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 _____ Subdivison".

(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.

GET THE Santa Fe SAFETY HABIT

SANTA FE SAFETY FIRST

GET THE Santa Fe SAFETY HABIT

The Atchison, Topeka and Santa Fe Railway Co.

COAST LINES

LOS ANGELES DIVISION

TIME TABLE No. 2

IN EFFECT

Sunday, April 27, 1986

At 12:01 A.M.
Pacific Time

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

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
Superintendent *(Acting)*
SAN BERNARDINO, CALIF.

H.D. ROBERTSON
Terminal Superintendent
BARSTOW, CALIF.

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 Engs. ..... Barstow, Calif.
K.W. JURE, Trainmaster ..... San Bernardino, Calif.
E.J. MULLIGAN, Trainmaster,
Rd. Foreman of Engines. ..... San Bernardino, Calif.
J.S. BLACK, Asst. Trainmaster ..... 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.
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

J.M. BIERD — D.L. DAVIES
T.H. ESHELMAN — D.K. YOUNG

TRAIN DISPATCHERS

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

TABLE OF CONTENTS

Explanation of Characters found in Station columns:
A — Automatic Interlocking
B — General Orders/Circulars
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"

SPEED TABLE FOR INFORMATION ONLY

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	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 35 PSGR Leave Daily	FIRST CLASS 3 PSGR Leave Daily	Station Number	Siding Feet		STATIONS	
	AM 12:51	19800		DT ABS TWC	NEEDLES NO. 2.2	BMPQTXY
					WEST NEEDLES 5.4	
		19795	5317	2MT CTC	JAVA 6.8	
	1:09	19790	5650		IBIS NO. 5.4	
	1:16	19785	5418	DT ABS TWC	BANNOCK 4.6	X
	1:22	19780	6716		HOMER 7.5	X
	1:33	19775	7318		GOFFS 9.7	PX
	1:40	19770		DT — ABS — ATS — TWC	FENNER 7.5	PX
		19765			ESSEX 8.5	X
	1:50	19760	5383		DANBY 13.4	X
	1:58	19295	7328		CADIZ 10.3	PTX
		19290			SALTUS 3.1	X
	2:08	19285	5296		AMBOY 7.8	PX
	2:14	19280			BAGDAD 7.4	PX
	2:22	19275	6746	DT — ABS — TWC	SIBERIA NO. 9.5	X
	2:36	19265	5414		ASH HILL 6.7	PTX
		19260			LUDLOW 13.2	PX
	2:57	19250	6605	DT — ABS — ATS — TWC	PISGAH 6.2	PX
		19245			HECTOR 12.8	PX
	3:12	19240	7352		NEWBERRY 6.9	X
AM		19235			MINNEOLA 4.8	X
10:25	3:21	19215		2MT CTC	DAGGETT 6.3	
					EAST BARSTOW 2.3	
s10:35 AM	s 3:46 AM	19000			BARSTOW	BPQT
Arrive Daily	Arrive Daily				NORTH (168.7)	

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; between M.P. 737.3 and Barstow; on freight lead, Needles.

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

NEEDLES SUBDIVISION — ↑ EASTWARD

STATIONS			Mile Post	Siding Feet	FIRST CLASS 4 PSGR Arrive Daily	FIRST CLASS 36 PSGR Arrive Daily
NEEDLES NO. 2.2	BMPQTXY	DT ABS TWC	578.0		AM s 2:14	
WEST NEEDLES 5.4			580.2		2:05	
JAVA 6.8		2MT CTC	585.6			
IBIS NO. 5.4			592.3			
BANNOCK 4.6	X		597.0			
HOMER 7.5	X		601.5			
GOFFS 9.7	PX	DT ABS TWC	609.1	7254	1:37	
FENNER 7.5	PX		618.7			
ESSEX 8.5	X		626.2	5369	1:20	
DANBY 13.4	X		634.7	5841	1:13	
CADIZ 10.3	PTX		648.1	9292	1:01	
SALTUS 3.1	X	DT — ABS — ATS — TWC	658.4	2590		
AMBOY 7.8	PX		661.5	5406	12:51	
BAGDAD 7.4	PX		669.3	5022	12:45	
SIBERIA NO. 9.5	X		676.6			
ASH HILL 6.7	PTX	DT — ABS — TWC	686.7	7113	12:29	
LUDLOW 13.2	PX		693.4			
PISGAH 6.2	PX		706.6	6682	12:12	
HECTOR 12.8	PX	DT — ABS — ATS — TWC	712.8			
NEWBERRY 6.9	X		725.6	5363		
MINNEOLA 4.8	X		732.5			
DAGGETT 6.3			737.3		AM 11:48	PM 5:05
EAST BARSTOW 2.3		2MT CTC	743.6			
BARSTOW	BPQT		745.9		11:39 PM Leave Daily	4:55 PM Leave Daily
(166.0) SOUTH						

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:		MPH Psgr.	MPH Frt.
NORTH TRACK	Needles and M.P. 609.1	60	55*
	Goffs and Bagdad	90	55*
	Bagdad and Pisgah	79	55*
	Pisgah and Daggett	90	55*
	Daggett and Barstow	79	55*
SOUTH TRACK	Barstow and Daggett	79	55*
	Daggett 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*
	Goffs and Needles	60	55*
BOTH TRACKS	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; M.P. 706.5 to M.P. 713.0
Eastward M.P. 700.0 to M.P. 694.0; 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.

(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
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	40
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)

(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 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
	NEEDLES YARD	
Needles Freight Lead,	M.P. 578.4 and 580.3	30
"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 (Valley Div.)	D	Mojave Subdivision Receiving Yard Lead	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	50

(Continued on next page)

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)
Nebo	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. 716.4 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 714.3)

CADIZ SUBDIVISION

WEST-WARD ↓ ↑ EAST-WARD

Station Number	Siding Feet	STATIONS		Mile Post
19500		PARKER	PTY	105.8
		14.2		
19460	880	VIDAL		120.0
		20.4		
19330	2471	RICE	TY	140.4
		3.6		
19325	2100	FREDA		144.0
		7.0		
19320	2846	SABLON		151.0
		13.0		
19315		MILLIGAN		164.0
		5.2		
19310		FISHEL		169.2
		21.3		
19295		CADIZ	PTY	190.5
		(84.7)		

TWC

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

	MPH
Cadiz Subdivision	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	30
Track,	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

RIPLEY SUBDIVISION

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
19410		RIPLEY	Y		49.4
		7.4			
19400		BLYTHE	BPQTY		42.0
		25.5		TWC	
19335	526	STYX			16.5
		16.5			
19330	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

LUCERNE VALLEY SUBDIVISION

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
19060	2900	CUSHENBURY	PY		29.2
		3.1			
	700	SPUR 5			26.1
		10.5			
	760	BASS		TWC	15.6
		4.3			
	122	SPUR 2			11.3
		4.3			
	114	SPUR 1			7.0
		6.6			
19055		HESPERIA	PY		0.0
		(29.2)			

TWC in effect between Cushenbury and Hesperia.
Rule 93 Yard Limits:
Hesperia—M.P. 0.0 to M.P. 0.9
Cushenbury—M.P. 28.0 to M.P. 29.2

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-Staufer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

WESTWARD ↓ — FIRST SUBDIVISION

FIRST CLASS 35 PSGR Leave Daily	FIRST CLASS 3 PSGR Leave Daily	Station Number	Siding Feet	STATIONS
AM 10:40	AM 3:55	19000		BARSTOW BPQT
				0.9
				HOUSE 93
				2.2
				HOUSE 90
				0.9
				MSD JCT.
				0.9
				HOUSE 86
				2.4
		19015		LENWOOD
				6.9
				HODGE
				15.8
				EAST ORO GRANDE
				2.1
		19035		ORO GRANDE
				3.1
				EAST VICTORVILLE
				2.1
		19045		VICTORVILLE P
				1.3
				FROST
				7.1
		19055		HESPERIA
				5.0
				LUGO
				5.8
		19065		SUMMIT
				NO. 8.9 — SO. 6.9
		19075		CAJON
				6.6
		19080		KEENBROOK
				4.5
				VERDEMONT
				6.9
				FIFTH STREET
				0.7
s 12:20 PM	s 5:50 AM	19100		SAN BERNARDINO BPQT
Arrive Daily	Arrive Daily			SOUTH TRACK (82.0) NORTH TRACK (84.0)

FIRST SUBDIVISION — ↑ EASTWARD

STATIONS		Mile Post	FIRST CLASS 36 PSGR Arrive Daily	FIRST CLASS 4 PSGR Arrive Daily
BARSTOW BPQT		745.9	PM s 4:55	PM s 11:30
0.9				
HOUSE 93		746.8		
2.2				
HOUSE 90		749.0		
0.9				
MSD JCT.		749A.0		
0.9				
HOUSE 86		4.3		
2.4				
LENWOOD		6.7		
6.9				
HODGE		13.6		
15.8				
EAST ORO GRANDE		29.4		
2.1				
ORO GRANDE	CTC — 2MT	31.5		
3.1				
EAST VICTORVILLE		34.6		
2.1				
VICTORVILLE P		36.7		
1.3				
FROST		38.0		
7.1				
HESPERIA		45.1		
5.0				
LUGO		50.1		
5.8				
SUMMIT		55.9		
NO. 8.9 — SO. 6.9				
CAJON		62.8		
6.6				
KEENBROOK		69.4		
4.5				
VERDEMONT		73.9		
6.9				
FIFTH STREET		80.8		
0.7				
SAN BERNARDINO BPQT		81.5	3:05 PM	9:42 PM
SOUTH TRACK (82.0) NORTH TRACK (84.0)			Leave Daily	Leave Daily

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 Psgr.	MPH Frt.
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.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:		MPH Psgr.	MPH 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 57.4X (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

(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

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

1. 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.
2. Speed Restrictions:

	Operative Dynamic Brakes	MPH	Exceptions:	MPH
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	MPH	"RCE" or Helper Operation with Dynamic Brakes	MPH
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.

3. 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.

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)

WESTWARD ↓ **REDLANDS SUBDIVISION** ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
		End of Track	Y	13.4
		1.4		
19165	790	MENTONE	Y	12.0
		3.2		
19145		REDLANDS	Y	8.8
		8.8		
19100		SAN BERNARDINO	BPQTY	0.0
		(13.4)		

Rule 93 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 3 PSGR Leave Daily	Station Number	Siding Feet	STATIONS	
AM 5:50	19100		SAN BERNARDINO	BPQT
			0.5	
5:51			WEST YARD	Y
			2.9	
5:57	19825	1935	RIALTO	
			6.9	
6:03	24800		KAISER	PY
			1.9	
	24355		ETIWANDA	Y
			4.0	
6:09	24292	3154	CUCAMONGA	TY
			3.2	
6:13	24284	2363	UPLAND	
			3.9	
6:18	24264		CLAREMONT	Y
			1.9	
s 6:25	24250	3079	POMONA	
			3.5	
	23768		SAN DIMAS	
			4.2	
6:34	23710	2820	GLENDORA	
			2.5	
6:37	23700		AZUSA	T
			1.3	
6:39	23690	6165	IRWINDALE	PY
			2.0	
	23592	2740	BUTLER	Y
			2.2	
6:43	23584		MONROVIA	Y
			1.8	
	23580		ARCADIA	PY
			3.1	
6:48	23572	1800	CHAPMAN	
			4.4	
s 7:00	23565	1702	PASADENA	
			2.0	
	23559		SOUTH PASADENA	
			0.5	
7:05	23556	1698	OLGA	
			4.5	
			WATER STREET	Y
			0.7	
			BROADWAY	
			0.6	
			MISSION TOWER	MPQT
			0.8	
7:45 AM			LOS ANGELES UNION PSGR TERMINAL	BMP
Arrive Daily			(59.3)	

SECOND SUBDIVISION ↑ — EASTWARD

STATIONS			Mile Post	FIRST CLASS 4 PSGR Arrive Daily
SAN BERNARDINO	BPQT	CTC 2MT	81.5	PM s 9:42
0.5				
WEST YARD	Y		82.0	9:31
2.9				
RIALTO			84.9	9:26
6.9				
KAISER	PY		91.8	9:21
1.9				
ETIWANDA	Y		93.7	
4.0				
CUCAMONGA	TY		97.7	9:16
3.2				
UPLAND			100.9	9:13
3.9				
CLAREMONT	Y		104.8	9:09
1.9				
POMONA			106.7	s 9:07
3.5				
SAN DIMAS			110.2	
4.2				
GLENDORA			114.4	8:53
2.5				
AZUSA	T		116.9	
1.3				
IRWINDALE	PY		118.2	8:49
2.0				
BUTLER	Y		120.2	
2.2				
MONROVIA	Y		122.4	8:45
1.8				
ARCADIA	PY		124.2	
3.1				
CHAPMAN			127.3	8:41
4.4				
PASADENA			131.7	s 8:36
2.0				
SOUTH PASADENA			133.7	
0.5				
OLGA			134.2	8:27
4.5				
WATER STREET	Y		138.7	
0.7				
BROADWAY		CTC 2MT	139.4	8:14
0.6				
MISSION TOWER	MPQT		140.0	
0.8				
LOS ANGELES UNION PSGR TERMINAL	BMP			8:10 PM
(59.3)				Leave Daily

TWC — ABS

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. 99.0
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 Psgr.	MPH 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
M.P. 109.2 to M.P. 121.0
M.P. 131.3 to M.P. 139.3
Eastward
M.P. 129.0 to M.P. 122.8
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:		MPH Psgr.	MPH 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

WESTWARD ↓ OLIVE SUBDIVISION ↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post
25275		ATWOOD	PT	CTC	0.0
		2.4			
25290		OLIVE			2.4
		1.7			
		S.P. CROSSING	M		4.1
		1.7			
25295	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 ↓

FIRST CLASS

85 PSGR	83 PSGR	81 PSGR	79 PSGR	35 PSGR	77 PSGR	75 PSGR	73 PSGR	71 PSGR
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.
				PM 12:20				
PM s 9:43	PM s 6:50	PM s 4:45	PM s 2:44	s 1:30	AM s 11:45	AM s 9:59	AM s 8:48	AM s 7:16
10:25 PM	7:30 PM	5:25 PM	3:25 PM	2:15 PM	12:25 PM	10:40 AM	9:30 AM	7:55 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.

* Holidays: May 26, July 4 and Sept. 1, 1986.

THIRD SUBDIVISION

Station Number	Siding Feet	STATIONS			Mile Post
19100		SAN BERNARDINO	BMPQT	CTC-3MT	0.0
		0.9 WEST YARD			0.0X
19140		1.5 RANA			1.6
25045		1.3 COLTON S.P. Crossing	M	CTC-2MT	2.9
	4490	1.3 WEST COLTON			4.2
25065		2.5 HIGHGROVE	P		6.7
		2.5 RIVERSIDE JCT.			9.2
25200		0.6 RIVERSIDE			9.8
		0.8 WEST RIVERSIDE			10.6
25210	4905	3.4 CASA BLANCA	PT	CTC	14.0
25225	3095	2.4 ARLINGTON			16.4
25250	4692	3.2 MAY			19.6
25255	8059	3.2 PORPHYRY			22.8
25260	8370	1.3 CORONA			24.1
25265	4735	5.1 PRADO DAM			29.2
25270	6359	7.2 ESPERANZA			36.4
		2.9 LAMBERT		CTC-2MT	39.3
25275		1.3 ATWOOD	PT		40.6
25280		2.4 PLACENTIA			43.0
23200		3.0 FULLERTON	BPQ		165.0
23160		2.0 BASTA U.P. Crossing	M		163.0
23150		2.7 BUENA PARK			160.3
23140		2.6 LA MIRADA	PT		157.7
23120		4.7 LOS NIETOS S.P. Crossing	M		153.0
23110		0.9 D.T. JUNCTION S.P. Crossing	M		152.1
23100		1.2 PICO RIVERA	PT		150.9
23040		1.1 BANDINI			149.8
		2.5 EASTERN AVE.			147.3
23010		1.3 HOBART	BPQ		146.0
		1.5 HOBART TOWER U.P. Crossing	MQ		144.5
23550		1.3 REDONDO JCT. U.P. Crossing	MPQT		143.2
		2.1 FIRST STREET (70.7)		CTC	141.1
		1.1 MISSION TOWER S.P. & U.P. Crossing	MPQT		140.0
		0.8 LOS ANGELES UNION PSGR TERMINAL	BMP		

WEST (72.4)

THIRD SUBDIVISION

↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post	FIRST CLASS 72 PSGR Arrive Daily	74 PSGR Arrive Daily	76 PSGR Arrive Daily	36 PSGR Arrive Daily	78 PSGR Arrive Daily	80 PSGR Arrive Daily	82 PSGR Arrive Daily Except Sat. Sun. & *Hol.	84 PSGR Arrive Sat. Sun. & *Hol. Only	86 PSGR Arrive Daily
									PM					
19100		SAN BERNARDINO	BMPQT	CTC-3MT	0.0				s 3:05					
		0.9 WEST YARD			0.0X									
		1.5												
19140		RANA			1.6									
		1.3												
25045		COLTON S.P. Crossing	M		2.9									
		1.3												
	4490	WEST COLTON		CTC-2MT	4.2									
		2.5												
25065		HIGHGROVE	P		6.7									
		2.5												
		RIVERSIDE JCT.			9.2									
		0.6												
25200		RIVERSIDE			9.8									
		0.8												
		WEST RIVERSIDE			10.6									
		3.4												
25210	4905	CASA BLANCA	PT	CTC	14.0									
		2.4												
25225	3095	ARLINGTON			16.4									
		3.2												
25250	4692	MAY			19.6									
		3.2												
25255	8059	PORPHYRY			22.8									
		1.3												
25260	8370	CORONA			24.1									
		5.1												
25265	4735	PRADO DAM			29.2									
		7.2												
25270	6359	ESPERANZA			36.4									
		2.9												
		LAMBERT		CTC-2MT	39.3									
		1.3												
25275		ATWOOD	PT		40.6									
		2.4												
25280		PLACENTIA			43.0									
		3.0				AM	AM	PM		PM	PM	PM	PM	PM
23200		FULLERTON	BPQ		165.0	s 8:35	s 11:21	s 1:20	s 1:55	s 3:20	s 5:20	s 6:20	s 7:15	s 9:21
		2.0												
23160		BASTA U.P. Crossing	M		163.0									
		2.7												
23150		BUENA PARK			160.3									
		2.6												
23140		LA MIRADA	PT		157.7									
		4.7												
23120		LOS NIETOS S.P. Crossing	M		153.0									
		0.9												
23110		D.T. JUNCTION S.P. Crossing	M		152.1									
		1.2												
23100		PICO RIVERA	PT		150.9									
		1.1												
23040		BANDINI			149.8									
		2.5												
		EASTERN AVE.			147.3									
		1.3												
23010		HOBART	BPQ		146.0									
		1.5												
		HOBART TOWER U.P. Crossing	MQ		144.5									
		1.3												
23550		REDONDO JCT. U.P. Crossing	MPQT		143.2									
		2.1												
		FIRST STREET		CTC	141.1									
		(70.7) 1.1												
		MISSION TOWER S.P. & U.P. Crossing	MPQT		140.0									
		0.8												
		LOS ANGELES UNION PSGR TERMINAL	BMP			8:00 AM	10:45 AM	12:45 PM	1:20 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	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily

(72.4) EAST

* Holidays: May 26, July 4 and Sept. 1, 1986.

CTC in effect: On main tracks between San Bernardino and Mission Tower and between West Yard and Rana.

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

Industry track between M.P. 140.2 and 143.1 must not be occupied or fouled without authority of Control Operator at Redondo Jct. Authority may be relayed through Control Operator at Mission Tower. All movements on Industry Track must be at restricted speed. Control Operator at Redondo Jct. must be notified when movement clear of Industry Track.

Rule 153: Main track between San Bernardino and Rana is designated South Track. Two main tracks between West Yard and Rana are designated as follows: The track to the right as viewed from a Westward train is the North track and the track to the left is the Middle 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.

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
San Bernardino or West Yard 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 (South Track)	15
4 Curves,	M.P. 0.9 and 1.6 (South Track)	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
	D	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
	D	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

ESCONDIDO SUBDIVISION

WESTWARD ↓ ↑ EASTWARD

Station Number	Siding Feet	STATIONS		Mile Post
25545	1376	ESCONDIDO	TY	21.1
		4.9		
25540	866	SAN MARCOS	Y	16.2
		7.0		
25530	1811	VISTA	Y	9.2
		9.2		
25510		ESCONDIDO JCT.	TY	0.0
		(21.1)		

Rule 93 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												
85 PSGR	83 PSGR	81 PSGR	79 PSGR	77 PSGR	75 PSGR	73 PSGR	71 PSGR			STATIONS		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.		Station Number	Siding Feet		Mile Post
									25710		NATIONAL CITY Y	273.1
											3.8	
											22ND STREET BPQXY	269.3
PM	PM	PM	PM	AM	AM	AM	AM				1.8	DT
7:45	4:45	2:45	12:45	9:45	8:00	6:45	5:25		25700		SAN DIEGO TXY	267.5
7:52	4:52	2:52	12:52	9:52	8:07	6:52	5:32		25690		3.3 OLD TOWN Y	DT ABS 264.2
											6.3	
											ELVIRA	CTC 257.9
											4.9	CTC
									25610		MIRAMAR T	CTC 2MT 253.0
											3.9	
									25590	4877	SORRENTO	CTC 249.1
											5.1	
s 8:17	s 5:17	s 3:17	s 1:17	s 10:20	s 8:32	s 7:17	s 5:55		25580		DEL MAR	244.0
											5.9	
									25560		ENCINITAS	238.1
											4.2	
									25555	5333	PONTO	233.8
											6.5	
									25510		ESCONDIDO JCT. T	227.2
											0.8	
s 8:33	s 5:33	s 3:33	s 1:33	s 10:36	s 8:48	s 7:33	s 6:11		25500	6096	OCEANSIDE BP	226.4
											2.3	
									25446	4569	FALLBROOK JCT.	224.1
											14.9	
									25415	4927	SAN ONOFRE	209.2
											4.4	
	s 5:53								25410		SAN CLEMENTE	204.8
											5.0	
									25405	4673	SERRA	199.8
											2.6	
s 9:03	s 6:10	s 4:08	s 2:07	s 11:06	s 9:22	s 8:03	s 6:41		25390		SAN JUAN CAPISTRANO	197.2
											4.6	
									25385	4972	GALIVAN	192.6
											4.5	
									25380		EL TORO	188.1
											5.2	
									25375	5982	VALENCIA	182.9
											3.8	
									25315		IRVINE T	CTC 2MT ATS 179.1
											2.5	
											EAST SANTA ANA	CTC 2MT 176.6
											1.4	
s 9:23	s 6:30	s 4:28	s 2:27	s 11:26	s 9:42	s 8:24	s 7:01		25310		SANTA ANA	175.2
											2.6	
									25295	6250	ORANGE T	172.6
s 9:34	s 6:41	s 4:36	s 2:35	s 11:36	s 9:50	s 8:33					2.1 ANAHEIM STADIUM	CTC 170.5
											0.7	
											S.P. Crossing M	169.8
											2.0	
									23210	3044	ANAHEIM	167.8
											2.8	
s 9:43 PM	s 6:50 PM	s 4:45 PM	s 2:44 PM	s 11:45 AM	s 9:59 AM	s 8:48 AM	s 7:16 AM		23200		FULLERTON BPQ	165.0
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.				(107.8)	

* Holidays: May 26, July 4 and Sept. 1, 1986.

FOURTH SUBDIVISION

↑ EASTWARD

Station Number	Siding Feet	STATIONS			Mile Post	72 PSGR Arrive Daily	74 PSGR Arrive Daily	76 PSGR Arrive Daily	78 PSGR Arrive Daily	80 PSGR Arrive Daily	82 PSGR Arrive Daily Except Sat. Sun. & *Hol.	84 PSGR Arrive Sat. Sun. & *Hol. Only	86 PSGR Arrive Daily
						FIRST CLASS							
25710		NATIONAL CITY	Y		273.1								
		3.8											
		22ND STREET	BPQXY	DT	269.3								
		1.8											
25700		SAN DIEGO	TXY	DT ABS	267.5	AM s10:45	PM s1:30	PM s3:25	PM s5:25	PM s7:25	PM s8:25	PM s9:15	PM s11:25
		3.3											
25690		OLD TOWN	Y		264.2	10:28	1:11	3:09	5:09	7:09	8:09	9:01	11:10
		6.9		CTC									
		ELVIRA		CTC	257.9								
		4.9											
25610		MIRAMAR	T	2MT	253.0								
		9.9											
25590	4877	SORRENTO		CTC	249.1								
		5.1											
25580		DEL MAR			244.0	s 10:00	s 12:48	s 2:46	s 4:46	s 6:46	s 7:46	s 8:38	s 10:47
		5.9											
25560		ENCINITAS			238.1								
		4.2											
25555	5333	PONTO			233.8								
		6.6											
25510		ESCONDIDO JCT.	T		227.2								
		0.8											
25500	6096	OCEANSIDE	BP		226.4	s 9:44	s 12:32	s 2:30	s 4:30	s 6:30	s 7:30	s 8:22	s 10:31
		2.3											
25446	4569	FALLBROOK JCT.			224.1								
		14.9											
25415	4927	SAN ONOFRE			209.2								
		4.4											
25410		SAN CLEMENTE			204.8		s 12:12						
		5.0											
25405	4673	SERRA			199.8								
		2.6											
25390		SAN JUAN CAPISTRANO			197.2	s 9:12	s 12:01 PM	s 1:57	s 3:57	s 5:57	s 7:00	s 7:52	s 10:01
		4.6											
25385	4972	GALIVAN			192.6								
		4.5											
25380		EL TORO			188.1								
		5.2											
25375	5982	VALENCIA			182.9								
		3.8											
25315		IRVINE	T	CTC 2MT ATS	178.5								
		2.5											
		EAST SANTA ANA		CTC 2MT	176.6								
		1.4											
25310		SANTA ANA			175.2	s 8:52	s 11:41	s 1:37	s 3:37	s 5:37	s 6:40	s 7:32	s 9:41
		2.6											
25295	6250	ORANGE	T		172.6								
		2.1											
		ANAHEIM STADIUM		CTC	170.5	s 8:44	s 11:30	s 1:29	s 3:29	s 5:29	s 6:29	s 7:24	s 9:30
		0.7											
		S.P. Crossing	M		169.8								
		2.0											
23210	3044	ANAHEIM			167.8								
		2.8											
23200		FULLERTON	BPQ		165.0	s 8:35 AM	s 11:21 AM	s 1:20 PM	s 3:20 PM	s 5:20 PM	s 6:20 PM	s 7:15 PM	s 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: May 26, July 4, and September 1, 1986.

CTC in effect: On main tracks, 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. 169.2 — Anaheim
M.P. 171.4 — Orange
M.P. 199.8 — Serra Siding
M.P. 221.4 — Stuart
M.P. 221.7 — Stuart
M.P. 234.2 — Ponto Siding
M.P. 241.8 — Solana Beach
M.P. 242.1 — Solana Beach
M.P. 243.3 — Del Mar
M.P. 248.3 — Sorrento
M.P. 258.6 — Main Track
M.P. 259.6 — Main Track
M.P. 263.2 — Main Track

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH Psgr.	MPH Frt.
National City and Sorrento	79	55
Sorrento and East Santa Ana	90	55
South Track, M.P. 179.1 and 176.7	40	40
South Track, M.P. 176.7 and 175.2	20	20
East 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 Psgr.	MPH 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, North Track,	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

(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
	D	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 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
25065	1018	HIGHGROVE	PY	TWC	0.0
		1.5			
		S.P. Crossing	A		1.5
		5.7			
25075	1555	BOX SPRINGS	Y		7.2
		2.4			
25080		MARCH FIELD	P		9.6
		1.0			
25085	2046	ALESSANDRO			10.6
		2.9			
25090	1105	VAL VERDE	T		13.5
		4.8			
25110		PERRIS			18.3
		4.4			
25120	1030	ETHANAC			22.7
		6.2			
25125	1570	WINCHESTER			28.9
		7.1			
25135		HEMET	Y		36.0
		2.3			
25140		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
23550		REDONDO JCT.	MPQTY	TWC	0.0
		1.5			
		MALABAR	Y		1.5
		1.0			
		S.P. Crossing	A		
21630		NADEAU	Y		2.5
		0.3			
		S.P. Crossing	A		2.8
		0.7			
21650		WINGFOOT			3.5
		2.5			
21660		WILDASIN			6.0
		1.3			
21670		VAN NESS			7.3
		0.7			
21680		HYDE PARK			8.0
		1.9			
21690		INGLEWOOD			9.9
		3.7			
21710	4962	LAIRPORT	Y		13.6
		1.0			
		S.P. Crossing	Y		14.6
		0.2			
21720		EL SEGUNDO	TY		14.8
		1.8			
21770		LAWNDALE			16.6
		3.5			
21780		ALCOA	Y		20.1
		1.6			
21830		TORRANCE	Y		21.7
		1.6			
21820		IRONSIDES			23.3
		3.3			
22100		WATSON	BPQTY		26.6
		1.4			
22240		WILMINGTON	Y		28X
		2.0			
21840		PIER A YARD	TY		
		1.1			
22475		WEST THENARD	Y		
		S.P. Crossing	A		
		2.5			
22500		LONG BEACH	Y		
		(28.0)			

TWC in effect between Nadeau and 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: Redondo Jct. to Nadeau—M.P. 0.0 to M.P. 2.5
Lairport to El Segundo, M.P. 13.6 to M.P. 14.8
M.P. 18 to M.P. 22
M.P. 24.7 to Long Beach
Harbor Belt Line
M.P. 26.6 to Anaheim Street, M.P. 28X

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:

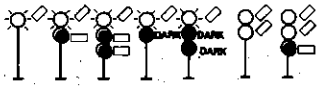
1. If two tracks, the track to the right as viewed from a Westward or Southward train is the **North** track, and the track to the left is the **South** track.

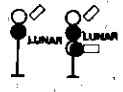
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.

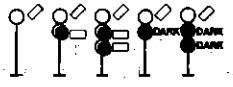
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is **No. 1** track and the tracks to the right thereof are **No. 2, No. 3, No. 4,** etc., respectively.

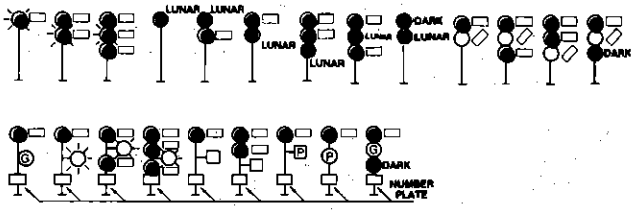
Rules 230 through 242 modified as follows:

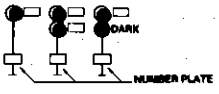
ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS

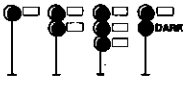












RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; 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

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". Employes 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. ______ ______________ 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 ______________________

Rule 450 second paragraph amended to read: When track bulletins are authorized, trains must receive a track warrant or clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

Rule 450 is supplemented by adding: Prescribed forms for track bulletins Forms A and B are shown on pages 174 and 175. Pre-printed pads of these forms will be, and the forms for mechanical transmission are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employes receiving copies must assure that lines used correspond with number indicated.

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 455 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 employes in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employes 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.

5. (a) Trains or engines using auxiliary tracks must not exceed turnout 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 AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 and Jordan Spreaders MPH	Pile Drivers AT-199453 Locomotive Cranes AT-199600 AT-199720 Other Machines 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.

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.

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

To locate defect indicated by a hotbox detector, crew must actually count axles. When making inspection, give particular attention to heat of journals and hub of wheels. If the bare hand cannot be held on a roller bearing housing for a few seconds, the bearings should be considered overheated. WARNING: CAUTION AND GOOD JUDGEMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY. Observe for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box friction-type bearing.

After each inspection use yellow crayon marker to write the date and letter 'B' above a roller bearing journal: the date and the letter 'J' above a friction bearing journal; or, the date and letter 'W' on a wheel.

If an overheated condition is found, the car or unit must be set out. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found, make close inspection of three cars or units on either side of such indicated equipment: then, if nothing found wrong (or entire train has been inspected) the train may proceed at prescribed speed but must stop after 30 miles for an identical inspection unless train was 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.

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) 387-1241, 387-1359 or 387-1254. 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

	Loaded cars placarded: POISON GAS	Loaded cars placarded:	Loaded cars placarded: RADIOACTIVE	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
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.	X	X		X			
MUST NOT BE NEXT TO: Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X (1)	X (1)		X (1)			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X (2)	X (2)		X (2)			
Loaded TOFC/COFC flat car	X	X (3)		X (4)			
Flat Car loaded with vehicles	X	X		X (5)			
Open top car with shiftable load	X (2)	X (2)		X (2)			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A	X		X	X		X	**NO RESTRICTIONS**
Car placarded POISON GAS		X	X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	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.

(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.

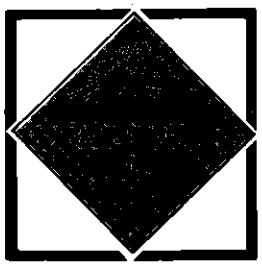
(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

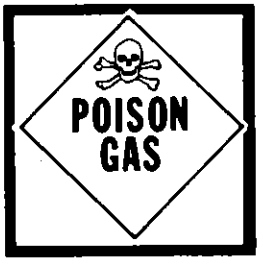
SWITCHING RESTRICTIONS

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

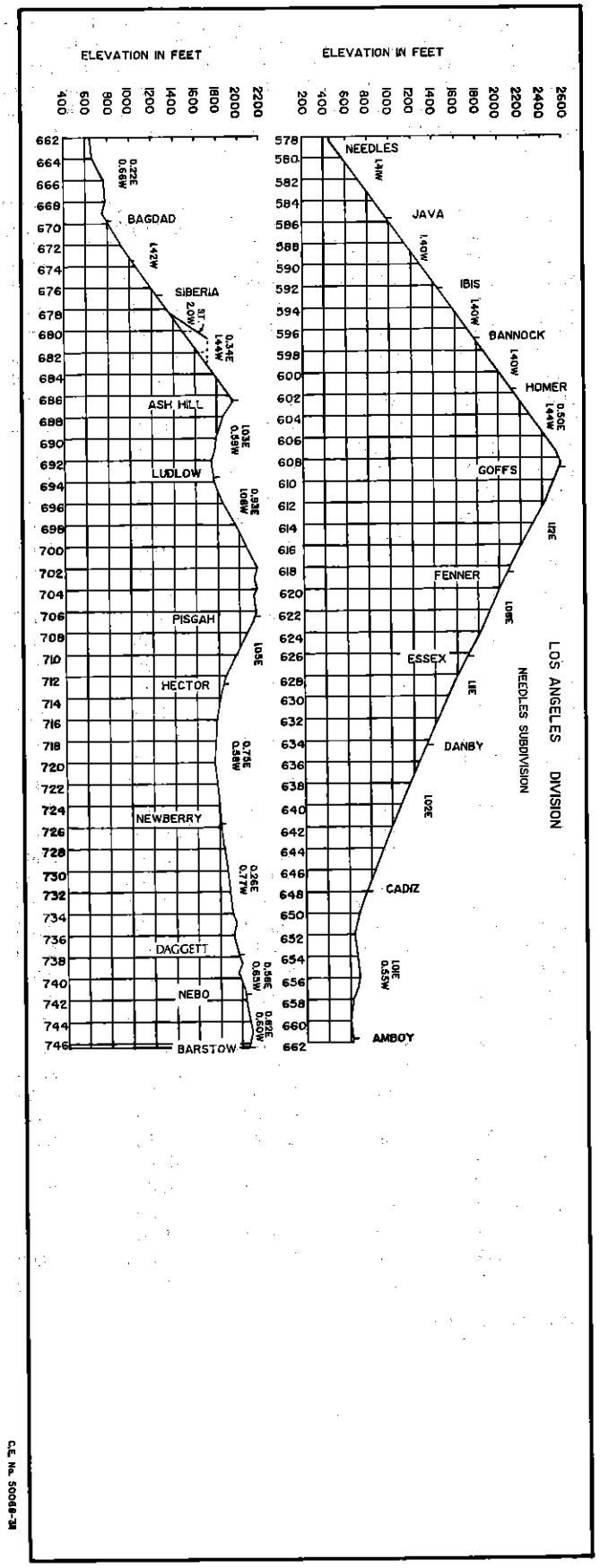
USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY

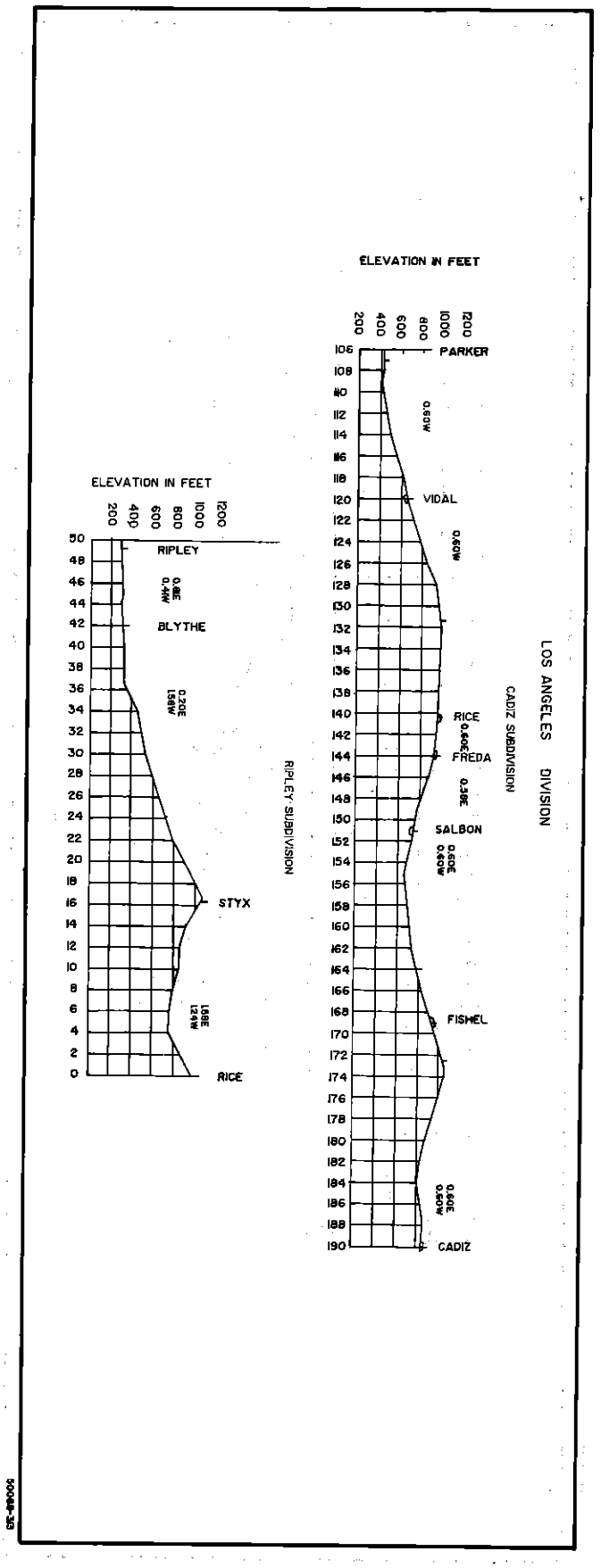
ALL SUBDIVISIONS

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
1556	EMD	SD39	391,500	82,284	2500
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	GP50	264,000	62,685	3500
3810	EMD	GP50	271,663	64,200	3500
3840	EMD	GP40X	391,500	64,200	3500
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
5501	EMD	SD45B	393,920	72.286	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
7200	EMD	SD45-2	395,500	73,650	3600
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.





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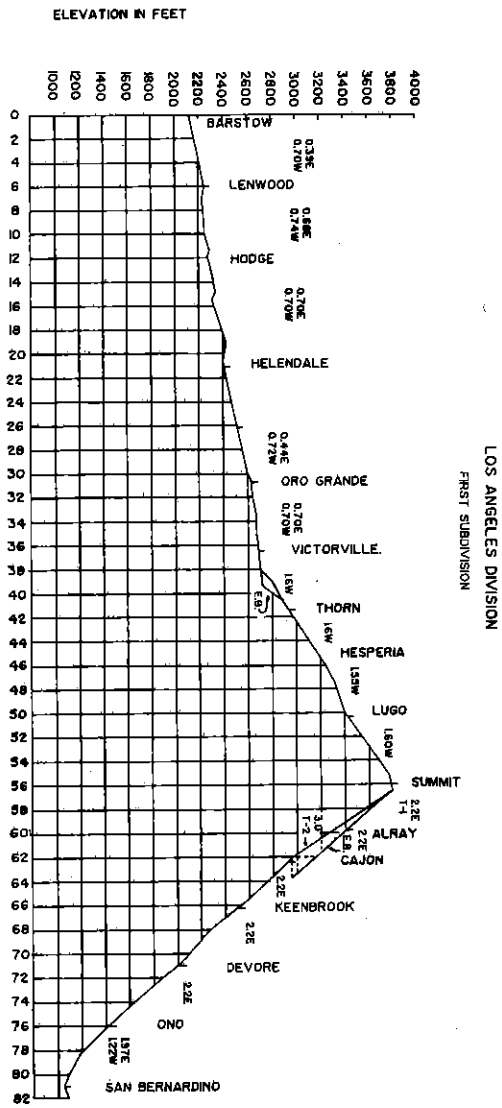

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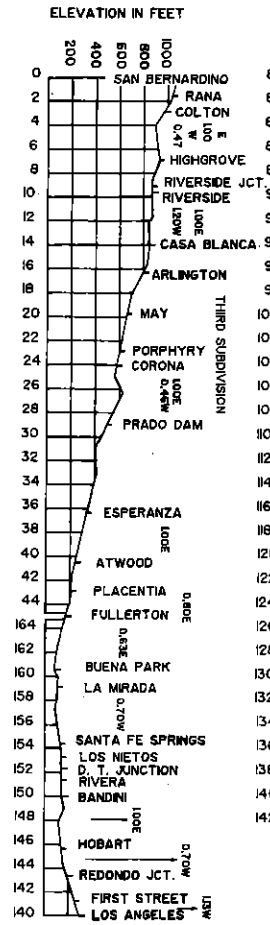

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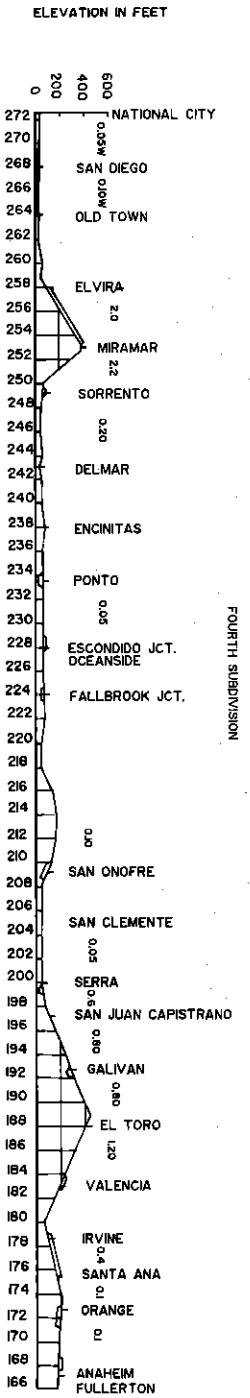

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LOS ANGELES DIVISION