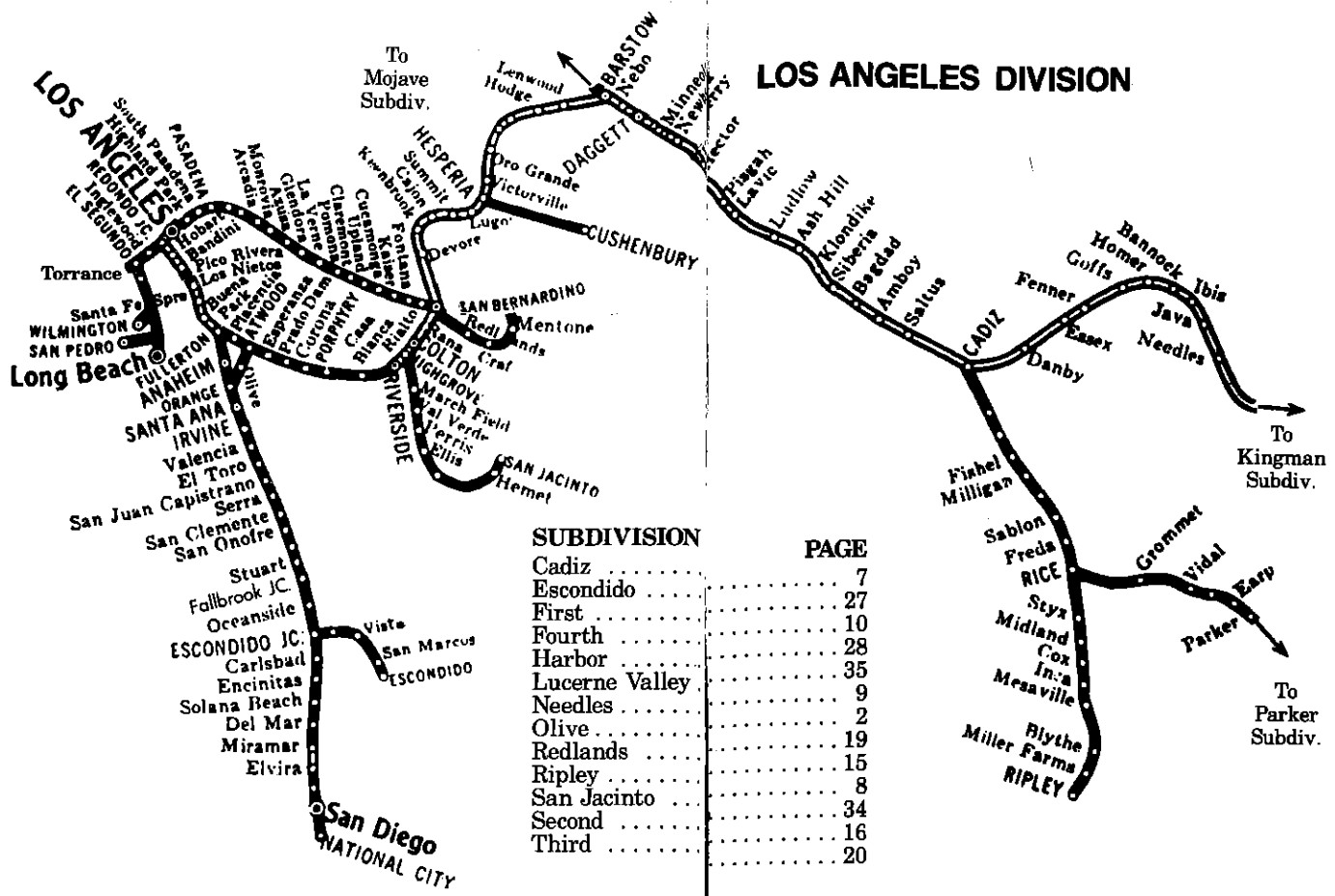
ELEVATION IN FEET



FOURTH SUBDIVISION

CEL. NO. 50888-34

LOS ANGELES DIVISION



SUBDIVISION	PAGE
Cadiz	7
Escondido	27
First	10
Fourth	28
Harbor	35
Lucerne Valley	9
Needles	2
Olive	19
Redlands	15
Ripley	8
San Jacinto	34
Second	16
Third	20